



VILLAGE OF NORTH PALM BEACH
Joint meeting of the
Village of North Palm Beach Planning, Zoning and Adjustment Board and
Town of Lake Park Planning and Zoning Board
AGENDA
Monday, January 8, 2024 at 6:00 pm
Village Hall Council Chambers

1) Roll Call

Village of North Palm Beach Planning, Zoning and Adjustment Board

Donald Solodar, Chair
Cory Cross, Vice-Chair
Thomas Hogarth, Member
Jonathan Haigh, Member
Kathryn DeWitt, Member
Scott Hicks, Member
Nathan Kennedy, Member
Village Staff, Attorney, and Councilmember

Town of Lake Park Planning and Zoning Board

Richard Ahrens, Chair
Jon Buechele, Vice-Chair
Gus Rodriguez, Board Member
Patricia Leduc, Board Member
Evelyn Harris Clark, Board Member

2) Deletions, Additions, or Modifications to the Agenda

3) Public Comment for Non-Agenda Items

4) Declaration of Ex-parte Communications

5) Quasi-judicial Matters / Public Hearing

The Attorney of the Village of North Palm Beach will administer the oath to all individuals who will be speaking.

a. Planned Unit Development/Master Plan

i. [Village Place – Intersection of Palmetto Drive and US Highway 1](#)

A request from George Gentile, President of 2GHO, Inc., agent for NP Devland Holdings, LLC, for Master Plan approval of a mixed-use Planned Unit Development located at Palmetto Drive and U.S. Highway 1.

6) Commission Member Comments

7) Adjournment

All members of the public are invited to appear at the public hearing, which may be continued from time to time, and be heard with respect to this matter.

If a person decides to appeal any decision made with respect to any matter considered at the subject meeting, he or she will need to ensure that a verbatim record of the proceedings is made, which shall include the testimony and evidence upon which the appeal is to be based (F.S. 286.0105). In accordance with the Americans with Disabilities Act, any person who may require special accommodation to participate in this meeting should contact the Village Clerk's Office at 841-3355 at least 72 hours before the meeting date.

This agenda represents the tentative agenda for the scheduled meeting of the Planning Commission. Due to the nature of governmental duties and responsibilities, the Planning Commission reserves the right to make additions to, or deletions from, the items contained in this agenda.

	COMMUNITY DEVELOPMENT DEPARTMENT REPORT AND RECOMMENDATION
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Subject/Agenda Item:

PUD 2023-06 - Village Place

Consideration of Approval: A request from George Gentile President of 2GHO, Inc. agent for NP Devland Holdings, LLC for Master Plan approval of a mixed-use development within a Special C-3 Planned Unit Development located at the intersection of Palmetto Drive and U.S. Highway 1.

Recommendation to APPROVE

Recommendation to DENY

Quasi-Judicial

Legislative

Public Hearing

<p>Originating Department:</p> <p>Planning & Zoning</p> <p>Project Manager</p> <p>_____</p> <p>Caryn Gardner-Young</p>	<p>Reviewed By:</p> <p>Community Development Director</p> <p>_____</p> <p>Caryn Gardner-Young, AICP</p>
<p>Attachments:</p> <ul style="list-style-type: none"> Justification Statement Master Phasing Plan prepared by M. Troy Holloway and stamp-dated December 19, 2023 Master Development Plan prepared by M. Troy Holloway and stamp-dated December 19, 2023 Conceptual Landscaping prepared by Gentile Holloway O'Mahoney and plan stamp-dated December 19, 2023 Offsite Improvements and Circulation Plan prepared by Simmons & White and stamp dated December 19, 2023 Fire Truck Autoturn Analysis prepared by Simmons & White and stamp-dated December 19, 2023 Conceptual Elevations prepared by Gensler and stamp-dated December 19, 2023 Drainage Statement prepared by Simmons & White and stamp-dated December 19, 2023 Survey prepared by Lidberg Land Surveying, Inc. and stamp-dated December 19, 2023 Traffic Statement prepared by Simmons & White and stamp-dated December 19, 2023 	<p>Public Notice:</p> <p><input checked="" type="checkbox"/> Required</p> <p><input type="checkbox"/> Not Required</p> <p>Dates:</p> <p>Paper:</p> <p>Mailing</p> <p><input checked="" type="checkbox"/> Required</p> <p><input type="checkbox"/> Not Required</p> <p>Notice Distance: 500 feet</p>

I. Executive Summary

The site is a redevelopment which will replace what was once known as the Twin City Mall which opened in 1971 and was an enclosed shopping mall that was located in both the Village of North Palm Beach and the Town of Lake Park. During the 1980s, the mall saw an exodus of several stores and the center started to be met with “mixed” reaction. With the opening of the Gardens Mall in 1988, the last of the notable stores began to vacate, leaving the mall with a high vacancy rate.

Initiatives to redevelop this site started as soon as the early 90s, with plans for a temporary campus for FAU, or as a mixed-use site with offices and retail. Plans were also submitted in 1995 to demolish the building, and redevelop as a traditional shopping center. None of these development approaches came to fruition. More recently (within the last 20 years), a portion (primarily on the Lake Park side but also within the Village) of the site was redeveloped into Northlake Promenade Shoppes PUD, and the subject site area (North Palm Beach side) was redeveloped as the Village Shoppes PUD.

The 13.155-acre Master Plan is divided into 4 parcels, and proposes a maximum Floor Area Ratio (F.A.R) for the parcels. The total F.A.R for the development will not exceed 2.75, consistent with the recently updated Comprehensive Plan and Zoning Code provisions. The chart below highlights the Owner’s proposal:

<i>Proposed Development Parcels</i>	Acreage	Proposed Development Parameters
Parcel 1	2.70 ac	Max Height– 14 stories
Parcel 2	5.27 ac	Max Height– 14 stories
Parcel 3	1.34 ac	Max Height – 9 stories
Parcel 4	1.61 ac	Max Height – 9 stories
Civic Open Space	1.08 ac	N/A
Road ROW	1.155 ac	Roadway for project
Total		13.155 ac

The buildings are situated such that the proposed 9-story buildings are along the eastern perimeter of the property, with the taller 14-story buildings interior to the site that will provide views to the water. Further, the development area exceeds the minimum required 5 acres, and will be developed as a cohesive project. The project includes 1.08 acres of Civic /Open Space (which exceeds the code minimum of ½ acre for a development). While the exact form and function of the civic space has yet to be finalized, it has the potential to include a park, plaza area, courtyard, playground, or any combination of the same.

II. Site Data

Existing Use:	Five (5) lots which consists of a 127,282 square feet enclosed shopping center and vacant parcels
Proposed Use:	Mixed Use Project
Parcel Control Numbers:	68-43-42-21-29-007-0020, 68-43-42-21-29-001-0030, 68-43-42-21-200-001-0010, 36-43-42-21-29-007-0030, and 36-43-42-21-00-000-3040
Parcel Size:	13.155 acres
Existing Future Land Use Designation:	Commercial (C)

Table 1: Surrounding Existing Land Use, Future Land Use, Zoning District:			
Direction	Existing Land Use	Future Land Use	Zoning District
<i>North</i>	TD Bank, Walgreens, Wendy's	Commercial	Regional Commercial District (C-3)
<i>South</i>	FPL Substation, Gas Station, Kelsey City	Commercial (Lake Park)	R1B, R1 Single Family Residences, MU-Mixed Use (Lake Park)
<i>East</i>	Various Commercial Stores	Commercial	C-S Shopping Commercial,
<i>West</i>	Northlake Promenade Shoppes	Commercial (Lake Park)	C3-C3 Twin Cities Mixed Use (Lake Park)

III. Annexation/Zoning History

The five parcels that comprise the site currently contains a 127,282 square feet shopping center building while the rest of the site is vacant.

IV. Applicable Code Provisions:

- Sec. 45.34.1 pertaining to C-3 regional business district
- Sec. 45-81 -82 through 45-84-92 pertaining to landscaping
- Appendix A – pertaining to the Appearance Plan

V. Summary of Proposed Site and Development Plan Details:

The petitioner's planned unit development master plan documents consist of:

1. Justification Statement
2. Master Phasing Plan prepared by M. Troy Holloway and stamp-dated December 19, 2023
3. Master Development Plan prepared by M. Troy Holloway and stamp-dated December 19, 2023
4. Conceptual Landscaping prepared by Gentile Holloway O'Mahoney and plan stamp-dated December 19, 2023
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9. Survey prepared by Lidberg Land Surveying, Inc. and stamp-dated December 19, 2023
10. Traffic Statement prepared by Simmons & White and stamp-dated December 19, 2023

A total land area of 13.155 acres

1. Five (5) proposed parcels
 - a. Parcel 1 – 2.7 acres
 - b. Parcel 2 – 5.27 acres
 - c. Parcel 3 – 1.34 acres
 - d. Parcel 4 – 1.61 acres
 - e. Civic/ Open Space – 1.08 acres
2. Estimated population of approximately 2,236 residents
3. FAR of 2.75
4. Vehicular access from US Highway 1, Palmetto Drive and through the shopping center to Northlake Blvd.

VI. Staff Analysis:

This is a request for Master Plan approval of a Special Planned Unit Development under the C-3 Zoning Regulations.

CONSISTENCY WITH COMPREHENSIVE PLAN:

3.2 Village Goal Statement:

It is also the intention of the Village to provide mechanisms and processes to promote the redevelopment of obsolete, underutilized, and underproductive areas of the Village. The Village shall provide flexibility in the land development regulations to promote such redevelopment, including but not limited to encouraging mixed-use development, connectivity, pedestrian-oriented development, reduction of dependence on vehicles, creation of open/public/civic gathering spaces, and otherwise promoting the economic, development, housing, and other public policy goals of the Village.

The existing site was an enclosed shopping center which ran its course. The shopping center building has vacancies and most of the retail business moved to other locations such as the Gardens Mall. The creation of Village Place will promote the redevelopment of this underutilized and underproductive site which is located at the major intersection of Northlake Blvd. and US Highway 1. Therefore, the proposed project is consistent with the Village's Comprehensive Plan.

CONFORMITY WITH ZONING STANDARDS:

Sec. 45-34.1 C-3; Regional Business District

The C-3 Regional Business District is designed for the re-use and/or redevelopment of commercial property. It contains special regulations and procedures that are integrated with those of the Town of Lake Park to avoid conflicts that could otherwise be created by the location of the town/village boundary.

Section 45-34.1 (10) states that the Village's intent is to provide a mechanism and process to promote the redevelopment of the obsolete and underutilized areas of the C-3 Regional Business district with large scale, master-planned projects that promote a mix of uses; connectivity; pedestrian-oriented development; removal of surface parking; creation of public/civic gathering spaces; and shopping, entertainment, and restaurant uses within the form of an urban neighborhood incorporating residential development as an integral use.

The proposed Master Plan accomplishes a mix of uses, public/open space, and provides for the ability of an urban type development. The project shows pathways that link various uses, each parcel will provide garage parking so there is limited surface parking, and a 1.07 Civic site has been provided with shopping, entertainment and restaurant uses surrounding the Civic Site. Therefore, the proposed project is in conformance with the Village's

COMPATIBILITY WITH SURROUNDING LAND USES:

The site is presently being used as an outdated enclosed shopping center and vacant lots. The proposed PUD Master Plan has been reviewed and staff has determined that the overall design of the project is compatible with the prevailing development pattern in the area. Surrounding the property on the north, east and west are commercial entities and to the south is multi-family residences, an FPL Power Station and a Gasoline Station. The commercial uses are accessory to the residential dwelling units. With the inclusion of commercial uses within the PUD, residents will be able to obtain their basic daily needs within the PUD; thus reducing the number of trips on the Village’s roadways.

On September 21, 2023, the Development Review Committee reviewed this petition and reviewed two resubmittals in October and recommended approval.

Development Review Committee Comments:

Planning and Zoning:	Incorporated into the staff report.
Traffic Engineering	Incorporated into the staff report
Civil Engineering	Incorporated into the staff report
Building Division:	Incorporated into the staff report.
Fire Rescue Department:	Incorporated into the staff report
Public Works Department:	Incorporated into the staff report.
Police Department	No comments.

Other Agencies:

PBC Traffic Division:	Project meets traffic performance standards.
Seacoast Water Utilities:	Service is available but an 8” gravity sewer main will need to be replaced.
MPO / Palm Tran:	An agreement between the Developer and Palm Tran must be worked out to provide a transit stop 60’ south of the northeast corner of Parcel 3.
SFWMD:	An existing permit was provided.
FPL:	There is sufficient capacity to provide service
PBC School District:	SCAD letter was issued.

Standards and Staff Findings:

- 1. Minimum Lot Requirements: Project lot area of 13.155 **exceeds** the required five (5) contiguous lot acre.
- 2. Height Restrictions: The maximum building height of 14 stories **does not exceed** the maximum allowable height of 14 stories.
- 3. Off-Street Parking and Loading: The amount of parking will be determined in accordance with the site and development plans when submitted for each parcel.

- 4. Landscaping: The perimeter landscaping plan **complies** with the landscape requirements of the Code.
- 5. Sign Regulations: Permits **shall be obtained** prior to installation of any signs.
- 6. Utilities: The proposed water, sanitary sewer, and drainage systems **will meet** Code requirements subject to final permitting.
- 7. Concurrency Considerations: Project traffic **meets** traffic concurrency. Water and sewer service and capacities **are available** to serve the site.
- 8. Civic Site: The Civic site of 1.08 acres **exceeds** the ½ acre requirement.
- 9. Commercial Use: 127,282 square feet of non-residential use **exceeds** the minimum of 90,000 square feet.

VII. Staff Recommendation:

Approval of PUD 2023-06 with the following conditions:

- A. The most stringent requirements of Exhibit “A” Development Review Committee Report and Recommendation dated October 30, 2023, and strict compliance with the Exhibits listed below, which are attached hereto and made part hereof as Exhibit “B”:
 - 1. Justification Statement
 - 2. Master Phasing Plan prepared by M. Troy Holloway and stamp-dated December 19, 2023
 - 3. Master Development Plan prepared by M. Troy Holloway and stamp-dated December 19, 2023
 - 4. Conceptual Landscaping prepared by Gentile Holloway O’Mahoney and plan stamp-dated December 19, 2023
 - 5. Offsite Improvements and Circulation Plan prepared by Simmons & White and stamp dated December 19, 2023
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 - 10. Traffic Statement prepared by Simmons & White and stamp-dated December 19, 2023
- B. The project shall be developed in accordance with the Master Phased Planned subsequent site plans for the individual parcels/phases shall be reviewed by the Planning, Zoning and Appeals Board and reviewed and approved by the Village Council by Resolution (Planning and Zoning)
- C. The applicant shall obtain new service provider concurrency approvals when submitting for each Phase. (Planning and Zoning)
- D. The applicant or its successor property owner’s association shall maintain in perpetuity the 1.08 Civic Area designated on the Master Plan and shall provide the Village with an easement on such property.
- E. The Civic Site’s site plan shall be the first site plan approved by the Village Council and substantially

completed prior to the completion of the second Phase of the project pursuant to the Master Phasing Plan.

- F. Prior to the issuance of the first building permit, all property included in the project shall be subject to a Declaration of Restrictions and Covenant acceptable to the Village Attorney, which shall provide for the formation of a single master property owner's association and the assessment of members of the master association for the cost of maintaining all roadways, pedestrian amenities, and common areas, including the Civic Site.
- G. Prior to the Village's issuance of any infrastructure permits or building permits, applicant shall submit the following plans for review and approval by the Village;
 - a. A mobilization plan and staging plan to the Fire and Police Departments and Building Division.
 - b. A Life Safety Plan, which shall comply with all applicable fire safety
 - c. An emergency evacuation plan filed with the Police and Fire Departments. (Planning and Zoning)
- H. Any road closures or right-of-way improvements must obtain prior approvals and/or permits as required by the Village and/or other applicable authorities. (Planning and Zoning)
- I. If any significant archeological resources are found on site during development and construction, the Applicant shall notify Village Staff. (Planning and Zoning)
- J. The Property shall be platted with the proposed access easements, utility easements and the dedication of right-of-way to the Village, and the plat shall be approved by the Village Council and recorded in the public records prior to the issuance of a certificate of occupancy. (Planning and Zoning)
- K. Prior to the issuance of the first infrastructure permit, the Applicant shall provide the Village with a performance bond, letter of credit, escrow agreement or other acceptable surety agreement in a form approved by the Village Attorney and in an amount approved by the Community Development Director to ensure completion of on-site roadway, drainage, and utility improvements. As improvements are completed and accepted by the Village, the amount of the performance bond, letter of credit, escrow agreement or other acceptable surety may be reduced by a proportionate amount as determined by the Village Manager in consultation with the Community Development Director when requested by the Applicant. (Planning and Zoning)
- L. A permit shall be obtained from Seacoast Utility Authority prior to the first infrastructure permit. (Planning and Zoning)
- M. All infrastructure, including but not limited to fire hydrants, street lights, storm drains, etc., proposed on the approved site plan shall be maintained by the applicant or the master property owner's association. Fire hydrants shall be installed, tested and in service prior to construction, and a stabilized fire department access road shall be installed and maintained prior to and throughout construction. (Fire and Planning and Zoning)
- N. Permits from the South Florida Water Management District and the Village of North Palm Beach, as required, for the storm water management system must be obtained prior to the issuance of building permits. (Engineering and Planning and Zoning)

- O. A driveway connection and/or right-of-way construction permit from the Florida Department of Transportation and/or Palm Beach County must be obtained prior to issuance of a building permit if applicable. (Engineering and Planning and Zoning)
- P. Permits from the Health Department for the water and sewer system must be obtained prior to approval of building permits. (Engineering and Planning and Zoning)
- Q. In accordance with the requirements of the National Pollution Discharge Elimination System (NPDES), a Storm Water Pollution Prevention Plan, Owner/Operator Certification, and Notice of Intent shall be submitted and accepted by the Village prior to the issuance of building permits. (Building and Public Works)
- R. A site clearing and tree removal permit shall be required prior to any clearing activities on site. This permit shall demonstrate protection of existing trees to remain. (Planning and Zoning)
- S. All new utilities shall be provided underground. Appurtenances to these systems which require above-ground installation must be effectively screened from view. All utilities and services to the site shall be provided by entities holding valid franchise agreements with the Village. (Engineering and Planning and Zoning)
- T. In accordance with the determination of compliance with the Traffic Performance Standards by Palm Beach County Engineering, no building permits shall be issued after the build-out date of December 31, 2033, unless a revised traffic study with a later build-out date has been approved by the County and a copy of the approval provided to the Village of North Palm Beach. (Planning and Zoning)
- U. The road improvements on Palmetto Drive and the turn lane extension on US Highway 1 shall be completed no later than the last certificate of occupancy or completion of Phase 2. (Planning and Zoning)
- V. Proposed uses are restricted to the uses listed in Section 45-34.1(10)b of the Village's Code of Ordinances.(Planning and Zoning)
- W. Approval for the outdoor seating area must be obtained through an Outdoor Seating Permit or through a Site Plan Amendment whichever process is approved by the Village Council. (Planning and Zoning)
- X. The master plan shall be revised as necessary to reflect all conditions of approval and re-submitted prior to the issuance of building permits. (Planning and Zoning).
- Y. Any deviations to the approved master plan shall be governed by Section 6-59(4) of the Village Code of Ordinances. (Planning and Zoning)
- Z. Non-compliance with any of the conditions of approval will result in the Village withholding the issuance of any building permits or any Certificates of Occupancy and shall be considered a violation of the Village Code. (Planning and Building)
- AA. The conditions of approval shall be binding on the Applicant and its successors in interest and assigns and a violation of such conditions shall constitute a violation of the Village Code of Ordinances and

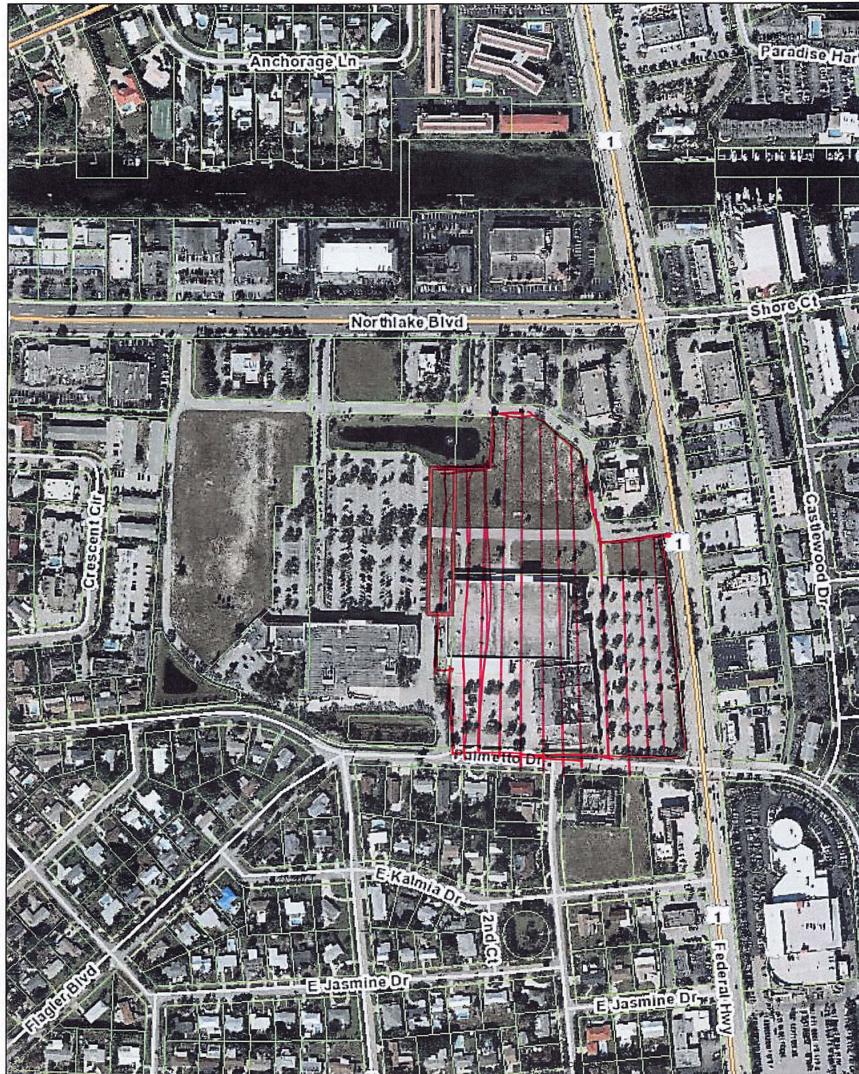
may be enforced by the Village as set forth in Article VI, Chapter 2 of the Village Code or as otherwise authorized by law. (Planning and Zoning)

- BB. All advertisements and legal addresses on insurance policies and business correspondence shall clearly state that the project is located within the “Village of North Palm Beach.” (Planning and Zoning)
- CC. The Applicant shall be bound by all oral and written representations both on the record and as part of the application/approval process.

PLANNING, ZONING AND ADJUSTMENT BOARD ACTION– January 8, 2024

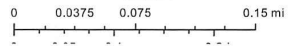
LOCATION MAP

36434221290070030



December 19, 2023

1:4,514



**VILLAGE PLACE
AKA: VILLAGE SHOPPES
PLANNED UNIT DEVELOPMENT
NORTH PALM BEACH, FLORIDA
JUSTIFICATION STATEMENT
AUGUST 21, 2023**

Introduction

2GHO, Inc., on behalf of the Owner, NP Devland Holdings, LLC respectfully requests the Village's review and approval of an infill redevelopment mixed-use proposal for the Village Shoppes. Located at the intersection US Highway 1, and Palmetto Drive, the total site area is approximately 13.155 acres, and has a future land use designation of Commercial, and zoning designation of C-3; Regional Business District. Note, over the course of the past year, the Owner has diligently worked with the staff, Village Council, and stakeholders to present a project that will not only be a marquee development within the Village of North Palm Beach, but also adhere to the goals, policies, and objectives of the adopted Comprehensive Plan, Zoning Code, and the newly adopted C-3 Regional Business District Code.

Pursuant to the recently adopted Planned Unit Development provisions for the C-3 Regional Business District, the development team has provided a Master Plan that provides for Retail/Commercial, Civic Open Space, Apartments, Senior Living, Condominiums, and hotel.

The uses indicated above will foster a transformative development for the Village that will be seen as an asset for the residents, and the end users. The old Twin City Mall site has been an eyesore on the prime corner of the Village and this new plan will bring this inactive site into a destination location for the Village.

Site History

The proposed redevelopment will replace what was once known as the Twin City Mall. Twin City Mall, which opened in 1971, was an enclosed shopping mall that was located in North Palm Beach and Lake Park.

Twin City Mall was first proposed in early 1969. The mall, which landed in both North Palm Beach and Lake Park would connect an existing J.M. Fields and Food Fair with a new Sears store. The mall had its grand opening on July 21, 1971, with 35 stores ready for opening day. Other major tenants included a Fountain's department store, a G. C. Murphy, and a theater operated by Budco Theatres noted as the first in the Palm Beach area with an automated projection system.

J.M. Fields would close with the chain in 1978, leaving the Twin City Mall location to be taken over by Jefferson Stores.

During the 1980's, the mall saw the exodus of several stores, and the center started to be met with "mixed" reaction. With the opening of the Gardens Mall in 1988, the last of the notable stores began to vacate, leaving the mall with a high vacancy rate.

Initiatives to redevelop this site started as soon as the early 90s, with plans for a temporary campus for FAU, or as a mixed-use site with offices and retail. Plans were also submitted in 1995 to demolish the building, and redevelop as a traditional shopping center. None of these development approaches came to fruition.

More recently (within the last 20 years), a portion (Lake Park side) of the site was redeveloped into Northlake Promenade Shoppes, and the subject site area (North Palm Beach side) was redeveloped as Village Shoppes.

Infill Redevelopment

The Owners, and project team have taken the task of carefully designing a logical plan that can utilize existing services, while staying sensitive to the surrounding community, and proposing uses that are in high demand, which accomplishes some of the basic tenants of infill redevelopment.

As South Florida's real estate market has matured, it faces a challenge similar to other mature markets: the increasing scarcity of developable land. Already faced with limited availability of vacant land due to geographic constraints, the rapid and dynamic growth of the South Florida counties (including Palm Beach) over the past several years has left developers with fewer greenfield development options, particularly in suburban areas, such as North Palm Beach.

The proposed mix of uses is logical, due to the fact of when a wide variety of uses are located in close proximity to each other, walking and cycling can now become practical means of travel. For mixed use development to succeed, varied land uses should be within convenient walking distance of each other (one quarter mile, 5-10 minutes) and there must be direct, safe, and convenient connections between the uses, which this proposal intends to provide.

Residents in mixed use developments can take care of many daily needs without having to drive elsewhere, and can contribute vitality and interest for residents, additional customers for neighborhood businesses, and a variety of housing choices.

Last, the Owners appreciate North Palm Beach's commitment to strategize for, and promote redevelopment/revitalization initiatives within the Village. As evidenced with the recent upgrades to the North Palm Beach Country club, the Village has set the stage for more improvements within the area. The Owner's looks forward to approval of their proposal which will provide for reinvestment back into the existing community.

Proposed Master Site Plan

The portion of this justification statement will provide a brief overview of the proposed master plan as well as conceptual information regarding drainage, traffic impacts, architectural style, landscape design, and a phasing schedule.

The 13.155-acre Master Plan is divided into 4 parcels, and proposes maximum F.A.R for the parcels. The total F.A.R for the development will not exceed 2.75, consistent with recently updated Comprehensive Plan and zoning code provisions.

The chart below highlights the Owner’s proposal:

Proposed Development Parcels

Parcel	Acreage	Proposed Development Parameters
Parcel 1	2.70 ac	Max Height – 14 stories
Parcel 2	5.27 ac	Max Height – 14 stories
Parcel 3	1.34 ac	Max Height – 9 stories
Parcel 4	1.61 ac	Max Height – 9 stories
Civic Open Space	1.08 ac	N/A
Road ROW	1.155 ac	Roadway for project
Total	13.155 ac	

Proposed F.A.R. for Development

Retail/Commercial/Public Service	.229
Apartments	1.596
Senior Living	.347
Condominiums	.344
Hotel	.234
Total	2.75 (MAX) = 1,575,851 sf

The buildings are situated such that the proposed 9-story buildings are along the eastern perimeter of the property, with the taller 14-story buildings interior to the site that will provide views to the water. Further, the development area exceeds the minimum required 5 acres, and will be developed as a cohesive project. The project includes 1.08 acres of Civic /Open Space (which exceeds the code minimum of ½ acre for a development). While the exact form and function of the civic space has yet to be finalized, it has the potential to include a park, plaza area, courtyard, playground, or any combination of the same.

Drainage

The project stormwater management system will be designed to retain onsite the entire runoff volume of any storm event up to and including the 25-year, 3-day storm event in accordance with the Master South Florida Water Management District Permit No. 50-04324-P. The existing South Florida Water Management District Permit will be modified to include Parcels 2, 4 and a portion of Parcel 3. Water quality for each parcel will be provided for via exfiltration trench. Water quantity will be provided in existing lakes and proposed storm chambers. Project grading will match previously permitted elevations with the South Florida Water Management Permit No. 50-04324-P

Traffic

With this submittal, a traffic statement has been provided that analyzes the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Palm Beach County Unified Land Development Code (ULDC). Based on the existing and project traffic characteristics and distribution, as well as the existing and future roadway network geometry and traffic volumes, the overall project meets the Link/Build-Out Test, and Five-Year analysis test, as required by Palm Beach County Traffic Performance Standards. For more information, please refer to the included traffic statement.

Architecture

Village Place stands as a transformative urban project, skillfully interweaving residential, retail, and hospitality. At its heart, an expansive central park serves as the bustling focal point, its vibrant energy mirrored in activated retail spaces surrounding its periphery.

This development emphasizes a pedestrian-oriented approach, connecting urban activity with natural settings. A lush, immersive landscape flourishes, inviting residents and visitors to explore and interact. On the ground level, the design creates spaces for activation and relaxation, supported by natural finishes that complement the surroundings. Exterior pedestrian paver sidewalks and outdoor furnishings enhance the outdoor experience and connect the user with the natural habitat.

As the structure rises above the retail podium, a shift in architectural style becomes evident. A timeless contemporary design aesthetic takes precedence, featuring clean lines and skillful use of materials. Balconies become private retreats, capturing ample natural light and expansive views. The design palette balances light finishes with natural textures, cultivating a sense of refined luxury.

Architectural diversity is achieved through a thoughtful interplay between solid and void, fostering a dialogue between mass and space. Balconies vary in design, blending recessed and protruding elements, while a sequence of punched openings, ranging from large to small, evokes the spirit of tropical modernism, spanning both past and present inspirations.

Atop the structure, activated rooftop podiums offer residents a dynamic space. The building's massing is responsive and resilient, catering to the demands of the urban environment while maintaining a landscape-forward and human-scaled approach.

In summary, this architectural narrative captures a synthesis of urbanity and nature. The interplay of materials, spatial arrangements, and purpose converge to redefine urban living, resulting in a project that is both timeless and contemporary.

Landscape Design

The goal of the landscape design for this project is to enhance the daily life of its users, as well as the neighboring residents. The proposed conceptual landscape design seeks to establish perimeter landscape buffers for the project by suggesting a variety of buffer trees/palms,

complete with recommended buffer understory plantings. This project will propose perimeter trees for all specified buffers that exceed the current minimum landscape code requirement. The end result will spur the ability to create pleasing spaces that will have immediate social and environmental benefits for the surrounding areas. With this submittal, the project team has provided a conceptual landscape plan, that detail the proposed buffers for the project.

Phasing Schedule

It is the Owner's intent to place the infrastructure for the entirety of the project, as well as the public/civic open space within the first phase of this project. All future phases for the proposed parcels will occur based on market demand.

Consistency with North Palm Beach Adopted Policies

This subject application is a culmination of numerous months of coordination with staff members, Village Council, and stakeholders to arrive at a Master Plan that recognizes the importance of this property, by capturing the true essence of redevelopment. In this quest, the team has focused its efforts around proposing a design, and programmatic function that aligns with several of the Village's adopted plans. This portion of the narrative will provide analysis on how the proposed master plan meets the established visions, goals, and policies.

Consistency with the Comprehensive Plan

3.2 Village Goal Statement:

It is also the intention of the Village to provide mechanisms and processes to promote the redevelopment of obsolete, underutilized, and underproductive areas of the Village. The Village shall provide flexibility in the land development regulations to promote such redevelopment, including but not limited to encouraging mixed-use development, connectivity, pedestrian-oriented development, reduction of dependence on vehicles, creation of open/public/civic gathering spaces, and otherwise promoting the economic, development, housing, and other public policy goals of the Village.

Response: The Owner's Master Plan proposal is directly consistent with the above goal. It is taking advantage of a newly adopted mechanism that promotes the upgrading of a site that has long been underutilized.

The plan will in fact enhance connectivity, and provide for substantial civic/public spaces which will further add to the economic viability of this area.

Table 3-1 Land Use Classification System:

Commercial: Land uses and activities within land areas which are predominantly related to the sale, rental and distribution of products and the provision or performance of services. Within the Commercial classification, residential and other uses may also be permitted in accordance with the mixed-use policies of the Comprehensive Plan and the Village's land development regulations.

Response: The Commercial land use designation of this property is consistent with the proposed master plan, as all uses are not in conflict with any of the adopted policies of the Comprehensive Plan.

Citizens' Master Plan

In August of 2015, the Palm Beach MPO, partnered with the Treasure Coast Regional Planning Council (TCRPC) to study ways to improve mobility, quality of life, and economic vitality for the Village.

One of the key recommendations of the Master Plan was to prioritize redevelopment areas, and the subject property was one of the main sites that were targeted. The Plan goes on to describe the potential redevelopment that could be supported on the subject site.

“The site is large enough to accommodate a significant project. Buildings tall enough to afford water views could be incorporated without impacting existing residences. Currently, the project turns its back to adjacent houses, negatively impacting physical and economic potential, particularly for the residential uses. Since half of the site is located within the boundary of Lake Park, a clear vision that both municipalities support is a crucial tool to encourage investment.”

Response: The proposed uses of the Master Plan are in line with the majority of uses identified in the market analysis done for the Village by TCRPC. The property Owner has used the Citizen's Master Plan and the newly adopted C-3 Regional Business District Code as a guide to program the proposed development, and was successful in achieving the vision for the Twin City mall site, which incorporates residential as an integral use of the project.

Housing – The residential housing market in North Palm Beach has fully recovered from the 2007 recession. While population growth has remained modest within the Village, entitlements granted for the 2014 Water Club project (which quickly sold out) resulted in 172 multi-family starts, indicating a clear market demand. Additionally, it should be noted that with no new inventory being produced in the Village of North Palm Beach in the last several years, there is not a significant opportunity to increase the tax base within the Village. The residential units proposed in this development will provide for the opportunity to; a) provide additional residential units to help meet current market demand, and add to the economic vitality of the Village by increasing the tax base.

Hotel Market – A recent study suggests a demand for additional rooms within the Village. As such, a proposed hotel use will help to fill that demand, as the intent will be to seek a well-qualified hotel developer/operator.

Senior Living – While it was not an area of focus in the market study, additional senior living opportunities are becoming more important in Palm Beach County. With 25% of the population now over the age of 65 (**2022 Census Data estimates**), opportunities for senior living communities should be welcomed.

Consistency with the Village Zoning Code

Sec. 45-34.1 C-3; Regional Business District

The C-3 Regional Business District is designed for the re-use and/or redevelopment of commercial property. It contains special regulations and procedures that are integrated with those of the Town of Lake Park to avoid conflicts that could otherwise be created by the location of the town/village boundary. Below is a table demonstrating that all proposed uses are permitted by code.

Village Place – Proposed Uses

Use	Uses Permitted	By PUD Only
Retail/Commercial	✓	
Apartments/Condos	✓	
Hotel	✓	
Senior Living		✓
Civic / Public Space	✓	

Section 45-34.1 (10) states that the Village’s intent us to provide a mechanism and process to promote the redevelopment of the obsolete and underutilized areas of the C-3 Regional Business district with large scale, master-planned projects that promote a mix of uses; connectivity; pedestrian-oriented development; removal of surface parking; creation of public/civic gathering spaces; and shopping, entertainment, and restaurant uses within the form of an urban neighborhood incorporating residential development as an integral use.

Response: The proposed Master Plan accomplished a mix of uses, public/open space, and provides for the ability of an urban type development. By utilizing the allowed PUD process, the Owner will be able to properly facilitate redevelopment and accomplish the goals of the Village, as described throughout this justification statement.

Further, the proposed master plan meets the following thresholds, established by Section 45-34.1(a)

- Exceeds the minimum required 5 contiguous acres, and will be developed as one overall development project;
- Under unified control of a Master Property Owner’s Association, which will consist of two sub-associations (one for the residential component, and one for the non-residential component)
- Exceeds the ½ acre Civic/Open Space requirement, by providing 1.08 Acres;
- Exceeds the minimum of 90,000 sf of non-residential uses;
- Will provide for public benefits in the form of innovative architectural features, enhanced quantity and sizes of landscape materials along the Pubic Right of Ways where they can be accommodated, pedestrian connections and amenities and an increased Civic/Open Space element that will provide an unprecedented public space for the users and residents of the project and the Village of North Palm Beach.

Consistency with PUD policies

Per the Village of North Palm Beach's Planned Unit Development Submittal Checklist, the Owner will demonstrate how the subject proposal conforms to the established standards set forth below:

- A. *That the proposed change would not be contrary to the Village's Future Land Use Element and would not have an adverse effect on the Comprehensive Plan.*

Response: To the contrary, the Owner's proposal is directly consistent with the Village's Goal within the Future Land Use Element, as described in a previous section within this document. All facets of the proposed development will be aligned with the adopted goals, policies, and objectives of the Comprehensive Plan.

- B. *That the proposed use or uses shall be of such location, size and character as to be in harmony with the appropriate and orderly development of the zoning district in which situated.*

Response: As described in a previous section in this justification statement, the master plan is consistent with the PUD requirements stipulated in the C-3 Regional Business Zoning District.

- C. *That the proposed use or uses shall not be detrimental to the orderly development of adjacent zoning districts.*

Response: There will be no adverse impact to adjacent zoning districts, as the proposed uses have been suggested by a previous market analysis for the Village of North Palm Beach. In fact, the proposed project will bring users into the area and provide a stimulus for other business, offices and restaurants throughout the US Highway One and Northlake Boulevard corridors.

- D. *That the location and size of the proposed use or uses, the nature and intensity of the principal use and all accessory uses, the site layout and its relation to streets giving access to it, shall be such that traffic to and from the use or uses, and the assembly of persons in connection therewith, will not be hazardous or inconvenient to the neighborhood nor conflict with the normal traffic of the neighborhood.*

Response: With this application submittal, the Owner has submitted a traffic statement which concludes that the traffic generated for this project will not conflict with the normal established traffic patterns and meets the County Traffic Performance Standards as adopted by the Village of North Palm Beach.

- E. *That the location and height of buildings, the location, nature and height of walls and fences, and the nature and extent of landscaping of the site shall be such that they will not hinder or discourage the proper development and use of adjacent land and buildings nor impair the value thereof.*

Response: It is the Owner's intent to ensure that this standard is upheld with the proposed development. Through the site plan review process, these items will be adequately site planned in a way that will not hinder any development possibilities for adjacent parcels.

- F. That the standards of density and required open space in the proposed project are at least equal to those required by this ordinance in the zoning district in which the proposed project is to be located, except as may be permitted for key redevelopment sites through subsection 45-35.1. VIII.*

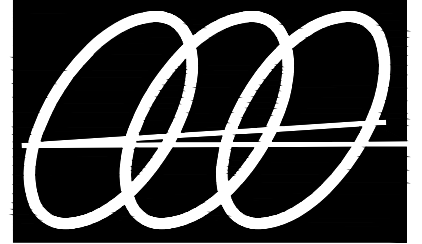
Response: The proposed Master Plan is based on maximum FAR, which is consistent with the requirements listed in the Comprehensive Plan and zoning code. The FAR proposed is also consistent with the requirements of the Town of Lake Park, Florida.

- G. That there shall be no uses within the proposed project which are not permitted uses in the zoning district in which the proposed project is to be located.*

Response: All proposed uses are either permitted by right, or through the PUD process.

Conclusion

In closing, the Owner proposes a Planned Unit Development mixed-use project that will redevelop the North Palm Beach portion of the Twin City mall site; an area that has been long contemplated for redevelopment. The developer has taken extreme care in listening to the concerns and wishes of staff, councilmembers, and stakeholders to propose a mix of uses that are logical, and reinvest into the local economy. This proposal is directly consistent with the Village's Goals stated in the Comprehensive Plan, and will be an asset to not only North Palm Beach, but the greater Palm Beach County area, furthering health, safety, welfare ideals. With this, 2GHO, Inc. respectfully requests review and approval of this submitted PUD Application.



**Gentile
Holloway
O'Mahoney
& Associates, Inc.**
Landscape Architects
Planners and
Environmental Consultants

1907 Commerce Lane
Suite 101
Jupiter, Florida 33458
561-575-9557
561-575-5260 FAX
www.2GHO.com

Village Place

Mixed-Use Development

Designed: _____ MTH
Drawn: _____ MTH
Approved: GGG MTH/EMO
Date: 8/21/23
Job no. _____
Revisions: 10/17/23

Cad no. CAD0

Seal

LC C000177

Sheet Title:

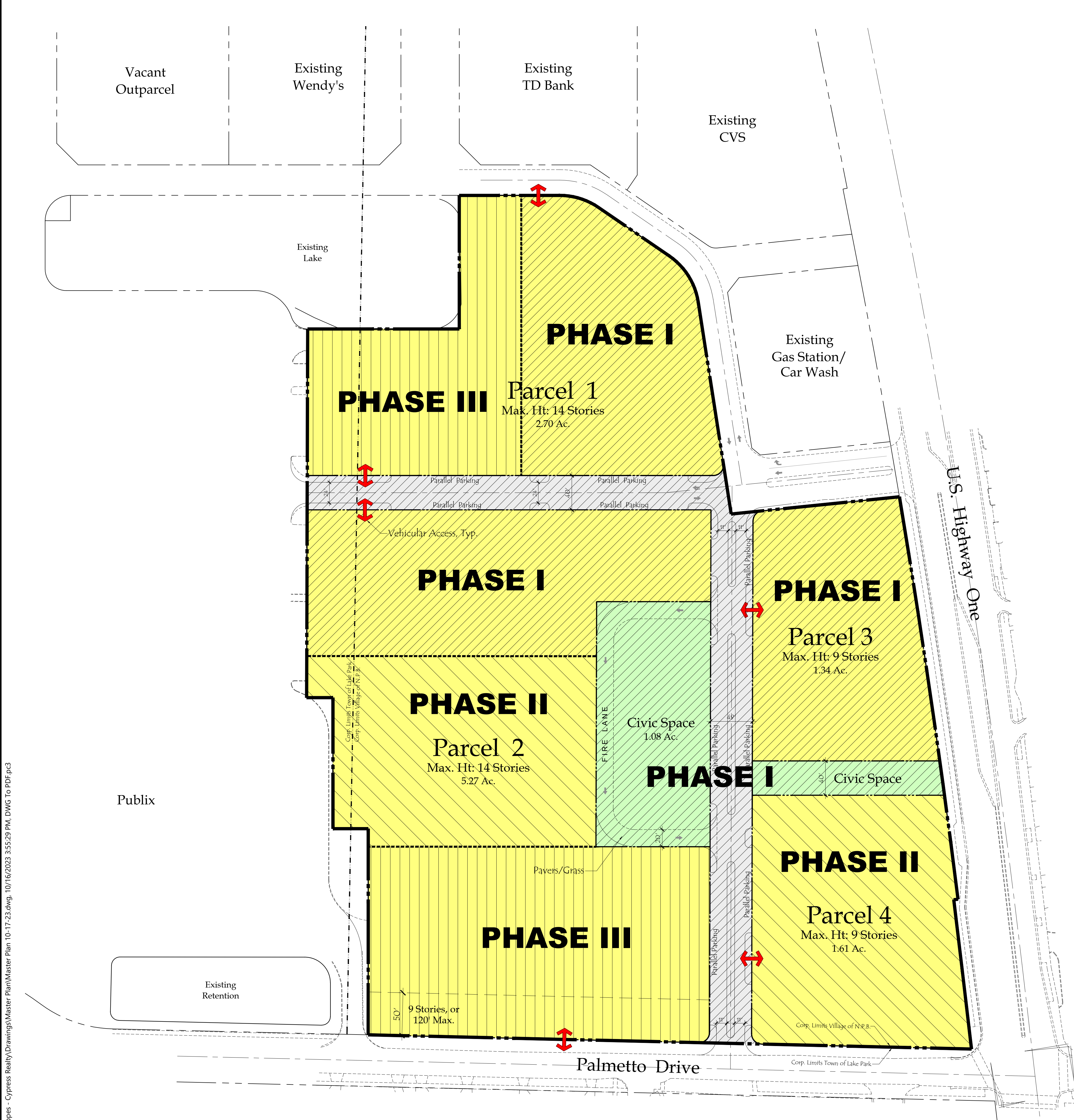
**Master
Phasing
Plan**

Scale: 1" = 60'

Sheet No.

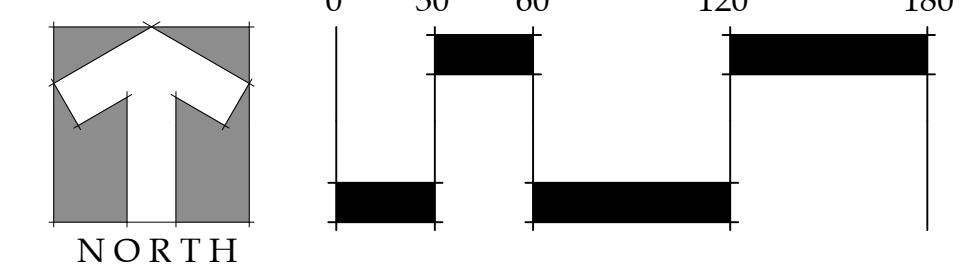
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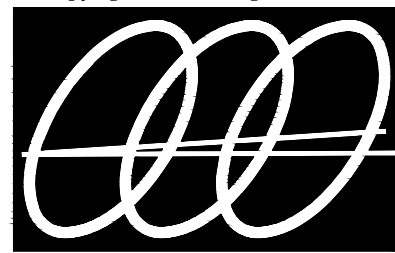
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The limits & areas of phasing are Subject to Change based on market demands, economic factors, etc.





Gentile Holloway O'Mahoney & Associates, Inc. Landscape Architects, Planners and Environmental Consultants

1907 Commerce Lane Suite 101 Jupiter, Florida 33458 561-575-9557 561-575-5260 FAX www.2GHO.com

Village Place Mixed-Use Development

Designed: MTH
Drawn: MTH
Approved: GGG MTH EMO
Date: 8/21/23
Job no.
Revisions: 10/17/23
11/7/23

Cad no. CAD0

Seal

LC C000177

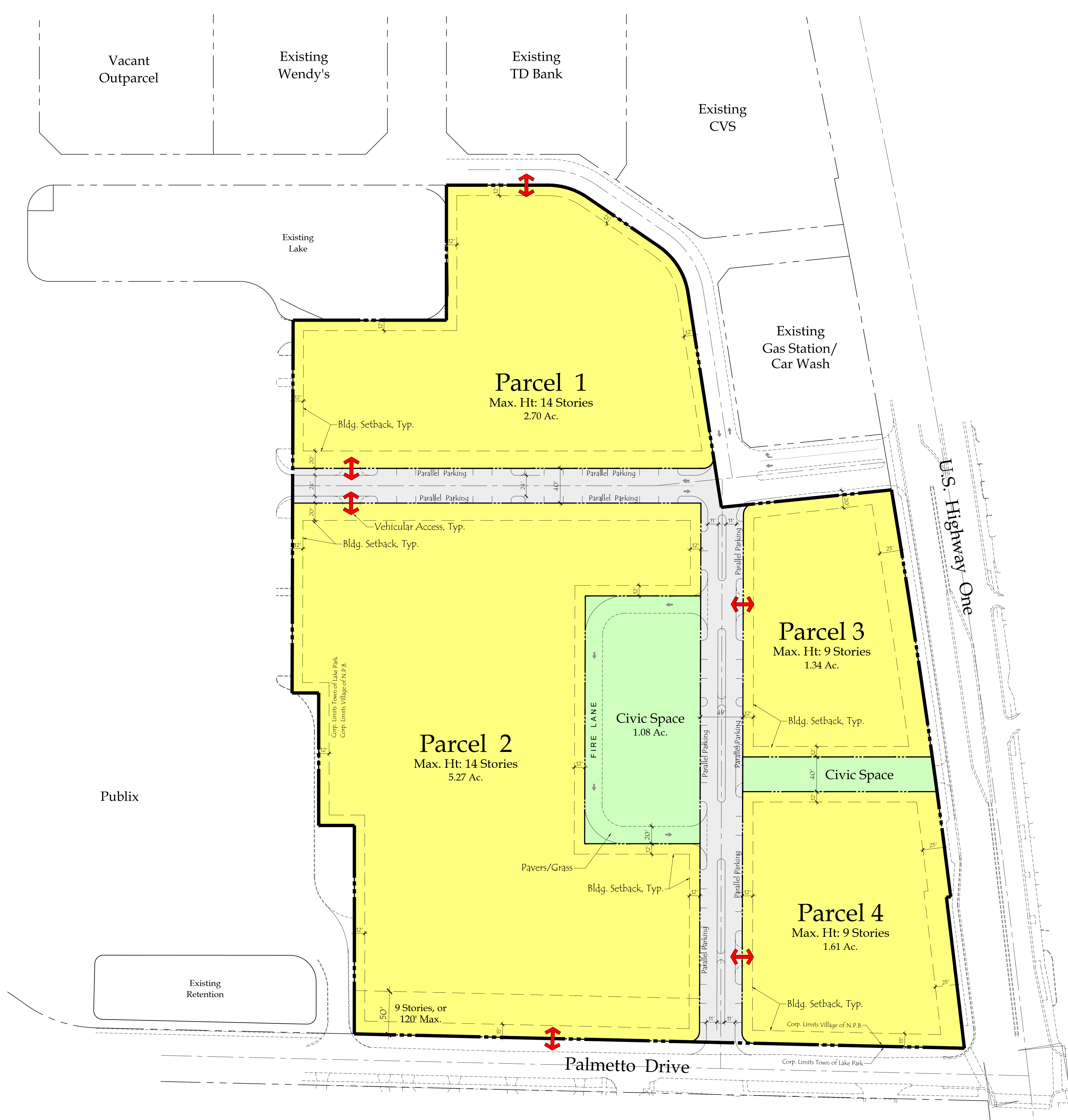
Sheet Title: Master Development Plan

Scale: 1" = 60'

Sheet No.

M-1

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Site Data

Total Site Area	13.155 Ac.; 573,037 s.f.
Existing Land Use	Commercial
Existing Zoning	C-3; Regional Business District
* Estimated Population	2,236± people

FAR Data

Retail/Commercial/	.229 FAR
Public Service	
Apartments	1.596 FAR
Senior Living	.347 FAR
Condominiums	.344 FAR
Hotel	.234 FAR
Total FAR	2.75 (Max.), 1,575,851 s.f.

* Based on US Census Bureau data from 2017-2021 for the Village of NPB.

Design Team:

Owner/Developer

NP Devland Holdings, LLC
c/o Cypress Realty of Florida, LLC
3910 RCA Boulevard, Suite 1015
Palm Beach Gardens, FL 33410
561-768-9288
salour@cypressrealtyfl.com

Landscape Architect/Planner

2GHO, Inc.
1901 Commerce Lane, Suite 101
Jupiter, FL 33458
561-575-9557
george@2gho.com

Surveyor

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561-746-8454
david@lidberg.net

Land Use Attorney

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hoyer@shutts.com

Architect

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561-305-350-7070
alan_noah-navarro@gensler.com

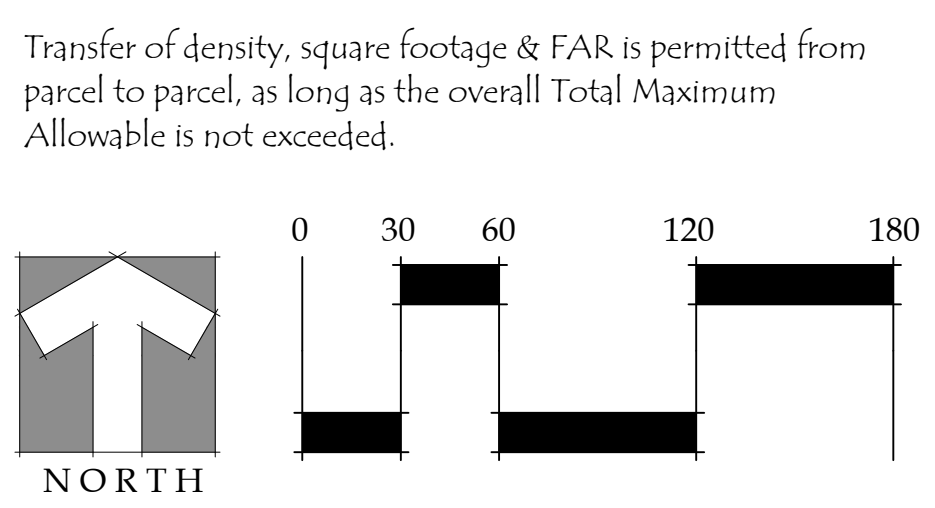
Civil/Traffic Engineer

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2581 Metrocentre Boulevard, Suite 3
West Palm Beach, FL 33407
561-478-7848
rob@simmonsandwhite.com

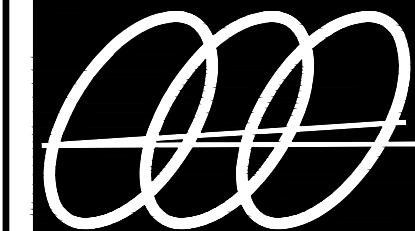
Civil Engineer

Keshavarz & Assoc., Inc.
711 N. Dixie Highway, #201
West Palm Beach, FL 33401
561-689-8600
maziar@keshavarz.com

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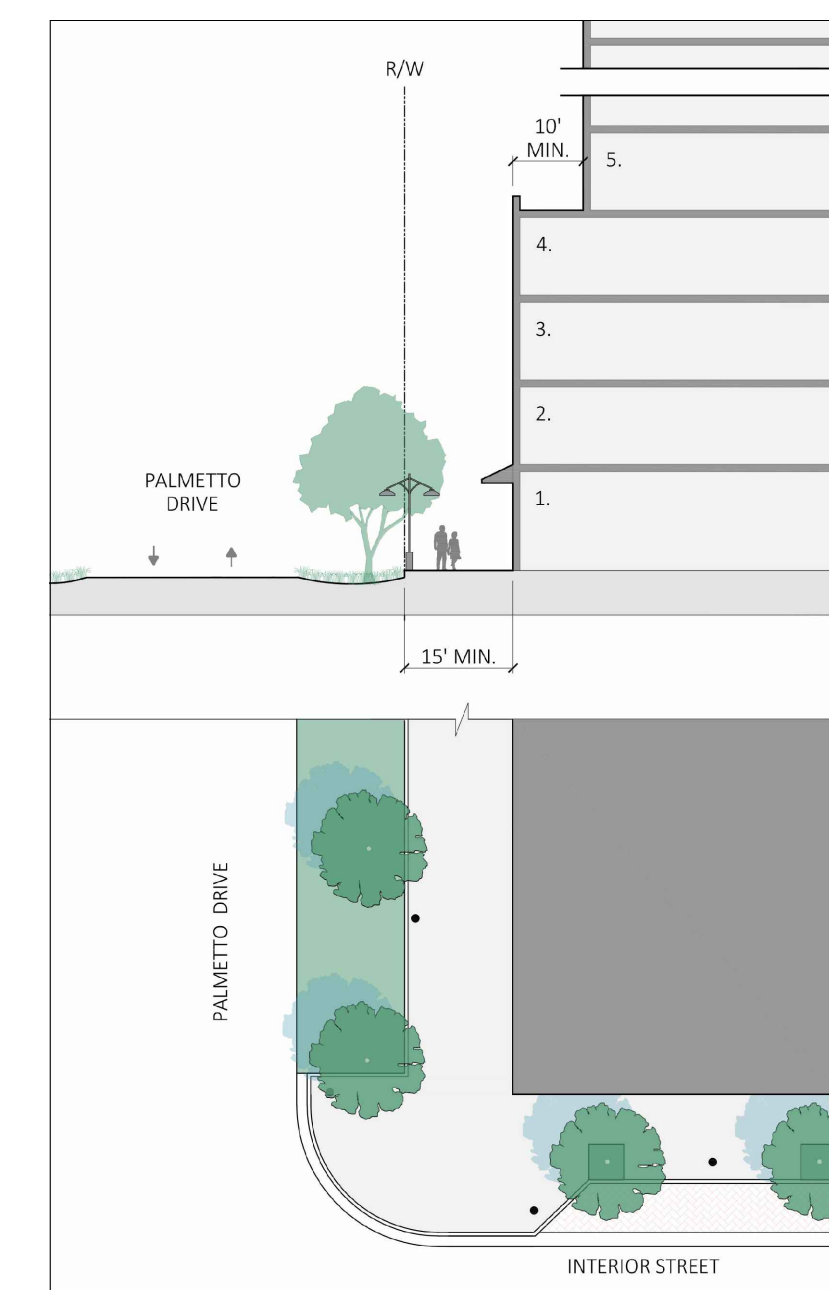


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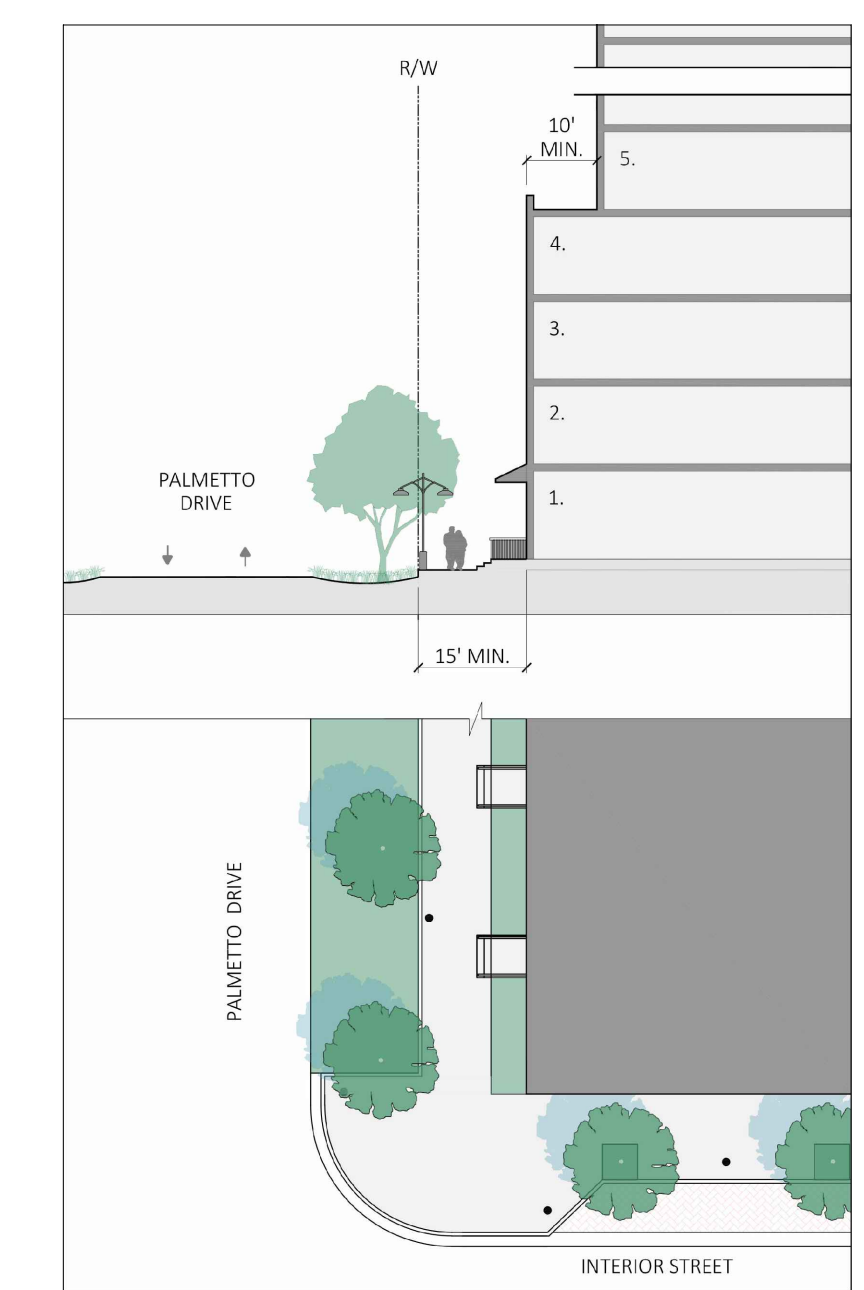
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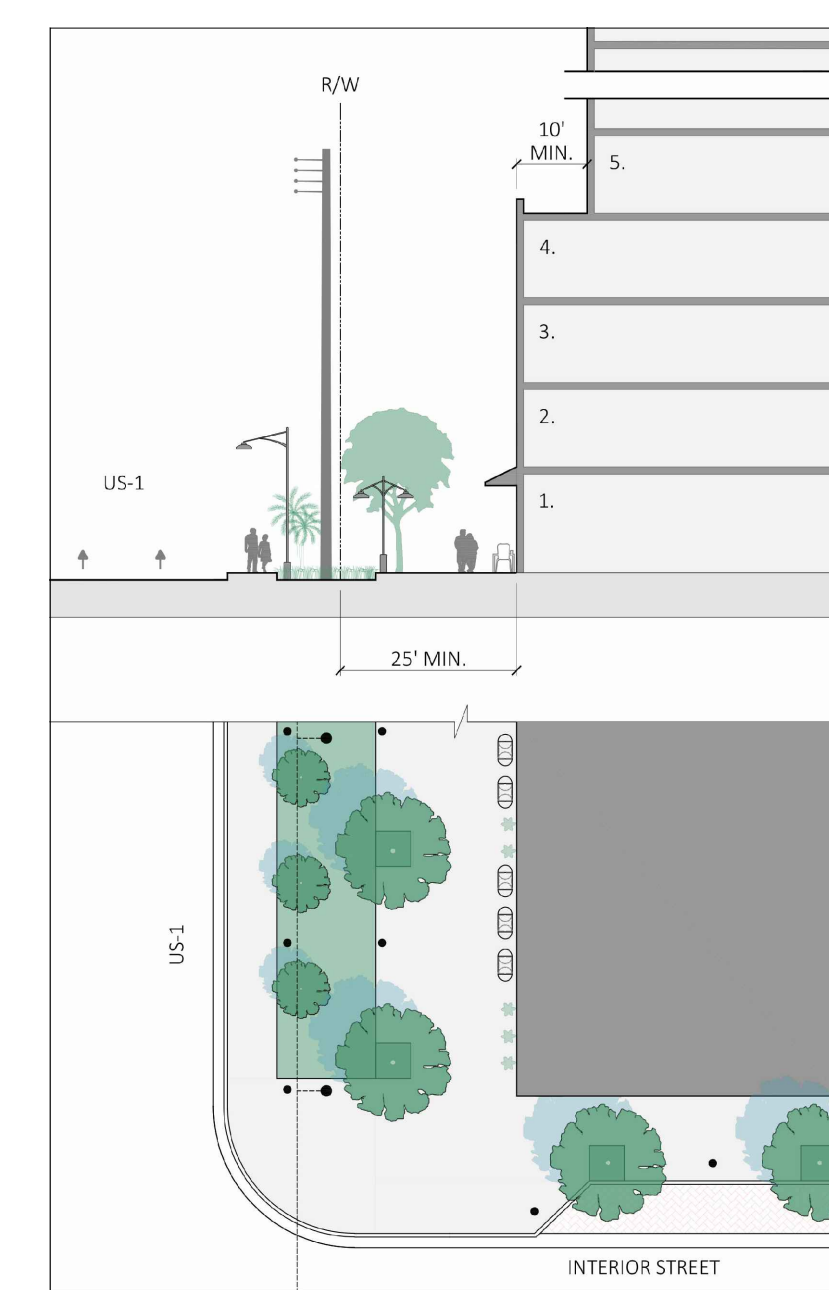
Perimeter Buffers:



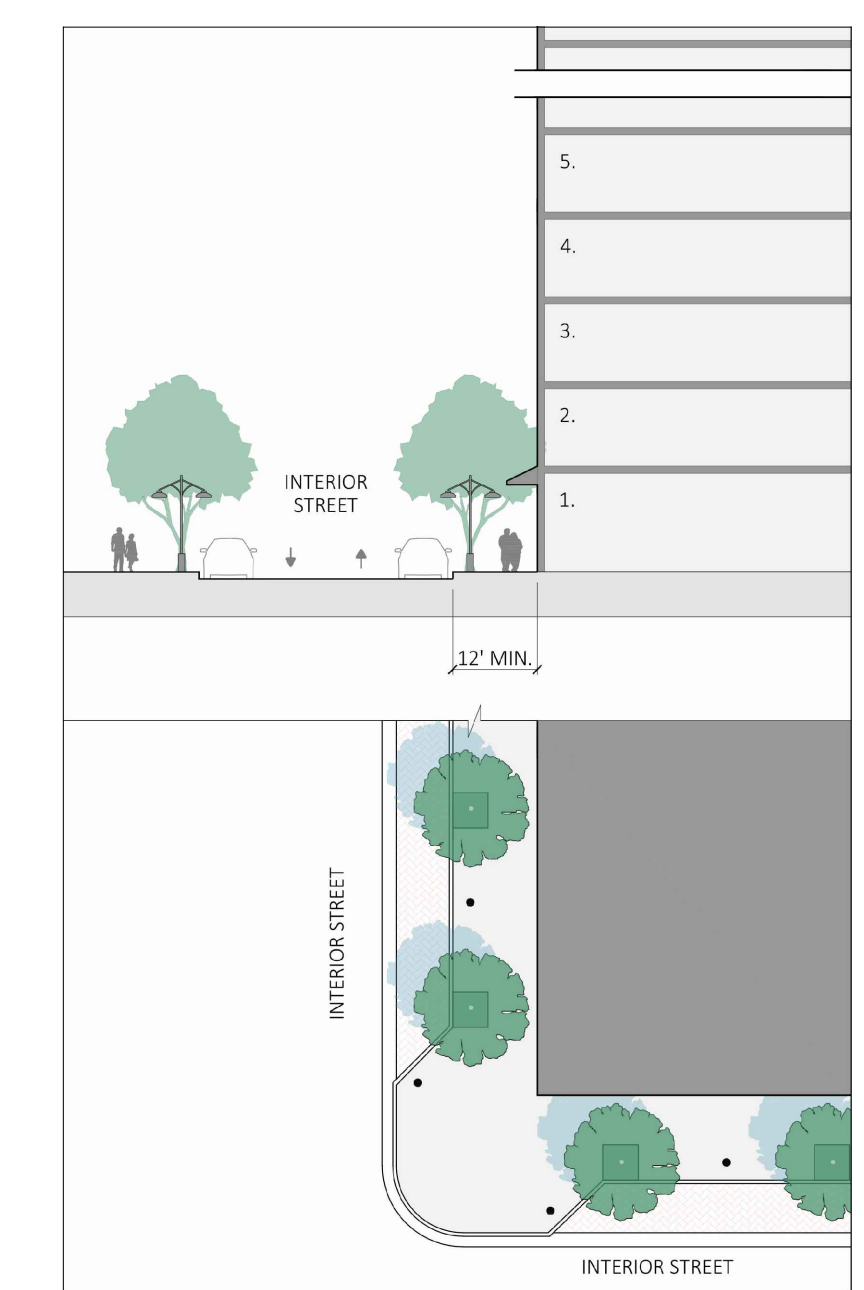
Buffer A1
*Perimeter Trees 25' o.c., Min.



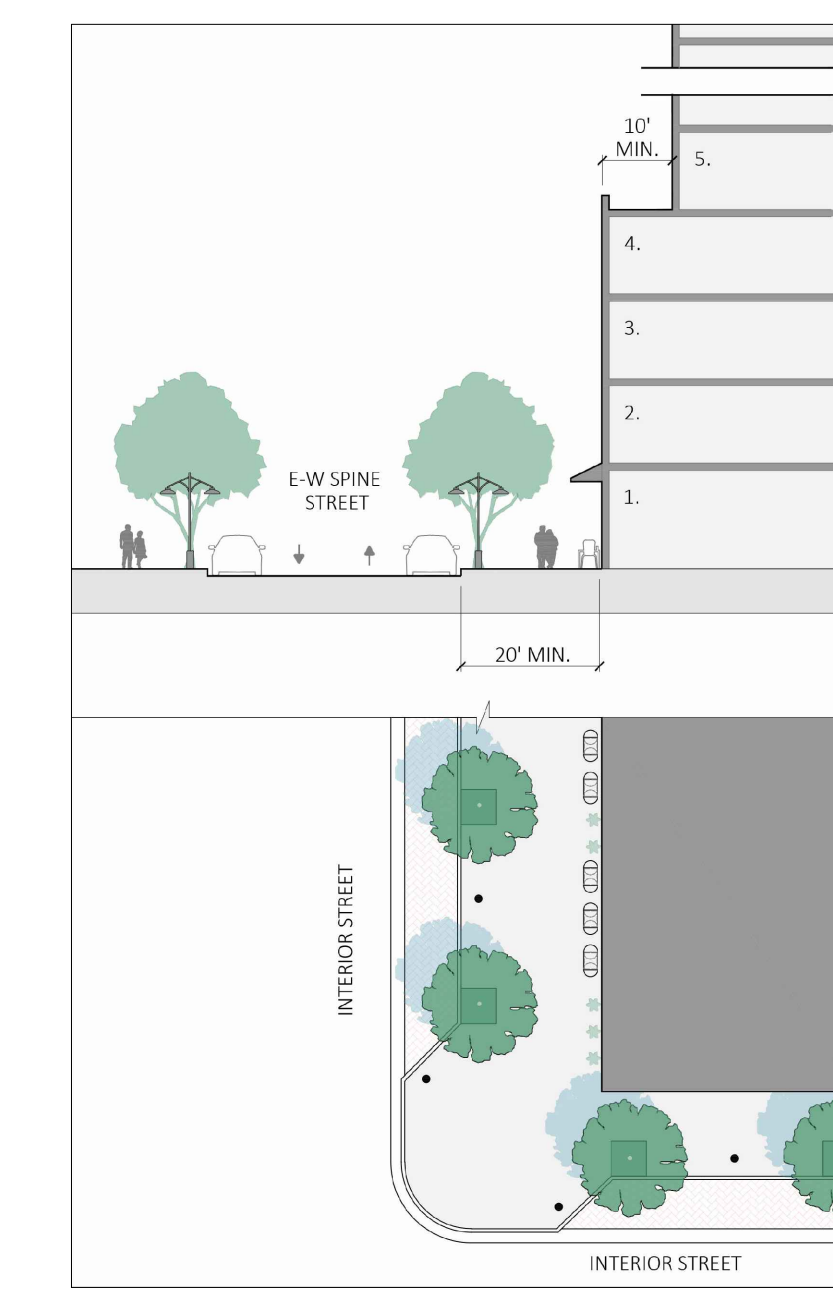
Buffer A2
*Perimeter Trees 25' o.c., Min.



Buffer B
*Perimeter Trees 25' o.c., Min.



Buffer C
Perimeter Trees 30' o.c., Min.
*25' o.c., Min. abutting Promenade Shoppes



Buffer D
*Perimeter Trees 25' o.c., Min.

Notes:
*- All trees must be 10' o.a.
*- All Shade Trees must be 14' o.a.
*- All Palms must be 10' clear trunk

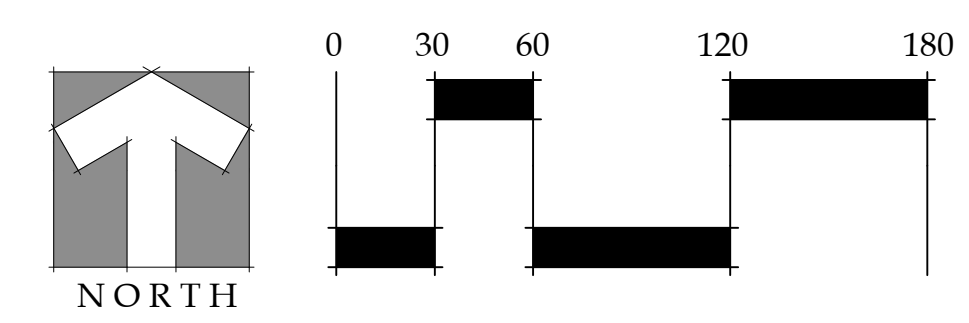
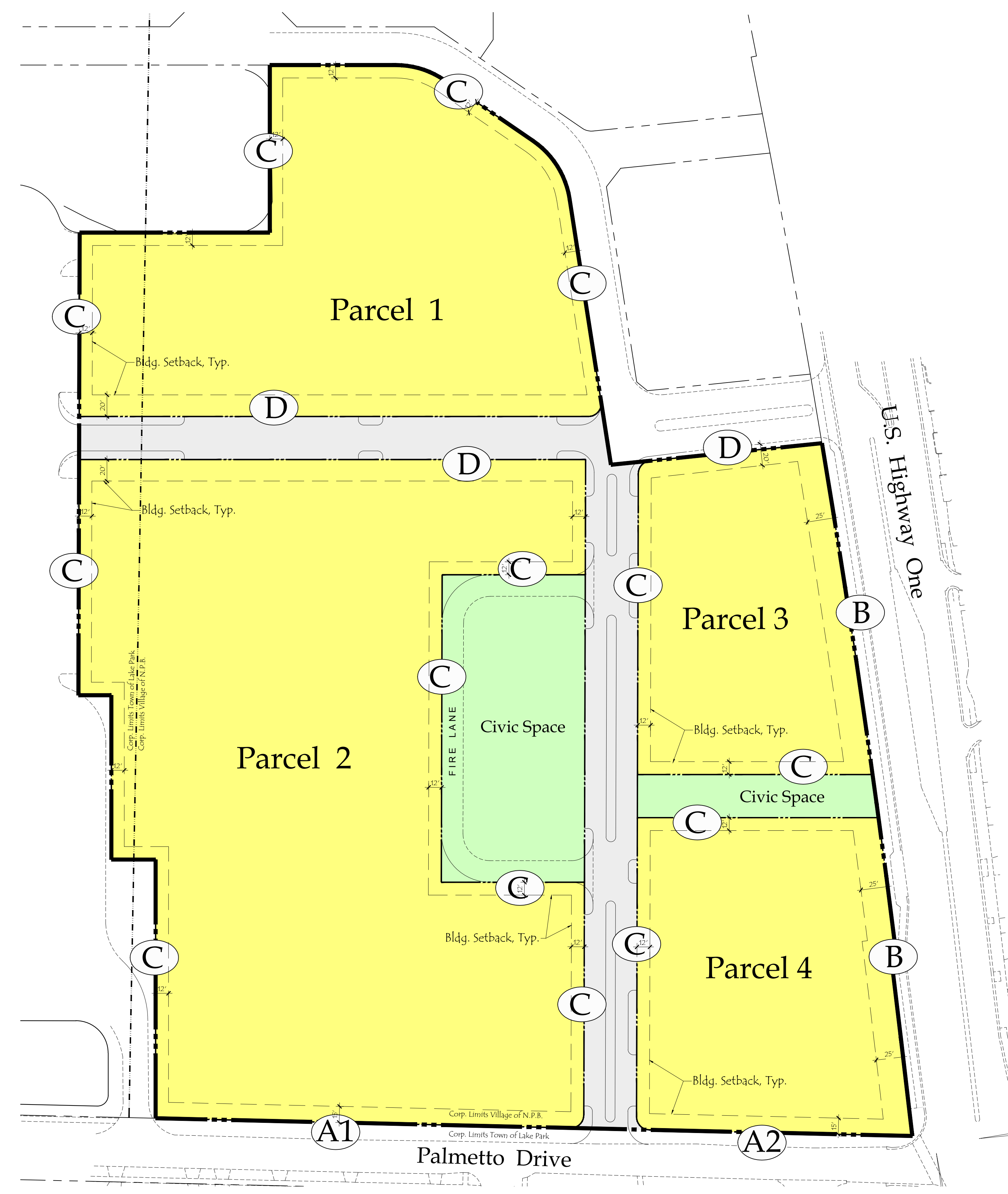
*Indicates exceeds min. code requirement

Suggested Buffer Trees/Palms:

- Live Oak (sp.)
- Gumbo Limbo
- Crape Myrtle
- Japanese Blueberry
- Brazilian Beauty Leaf
- Silver Buttonwood
- Black Ironwood
- Royal Palm
- Cabbage Palm
- Alexander Palm
- Date Palm (sp.)
- Mongomery Palm
- Christmas Palm

Suggested Buffer Understory:

- Cocoplum
- Green Island Ficus
- Podocarpus
- Dwarf Yaupon Holly
- Green Liriope
- Dwarf Pitch Apple
- Schefflera
- Muhly Grass
- Cord Grass
- Dwarf Fakahatchee Grass



**Village Place
Mixed-Use Development**

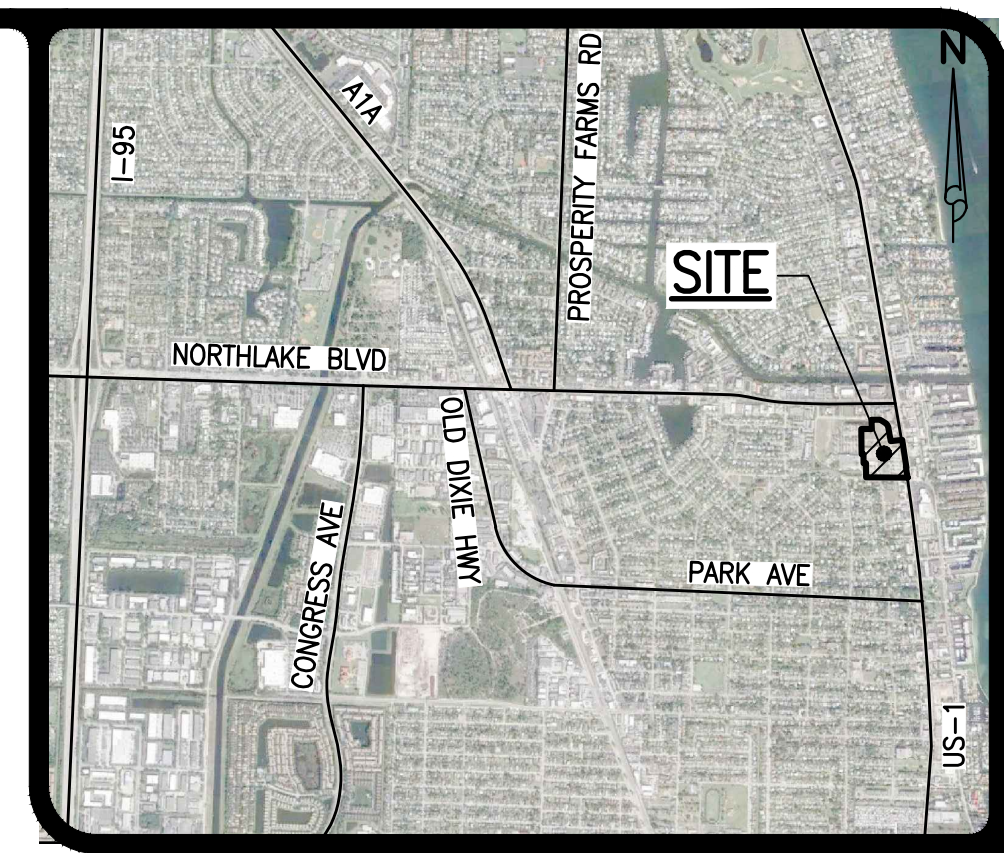
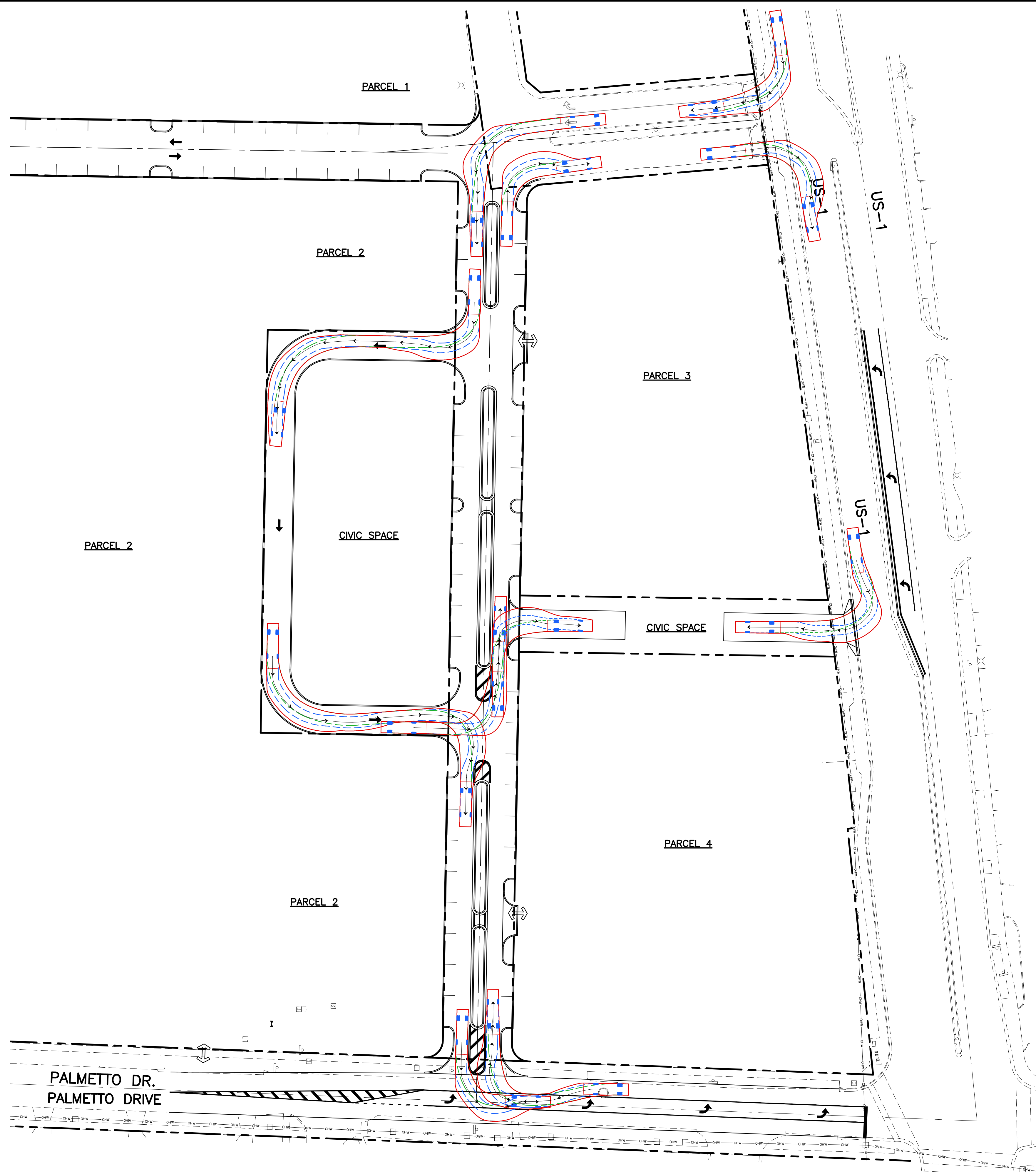
Designed: MTH
Drawn: MTH
Approved: GGG MTH EMO
Date: 8/21/23
Job no.
Revisions: 10/17/23

Cad no. CAD0
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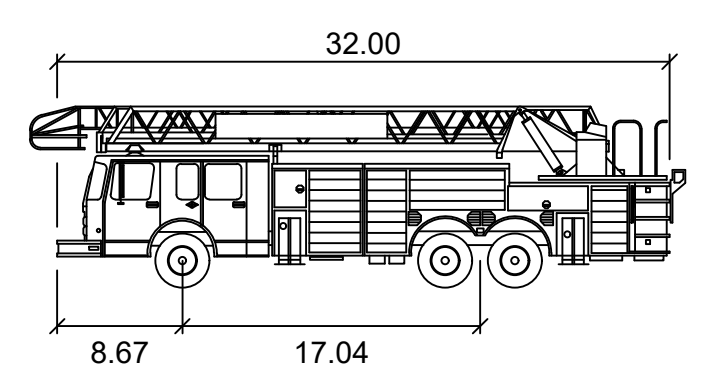
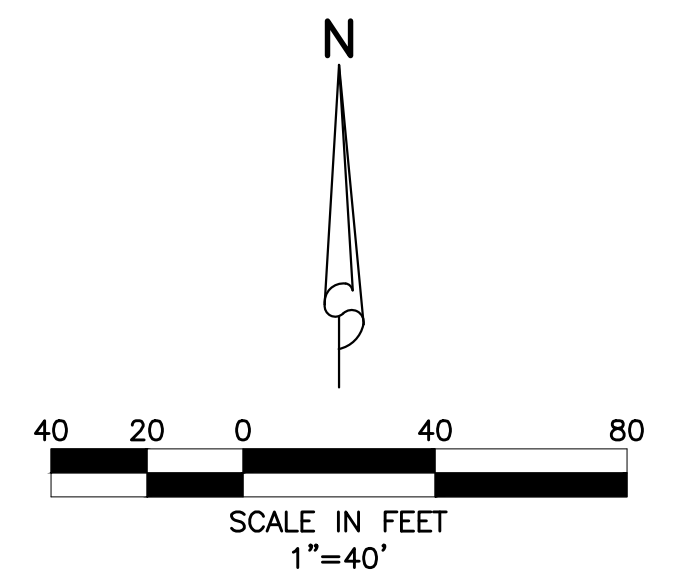
LC C000177
Sheet Title:
**Conceptual
Landscape
Plan**

Scale: 1" = 60'

Sheet No.
CLP-1
00-0000



LOCATION MAP
NOT TO SCALE



Fire Truck - NPB

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 40.4

RED = VEHICLE BODY
 BLUE = FRONT TIRE PATH
 GREEN = REAR TIRE PATH

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PALMETTO DR.
 PALMETTO DRIVE



VILLAGE PLACE
 SECTION 16&21, TOWNSHIP 42S., RANGE 43E.
 VILLAGE OF NORTH PALM BEACH, FLORIDA
 FIRE TRUCK AUTOTURN ANALYSIS

REVISIONS

DESIGN	DRAWN	CHECKED	APPROVED	DATE
B.K.	D.B.			

JOB NO.	DRAWING NO.	SHEET	OF
21-191	21191AT01	1	1





Renderings are conceptual and subject to modification. For illustrative purposes only.



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August 18, 2023
Job No. 21-191B

DRAINAGE STATEMENT

Village Place
Village of North Palm Beach, Florida

SITE DATA

The subject parcel is located in the southwest corner of US Highway One and Northlake Boulevard in Village of North Palm Beach, Florida and contains approximately 13.16 acres. The parcel contains a 126,330 SF shopping plaza, 9790 SF pharmacy, 5000 SF bank, 3098 SF fast food restaurant and 2410 SF gas station with convenience store. The 126,330 SF shopping plaza will be demolished along with the existing parking lot. The proposed plan of development will consist of 947 multi-family dwelling units, 206 age restricted multi-family dwelling units, 222-room hotel, 131,100 SF retail, 9790 SF pharmacy, 5000 SF bank, 3028 SF fast food and gas station with convenience store. For additional information regarding site location and layout, please refer to the site plan prepared by Gentile Holloway O'Mahoney & Associates.

SITE DRAINAGE

The site is located within the boundaries of the South Florida Water Management District Intracoastal Basin. The existing South Florida Water Management District Permit No. 50-04324-P will be modified to include Parcel 4, Parcel 2 and a portion of Parcel 3. It is proposed that runoff be directed to on-site water management areas by means of paved or grass swales and/or inlets and storm sewer. Each parcel will provide water quality in exfiltration trench. Water quantity to be obtained in existing onsite lakes and proposed storm chambers. Site grading to match existing permitted grades. The site will retain the entire runoff volume up to and including the 25-year, 3-day storm per South Florida Water Management District Permit No. 50-04324-P. Drainage design is to address the following:

1. On-site retention of the runoff from the 25-year, 3 day rainfall event.
2. Off-site discharge will occur at the 100-year, 3-day event.

SITE DRAINAGE (Cont.)

3. Building floor elevations to be set at or above the level produced by the 100 year - 3 day rainfall event.
4. Roads to be protected from flooding during the 3 year - 24 hour event.
5. Due consideration to water quality.

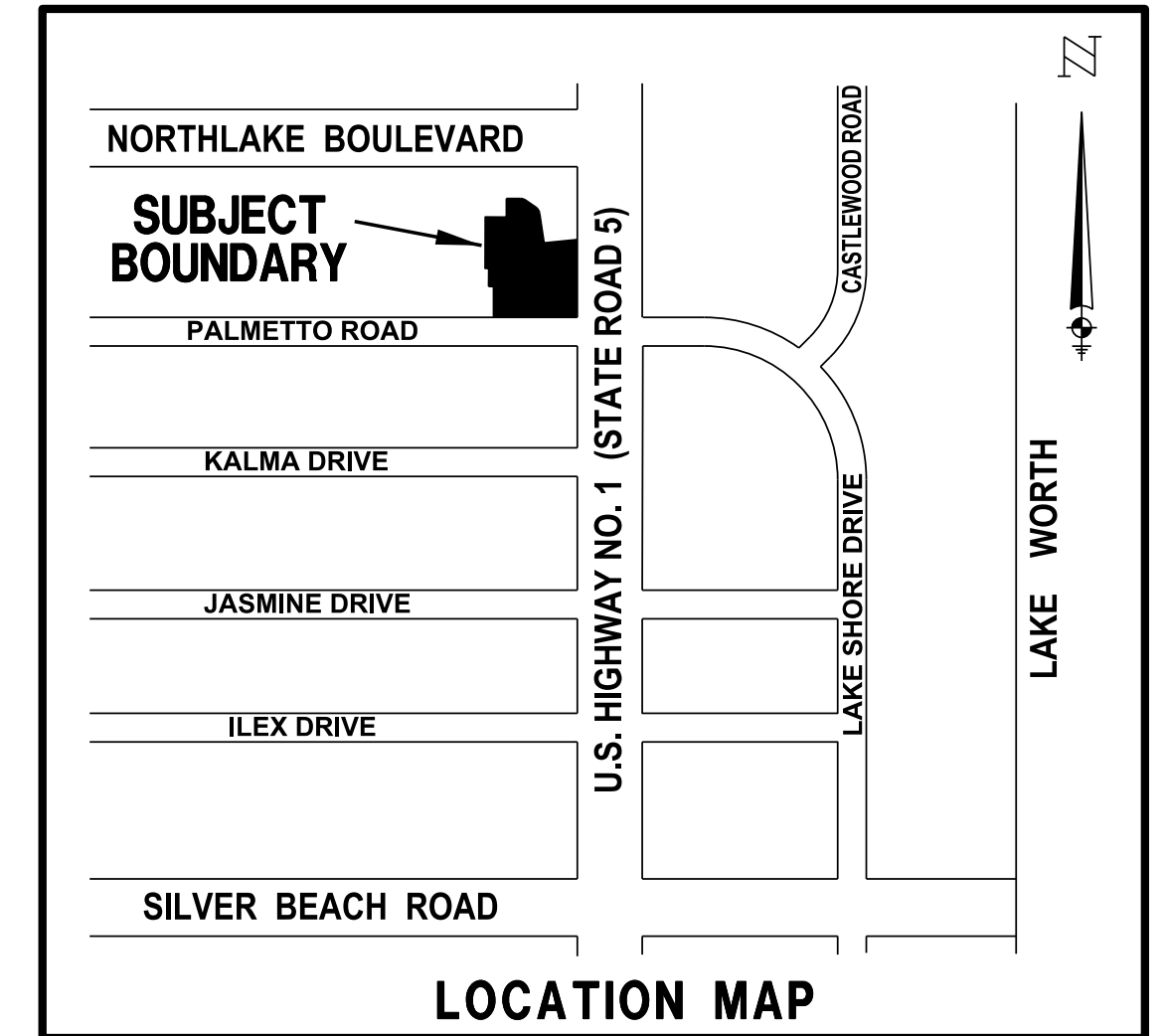
Required Permits/Approvals:

1. South Florida Water Management District Environmental Resource Permit
2. Florida Department of Transportation Drainage Permit
3. Village of North Palm Beach Engineering Approval

Erik R. Cooper, P.E.
FL Reg. No. 56934

<p>Erik R. Cooper, P.E., State of Florida, Professional Engineer, License No. 56934</p> <p>This item has been digitally signed and sealed by Erik R. Cooper, P.E., on 08/21/2023.</p> <p>Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.</p>
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VILLAGE OF
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PARCEL B: (Fee Simple)

A parcel of land being all of Parcel 1B and a portion of Parcel 7 according to the plat of NORTHLAKE PROMENADE SHOPPES, A PUD, as shown in Plat Book 102, Pages 130 and 131, of the Palm Beach County, Florida Public Records. Said plat also being a portion of Section 21, Township 42 South, Range 43 East, Town of Lake Park and Village of North Palm Beach, Palm Beach County, Florida, being more particularly described as follows:

Begin at the Southeast corner of said Parcel 1B; thence S 89°59'30" W along the South line of said Parcel 1B, with all bearings contained within relative thereto, a distance of 637.68 feet; thence S 00°00'25" E along the East line of said plot, a distance of 119.95 feet to the intersection with the North face of a building wall described in Official Records Book 3343, Page 1787; thence S 89°59'35" W, a distance of 41.00 feet; thence departing said East line continue S 89°59'35" W, a distance of 30.65 feet; thence N 00°09'32" E, a distance of 429.19 feet to the intersection with the South line of Parcel R-1 of said plat; thence N 90°00'00" E along said South line, a distance of 175.42 feet; thence N 00°00'00" E along the East line of Parcel R-1, a distance of 155.65 feet to the Northeast corner of said Parcel R-1; thence N 90°00'00" E along a line 35.50 feet South of and parallel with the South line of Parcel 5 of said plat, a distance of 117.06 feet to a curve to the right having a radial bearing of S 00°00'00" E, a radius of 80.00 feet, and a central angle of 34°25'35"; thence proceed along the arc of said curve, a distance of 48.07 feet to the end of said curve; thence S 55°34'25" E, a distance of 100.26 feet; to a curve to the right having a radial bearing of S 34°25'35" W, a radius of 80.00 feet, and a central angle of 48°43'50"; thence proceed along the arc of said curve, a distance of 65.25 feet to the end of said curve; thence S 08°50'35" E along a line 35.50 feet West of and parallel with the West line of Parcel 6 of said plat, a distance of 249.82 feet to a point on the prolongation of the North line of aforesaid Parcel 1-B; thence N 84°09'54" E along said prolongation, a distance of 30.18 feet to a Northwest corner of Parcel 1-B; thence continue N 84°09'54" E along the North line of Parcel 1-B, a distance of 161.65 feet to a point of intersection with the East line of said plot, said point also lying on the West right-of-way line of U.S. Highway No. 1; said point also being the Northeast corner of said Parcel 1-B, said point also being the beginning of a curve having a radial bearing of S 60°22'21" W, a radius of 11394.22 feet, and a central angle of 00°34'45"; thence proceed Southerly along the arc of said curve, a distance of 115.19 feet to the end of said curve and the POINT OF BEGINNING of the herein described parcel.

PARCEL C: (Easements for the benefit of Parcel B, described above.)

PARCEL I:

Non-exclusive easements for the benefit of Parcel B as created in Fourth Amendment to Declaration of Restrictions, Covenants and Conditions and Grant of Easement by and between Twin Cities Investors, Inc. and Developers of Northlake, Inc. as recorded in Official Records Book Official Records Book 21438, Page 1886 as corrected in Official Records Book 22831, Page 89 for purposes of Ingress and Egress Easement in Article 6.1; Utility Easement in Article 7.1 and Drainage Easement in Article 8.1 over and across the lands described in said Easement.

PARCEL II:

Non-exclusive easement(s), created by and described in that certain Declaration of Restrictions, Covenants and Conditions and Grant of Easements recorded in Official Records Book 11923, Page 861, as amended in Official Records Book 13154, Page 1892; Official Records Book 17516, Page 1987; Official Records Book 17595, Page 1781; and Official Records Book 21438, Page 1886 as re-recorded in Official Records Book 22831, Page 89; less and except those lands conveyed to the State of Florida Department of Transportation by Quit-Clim Deeds recorded June 9, 2004 in Official Records Book 17093, Page 214 and recorded June 1, 2004 in official records book 17062, Page 1971, of the Public Records of Palm Beach County, Florida.

PARCEL III:

Non-exclusive easement(s), created by and described in Declaration of Reciprocal Easements recorded in Official Records Book 17344, Page 1311, of the Public Records of Palm Beach County, Florida.

PARCEL IV:

NON-EXCLUSIVE EASEMENT(S), CREATED BY AND DESCRIBED IN ACCESS, PARKING AND LANDSCAPE EASEMENT BY AND BETWEEN TWIN CITIES INVESTORS, INC., A FLORIDA CORPORATION, DEVELOPERS OF NORTHLAKE, INC., A FLORIDA CORPORATION AND VILLAGE SHOPPES AT U.S. I.L.L.C. A FLORIDA LIMITED LIABILITY COMPANY, DATED FEBRUARY 21, 2007 AND RECORDED FEBRUARY 22, 2007 IN OFFICIAL RECORDS BOOK 21438, PAGE 1917, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

PARCEL A: (Fee Simple)

PARCEL I:

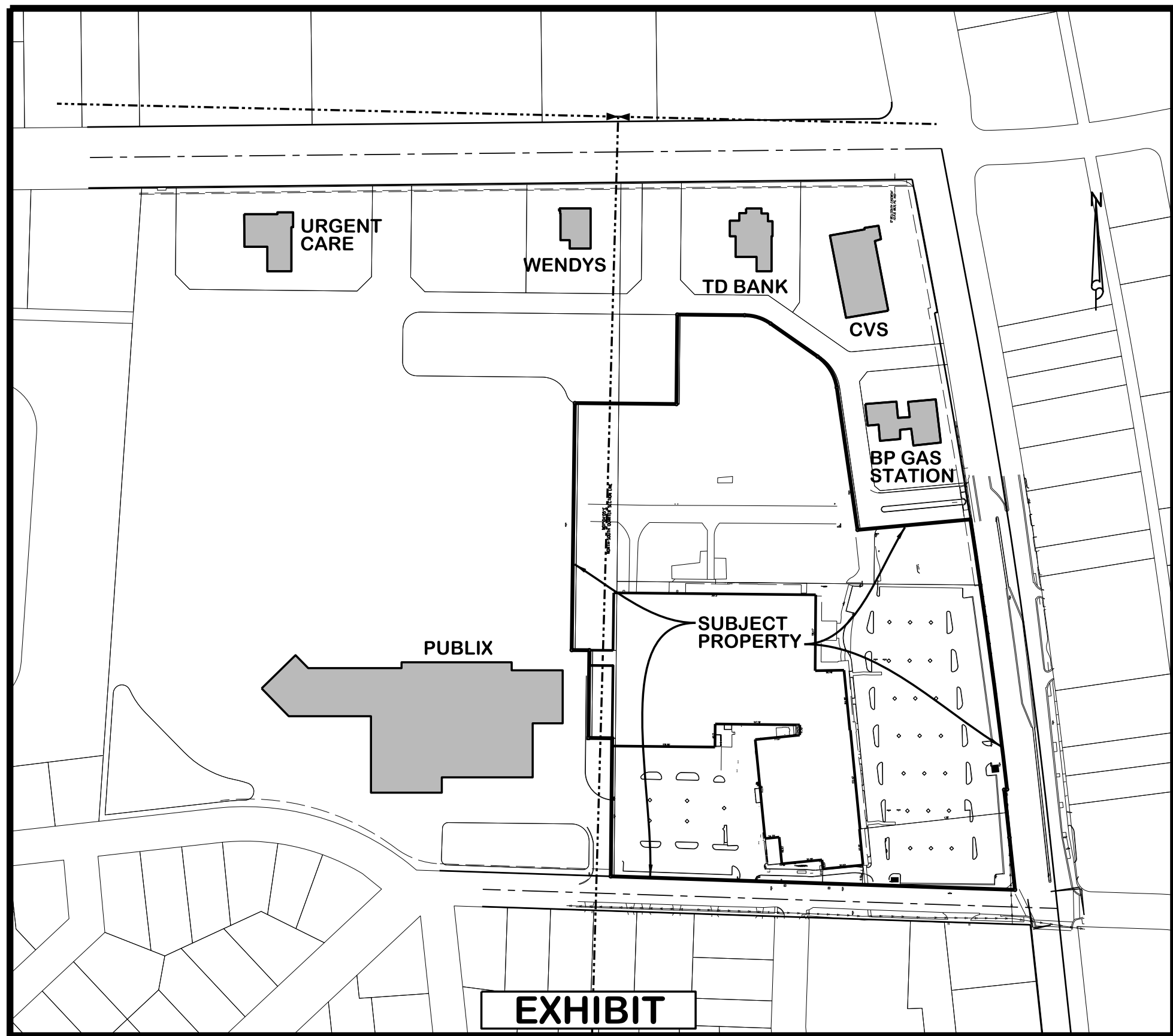
A certain parcel of land in Section 21, Township 42 South, Range 43 East, Palm Beach County, Florida, being more particularly described as follows:

Beginning at the intersection of the Westerly right-of-way line of State Road No. 5 as described in a deed from Tesdem, Inc. to the State of Florida as same is recorded in Deed Book 838, Page 25, Public Records of Palm Beach County, Florida with the Northerly right-of-way of Palmetto Road as shown on the Plat of Kelsey City (now Lake Park) as same is recorded in Plat Book 8, Page 35, Public Records of Palm Beach County, Florida, and from said point of intersection run (for convenience the said Northerly right-of-way line of Palmetto Road is assumed to bear North 89°57'15" West and all other bearings mentioned herein are relative thereto), North 89°57'15" West running along the said Northerly right-of-way line a distance of 468.28 feet; thence North 7°27'45" West, a distance of 247.44 feet; thence South 89°43'22" West a distance of 249.34 feet to a point in a line parallel with and one foot Westerly from (measured at right angles to) the Westerly wall of the Truck Well so called at the Westerly end of the J.M. Fields Store Building, so called; thence North 01°19'04" West, along said parallel line, a distance of 152.45 feet, more or less, to a point in the Westerly extension of the North face of the South wall of the Garden Shop so called, said Garden Shop located in the Northwesterly corner of the said J.M. Fields Store Building; thence North 88°40'56" East along the just said Westerly extension and along the just said North face of the South wall a distance of 41 feet, more or less, to a point in the West face of the East wall of said Garden Shop; thence North 01°19'04" West running along the just said West face of the East wall and the Northerly extension thereof a distance of 120.27 feet, more or less, to a point in the face of the curb, said curb being 20.26 feet Northerly from and parallel with the face of the North wall of said building; thence North 88°40'56" East running along the said face of the curb and its Easterly extension a distance of 637.31 feet, more or less, to a point in the said Westerly right-of-way line of State Road No. 5, said point being also a point on a curve concave to the West, having a radius of 11394.22 feet and whose tangent passing through said point bears South 10°13'29" East; thence Southerly running along the arc of the just described curve and along the said Westerly right-of-way line subtending a central angle of 01°48'07", a distance of 358.34 feet, more or less, to the end of said curve; thence South 81°34'38" West running along a line radial to the just described curve and radial to the next described curve and continuing along said Westerly right-of-way line a distance of 5 feet to a point in a curve concave to the West, being concentric with the last described curve and having a radius of 11394.22 feet; thence Southerly running along the arc of the just described curve and continuing along the said Westerly right-of-way line; subtending a central angle of 00°25'22", a distance of 84.04 feet to the end of said curve; thence South 08°00'00" East along said Westerly right-of-way line distance of 91.77 feet, more or less, to the POINT OF BEGINNING.

PARCEL II:

A parcel of land lying in Section 21, Township 42 South, Range 43 East, Palm Beach County, Florida, being more particularly described as follows:

Commence at the intersection of Westerly right-of-way line of State Road No. 5, as described in deed from Tesdem, Incorporated to the State of Florida, recorded in Deed Book 838, Page 25, Public Records of Palm Beach County, Florida, with the Northerly right-of-way line of Palmetto Road, as shown on the Plat of Kelsey City (now Lake Park), recorded in Plat Book 8, Page 35, Public Records of Palm Beach County, Florida; thence Westerly, along said Northerly right-of-way line, a distance of 468.28 feet to a point on a portion of the Westerly boundary of that certain parcel of land described in Official Record Book 3343, Page 1786, Public Records of Palm Beach County, Florida, and the point of beginning of the hereinafter described parcel; thence Northerly along said Westerly boundary, making an angle with the preceding course, measured from East to North of 97°30'30", a distance of 247.44 feet to a point; thence Westerly, making an angle with the preceding course, measured from South to West of 96°11'07", a distance of 208.80 feet to the point of the Easterly boundary of that certain parcel of land described in Official Record Book 3259, Page 276, Public Records of Palm Beach County, Florida; thence Southerly, along said Easterly boundary, making an angle with the preceding course, measured from East to South of 89°58'58", a distance of 240.56 feet to a point on said Northerly right-of-way line, making an angle with the preceding course, measured from North to East of 91°20'25", a distance of 235.45 feet to the POINT OF BEGINNING.



- ABBREVIATIONS:
- ICI - CALCULATED
 - C.B.S. - CONCRETE BLOCK STRUCTURE
 - C.M.S. - COMMONSHEETS MINUTES BOOK
 - CON. - CONCRETE
 - D.B. - DEED BOOK
 - F.I. - FIDELITY INSURANCE
 - F.P.A. - FLORIDA POWER & LIGHT
 - INV. - INVERT
 - NO. - NORTH
 - LB - LICENSE BUSINESS
 - LI - LICENSE
 - LS - LICENSE SURVEY
 - MP - MONUMENT
 - M.H. - MANHOLE
 - M.W. - MOUND HIGH WATER
 - M.O. - MONUMENT
 - O.R.B. - OFFICIAL RECORD BOOK
 - PL - PLAT
 - P.R.M. - PERMANENT REFERENCE MONUMENT
 - P.W. - RIGHT-OF-WAY
 - R.F.P. - REINFORCED CONCRETE PIPE
 - R.P.L. - ROAD PLAT BOOK
 - SI - SURVEY
 - S.P. - STOP LIGHT POLE
 - S.M. - SOUTHWEST MANHOLE
 - S.S.M. - SOUTHERN BELL TELEPHONE MANHOLE
 - ST.M. - SOUTHWEST MANHOLE
 - T.P. - TRAFFIC POLE
 - T.V. - TELEVISION
 - T.P. - TRAFFIC POLE
 - W.P. - WOOD POLE
 - W.U. - WOOD UTILITY POLE
 - W.V. - WATER VALVE

AFFECTS PROPERTY AS SHOWN	AFFECTS PROPERTY, NOT PLATTABLE	DIPS NOT AFFECT PROPERTY	FIDELITY NATIONAL TITLE INSURANCE COMPANY ORDER NO.: 9831395 REVISION NUMBER "G"
●			(6) RESTRICTIVE COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS AS SHOWN ON THE PLAT RECORDED IN PLAT BOOK 102, PAGE 130 AND 131 INCLUSIVE (AS TO PARCEL B ONLY).
●			(7) AGREEMENT BY AND BETWEEN NORTH PALM BEACH, INC. AND NORTH PALM BEACH UTILITIES, INC., RECORDED IN DEED BOOK 1145, PAGE 135; AS AFFECTED BY AMENDMENT RECORDED IN OFFICIAL RECORDS BOOK 87, PAGE 317, ASSIGNMENT OF EASEMENTS RECORDED IN OFFICIAL RECORDS BOOK 5542, PAGE 1399, ASSIGNMENT AND ASSUMPTION AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 6002, PAGE 62 AND ASSIGNMENT AND ASSUMPTION AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 6007, PAGE 1275, IN WHICH JOHN D. AND CATHERINE T. MACARTHUR FOUNDATION IS ASSIGNEE.
●			(8) WATER AND SEWER AGREEMENT BY AND BETWEEN NORTH PALM BEACH, INC. AND NORTH PALM BEACH UTILITIES, INC., RECORDED IN DEED BOOK 1145, PAGE 142 (AS TO PARCEL A ONLY).
			(9) INTENTIONALLY DELETED.
●			(10) DEDICATION OF EASEMENT FOR PUBLIC UTILITIES RECORDED IN OFFICIAL RECORDS BOOK 89, PAGE 392; AS AFFECTED BY AMENDMENT RECORDED IN OFFICIAL RECORDS BOOK 87, PAGE 317, ASSIGNMENT OF EASEMENTS RECORDED IN OFFICIAL RECORDS BOOK 5542, PAGE 1399, ASSIGNMENT AND ASSUMPTION AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 6002, PAGE 62 AND ASSIGNMENT AND ASSUMPTION AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 6007, PAGE 1275, IN WHICH JOHN D. AND CATHERINE T. MACARTHUR FOUNDATION IS ASSIGNEE (AS TO PARCEL A, DEED BOOK 1145, Pg. 135)
●			(11) EASEMENT(S) IN FAVOR OF FLORIDA POWER & LIGHT COMPANY SET FORTH IN INSTRUMENT(S) RECORDED IN OFFICIAL RECORDS BOOK 1267, PAGE 272.
●			(12) EASEMENT(S) IN FAVOR OF NORTH PALM BEACH UTILITIES, INC. SET FORTH IN INSTRUMENT(S) RECORDED IN OFFICIAL RECORDS BOOK 1599, PAGE 307 (AS TO PARCEL A, B & B1).
●			(13) EASEMENT(S) IN FAVOR OF FLORIDA POWER & LIGHT COMPANY SET FORTH IN INSTRUMENT(S) RECORDED IN OFFICIAL RECORDS BOOK 2053, PAGE 706; AS AFFECTED BY PARTIAL RELEASE OF EASEMENT RECORDED IN OFFICIAL RECORDS BOOK 11923, PAGE 954.
			(14) INTENTIONALLY DELETED.
●			(15) EASEMENT(S) IN FAVOR OF FLORIDA POWER & LIGHT COMPANY SET FORTH IN INSTRUMENT(S) RECORDED IN OFFICIAL RECORDS BOOK 2867, PAGE 1584 (AS TO PARCEL B ONLY).
●			(16) MEMORANDUM OF DEVELOPER AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 9111, PAGE 1835.
●			(17) EASEMENT(S) IN FAVOR OF FLORIDA POWER & LIGHT COMPANY SET FORTH IN INSTRUMENT(S) RECORDED IN OFFICIAL RECORDS BOOK 9491, PAGE 513; AS AFFECTED BY SUBORDINATION OF UTILITY INTERESTS RECORDED IN OFFICIAL RECORDS BOOK 18707, PAGE 724 (AS TO PARCEL B ONLY).
			INTENTIONALLY DELETED
●			(18) EASEMENT DEED IN FAVOR OF SEACOAST UTILITY AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 11820, PAGE 240 CORRECTED BY OFFICIAL RECORDS BOOK 1864, PAGE 1954 (AS TO PARCEL B ONLY).
●			(20) EASEMENT DEED IN FAVOR OF SEACOAST UTILITY AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 9565, PAGE 1344 RE-RECORDED IN OFFICIAL RECORDS BOOK 1186, PAGE 331 (AS TO PARCEL B ONLY).
●			(21) EASEMENT(S) IN FAVOR OF FLORIDA POWER & LIGHT COMPANY SET FORTH IN INSTRUMENT(S) RECORDED IN OFFICIAL RECORDS BOOK 11439, PAGE 1177 (AS TO PARCELS A AND B).
●			(22) UNITY OF TITLE RECORDED IN OFFICIAL RECORDS BOOK 14847, PAGE 1775 (AS TO PARCEL A ONLY).
●			(23) EASEMENT(S) IN FAVOR OF BELL SOUTH TELECOMMUNICATIONS, INC. SET FORTH IN INSTRUMENT(S) RECORDED IN OFFICIAL RECORDS BOOK 15053, PAGE 414 (AS TO PARCEL A ONLY).
●			(24) EASEMENT DEED IN FAVOR OF SEACOAST UTILITY AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 15529, PAGE 481 (AS TO PARCEL A ONLY).
●			(25) EASEMENT DEED IN FAVOR OF SEACOAST UTILITY AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 16564, PAGE 712 (AS TO PARCEL A ONLY).
●			(26) NOTICE REGARDING LIENS RECORDED IN OFFICIAL RECORDS BOOK 15342, PAGE 726 (AS TO PARCEL A ONLY).
●			(27) RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS, ASSESSMENTS AND OTHER PROVISIONS AS SET FORTH IN THAT INSTRUMENT RECORDED IN OFFICIAL RECORDS BOOK 11923, PAGE 861 AND AMENDMENTS RECORDED IN OFFICIAL RECORDS BOOK 13154, PAGE 1892, OFFICIAL RECORDS BOOK 17516, PAGE 1987, OFFICIAL RECORDS BOOK 17595, PAGE 1781 AND OFFICIAL RECORDS BOOK 21438, PAGE 1886, AS CORRECTED BY OFFICIAL RECORDS BOOK 22831, PAGE 89.
●			(28) DECLARATION REGARDING SURFACE WATER MANAGEMENT SYSTEM RECORDED IN OFFICIAL RECORDS BOOK 17852, PAGE 1417 RE-RECORDED IN OFFICIAL RECORDS BOOK 17914, PAGE 1352 (AS TO PARCEL B ONLY).
●			(29) EASEMENT DEED IN FAVOR OF SEACOAST UTILITY AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 16567, PAGE 28 (AS TO PARCEL B ONLY).
●			(30) DECLARATION OF RECIPROCAL EASEMENTS RECORDED IN OFFICIAL RECORDS BOOK 17344, PAGE 1311 (AS TO PARCEL B ONLY).
●			(31) EASEMENT(S) IN FAVOR OF BELL SOUTH TELECOMMUNICATIONS, INC. SET FORTH IN INSTRUMENT(S) RECORDED IN OFFICIAL RECORDS BOOK 9631, PAGE 140 (AS TO PARCEL B ONLY).
●			(32) EASEMENT DEED IN FAVOR OF SEACOAST UTILITY AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 1123, PAGE 1051 (AS TO PARCEL B ONLY).
●			(33) INDEMNITY AGREEMENT IN FAVOR OF SEACOAST UTILITY AUTHORITY RECORDED IN OFFICIAL RECORDS BOOK 11542, PAGE 1405 (AS TO PARCEL A ONLY).
●			(34) DECLARATION OF RESTRICTIONS AND COVENANTS RECORDED IN OFFICIAL RECORDS BOOK 13545, PAGE 266 (AS TO PARCEL B ONLY).
●			(35) ACCESS, PARKING AND LANDSCAPE EASEMENT BY TWIN CITIES INVESTORS, INC., A FLORIDA CORPORATION AND DEVELOPERS OF NORTHLAKE, INC., A FLORIDA CORPORATION AND VILLAGE SHOPPES AT U.S. I.L.L.C. A FLORIDA LIMITED LIABILITY COMPANY, DATED FEBRUARY 21, 2007 AND RECORDED FEBRUARY 22, 2007 IN OFFICIAL RECORDS BOOK 21438, PAGE 1917 (AS TO PARCEL A - WHEREIN EXHIBIT "B" IS MISSING).
●			(36) BOUNDARY LINE AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 21438, PAGE 1926, AS AMENDED BY RESTATED AND AMENDED BOUNDARY LINE AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 22756, PAGE 1941.
			INTENTIONALLY DELETED
●			(38) TERMS, CONDITIONS, AND PROVISIONS OF NOTICE OF LIEN RIGHTS IN FAVOR OF SEACOAST UTILITY AUTHORITY, RECORDED IN OFFICIAL RECORDS BOOK 22953, PAGE 1631.
●			(39) NOTICE OF INTEREST BY SEACOAST UTILITY AUTHORITY RECORDED MAY 8, 2014 IN OFFICIAL RECORDS BOOK 26779, PAGE 403.
●			(40) TERMS, CONDITIONS, AND PROVISIONS OF EASEMENTS IN FAVOR OF BELL SOUTH TELECOMMUNICATIONS, INC. RECORDED IN OFFICIAL RECORDS BOOK 9631, PAGE 136 AND OFFICIAL RECORDS BOOK 11563, PAGE 1152 (AS TO EASEMENT INTEREST PARCEL C)
●			(41) TERMS, CONDITIONS, AND PROVISIONS OF EASEMENTS IN FAVOR OF FLORIDA POWER & LIGHT COMPANY, RECORDED IN OFFICIAL RECORDS BOOK 11453, PAGE 1125 AND OFFICIAL RECORDS BOOK 11851, PAGE 1822 (AS TO EASEMENT INTEREST PARCEL C)
			INTENTIONALLY DELETED
●			(43) TERMS, CONDITIONS, AND PROVISIONS OF MEMORANDUM OF LEASE BY TWIN CITIES INVESTORS, INC. AND PUBLIX SUPER MARKETS, INC., RECORDED IN OFFICIAL RECORDS BOOK 10794, PAGE 716; TOGETHER WITH SUBORDINATION, NON-DISTURBANCE AND ATTORNMENT AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 11923, PAGE 943 BEING RE-RECORDED IN OFFICIAL RECORDS BOOK 1949, PAGE 266 AND AMENDED BY FIRST AMENDMENT TO MEMORANDUM OF LEASE RECORDED IN OFFICIAL RECORDS BOOK 21438, PAGE 1843 (AS TO EASEMENT INTEREST PARCEL C)

SURVEY REPORT

- THIS BOUNDARY SURVEY CONFORMS TO THE STANDARDS OF PRACTICE AS OUTLINED IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE.
- SURVEY BASED ON THE PLAT OF NORTHLAKE PROMENADE SHOPPES, A PUD AND LEGAL DESCRIPTION IN THE TITLE COMMITMENT RECEIVED ON NOVEMBER 23, 2021.
- LEGAL DESCRIPTION AS SHOWN HEREON IS THE SAME AS THE TITLE COMMITMENT REFERENCED HEREON.
- BEARING BASIS: NORTH 88°50'25" EAST, ALONG THE SOUTH RIGHT OF WAY LINE OF NORTHLAKE BOULEVARD, AS SHOWN ON PLAT BOOK 102, PAGES 130 AND 131.
- THE SUBJECT PROPERTY LIES WITHIN FLOOD ZONE X (AREA OF MINIMAL FLOOD HAZARD) - PER FLOOD INSURANCE RATE MAP NO. 12099C0391F DATED OCTOBER 5, 2017. NO SEARCH FOR ANY MAP AMENDMENTS OR REVISIONS HAS BEEN MADE BY THIS OFFICE.
- TOTAL AREA = 13.16 ACRES, MORE OR LESS.
- EASEMENTS OR RESTRICTIONS SHOWN WERE FURNISHED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY ORDER NO.: 9831395 DATED 03/04/2022 AT 8:00 AM. REVISION NUMBER "G" ON APRIL 5, 2022
- ALL FIELD-MEASURED CONTROL MEASUREMENTS EXCEEDED AN ACCURACY OF 1' IN 7,500'.
- ELEVATIONS SHOWN ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D. 88).
- ALTA, TABLE A ITEM 16 - THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
- THIS SURVEY IS PREPARED ONLY FOR THE PARTIES LISTED BELOW AND IS NOT ASSIGNABLE. CERTIFIED TO: NP-DEVLAND HOLDINGS, LLC, A DELAWARE LIMITED LIABILITY COMPANY CYPRESS REALTY OF FLORIDA, LLC FIDELITY NATIONAL TITLE INSURANCE COMPANY GREENBERG TRAUJIG, P.A.

THE FIELDWORK WAS COMPLETED ON JUNE 15, 2023. LIDBERG LAND SURVEYING, INC.

DATE OF SURVEY: JUNE 26, 2023 BY: DAVID C. LIDBERG PROFESSIONAL SURVEYOR AND MAPPER FLORIDA CERTIFICATE No. 3613

DATE:	REVISIONS:	BY:
06/15/2023	UPDATE SURVEY - 8015-0954-101 - PCK.F - FB#26 P-TO	E.C.
10/10/2022	SHOW ELEVATIONS 15-095-105 - F.B. 8M/43/71 K.F.	L.J.C.
04/08/2022	REVISE TITLE INFORMATION 15-095-104A	L.J.C.
04/04/2022	UPDATE SURVEY 15-095-104A - NOTES FILED A.M.	L.J.C.
12/21/2021	ADDRESS COMMENTS - *15-095-104	R.J.W.
09/15/2021	UPDATE SURVEY - *15-095-104 - FB792/81,85,88 K.F.	E.C.&L.J.C.

LIDBERG LAND SURVEYING, INC.
675 West Indiantown Road, Suite 200, Jupiter, Florida 33458 TEL. 561-746-8454
LB4431

ALTA/NSPS LAND TITLE SURVEY NORTHLAKE PROMENADE SHOPPES
PREPARED FOR:
NP-DEVLAND HOLDINGS, LLC

CAD.	REF.	F.L.D.	OFF.	CKD.	J.P.	FB.	PG.	JOB	DATE	DWG.
K15U214243	102-130	15-095-112	15-095-112.DGN	J.P.	687	38-40	15-095-112	OCTOBER 5, 2015	D15-095	
		SHEET	1	OF	2					

TRAFFIC IMPACT STATEMENT

VILLAGE PLACE VILLAGE OF NORTH PALM BEACH, FLORIDA

VILLAGE OF
NORTH PALM BEACH
DEC 19 2023
COMMUNITY DEVELOPMENT
RECEIVED

Prepared for:

NP Devland Holdings LLC
c/o Cypress Realty of Florida, LLC
3910 RCA Boulevard
Suite 1015
Palm Beach Gardens, Florida 33403

Job No. 21-191

Date: August 21, 2023
Revised: September 18, 2023

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

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

**This item has been digitally signed
and sealed by Anna Lai, P.E., on 09/18/2023.**

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

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NORTHLAKE PROMENADE APARTMENTS TPS LETTER	APPENDIX A
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1.0 SITE DATA

The subject parcel is located in the southwest corner of US 1 and Northlake Boulevard in the Village of North Palm Beach, Florida and contains approximately 13.16 acres. The Property Control Numbers (PCNs) for the subject parcel are

36-43-42-21-00-000-3040
36-43-42-21-29-007-0030
68-43-42-21-00-001-0010
68-43-42-21-29-001-0020
68-43-42-21-29-007-0020

The site is currently developed/vested with the following:

126,330 SF shopping plaza without super market
9,790 SF pharmacy with drive-through
5,000 SF drive-in bank
3,028 SF fast food restaurant with drive-through
12 fuel position gas station with 2,410 SF convenience store

Proposed site modifications would result in a total of the following with a build-out year of 2033:

1,080 multifamily dwelling units
206 55+ age-restricted multi-family dwelling units
222-room hotel
131,100 SF shopping plaza without super market
9,790 SF pharmacy with drive-through
5,000 SF drive-in bank
3,028 SF fast food restaurant with drive-through
12 fuel position gas station with 2,410 SF convenience store

The proposed residential dwelling units would qualify for the Coastal Residential Exception as outlined in the Palm Beach County Traffic Performance Standards (TPS) and is therefore not required to meet the TPS. The traffic analysis provided in this report is for informational purposes only based on the above traffic concurrency exemptions.

Currently, both the site and the Northlake Promenade development immediately to the west (in the Town of Lake Park) can be accessed via nine (9) driveway connections. As part of a separate project, the easterly median opening on Northlake Boulevard is proposed to be closed and the eastbound dual left turn lanes will be extended at the US 1 intersection (see Appendix A for the Northlake Promenade Apartments Traffic Performance Standards Review letter dated May 20, 2022). This will change the easterly driveway connection to Northlake Boulevard from full access to right in/right out only. Additionally, a traffic signal is proposed on Northlake Boulevard at the main access driveway to Northlake

1.0 SITE DATA (CONTINUED)

Promenade.

Thus, site access is proposed via the following nine (9) driveway connections: westerly and easterly right in/right out driveway connections to Northlake Boulevard; a central full access driveway connection to Northlake Boulevard; a northerly right in/right out driveway connection to US 1; a southerly right in/left in/right out driveway connection to US 1; and four (4) full access driveway connections to Palmetto Drive. For additional information concerning site location and layout, refer to the Conceptual Development Plan prepared by Gentile Holloway O'Mahoney.

2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards. The Traffic Performance Standards state that a Site Specific Development Order for a proposed project shall meet the standards and guidelines outlined in two separate "Tests" with regard to traffic performance.

Test 1, or the Build-Out Test, relates to the build-out period of the project and requires that a project not add traffic within the radius of development influence which would have total traffic exceeding the adopted LOS at the end of the build-out period. This Test 1 analysis consists of two parts and no project shall be approved for a Site Specific Development Order unless it can be shown to satisfy the requirements of Parts One and Two of Test 1.

Part One – Intersections, requires the analysis of major intersections, within or beyond a project's radius of development influence, where a project's traffic is significant on a link within the radius of development influence. The intersections analyzed shall operate within the applicable threshold associated with the level of analysis addressed.

Part Two – Links, compares the total traffic in the peak hour, peak direction on each link within a project's radius of development influence with the applicable LOS "D" link service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis period.

This test requires analysis of links and major intersections as necessary within or beyond the radius of development influence, where a project's traffic is significant

2.0 PURPOSE OF STUDY (CONTINUED)

on a link within the radius of development influence.

This analysis shall address the total traffic anticipated to be in place at the end of the build out year. This study will verify that the proposed development's traffic impact will meet the above Traffic Performance Standards.

3.0 TRAFFIC GENERATION

The Palm Beach County Unified Land Development Code Article 12 requires that for any application for a site specific development order on property on which there are vested uses shall be subject to the Palm Beach County Traffic Performance Standards to the extent the traffic generation projected for the site specific development order exceeds the traffic generation of the vested uses.

The generation rates and capture rates of the vested uses shall be updated to current pro forma traffic generation and passer-by rates and shall be used to calculate vested uses/current approval traffic. Trip generation has been calculated in accordance with the ITE Trip Generation Manual, 11th Edition and the Palm Beach County Trip Generation Rates.

Internal capture rates were first calculated (in Appendix B) based on the ITE Trip Generation Handbook, 3rd Edition. The ITE internal capture methodology has certain limitations and, in particular, a limited number of land uses to consider.

Based on discussion with Palm Beach County Traffic (see email dated 09/08/23 in Appendix B), 15% was assumed as the internal capture rate for the proposed site. It is likely the internal capture will be higher than the conservatively used 15% due to the mixture of land uses and the adjacent Northlake Promenade site.

Table 1 shows the daily traffic generation associated with the existing/vested development in trips per day (TPD). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The net traffic to be generated may be summarized as follows:

Existing/Vested Development

Daily Traffic Generation	= 7,366 tpd
AM Peak Hour Traffic Generation (In/Out)	= 303 pht (171 In/132 Out)
PM Peak Hour Traffic Generation (In/Out)	= 597 pht (296 In/301 Out)

Table 4 shows the daily traffic generation associated with the proposed development. Tables 5 and 6 show the AM and PM peak hour traffic generation, respectively. The net traffic to be generated may be summarized as follows:

3.0 TRAFFIC GENERATION (CONTINUED)

Proposed Development

Daily Traffic Generation	= 12,850 tpd
AM Peak Hour Traffic Generation (In/Out)	= 728 pht (288 In/440 Out)
PM Peak Hour Traffic Generation (In/Out)	= 1,048 pht (565 In/483 Out)

The change in traffic generation as a result of the proposed site modifications is shown in Table 7 and may be summarized as follows:

Increase in Traffic Generation

Daily Traffic Generation	= 5,484 tpd
AM Peak Hour Traffic Generation (In/Out)	= 425 pht (117 In/308 Out)
PM Peak Hour Traffic Generation (In/Out)	= 451 pht (269 In/182 Out)

The applicant would like to reserve the right to convert the 222 hotel rooms to additional multifamily dwelling units in the future. The applicant hopes to construct the hotel but in the event that an end user is unable to be obtained, the contingency option is to convert the hotel rooms to residential dwelling units. The comparison between ITE Land Use Code 221 (Multifamily Mid-Rise) and ITE Land Use Code 310 (Hotel) may be summarized as follows:

ITE Land Use 221 (Multifamily Mid-Rise)

Daily:	4.54 trips per dwelling unit
AM Peak:	0.37 trips per dwelling unit
PM Peak:	0.39 trips per dwelling unit

ITE Land Use 310 (Hotel)

Daily:	7.99 trips per room
AM Peak:	0.46 trips per room
PM Peak:	0.59 trips per room

Based on the rates above, the conversion rate from hotel to multifamily is as follows:

Conversion Rate

Daily:	1.76 dwelling units per hotel room
AM Peak:	1.24 dwelling units per hotel room
PM Peak:	1.51 dwelling units per hotel room

4.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 12.B.2.D-7 3A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards, for a net trip generation of 451 peak hour trips, the development of influence shall be a two (2) mile radius.

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than 1% of the LOS “D” of the link affected on a peak hour, peak direction basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS “D” of the link affected on a peak hour, peak direction basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS “D” Link Service Volumes.

For Test 2, a project must address those links within the radius of development influence on which its net trips are greater than 3% of the LOS “E” of the link affected on a peak hour, peak direction basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS “E” of the link affected on a peak hour, peak direction basis up to the limits set forth in Table 12.B.2.C-4 2A: LOS “E” Link Service Volumes.

5.0 EXISTING TRAFFIC

Existing AM and PM peak hour traffic volumes for the links within the project’s radius of development influence were available from the Palm Beach County Engineering Traffic Division. Background traffic data from the Palm Beach County Engineering Traffic Division consisting of historical growth rates, major project traffic, and anticipated development in the area was also considered. Table 8 presents the area wide growth rate calculations.

6.0 TRIP DISTRIBUTION

The project trips were distributed and assigned on the links within the radius of development influence based on the existing and anticipated traffic patterns. Figure 1 presents the trip distribution percentages.

7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2

Tables 12 and 13 (in Appendix C) show the project’s AM and PM peak hour trip assignment, respectively, as well as the applicable Level of Service Standard for each of the links within the project’s radius of development influence. Links with a project assignment greater than 1% of the applicable Level of Service “D” have been outlined as links with significant project assignment.

Tables 14 and 15 (in Appendix C) show the projected total AM and PM peak hour traffic volumes and threshold volumes for the links with significant project assignment within the project’s radius of development influence. For the links, the 2033 total traffic has been calculated using the higher value between the link

7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2 (CONTINUED)

historical growth rate and the combination of a 1.0% background growth rate and the approved committed development trips. The 2033 build-out link volume reports from the Palm Beach County Engineering Traffic Division TPS Database are included in Appendix D.

A review of Tables 12-15 indicates this project meets the applicable Peak Hour Traffic Volume Link Performance Standards on all links within the project's radius of development influence.

8.0 INTERSECTION ANALYSIS TEST 1 – PART 1

As a requirement of Part 1 of Test 1 of the Palm Beach County Traffic Performance Standards, all major intersections in each direction nearest to the point at which the project's traffic enters each project accessed link, and where the project traffic entering or exiting the intersection from/to the project accessed link is significant, must be analyzed. Therefore, the following intersections must be analyzed for the 2033 projected AM and PM peak hours:

Northlake Boulevard at US 1
Northlake Boulevard at Prosperity Farms Road
Palmetto Drive at US 1

For each intersection, the 2033 total traffic has been calculated using the higher value between the background growth rate and the combination of a 1.0% background growth rate and the approved committed development trips. The 2033 build-out intersection volume reports from the Palm Beach County Engineering Traffic Division TPS Database are included in Appendix D.

Each intersection has been analyzed using the adjusted turning movement volumes in accordance with the methodology set forth in the Transportation Research Board Special Report 209, Planning Analysis. The intersection analyses are included in Appendix E. The analysis results show that the sum of the critical movements during the peak season, peak hours at project build-out is less than the adopted Level of Service volume of 1,400 vehicles per hours (vph) for the subject intersections.

<u>INTERSECTION</u>	<u>CRITICAL SUM</u>	
	<u>AM</u>	<u>PM</u>
Northlake Blvd at US 1	867	966
Northlake Blvd at Prosperity Farms Rd	928	1,271
Palmetto Dr at US 1	777	885

Queue analysis was performed in Synchro for the following intersections and driveways and is included in Appendix E:

8.0 INTERSECTION ANALYSIS TEST 1 – PART 1 (CONTINUED)

Northlake Boulevard at US 1
Northlake Boulevard at Project Central (Main) Driveway
Project Southerly (Main) Driveway at US 1
Palmetto Drive at US 1

9.0 TEST 2 BUILD-OUT ANALYSIS

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis Period. Tables 16 and 17 (in Appendix F) show the project's AM and PM peak hour trip assignment, respectively, as well as the applicable Level of Service Standard for each of the links within the project's radius of development influence. Links with a project assignment greater than 3% of the applicable Level of Service "E" have been outlined as links with significant project assignment.

Tables 18 and 19 (in Appendix F) show the projected total AM and PM peak hour traffic volumes and threshold volumes for the links with significant project assignment within the project's radius of development influence. For the links, the 2028 total traffic has been calculated using the higher value between the link historical growth rate and the combination of a 1.0% background growth rate and the approved committed development trips. The 2028 build-out link volume reports from the Palm Beach County Engineering Traffic Division TPS Database are included in Appendix G.

A review of Tables 16-19 indicates this project meets the applicable Peak Hour Traffic Volume Link Performance Standards on all links within the project's radius of development influence.

10.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour volumes at the project entrances for the overall development and Northlake Promenade with no reduction for pass by credits are shown in Tables 10 and 11 and may be summarized as follows:

**DIRECTIONAL
DISTRIBUTION
(TRIPS IN/OUT)**

AM = 437 / 563
PM = 793 / 714

Figure 2 presents the AM and PM peak turning movement volume assignments at the project driveways based on the directional distributions. As previously mentioned, site access is proposed via the following nine (9) driveway

10.0 SITE RELATED IMPROVEMENTS (CONTINUED)

connections: westerly and easterly right in/right out driveway connections to Northlake Boulevard; a central full access driveway connection to Northlake Boulevard; a northerly right in/right out driveway connection to US 1; a southerly right in/left in/right out driveway connection to US 1; and four (4) full access driveway connections to Palmetto Drive. For additional information concerning site location and layout, refer to the Conceptual Development Plan prepared by Gentile Holloway O'Mahoney.

Based on the Palm Beach County Engineering Guidelines used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour and on Palmetto Drive being a low volume, low speed roadway, eastbound left turn lanes are not recommended at the Palmetto Drive driveways. Due to right of way constraints, right turn lanes are not proposed. For the southerly US 1 driveway connection, the northbound left turn is proposed to be extended to the maximum extent feasible. For Palmetto Drive at US 1, the eastbound left turn is also proposed to be extended to the maximum extent feasible.

11.0 CONCLUSION

The proposed development has been estimated to generate 5,484 trips per day, 425 AM peak hour trips, and 451 PM peak hour trips at project build-out in 2033. Based on an analysis of existing and project traffic characteristics and distribution, as well as the existing and future roadway network geometry and traffic volumes, this overall project meets the Link/Build-Out Test and Five Year Analysis test as required by the Palm Beach County Traffic Performance Standards. The following improvements are proposed:

1. Extension of the northbound left turn lane on US 1 at the project entrance;
2. Extension of the eastbound left turn lane on Palmetto Drive at US 1;
3. Median modification and extension of the dual eastbound left turn lanes on Northlake Boulevard at US 1(also required as part of the Northlake Promenade Apartments project); and
4. Traffic signalization at Northlake Boulevard and remaining full access opening (also required as part of the Northlake Promenade Apartments projects).

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EXISTING DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Shop Plaza (40-150ksf) w/o Sup Market	821	126,330	S.F.						8,530	5.0%				427		8,103	39%	3,160		4,943
Pharmacy + DT	881	9,790	S.F.						1,061	5.0%				53		1,008	50%	504		504
Drive-In Bank	912	5,000	S.F.						502	5.0%				25		477	47%	224		253
Fast Food Rest. + DT	934	3,028	S.F.						1,416	5.0%				71		1,345	49%	659		686
Gas Station w/ Convenience Store ^e	FDOT	12	Fuel Positions	14.3*PM Trips					2,646	5.0%				132		2,514	61%	1,534		980
		2,410	S.F.																	
Grand Totals:									14,155	5.0%				708		13,447	45%	6,081		7,366

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips					
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total			
Shop Plaza (40-150ksf) w/o Sup Market	821	126,330	S.F.	0.62	0.38	136	83	219	5.0%	7	4	11	129	79	208	39%	81	79	48	127			
Pharmacy + DT	881	9,790	S.F.	0.52	0.48	19	18	37	5.0%	1	1	2	18	17	35	50%	18	9	8	17			
Drive-In Bank	912	5,000	S.F.	0.58	0.42	29	21	50	5.0%	1	2	3	28	19	47	47%	22	15	10	25			
Fast Food Rest. + DT	934	3,028	S.F.	0.51	0.49	69	66	135	5.0%	3	4	7	66	62	128	49%	63	34	31	65			
Gas Station w/ Convenience Store ^e	FDOT	12	Fuel Positions	Note f	0.50	0.50	93	92	185	5.0%	5	4	9	88	88	176	61%	107	34	35	69		
		2,410	S.F.																				
Grand Totals:									346	280	626	5.1%	17	15	32	329	265	594	49%	291	171	132	303

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips					
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total			
Shop Plaza (40-150ksf) w/o Sup Market	821	126,330	S.F.	0.49	0.51	321	335	656	5.0%	16	17	33	305	318	623	39%	243	186	194	380			
Pharmacy + DT	881	9,790	S.F.	0.50	0.50	50	50	100	5.0%	3	2	5	47	48	95	50%	48	24	23	47			
Drive-In Bank	912	5,000	S.F.	0.50	0.50	53	52	105	5.0%	3	2	5	50	50	100	47%	47	27	26	53			
Fast Food Rest. + DT	934	3,028	S.F.	0.52	0.48	52	48	100	5.0%	3	2	5	49	46	95	49%	47	25	23	48			
Gas Station w/ Convenience Store ^e	FDOT	12	Fuel Positions	12.3*FP+15.5*(X)	0.50	0.50	93	92	185	5.0%	5	4	9	88	88	176	61%	107	34	35	69		
		2,410	S.F.																				
Grand Totals:									569	577	1,146	5.0%	30	27	57	539	550	1,089	45%	492	296	301	597

Notes:

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

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PROPOSED DEVELOPMENT

TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization*			External Trips (Driveway Trips)			Pass-by		Net Trips	
					In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,080	Dwelling Units	4.54					4,903	15.0%	735		4,168	0%	0		4,168		
55+ SF Attached	252	206	Dwelling Units	3.24					667	15.0%	100		567	0%	0		567		
Hotel	310	222	Rooms	7.99					1,774	15.0%	266		1,508	10%	151		1,357		
Shop Plaza (40-150ksf) w/o Sup Market	821	131,100	S.F.	67.52					8,852	15.0%	1,328		7,524	39%	2,934		4,590		
Pharmacy + DT	881	9,790	S.F.	108.40					1,061	15.0%	159		902	50%	451		451		
Drive-In Bank	912	5,000	S.F.	100.35					502	15.0%	75		427	47%	201		226		
Fast Food Rest. + DT	934	3,028	S.F.	467.48					1,416	15.0%	212		1,204	49%	590		614		
Gas Station w/ Convenience Store ^e	FDOT	12	Fuel Positions	14.3*PM Trips					2,646	15.0%	397		2,249	61%	1,372		877		
		2,410	S.F.																
Grand Totals:									21,821	15.0%	3,272		18,549	31%	5,699		12,850		

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization*			External Trips (Driveway Trips)			Pass-by		Net Trips					
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total		
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,080	Dwelling Units	0.37	0.23	0.77	92	308	400	15.0%	14	46	60	78	262	340	0%	0	78	262	340		
55+ SF Attached	252	206	Dwelling Units	0.2	0.34	0.66	14	27	41	15.0%	2	4	6	12	23	35	0%	0	12	23	35		
Hotel	310	222	Rooms	0.46	0.56	0.44	57	45	102	15.0%	9	6	15	48	39	87	10%	9	43	35	78		
Shop Plaza (40-150ksf) w/o Sup Market	821	131,100	S.F.	1.73	0.62	0.38	141	86	227	15.0%	21	13	34	120	73	193	39%	75	73	45	118		
Pharmacy + DT	881	9,790	S.F.	3.74	0.52	0.48	19	18	37	15.0%	3	3	6	16	15	31	50%	16	8	7	15		
Drive-In Bank	912	5,000	S.F.	9.95	0.58	0.42	29	21	50	15.0%	4	4	8	25	17	42	47%	20	13	9	22		
Fast Food Rest. + DT	934	3,028	S.F.	44.61	0.51	0.49	69	66	135	15.0%	10	10	20	59	56	115	49%	56	30	29	59		
Gas Station w/ Convenience Store ^e	FDOT	12	Fuel Positions	Note f					93	92	185	15.0%	14	14	28	79	78	157	61%	96	31	30	61
		2,410	S.F.																				
Grand Totals:										15.0%	77	100	177	437	563	1,000	27%	272	288	440	728		

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization*			External Trips (Driveway Trips)			Pass-by		Net Trips					
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total		
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,080	Dwelling Units	0.39	0.61	0.39	257	164	421	15.0%	39	24	63	218	140	358	0%	0	218	140	358		
55+ SF Attached	252	206	Dwelling Units	0.25	0.56	0.44	29	23	52	15.0%	4	4	8	25	19	44	0%	0	25	19	44		
Hotel	310	222	Rooms	0.59	0.51	0.49	67	64	131	15.0%	10	10	20	57	54	111	10%	11	51	49	100		
Shop Plaza (40-150ksf) w/o Sup Market	821	131,100	S.F.	5.19	0.49	0.51	333	347	680	15.0%	50	52	102	283	295	578	39%	225	173	180	353		
Pharmacy + DT	881	9,790	S.F.	10.25	0.50	0.50	50	50	100	15.0%	8	7	15	42	43	85	50%	43	21	21	42		
Drive-In Bank	912	5,000	S.F.	21.01	0.50	0.50	53	52	105	15.0%	8	8	16	45	44	89	47%	42	24	23	47		
Fast Food Rest. + DT	934	3,028	S.F.	33.03	0.52	0.48	52	48	100	15.0%	8	7	15	44	41	85	49%	42	22	21	43		
Gas Station w/ Convenience Store ^e	FDOT	12	Fuel Positions	12.3*FP+15.5*(X)					93	92	185	15.0%	14	14	28	79	78	157	61%	96	31	30	61
		2,410	S.F.																				
Grand Totals:										15.1%	141	126	267	793	714	1,507	30%	459	565	483	1,048		

Notes:

- * Used 15% internalization per the Palm Beach County Traffic email dated 09/08/23 with Hanane Akif.
- e) Use both Fueling Position and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Article 12, should be applied to estimate the net trips.

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TABLE 7
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	7,366	303	171	132	597	296	301
PROPOSED DEVELOPMENT =	12,850	728	288	440	1,048	565	483
INCREASE =	5,484	425	117	308	451	269	182

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**TABLE 8
AREA WIDE GROWTH RATE CALCULATION**

STATION	ROADWAY	FROM	TO	2019 PEAK SEASON DAILY TRAFFIC	2023 PEAK SEASON DAILY TRAFFIC	IND. (%)
2309	NORTHLAKE BOULEVARD	I-95	CONGRESS AVENUE	NA	52,971	NA
2815	NORTHLAKE BOULEVARD	CONGRESS AVENUE	ALT A1A	44,812	42,222	-1.48%
2821*	NORTHLAKE BOULEVARD	ALT A1A	PROSPERITY FARMS ROAD	34,600	36,590	1.88%
2817	NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	SOUTHWIND DRIVE	36,462	32,974	-2.48%
2819*	NORTHLAKE BOULEVARD	SOUTHWIND DRIVE	US 1	29,028	26,266	-3.28%
2833	PARK AVENUE	OLD DIXIE HIGHWAY	US 1	5,552	4,983	-2.67%
2615	SILVER BEACH ROAD	CONGRESS AVENUE	OLD DIXIE HIGHWAY	16,081	14,659	-2.29%
2807	SILVER BEACH ROAD	OLD DIXIE HIGHWAY	US 1	13,149	11,921	-2.42%
2811*	BLUE HERON BOULEVARD	OLD DIXIE HIGHWAY	US-1	23,005	24,135	1.61%
2828	A1A/SR 811	BURNS ROAD	LIGHTHOUSE DRIVE	NA	NA	NA
2814**	A1A/SR 811	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	22,798	23,817	1.47%
2836**	PROSPERITY FARMS ROAD	BURNS ROAD	LIGHTHOUSE DRIVE	18,111	17,162	-1.78%
2806	PROSPERITY FARMS ROAD	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	17,958	15,008	-4.39%
2834	AUSTRALIAN AVENUE	BLUE HERON BOULEVARD	MLK BOULEVARD	13,481	11,596	-3.70%
2808	OLD DIXIE HIGHWAY	SILVER BEACH ROAD	BLUE HERON BOULEVARD	NA	NA	NA
2810	OLD DIXIE HIGHWAY	BLUE HERON BOULEVARD	MLK BOULEVARD	NA	NA	NA
2838*	US 1	PGA BOULEVARD	LIGHTHOUSE DRIVE	25,371	27,035	2.14%
2832**	US 1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	31,217	28,129	-3.41%
2800*	US 1	NORTHLAKE BOULEVARD	PARK AVENUE	25,146	26,896	2.27%
2818	BROADWAY	BLUE HERON BOULEVARD	13TH STREET	NA	NA	NA

AVERAGE = -1.23%

AREA WIDE GROWTH RATE = 1.0%

* 2019 and 2022 peak season daily traffic volumes were used for links where 2020 or 2023 volumes were unavailable.

** 2020 and 2023 peak season daily traffic volumes were used for links where they were available.

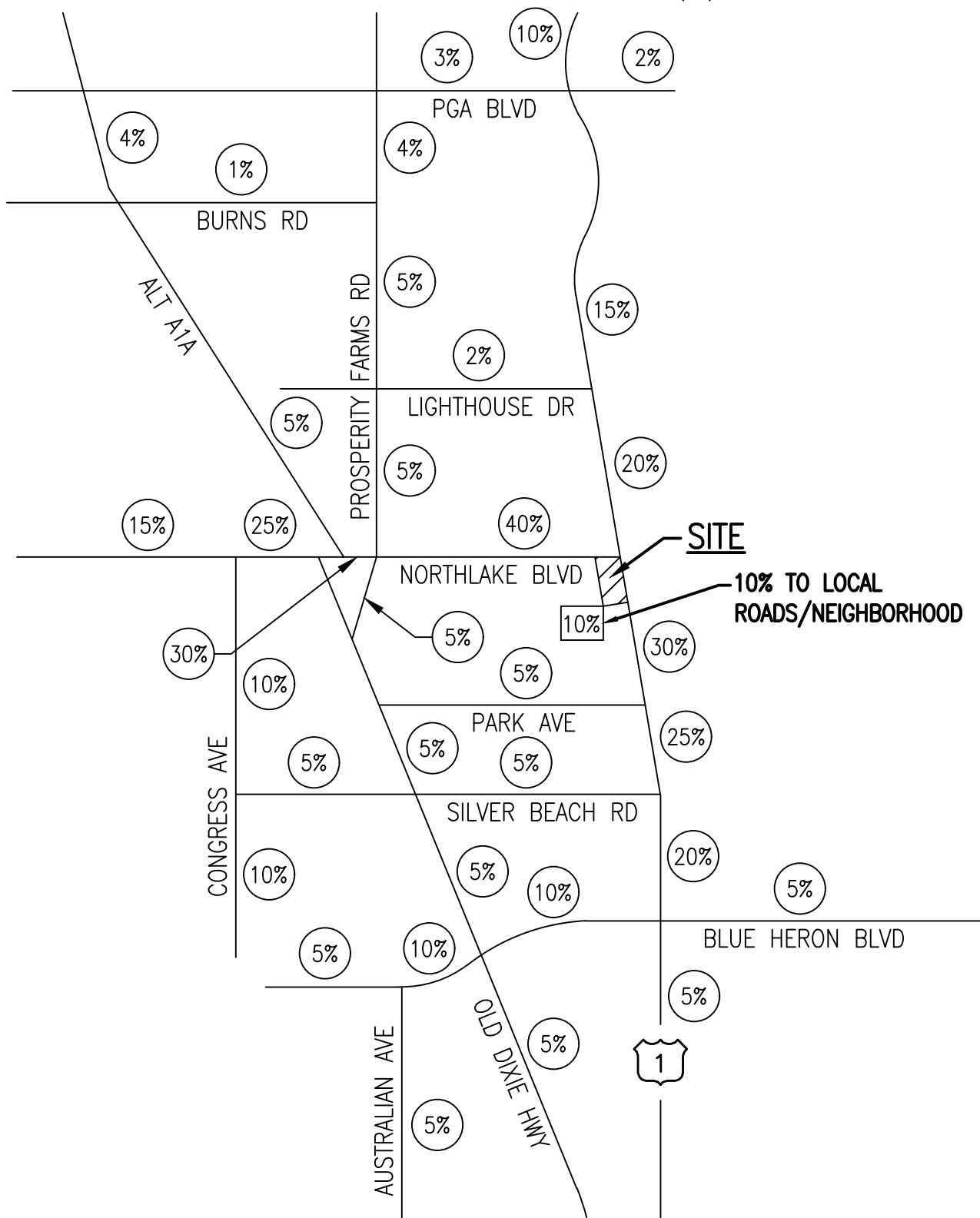


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

 PROJECT DISTRIBUTION

VILLAGE PLACE

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Revised 08/21/23
Revised 09/13/23

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

TABLE 9 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization*				External Trips (Driveway Trips)			Pass-by		Net Trips		
				In	Out		%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,330	Dwelling Units	4.54			6,038	15.0%			906		5,132	0%	0		5,132	
55+ SF Attached	252	206	Dwelling Units	3.24			667	15.0%			100		567	0%	0		567	
Hotel	310	222	Rooms	7.99			1,774	15.0%			266		1,508	10%	151		1,357	
Medical Office (Stand-Alone)	720	7,511	S.F.	T=42.97(X)-108.01			215	15.0%			32		183	10%	18		165	
Shop Center (>150ksf)	820	198,534	S.F.	37.01			7,348	15.0%			1,102		6,246	24%	1,499		4,747	
Pharmacy + DT	881	9,790	S.F.	108.40			1,061	15.0%			159		902	50%	451		451	
Drive-In Bank	912	5,000	S.F.	100.35			502	15.0%			75		427	47%	201		226	
Fast Food Rest. + DT	934	3,028	S.F.	467.48			1,416	15.0%			212		1,204	49%	590		614	
Gas Station w/ Convenience Stor ^e	FDOT	12	Fuel Positions	14.3*PM Trips			2,646	15.0%			397		2,249	61%	1,372		877	
		2,410	S.F.															
Grand Totals:							21,667	15.0%			3,249		18,418	23%	4,282		14,136	

TABLE 10 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization*				External Trips (Driveway Trips)			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,330	Dwelling Units	0.37	0.23	0.77	113	379	492	15.0%	17	57	74	96	322	418	0%	0	96	322	418
55+ SF Attached	252	206	Dwelling Units	0.2	0.34	0.66	14	27	41	15.0%	2	4	6	12	23	35	0%	0	12	23	35
Hotel	310	222	Rooms	0.46	0.56	0.44	57	45	102	15.0%	9	6	15	48	39	87	10%	9	43	35	78
Medical Office (Stand-Alone)	720	7,511	S.F.	3.10	0.79	0.21	18	5	23	15.0%	3	0	3	15	5	20	10%	2	14	4	18
Shop Center (>150ksf)	820	198,534	S.F.	0.84	0.62	0.38	104	63	167	15.0%	16	9	25	88	54	142	24%	34	67	41	108
Pharmacy + DT	881	9,790	S.F.	3.74	0.52	0.48	19	18	37	15.0%	3	3	6	16	15	31	50%	16	8	7	15
Drive-In Bank	912	5,000	S.F.	9.95	0.58	0.42	29	21	50	15.0%	4	4	8	25	17	42	47%	20	13	9	22
Fast Food Rest. + DT	934	3,028	S.F.	44.61	0.51	0.49	69	66	135	15.0%	10	10	20	59	56	115	49%	56	30	29	59
Gas Station w/ Convenience Stor ^e	FDOT	12	Fuel Positions	Note f	0.50	0.50	93	92	185	15.0%	14	14	28	79	78	157	61%	96	31	30	61
		2,410	S.F.																		
Grand Totals:							516	716	1,232	15.0%	78	107	185	438	609	1,047	22%	233	314	500	814

TABLE 11 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization*				External Trips (Driveway Trips)			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,330	Dwelling Units	0.39	0.61	0.39	317	202	519	15.0%	48	30	78	269	172	441	0%	0	269	172	441
55+ SF Attached	252	206	Dwelling Units	0.25	0.56	0.44	29	23	52	15.0%	4	4	8	25	19	44	0%	0	25	19	44
Hotel	310	222	Rooms	0.59	0.51	0.49	67	64	131	15.0%	10	10	20	57	54	111	10%	11	51	49	100
Medical Office (Stand-Alone)	720	7,511	S.F.	3.93	0.30	0.70	9	21	30	15.0%	1	4	5	8	17	25	10%	3	7	15	22
Shop Center (>150ksf)	820	198,534	S.F.	3.4	0.48	0.52	324	351	675	15.0%	49	52	101	275	299	574	24%	138	209	227	436
Pharmacy + DT	881	9,790	S.F.	10.25	0.50	0.50	50	50	100	15.0%	8	7	15	42	43	85	50%	43	21	21	42
Drive-In Bank	912	5,000	S.F.	21.01	0.50	0.50	53	52	105	15.0%	8	8	16	45	44	89	47%	42	24	23	47
Fast Food Rest. + DT	934	3,028	S.F.	33.03	0.52	0.48	52	48	100	15.0%	8	7	15	44	41	85	49%	42	22	21	43
Gas Station w/ Convenience Stor ^e	FDOT	12	Fuel Positions	12.3*FP+15.5*(X)	0.50	0.50	93	92	185	15.0%	14	14	28	79	78	157	61%	96	31	30	61
		2,410	S.F.																		
Grand Totals:							994	903	1,897	15.1%	150	136	286	844	767	1,611	23%	375	659	577	1,236

Notes:

- * Used 15% internalization per the Palm Beach County Traffic email dated 09/08/23 with Hanane Akif.
- e) Use both Fueling Position and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Article 12, should be applied to estimate the net trips.



ENGINEERING | PLANNING | CONSULTING | SINCE 1982
 Authorization No. 3452

2581 Metrocentre Blvd West • Suite 3 • West Palm Beach, Florida 33407 • (561) 478-7848



NORTHLAKE BOULEVARD

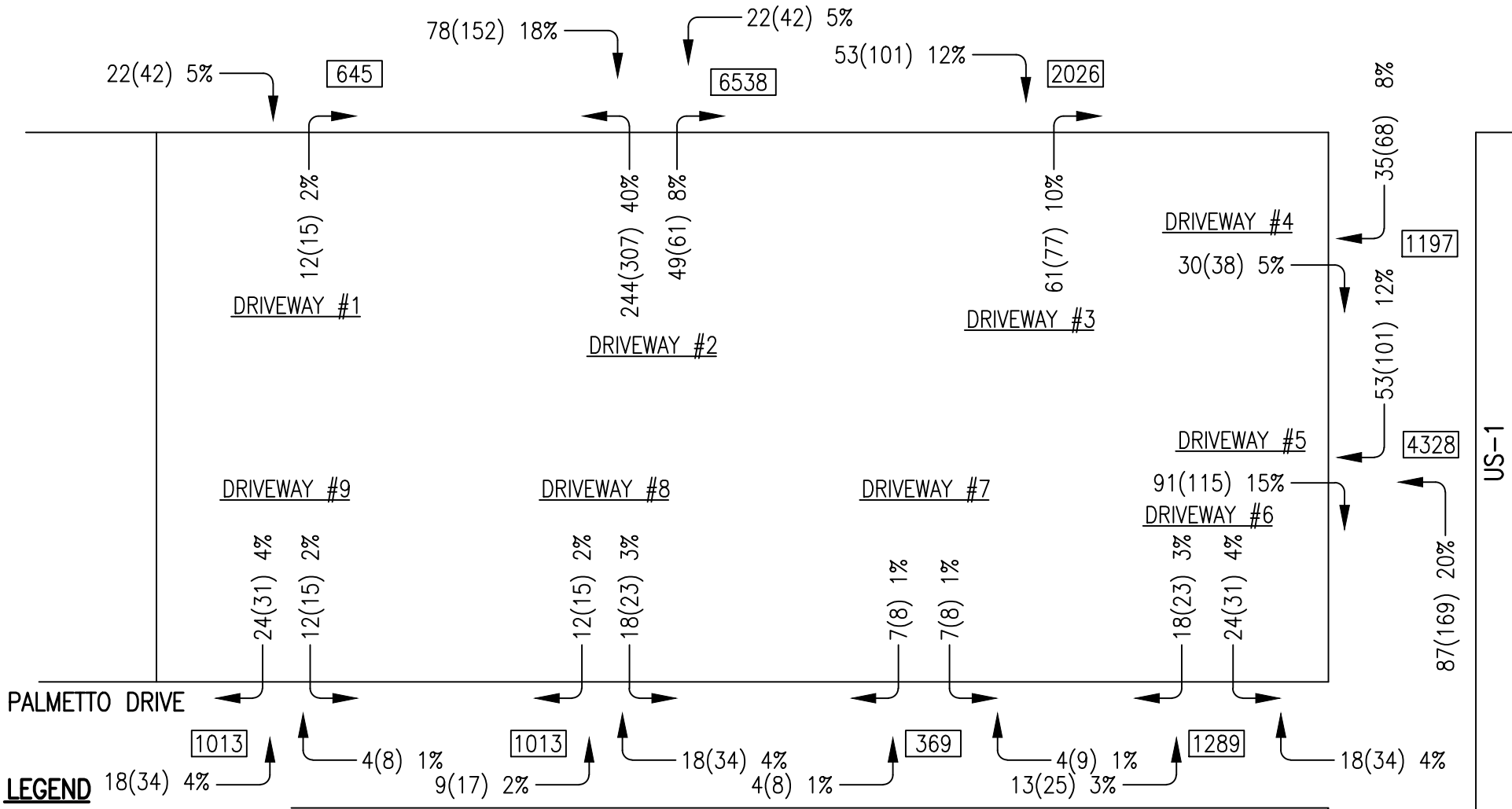


FIGURE 2

TOTAL DRIVEWAY TURNING MOVEMENTS:
 VILLAGE SHOPPES & NORTHLAKE PROMENADE
 (SEE TABLES 9-11)

VILLAGE PLACE

21-191 AL 8-15-23
 REVISED 8-21-23
 REVISED 9-15-23

APPENDIX A

NORTHLAKE PROMENADE APARTMENTS **TPS LETTER**



May 20, 2022

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

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

**RE: Northlake Promenade Apartments
Project #: 220502
Traffic Performance Standards (TPS) Review**

Dear Mr. Kelley:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, revised May 18, 2022, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Palm Beach County Board of County Commissioners

- Robert S. Weinroth, Mayor
- Gregg K. Weiss, Vice Mayor
- Maria G. Marino
- Dave Kerner
- Maria Sachs
- Melissa McKinlay
- Mack Bernard

County Administrator

Verdenia C. Baker

Municipality: Lake Park
Location: South side of Northlake Blvd, about 0.18 miles west of US-1
PCN: 36-43-42-21-32-010-0000 (additional PCNs in file)
Access: One right-in/right-out and two full access driveway connections onto Northlake Blvd, one directional and two right-in/right-out access driveway connections onto US-1, and four full access driveway connections onto Palmetto Drive
(As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing Uses: Gen. Commercial = 67,434 SF
 Drive-In Bank = 4,281 SF
Proposed Uses: Replace exiting Drive-In Bank with 7,511 SF Medical Office and add 250 Multifamily Dwelling Units
New Daily Trips: 1,159
New Peak Hour Trips: 80 (22/58) AM; 68 (42/26) PM
Build-out: December 31, 2024

Based on our review, the proposed development is within the Coastal Residential Exception Area and, therefore, the residential portion of the proposed development is exempt from the TPS of Palm Beach County. The Traffic Division has determined the proposed development meets the TPS of Palm Beach County.

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

1. No Building Permits for the site may be issued after December 31, 2024.
2. The Property Owner/Developer shall fund the cost of signal installation, if warranted as determined by the County Engineer, on Northlake Blvd at

"An Equal Opportunity Affirmative Action Employer"



Bryan G. Kelley, P.E.
May 20, 2022
Page 2

Project's western main entrance. Signalization shall be a mast arm structure installation. The cost of signalization shall also include all design costs and any required utility relocation and right of way or easement acquisition.

- a. Building Permits shall not be issued until the developer provides acceptable surety to the Traffic Division in an amount as determined by the Director of the Traffic Division.
 - b. In order to request release of the surety for the traffic signal at the above intersection, the Property Owner/Developer shall provide written notice to the Traffic Division stating that the final certificate of occupancy has been issued for this development and requesting that a signal warrant study be conducted at the intersection. The Traffic Division shall have 24 months from receipt of this notice to either draw upon the monies to construct the traffic signal or release the monies. In the event that the property is sold, the surety may be returned once the Traffic Division receives written documentation of the sale and a replacement surety has been provided to the Traffic Division by the new Property Owner.
3. The Property Owner shall close the easterly median opening on Northlake Blvd and subsequently extend the eastbound dual left turn lanes at US-1 intersection to the maximum extent feasible, as approved by the County Engineer or FDOT, as appropriate. This modification shall be completed before issuance of any Certificates of Occupancy.
 4. The Property Owner shall extend the existing eastbound "drop through lane/right turn lane" on Northlake Blvd at US-1, westerly to the east edge of the Project's westernmost driveway connection. This modification shall be completed before issuance of any Certificates of Occupancy.

The municipality shall transmit an official, recorded copy of the Development Order with the above conditions to the County Engineer no later than ten calendar days after approval of the Development Order. In the event: 1) the municipal Development Order is not received by the County Engineer within fifteen calendar days after approval of same; or 2) the official, recorded Development Order does not contain conditions 1 thru 4 exactly as set forth above, then the Traffic Division's conditional finding that this proposed development meets the TPS of Palm Beach County shall be deemed rescinded and rendered void.



Bryan G. Kelley, P.E.
May 20, 2022
Page 2

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

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Hanane Akif".

Hanane Akif, P.E.
Professional Engineer
Traffic Division

QB:HA:cw

cc: Addressee

Nadia Di Tommaso, Director of Community Development, Town of Lake Park
Quazi Bari, P.E., PTOE, Manager – Growth Management, Traffic Division
Bogdan Piorkowski, P.E., Sr. Prof. Engineer, Traffic Division
Alberto Lopez, Technical Assistant III, Traffic Division

APPENDIX B

INTERNAL CAPTURE CALCULATIONS

Anna Lai

From: Hanane Akif <HAKif@pbcgov.org>
Sent: Friday, September 8, 2023 14:48
To: Bryan Kelley
Cc: Alberto Lopez Tagle; Quazi Bari; Anna Lai
Subject: RE: Village Place

Good afternoon Bryan,

Please cap the project's internal capture at a maximum of 15%.

Regards,

Hanane

From: Bryan Kelley <bryan@simmonsandwhite.com>
Sent: Friday, September 1, 2023 11:45 AM
To: Hanane Akif <HAKif@pbcgov.org>
Cc: Alberto Lopez Tagle <ALopezTagle@pbcgov.org>; Quazi Bari <QBari@pbcgov.org>; Anna Lai <anna@simmonsandwhite.com>
Subject: Re: Village Place

This Message Is From an External Sender

This message came from outside your organization.

Got it, thanks!

On Sep 1, 2023, at 11:39 AM, Hanane Akif <HAKif@pbcgov.org> wrote:

<image001.gif>
Bryan,

I have received your report. Please allow me some time to review it, and I will get back to you.

Thanks,

Hanane

From: Bryan Kelley <bryan@simmonsandwhite.com>
Sent: Friday, September 1, 2023 10:24 AM
To: Alberto Lopez Tagle <ALopezTagle@pbcgov.org>; Hanane Akif <HAKif@pbcgov.org>
Cc: Quazi Bari <QBari@pbcgov.org>; Anna Lai <anna@simmonsandwhite.com>
Subject: RE: Village Place

This Message Is From an External Sender

This message came from outside your organization.

Hi Hanane,

I realized that the traffic study wasn't attached on the previous email. We wanted to see if we could get a determination before sending the revised TPS review fee check in whether a higher than 10% internal capture percentage could be accepted at this particular location based on the ITE IC rates.

Thanks,

Bryan G. Kelley, P.E.

Senior Traffic Engineer

<image003.jpg>

O: 561.478.7848 x112 | C: 561.371.2285
2581 Metrocentre Blvd West, Ste 3
West Palm Beach, FL 33407

simmonsandwhite.com

From: Alberto Lopez Tagle <ALopezTagle@pbcgov.org>

Sent: Wednesday, August 30, 2023 3:49 PM

To: Bryan Kelley <bryan@simmonsandwhite.com>; Hanane Akif <HAKif@pbcgov.org>

Cc: Quazi Bari <QBari@pbcgov.org>; Anna Lai <anna@simmonsandwhite.com>

Subject: RE: Village Place

Hi Bryan,

Hanane will be the professional engineer in charge to review this project. She will be able to answer this question.

Also, we are still waiting for the 315 S. Dixie Highway TPS fees (see attached email please)

Thank you,

<image004.jpg>

Alberto Lopez Tagle

Technical Assistant III

Palm Beach County
Department of Engineering and Public Works
Division of Traffic
2300 Vista Parkway
West Palm Beach, FL 33411
561.684.4051 Office

From: Bryan Kelley <bryan@simmonsandwhite.com>
Sent: Wednesday, August 30, 2023 3:10 PM
To: Alberto Lopez Tagle <ALopezTagle@pbcgov.org>; Anna Lai <anna@simmonsandwhite.com>
Cc: Quazi Bari <QBari@pbcgov.org>
Subject: RE: Village Place

This Message Is From an External Sender

This message came from outside your organization.

Alberto –

We will send in the balance required of the TPS review fee. I do have a question before doing so however. Can you review the internal capture calculations shown in Appendix B to determine if these would be accepted? The internal capture rates are above the 10% County threshold but certainly this is a large, unique project which may warrant a higher number. We provided these for informational purposes and only used 10% but would like to get a determination from PBC if we could use higher based on the ITE internal capture rates.

Thanks,

Bryan G. Kelley, P.E.

Senior Traffic Engineer

<image003.jpg>

O: 561.478.7848 x112 | C: 561.371.2285
2581 Metrocentre Blvd West, Ste 3
West Palm Beach, FL 33407

simmonsandwhite.com

From: Alberto Lopez Tagle <ALopezTagle@pbcgov.org>
Sent: Monday, August 28, 2023 10:40 AM
To: Anna Lai <anna@simmonsandwhite.com>
Cc: Quazi Bari <QBari@pbcgov.org>; Bryan Kelley <bryan@simmonsandwhite.com>
Subject: Village Place

Hi Anna,

A couple of weeks ago there was a PBC strategy meeting. In that meeting it was discussed that in the BCC approved Fee Schedule, the fees are exclusively based on net daily trips with a minimum and did not make any exception to TCEA or CREA projects.

Based on that. The check for \$2,578.40 is not sufficient to cover the TPS review fees for Village Place.

$6,092 \text{ trips} \times \$2.20 = \$13,402.40 - \$2,578.40 = \$10,824.00$

Please provide a check payable to "Palm Beach County Board of County Commissioners" for **\$10,824.00** to cover the TPS review fees. Please note projects are reviewed on a first come first serve basis and almost in all cases responded to within 30 working days.

You can either mail the check or drop it at our office (3rd floor lobby, drop off shelf for Traffic Division).

Address:

Traffic Division
2300 North Jog Road, 3rd Floor
West Palm Beach, FL 33411

Thank you,

<image004.jpg>

Alberto Lopez Tagle

Technical Assistant III

Palm Beach County
Department of Engineering and Public Works
Division of Traffic
2300 Vista Parkway
West Palm Beach, FL 33411
561.684.4051 Office

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

VILLAGE PLACE

08/01/23

Revised 08/21/23

Revised 09/13/23

**VILLAGE PLACE
PROPOSED DEVELOPMENT**

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
					In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total		
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,080	Dwelling Units	4.54			4,903			21.9%	1,073	3,830	0%	0	3,830					
55+ SF Attached	252	206	Dwelling Units	3.24			667			20.2%	135	532	0%	0	532					
Hotel	310	222	Rooms	7.99			1,774			13.7%	244	1,530	10%	153	1,377					
Shop Plaza (40-150ksf) w/o Sup Market	821	131,100	S.F.	67.52			8,852			12.5%	1,106	7,746	39%	3,021	4,725					
Pharmacy + DT	881	9,790	S.F.	108.40			1,061			11.9%	126	935	50%	468	467					
Drive-In Bank	912	5,000	S.F.	100.35			502			22.8%	115	387	47%	182	205					
Fast Food Rest. + DT	934	3,028	S.F.	467.48			1,416			12.0%	170	1,246	49%	611	635					
Gas Station w/ Convenience Store ^e	FDOT	12	Fuel Positions	14.3*PM Trips			2,646			3.0%	80	2,566	61%	1,565	1,001					
		2,410	S.F.																	
Grand Totals:							21,821			14.0%	3,049	18,772	32%	6,000	12,772					

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips		
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,080	Dwelling Units	0.37	0.23	0.77	92	308	400	1.5%	2	4	6	90	304	394	0%	0	90	304	394
55+ SF Attached	252	206	Dwelling Units	0.2	0.34	0.66	14	27	41	0.0%	0	0	0	14	27	41	0%	0	14	27	41
Hotel	310	222	Rooms	0.46	0.56	0.44	57	45	102	6.9%	0	7	7	57	38	95	10%	10	51	34	85
Shop Plaza (40-150ksf) w/o Sup Market	821	131,100	S.F.	1.73	0.62	0.38	141	86	227	3.5%	7	1	8	134	85	219	39%	85	82	52	134
Pharmacy + DT	881	9,790	S.F.	3.74	0.52	0.48	19	18	37	2.7%	1	0	1	18	18	36	50%	18	9	9	18
Drive-In Bank	912	5,000	S.F.	9.95	0.58	0.42	29	21	50	18.0%	3	6	9	26	15	41	47%	19	14	8	22
Fast Food Rest. + DT	934	3,028	S.F.	44.61	0.51	0.49	69	66	135	3.0%	3	1	4	66	65	131	49%	64	34	33	67
Gas Station w/ Convenience Store ^e	FDOT	12	Fuel Positions	Note f	0.50	0.50	93	92	185	2.8%	4	1	5	89	91	180	61%	110	35	35	70
		2,410	S.F.																		
Grand Totals:							514	663	1,177	3.4%	20	20	40	494	643	1,137	27%	306	329	502	831

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips		
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,080	Dwelling Units	0.39	0.61	0.39	257	164	421	42.3%	120	58	178	137	106	243	0%	0	137	106	243
55+ SF Attached	252	206	Dwelling Units	0.25	0.56	0.44	29	23	52	40.4%	13	8	21	16	15	31	0%	0	16	15	31
Hotel	310	222	Rooms	0.59	0.51	0.49	67	64	131	20.6%	17	10	27	50	54	104	10%	10	45	49	94
Shop Plaza (40-150ksf) w/o Sup Market	821	131,100	S.F.	5.19	0.49	0.51	333	347	680	21.5%	46	100	146	287	247	534	39%	208	175	151	326
Pharmacy + DT	881	9,790	S.F.	10.25	0.50	0.50	50	50	100	21.0%	7	14	21	43	36	79	50%	40	22	17	39
Drive-In Bank	912	5,000	S.F.	21.01	0.50	0.50	53	52	105	27.6%	18	11	29	35	41	76	47%	36	19	21	40
Fast Food Rest. + DT	934	3,028	S.F.	33.03	0.52	0.48	52	48	100	21.0%	7	14	21	45	34	79	49%	39	23	17	40
Gas Station w/ Convenience Store ^e	FDOT	12	Fuel Positions	12.3*FP+15.5*(X)	0.50	0.50	93	92	185	3.2%	13	26	6	80	66	179	61%	109	31	39	70
		2,410	S.F.																		
Grand Totals:							934	840	1,774	25.3%	241	241	449	693	599	1,325	33%	442	468	415	883

25.3% vs 27.1%

Use 15% per the Palm Beach County Traffic email dated 09/08/23 with Hanane Akif.

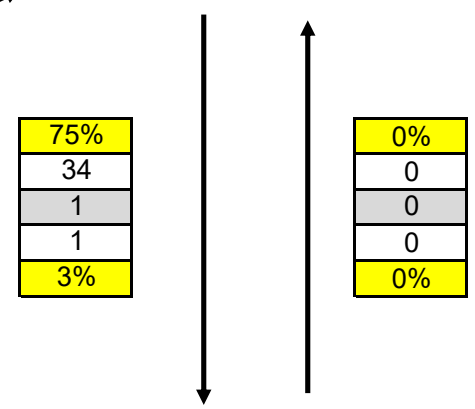
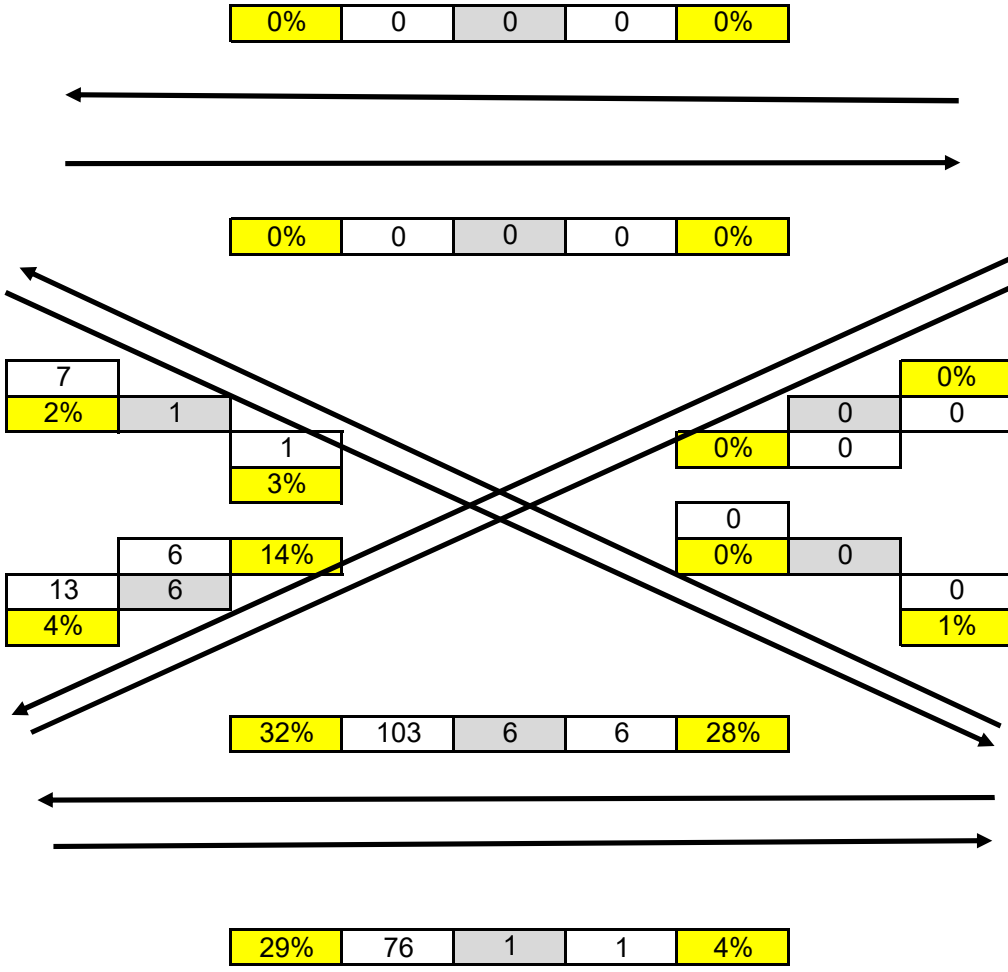
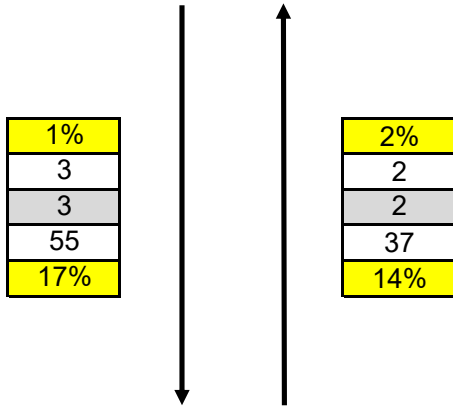
Notes:

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

**VILLAGE PLACE
PROPOSED DEVELOPMENT
AM PEAK**

Land Use A - Residential			
	Total	Internal	External
Enter	106	2	104
Exit	335	4	331
Total	441	6	435
%	100.0%	1.4%	98.6%

Land Use B - Hotel			
	Total	Internal	External
Enter	57	0	57
Exit	45	7	38
Total	102	7	95
%	100.0%	6.9%	93.1%



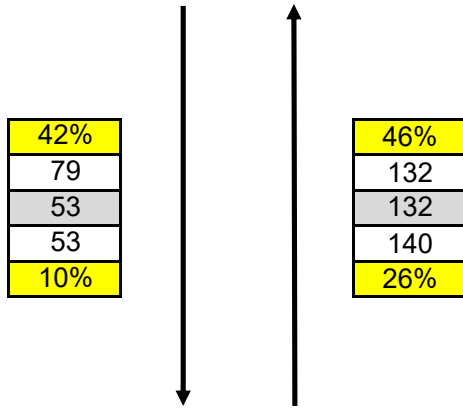
Land Use C - Retail			
	Total	Internal	External
Enter	322	15	307
Exit	262	3	259
Total	584	18	566
%	100.0%	3.1%	96.9%

Land Use D - Office			
	Total	Internal	External
Enter	29	3	26
Exit	21	6	15
Total	50	9	41
%	100.0%	18.0%	82.0%

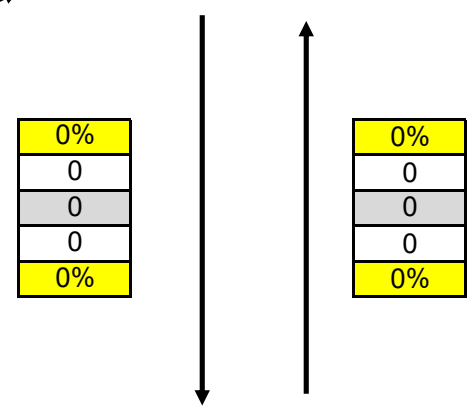
**VILLAGE PLACE
PROPOSED DEVELOPMENT
PM PEAK**

Land Use A - Residential		Total	Internal	External
Enter	286	133	153	
Exit	187	66	121	
Total	473	199	274	
%	100.0%	42.1%	57.9%	

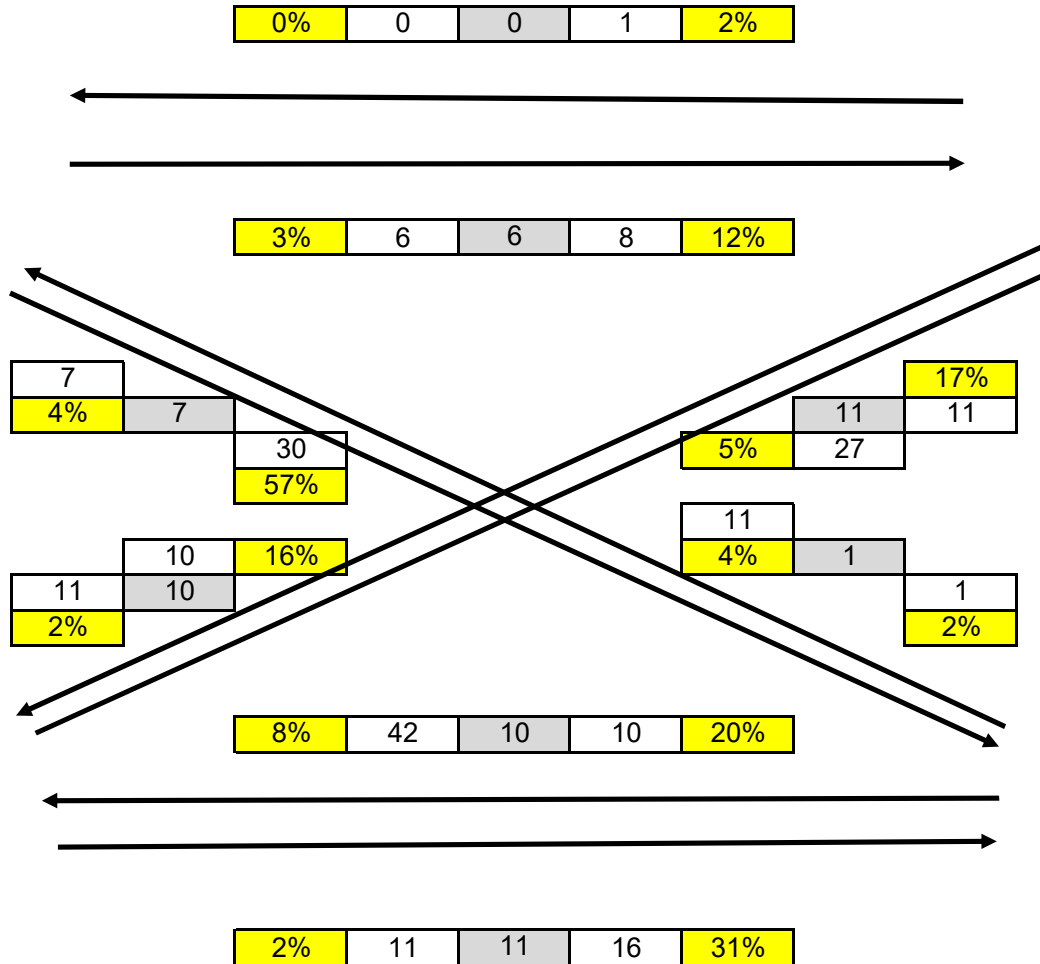
Land Use B - Hotel		Total	Internal	External
Enter	67	17	50	
Exit	64	10	54	
Total	131	27	104	
%	100.0%	20.6%	79.4%	



Land Use C - Retail		Total	Internal	External
Enter	528	73	455	
Exit	537	154	383	
Total	1,065	227	838	
%	100.0%	21.3%	78.7%	



Land Use D - Office		Total	Internal	External
Enter	53	18	35	
Exit	52	11	41	
Total	105	29	76	
%	100.0%	27.6%	72.4%	



VILLAGE PLACE

08/01/23
Revised 08/21/23
Revised 09/13/23

**VILLAGE PLACE + NORTHLAKE PROMENADE
PROPOSED DEVELOPMENT**

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
					In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total		
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,330	Dwelling Units	4.54			6,038	19.2%	1,160	4,878	0%	0	4,878							
55+ SF Attached	252	206	Dwelling Units	3.24			667		0	667	0%	0	667							
Hotel	310	222	Rooms	7.99			1,774	14.1%	250	1,524	10%	152	1,372							
Medical Office (Stand-Alone)	720	7,511	S.F.	T=42.97(X)-108.01			215	19.9%	43	172	10%	17	155							
Shop Center (>150ksf)	820	198,534	S.F.	37.01			7,348	13.5%	992	6,356	24%	1,525	4,831							
Pharmacy + DT	881	9,790	S.F.	108.40			1,061	12.4%	131	930	50%	465	465							
Drive-In Bank	912	5,000	S.F.	100.35			502	21.3%	107	395	47%	186	209							
Fast Food Rest. + DT	934	3,028	S.F.	467.48			1,416	12.9%	182	1,234	49%	605	629							
Gas Station w/ Convenience Store ^e	FDOT	12	Fuel Positions	14.3*PM Trips			2,646	13.5%	358	2,288	61%	1,395	893							
		2,410	S.F.																	
Grand Totals:							21,667	14.9%	3,223	18,444	24%	4,345	14,099							

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,330	Dwelling Units	0.37	0.23	0.77	113	379	492	1.6%	3	5	8	110	374	484	0%	0	110	374	484
55+ SF Attached	252	206	Dwelling Units	0.2	0.34	0.66	14	27	41	0.0%	0	0	0	14	27	41	0%	0	14	27	41
Hotel	310	222	Rooms	0.46	0.56	0.44	57	45	102	6.9%	0	7	7	57	38	95	10%	10	51	34	85
Medical Office (Stand-Alone)	720	7,511	S.F.	3.10	0.79	0.21	18	5	23	13.0%	2	1	3	16	4	20	10%	2	14	4	18
Shop Center (>150ksf)	820	198,534	S.F.	0.84	0.62	0.38	104	63	167	4.2%	6	1	7	98	62	160	24%	38	74	48	122
Pharmacy + DT	881	9,790	S.F.	3.74	0.52	0.48	19	18	37	2.7%	1	0	1	18	18	36	50%	18	9	9	18
Drive-In Bank	912	5,000	S.F.	9.95	0.58	0.42	29	21	50	16.0%	2	6	8	27	15	42	47%	20	14	8	22
Fast Food Rest. + DT	934	3,028	S.F.	44.61	0.51	0.49	69	66	135	3.7%	4	1	5	65	65	130	49%	64	33	33	66
Gas Station w/ Convenience Store ^e	FDOT	12	Fuel Positions	Note f			93	92	185	4.3%	6	2	8	87	90	177	61%	108	34	35	69
		2,410	S.F.																		
Grand Totals:							516	716	1,232	3.8%	24	23	47	492	693	1,185	22%	260	353	572	925

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,330	Dwelling Units	0.39	0.61	0.39	317	202	519	36.8%	130	61	191	187	141	328	0%	0	187	141	328
55+ SF Attached	252	206	Dwelling Units	0.25	0.56	0.44	29	23	52	36.5%	12	7	19	17	16	33	0%	0	17	16	33
Hotel	310	222	Rooms	0.59	0.51	0.49	67	64	131	21.4%	18	10	28	49	54	103	10%	10	44	49	93
Medical Office (Stand-Alone)	720	7,511	S.F.	3.93	0.30	0.70	9	21	30	26.7%	3	5	8	6	16	22	10%	2	5	15	20
Shop Center (>150ksf)	820	198,534	S.F.	3.4	0.48	0.52	324	351	675	22.8%	48	106	154	276	245	521	24%	125	210	186	396
Pharmacy + DT	881	9,790	S.F.	10.25	0.50	0.50	50	50	100	22.0%	7	15	22	43	35	78	50%	39	22	17	39
Drive-In Bank	912	5,000	S.F.	21.01	0.50	0.50	53	52	105	26.7%	17	11	28	36	41	77	47%	36	19	22	41
Fast Food Rest. + DT	934	3,028	S.F.	33.03	0.52	0.48	52	48	100	22.0%	8	14	22	44	34	78	49%	38	22	18	40
Gas Station w/ Convenience Store ^e	FDOT	12	Fuel Positions	12.3*FP+15.5*(X)			93	92	185	22.7%	14	28	42	79	64	143	61%	87	31	25	56
		2,410	S.F.																		
Grand Totals:							994	903	1,897	27.1%	257	257	514	737	646	1,383	24%	337	557	489	1,046

25.3% vs 27.1%

Use 15% per the Palm Beach County Traffic email dated 09/08/23 with Hanane Akif.

Notes:

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

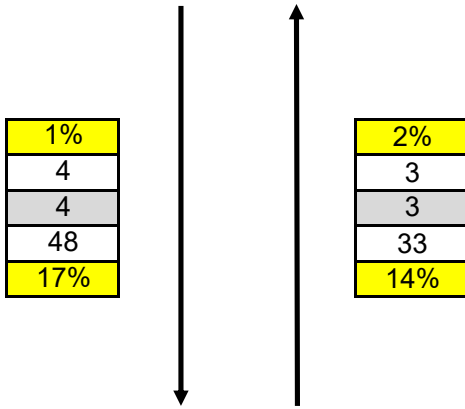
VILLAGE PLACE + NORTHLAKE PROMENADE

PROPOSED DEVELOPMENT

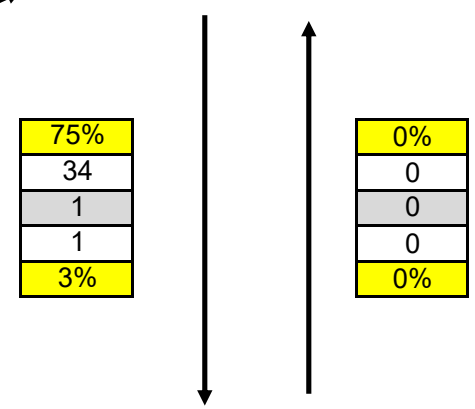
AM PEAK

Land Use A - Residential			
	Total	Internal	External
Enter	127	3	124
Exit	406	5	401
Total	533	8	525
%	100.0%	1.5%	98.5%

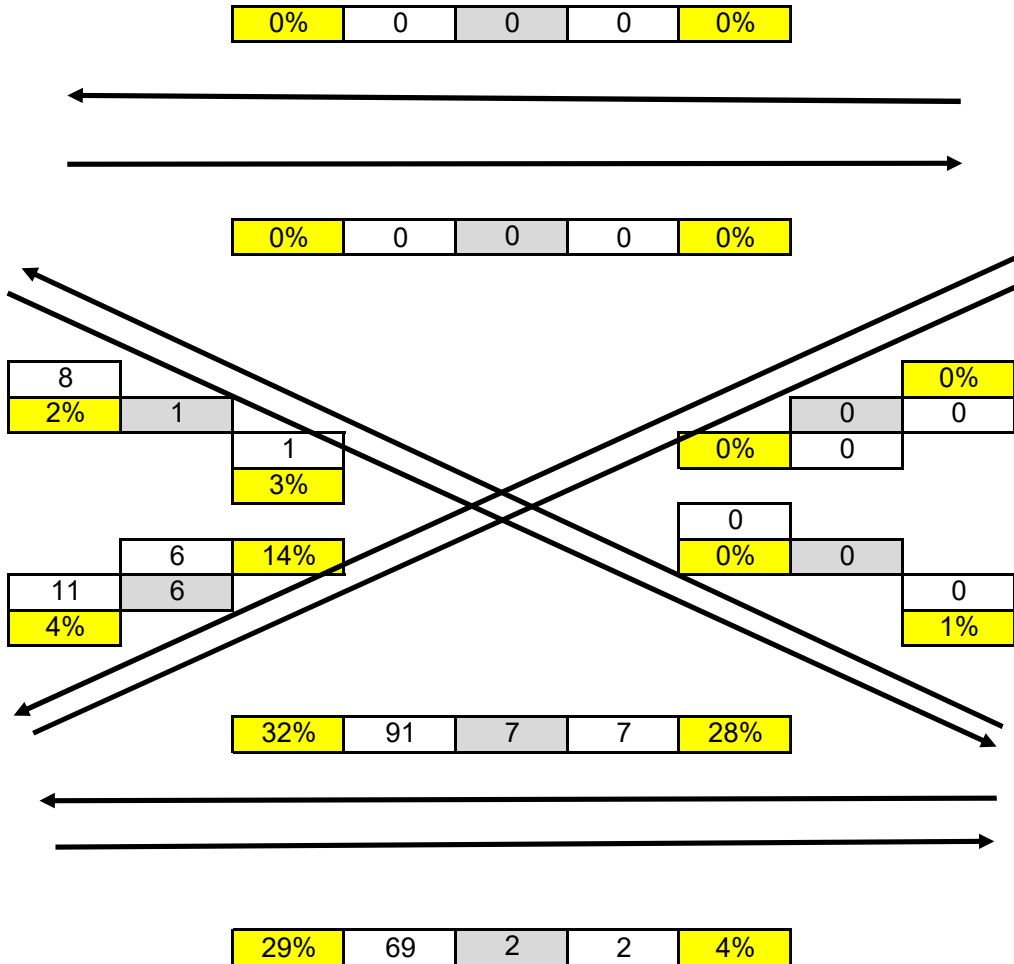
Land Use B - Hotel			
	Total	Internal	External
Enter	57	0	57
Exit	45	7	38
Total	102	7	95
%	100.0%	6.9%	93.1%



Land Use C - Retail			
	Total	Internal	External
Enter	285	17	268
Exit	239	5	234
Total	524	22	502
%	100.0%	4.2%	95.8%



Land Use D - Office			
	Total	Internal	External
Enter	47	4	43
Exit	26	7	19
Total	73	11	62
%	100.0%	15.1%	84.9%



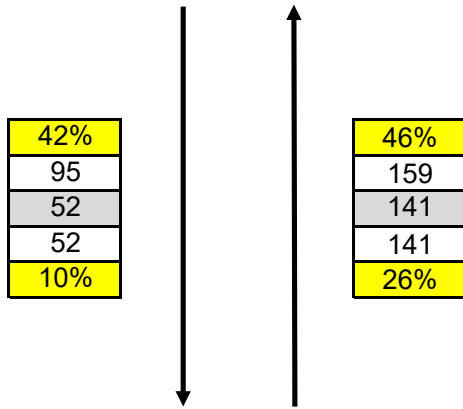
VILLAGE PLACE + NORTHLAKE PROMENADE

PROPOSED DEVELOPMENT

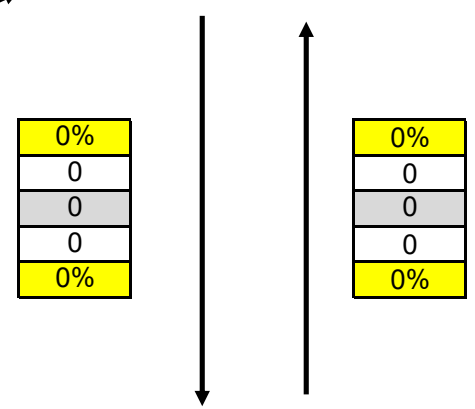
PM PEAK

Land Use A - Residential			
	Total	Internal	External
Enter	346	142	204
Exit	225	68	157
Total	571	210	361
%	100.0%	36.8%	63.2%

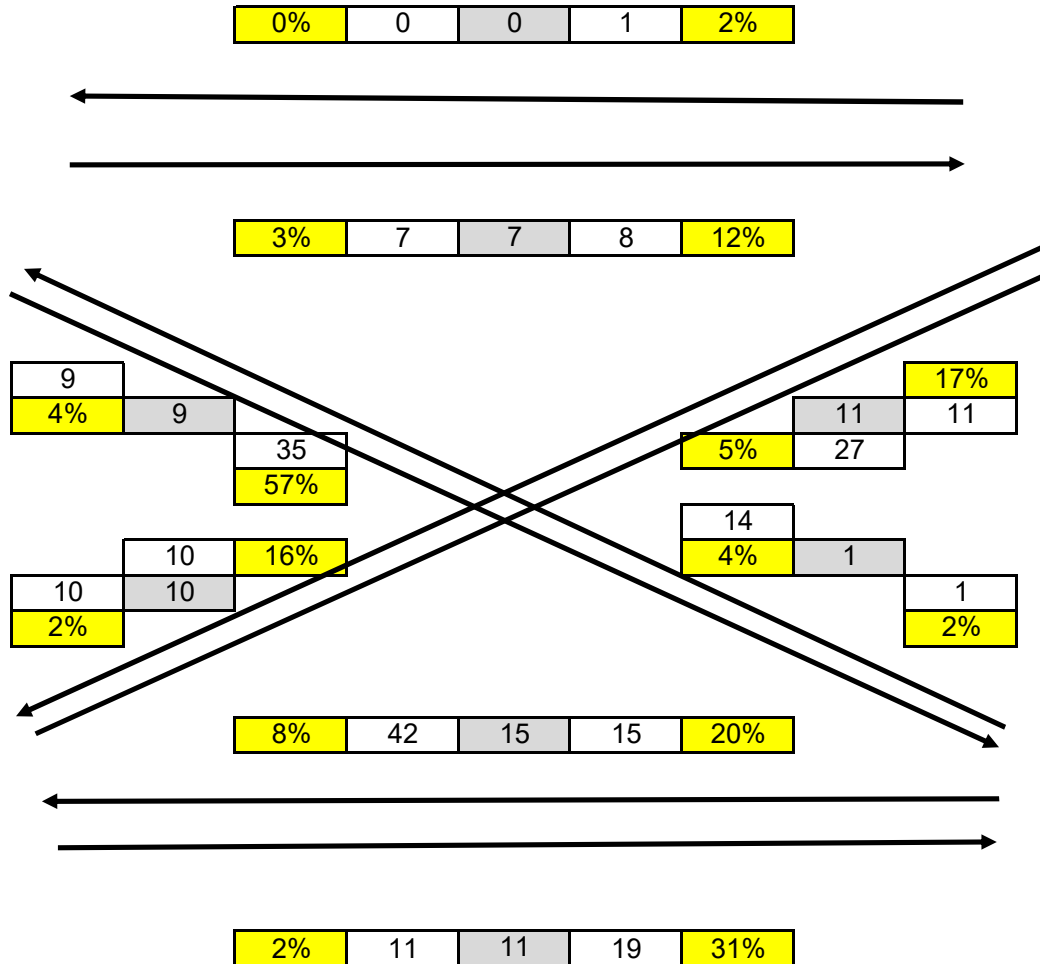
Land Use B - Hotel			
	Total	Internal	External
Enter	67	18	49
Exit	64	10	54
Total	131	28	103
%	100.0%	21.4%	78.6%



Land Use C - Retail			
	Total	Internal	External
Enter	519	77	442
Exit	541	163	378
Total	1,060	240	820
%	100.0%	22.6%	77.4%



Land Use D - Office			
	Total	Internal	External
Enter	62	20	42
Exit	73	16	57
Total	135	36	99
%	100.0%	26.7%	73.3%



**Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development**

		WEEKDAY	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Retail	28%	20%
	To Restaurant	63%	4%
	To Cinema/Entertainment	0%	0%
	To Residential	1%	2%
	To Hotel	0%	0%
From RETAIL	To Office	29%	2%
	To Restaurant	13%	29%
	To Cinema/Entertainment	0%	4%
	To Residential	14%	26%
	To Hotel	0%	5%
From RESTAURANT	To Office	31%	3%
	To Retail	14%	41%
	To Cinema/Entertainment	0%	8%
	To Residential	4%	18%
	To Hotel	3%	7%
From CINEMA/ENTERTAINMENT	To Office	0%	2%
	To Retail	0%	21%
	To Restaurant	0%	31%
	To Residential	0%	8%
	To Hotel	0%	2%
From RESIDENTIAL	To Office	2%	4%
	To Retail	1%	42%
	To Restaurant	20%	21%
	To Cinema/Entertainment	0%	0%
	To Hotel	0%	3%
From HOTEL	To Office	75%	0%
	To Retail	14%	16%
	To Restaurant	9%	68%
	To Cinema/Entertainment	0%	0%
	To Residential	0%	2%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 99 and 100, 2011.

**Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development**

		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Retail	4%	31%
	From Restaurant	14%	30%
	From Cinema/Entertainment	0%	6%
	From Residential	3%	57%
	From Hotel	3%	0%
To RETAIL	From Office	32%	8%
	From Restaurant	8%	50%
	From Cinema/Entertainment	0%	4%
	From Residential	17%	10%
	From Hotel	4%	2%
To RESTAURANT	From Office	23%	2%
	From Retail	50%	29%
	From Cinema/Entertainment	0%	3%
	From Residential	20%	14%
	From Hotel	6%	5%
To CINEMA/ENTERTAINMENT	From Office	0%	1%
	From Retail	0%	26%
	From Restaurant	0%	32%
	From Residential	0%	0%
	From Hotel	0%	0%
To RESIDENTIAL	From Office	0%	4%
	From Retail	2%	46%
	From Restaurant	5%	16%
	From Cinema/Entertainment	0%	4%
	From Hotel	0%	0%
To HOTEL	From Office	0%	0%
	From Retail	0%	17%
	From Restaurant	4%	71%
	From Cinema/Entertainment	0%	1%
	From Residential	0%	12%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

APPENDIX C

TEST 1 PART 2: LINK ANALYSIS

VILLAGE PLACE

09/19/22
Revised 08/01/23
Revised 08/21/23
Revised 09/13/23

TABLE 12
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2023 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 117
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 308

STATION	ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL				LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS**	EXISTING LANES	CLASS			
N/A	LIGHTHOUSE DRIVE	PROSPERITY FARMS ROAD	US 1	2%	6	2	I	880	0.68%	NO
2207*	NORTHLAKE BOULEVARD	MILITARY TRAIL	I-95	2%	6	6D	II	2680	0.22%	NO
2309	NORTHLAKE BOULEVARD	I-95	CONGRESS AVENUE	15%	46	6D	II	2680	1.72%	YES
2815	NORTHLAKE BOULEVARD	CONGRESS AVENUE	ALT A1A	25%	77	6D	II	2680	2.87%	YES
2821	NORTHLAKE BOULEVARD	ALT A1A	PROSPERITY FARMS ROAD	30%	92	6D	II	2680	3.43%	YES
2817	NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	SOUTHWIND DRIVE	40%	123	6D	I	2940	4.18%	YES
2819	NORTHLAKE BOULEVARD	SOUTHWIND DRIVE	US 1	40%	123	6D	I	2940	4.18%	YES
2833	PARK AVENUE	OLD DIXIE HIGHWAY	US 1	5%	15	2	I	880	1.70%	YES
2615	SILVER BEACH ROAD	CONGRESS AVENUE	OLD DIXIE HIGHWAY	5%	15	2	I	880	1.70%	YES
2807	SILVER BEACH ROAD	OLD DIXIE HIGHWAY	US 1	5%	15	2	I	880	1.70%	YES
2607*	BLUE HERON BOULEVARD	CONGRESS AVENUE	AUSTRALIAN AVENUE	5%	15	6D	II	2680	0.56%	NO
2823*	BLUE HERON BOULEVARD	AUSTRALIAN AVENUE	OLD DIXIE HIGHWAY	10%	31	6D	II	2680	1.16%	NO
2811	BLUE HERON BOULEVARD	OLD DIXIE HIGHWAY	US-1	10%	31	5	II	1770	1.75%	YES
N/A	BLUE HERON BOULEVARD	US-1	OCEAN DRIVE	5%	15	5	II	1770	0.85%	NO
2826*	A1A/SR 811	RCA BOULEVARD	BURNS ROAD	4%	12	4D	II	1770	0.68%	NO
2828	A1A/SR 811	BURNS ROAD	LIGHTHOUSE DRIVE	5%	15	4D	II	1770	0.85%	NO
2814	A1A/SR 811	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	5%	15	4D	II	1770	0.85%	NO
N/A	10TH STREET	NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	0%	0	4D	I	1960	0.00%	NO
2804*	PROSPERITY FARMS ROAD	PGA BOULEVARD	BURNS ROAD	4%	12	5	I	1960	0.61%	NO
2836	PROSPERITY FARMS ROAD	BURNS ROAD	LIGHTHOUSE DRIVE	5%	15	3	I	880	1.70%	YES
2806	PROSPERITY FARMS ROAD	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	5%	15	3	I	880	1.70%	YES
2834	AUSTRALIAN AVENUE	BLUE HERON BOULEVARD	MLK BOULEVARD	5%	15	4D	II	1770	0.85%	NO
2306*	AUSTRALIAN AVENUE	MLK BOULEVARD	45TH STREET	3%	9	4D	II	1770	0.51%	NO
N/A	OLD DIXIE HIGHWAY	NORTHLAKE BOULEVARD	PARK AVENUE	0%	0	2	I	880	0.00%	NO
N/A	OLD DIXIE HIGHWAY	PARK AVENUE	SILVER BEACH ROAD	5%	15	4D	II	1770	0.85%	NO
2808	OLD DIXIE HIGHWAY	SILVER BEACH ROAD	BLUE HERON BOULEVARD	5%	15	4D	II	1770	0.85%	NO
2810	OLD DIXIE HIGHWAY	BLUE HERON BOULEVARD	MLK BOULEVARD	5%	15	4D	II	1770	0.85%	NO
3302*	OLD DIXIE HIGHWAY	MLK BOULEVARD	45TH STREET	2%	6	5	II	1770	0.34%	NO
2822*	US 1	UNIVERSE BOULEVARD	PGA BOULEVARD	10%	31	4D	II	1770	1.75%	NO
2838	US 1	PGA BOULEVARD	LIGHTHOUSE DRIVE	15%	46	4D	II	1770	2.60%	YES
2832	US 1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	20%	62	6D	II	2680	2.31%	YES
2800	US 1	NORTHLAKE BOULEVARD	PARK AVENUE	30%	92	4D	II	1770	5.20%	YES
N/A	US 1	PARK AVENUE	SILVER BEACH ROAD	25%	77	5	II	1770	4.35%	YES
N/A	US 1	SILVER BEACH ROAD	BLUE HERON BOULEVARD	20%	62	4D	II	1770	3.50%	YES
2818	BROADWAY	BLUE HERON BOULEVARD	13TH STREET	5%	15	4D	II	1770	0.85%	NO

Notes:

* Roadway link is outside of radius of influence and therefore the significance level is 5%.

** The residential project distribution detailed in this table is for informational purposes only. The proposed project is located in a Coastal Residential Exception Area and the residential portion is therefore not required to meet the Palm Beach County Traffic Performance Standards.

VILLAGE PLACE

09/19/22
Revised 08/01/23
Revised 08/21/23
Revised 09/13/23

**TABLE 13
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR**

2033 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 269
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 182

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL				LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS**	EXISTING LANES	CLASS			
N/A	LIGHTHOUSE DRIVE	PROSPERITY FARMS ROAD	US 1	2%	5	2	I	880	0.57%	NO
2207*	NORTHLAKE BOULEVARD	MILITARY TRAIL	I-95	2%	5	6D	II	2680	0.19%	NO
2309	NORTHLAKE BOULEVARD	I-95	CONGRESS AVENUE	15%	40	6D	II	2680	1.49%	YES
2815	NORTHLAKE BOULEVARD	CONGRESS AVENUE	ALT A1A	25%	67	6D	II	2680	2.50%	YES
2821	NORTHLAKE BOULEVARD	ALT A1A	PROSPERITY FARMS ROAD	30%	81	6D	II	2680	3.02%	YES
2817	NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	SOUTHWIND DRIVE	40%	108	6D	I	2940	3.67%	YES
2819	NORTHLAKE BOULEVARD	SOUTHWIND DRIVE	US 1	40%	108	6D	I	2940	3.67%	YES
2833	PARK AVENUE	OLD DIXIE HIGHWAY	US 1	5%	13	2	I	880	1.48%	YES
2615	SILVER BEACH ROAD	CONGRESS AVENUE	OLD DIXIE HIGHWAY	5%	13	2	I	880	1.48%	YES
2807	SILVER BEACH ROAD	OLD DIXIE HIGHWAY	US 1	5%	13	2	I	880	1.48%	YES
2607*	BLUE HERON BOULEVARD	CONGRESS AVENUE	AUSTRALIAN AVENUE	5%	13	6D	II	2680	0.49%	NO
2823*	BLUE HERON BOULEVARD	AUSTRALIAN AVENUE	OLD DIXIE HIGHWAY	10%	27	6D	II	2680	1.01%	NO
2811	BLUE HERON BOULEVARD	OLD DIXIE HIGHWAY	US-1	10%	27	5	II	1770	1.53%	YES
N/A	BLUE HERON BOULEVARD	US-1	OCEAN DRIVE	5%	13	5	II	1770	0.73%	NO
2826*	A1A/SR 811	RCA BOULEVARD	BURNS ROAD	4%	11	4D	II	1770	0.62%	NO
2828	A1A/SR 811	BURNS ROAD	LIGHTHOUSE DRIVE	5%	13	4D	II	1770	0.73%	NO
2814	A1A/SR 811	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	5%	13	4D	II	1770	0.73%	NO
N/A	10TH STREET	NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	0%	0	4D	I	1960	0.00%	NO
2804*	PROSPERITY FARMS ROAD	PGA BOULEVARD	BURNS ROAD	4%	11	5	I	1960	0.56%	NO
2836	PROSPERITY FARMS ROAD	BURNS ROAD	LIGHTHOUSE DRIVE	5%	13	3	I	880	1.48%	YES
2806	PROSPERITY FARMS ROAD	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	5%	13	3	I	880	1.48%	YES
2834	AUSTRALIAN AVENUE	BLUE HERON BOULEVARD	MLK BOULEVARD	5%	13	4D	II	1770	0.73%	NO
2306*	AUSTRALIAN AVENUE	MLK BOULEVARD	45TH STREET	3%	8	4D	II	1770	0.45%	NO
N/A	OLD DIXIE HIGHWAY	NORTHLAKE BOULEVARD	PARK AVENUE	0%	0	2	I	880	0.00%	NO
N/A	OLD DIXIE HIGHWAY	PARK AVENUE	SILVER BEACH ROAD	5%	13	4D	II	1770	0.73%	NO
2808	OLD DIXIE HIGHWAY	SILVER BEACH ROAD	BLUE HERON BOULEVARD	5%	13	4D	II	1770	0.73%	NO
2810	OLD DIXIE HIGHWAY	BLUE HERON BOULEVARD	MLK BOULEVARD	5%	13	4D	II	1770	0.73%	NO
3302*	OLD DIXIE HIGHWAY	MLK BOULEVARD	45TH STREET	2%	5	5	II	1770	0.28%	NO
2822*	US 1	UNIVERSE BOULEVARD	PGA BOULEVARD	10%	27	4D	II	1770	1.53%	NO
2838	US 1	PGA BOULEVARD	LIGHTHOUSE DRIVE	15%	40	4D	II	1770	2.26%	YES
2832	US 1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	20%	54	6D	II	2680	2.01%	YES
2800	US 1	NORTHLAKE BOULEVARD	PARK AVENUE	30%	81	4D	II	1770	4.58%	YES
N/A	US 1	PARK AVENUE	SILVER BEACH ROAD	25%	67	5	II	1770	3.79%	YES
N/A	US 1	SILVER BEACH ROAD	BLUE HERON BOULEVARD	20%	54	4D	II	1770	3.05%	YES
2818	BROADWAY	BLUE HERON BOULEVARD	13TH STREET	5%	13	4D	II	1770	0.73%	NO

Notes:

* Roadway link is outside of radius of influence and therefore the significance level is 5%.

** The residential project distribution detailed in this table is for informational purposes only. The proposed project is located in a Coastal Residential Exception Area and the residential portion is therefore not required to meet the Palm Beach County Traffic Performance Standards.

VILLAGE PLACE

09/19/22
Revised 08/01/23
Revised 08/21/23
Revised 09/13/23

TABLE 14
AM PEAK HOUR - TEST 1

2033 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 1.00%
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 117
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 308

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	AM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	AM PEAK HOUR				TOTAL BACKGROUND TRAFFIC USED	2033			CLASS	LOS D	2033 WITHOUT PROJECT	
							PROJECT TRIPS*	LINK GROWTH	MAJOR PROJECT	1.0% GROWTH		TRAFFIC WITHOUT PROJECT	TOTAL TRAFFIC	ASSURED LANES			MEETS LOS STD.	MEETS LOS STD.
NORTHLAKE BOULEVARD ³	I-95	CONGRESS AVENUE	EB	2023	2669	15%	18	279	110	279	389	3058	3076	6D	II	3890	YES	YES
			WB	2023	1263	15%	46	132	139	132	271	1534	1580	6D	II	3890	YES	YES
NORTHLAKE BOULEVARD ³	CONGRESS AVENUE	ALT A1A	EB	2023	1610	25%	29	168	133	168	301	1911	1940	6D	II	3890	YES	YES
			WB	2023	1332	25%	77	139	134	139	273	1605	1682	6D	II	3890	YES	YES
NORTHLAKE BOULEVARD ³	ALT A1A	PROSPERITY FARMS ROAD	EB	2022	1484	30%	35	172	94	172	266	1750	1785	6D	II	3890	YES	YES
			WB	2022	1247	30%	92	144	100	144	244	1491	1583	6D	II	3890	YES	YES
NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	SOUTHWIND DRIVE	EB	2023	1454	40%	47	152	105	152	257	1711	1758	6D	I	2940	YES	YES
			WB	2023	984	40%	123	103	124	103	227	1211	1334	6D	I	2940	YES	YES
NORTHLAKE BOULEVARD	SOUTHWIND DRIVE	US 1	EB	2022	1200	40%	47	139	105	139	244	1444	1491	6D	I	2940	YES	YES
			WB	2022	936	40%	123	108	124	108	232	1168	1291	6D	I	2940	YES	YES
PARK AVENUE	OLD DIXIE HIGHWAY	US 1	EB	2023	161	5%	6	17	36	17	53	214	220	2	I	880	YES	YES
			WB	2023	227	5%	15	24	38	24	62	289	304	2	I	880	YES	YES
SILVER BEACH ROAD	CONGRESS AVENUE	OLD DIXIE HIGHWAY	EB	2023	497	5%	6	52	7	52	59	556	562	2	I	880	YES	YES
			WB	2023	582	5%	15	61	6	61	67	649	664	2	I	880	YES	YES
SILVER BEACH ROAD	OLD DIXIE HIGHWAY	US 1	EB	2023	471	5%	6	49	20	49	69	540	546	2	I	880	YES	YES
			WB	2023	529	5%	15	55	32	55	87	616	631	2	I	880	YES	YES
BLUE HERON BOULEVARD	OLD DIXIE HIGHWAY	US-1	EB	2022	968	10%	12	112	96	112	208	1176	1188	5	II	1770	YES	YES
			WB	2022	848	10%	31	98	88	98	186	1034	1065	5	II	1770	YES	YES
PROSPERITY FARMS ROAD ⁴	BURNS ROAD	LIGHTHOUSE DRIVE	NB	2023	671	5%	15	70	12	70	82	753	768	3	I	1102	YES	YES
			SB	2023	694	5%	6	73	9	73	82	776	782	3	I	1102	YES	YES
PROSPERITY FARMS ROAD ⁴	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	NB	2023	560	5%	15	59	12	59	71	631	646	3	I	1102	YES	YES
			SB	2023	585	5%	6	61	11	61	72	657	663	3	I	1102	YES	YES
US 1	PGA BOULEVARD	LIGHTHOUSE DRIVE	NB	2022	1110	15%	46	128	32	128	160	1270	1316	4D	II	1770	YES	YES
			SB	2022	941	15%	18	109	37	109	146	1087	1105	4D	II	1770	YES	YES
US 1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	NB	2023	1321	20%	62	138	18	138	156	1477	1539	6D	II	2680	YES	YES
			SB	2023	1084	20%	23	113	29	113	142	1226	1249	6D	II	2680	YES	YES
US 1	NORTHLAKE BOULEVARD	PARK AVENUE	NB	2022	921	30%	35	107	48	107	155	1076	1111	4D	II	1770	YES	YES
			SB	2022	1025	30%	92	119	53	119	172	1197	1289	4D	II	1770	YES	YES
US 1 ¹	PARK AVENUE	SILVER BEACH ROAD	NB	2021	798	25%	29	101	65	101	166	964	993	5	II	1770	YES	YES
			SB	2021	1077	25%	77	137	92	137	229	1306	1383	5	II	1770	YES	YES
US 1 ²	SILVER BEACH ROAD	BLUE HERON BOULEVARD	NB	2021	724	20%	23	92	50	92	142	866	889	4D	II	1770	YES	YES
			SB	2021	1042	20%	62	132	98	132	230	1272	1334	4D	II	1770	YES	YES

Notes:
* The residential project distribution detailed in this table is for informational purposes only. The proposed project is located in a Coastal Residential Exception Area and the residential portion is therefore not required to meet the Palm Beach County Traffic Performance Standards.

- Count data for US 1 between Park Avenue and Silver Beach Road based on the Park Avenue at US 1 intersection count data (ID 18600).
- Count data for US 1 between Silver Beach Road and Blue Heron Boulevard based on the Silver Beach at US 1 intersection count data (ID 19175).
- Per the PBC 1989 Comprehensive Plan (revised 2/2/2022), Northlake Boulevard from Military Trail to Prosperity Farms Road has a CRALLS designation of 3890 on a peak hour peak direction basis.
- Per the PBC 1989 Comprehensive Plan (revised 2/2/2022), Prosperity Farms Road from Burns Road to Northlake Boulevard has a CRALLS designation of 1102 on a peak hour peak direction basis.

VILLAGE PLACE

09/19/22
Revised 08/01/23
Revised 08/21/23
Revised 09/13/23

TABLE 15
PM PEAK HOUR - TEST 1

2027 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 1.00%
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 269
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 182

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR				1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2033			2027 WITHOUT		MEETS LOS STD.
							PROJECT TRIPS*	LINK GROWTH	MAJOR PROJECT	PROJECT TRAFFIC			2033 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS D	PROJECT MEETS LOS STD.	
NORTHLAKE BOULEVARD ³	I-95	CONGRESS AVENUE	EB	2023	2201	15%	40	230	279	230	509	2710	2750	6D	II	3890	YES	YES
			WB	2023	1481	15%	27	155	252	155	407	1888	1915	6D	II	3890	YES	YES
NORTHLAKE BOULEVARD ³	CONGRESS AVENUE	ALT A1A	EB	2023	1640	25%	67	172	261	172	433	2073	2140	6D	II	3890	YES	YES
			WB	2023	1754	25%	46	184	279	184	463	2217	2263	6D	II	3890	YES	YES
NORTHLAKE BOULEVARD ³	ALT A1A	PROSPERITY FARMS ROAD	EB	2022	1459	30%	81	169	223	169	392	1851	1932	6D	II	3890	YES	YES
			WB	2022	1427	30%	55	165	240	165	405	1832	1887	6D	II	3890	YES	YES
NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	SOUTHWIND DRIVE	EB	2023	1318	40%	108	138	250	138	388	1706	1814	6D	I	2940	YES	YES
			WB	2023	1294	40%	73	135	258	135	393	1687	1760	6D	I	2940	YES	YES
NORTHLAKE BOULEVARD	SOUTHWIND DRIVE	US 1	EB	2022	997	40%	108	115	250	115	365	1362	1470	6D	I	2940	YES	YES
			WB	2022	1073	40%	73	124	258	124	382	1455	1528	6D	I	2940	YES	YES
PARK AVENUE	OLD DIXIE HIGHWAY	US 1	EB	2023	218	5%	13	23	102	23	125	343	356	2	I	880	YES	YES
			WB	2023	236	5%	9	25	98	25	123	359	368	2	I	880	YES	YES
SILVER BEACH ROAD	CONGRESS AVENUE	OLD DIXIE HIGHWAY	EB	2023	654	5%	13	68	28	68	96	750	763	2	I	880	YES	YES
			WB	2023	673	5%	9	70	30	70	100	773	782	2	I	880	YES	YES
SILVER BEACH ROAD	OLD DIXIE HIGHWAY	US 1	EB	2023	523	5%	13	55	54	55	109	632	645	2	I	880	YES	YES
			WB	2023	483	5%	9	51	46	51	97	580	589	2	I	880	YES	YES
BLUE HERON BOULEVARD	OLD DIXIE HIGHWAY	US-1	EB	2022	880	10%	27	102	161	102	263	1143	1170	5	II	1770	YES	YES
			WB	2022	864	10%	18	100	163	100	263	1127	1145	5	II	1770	YES	YES
PROSPERITY FARMS ROAD ⁴	BURNS ROAD	LIGHTHOUSE DRIVE	NB	2023	714	5%	9	75	18	75	93	807	816	3	I	1102	YES	YES
			SB	2023	804	5%	13	84	23	84	107	911	924	3	I	1102	YES	YES
PROSPERITY FARMS ROAD ⁴	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	NB	2023	650	5%	9	68	32	68	100	750	759	3	I	1102	YES	YES
			SB	2023	571	5%	13	60	32	60	92	663	676	3	I	1102	YES	YES
US 1	PGA BOULEVARD	LIGHTHOUSE DRIVE	NB	2022	1423	15%	27	165	59	165	224	1647	1674	4D	II	1770	YES	YES
			SB	2022	1029	15%	40	119	56	119	175	1204	1244	4D	II	1770	YES	YES
US 1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	NB	2023	1089	20%	36	114	76	114	190	1279	1315	6D	II	2680	YES	YES
			SB	2023	1233	20%	54	129	70	129	199	1432	1486	6D	II	2680	YES	YES
US 1	NORTHLAKE BOULEVARD	PARK AVENUE	NB	2022	1204	30%	81	139	143	139	282	1486	1567	4D	II	1770	YES	YES
			SB	2022	1123	30%	55	130	144	130	274	1397	1452	4D	II	1770	YES	YES
US 1 ¹	PARK AVENUE	SILVER BEACH ROAD	NB	2021	1033	25%	67	131	154	131	285	1318	1385	5	II	1770	YES	YES
			SB	2021	955	25%	46	121	125	121	246	1201	1247	5	II	1770	YES	YES
US 1 ²	SILVER BEACH ROAD	BLUE HERON BOULEVARD	NB	2021	1089	20%	54	138	146	138	284	1373	1427	4D	II	1770	YES	YES
			SB	2021	939	20%	36	119	103	119	222	1161	1197	4D	II	1770	YES	YES

Notes:
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- Per the PBC 1989 Comprehensive Plan (revised 2/2/2022), Prosperity Farms Road from Burns Road to Northlake Boulevard has a CRALLS designation of 1102 on a peak hour peak direction basis.

APPENDIX D

PBC TPS DATABASE
2033 BUILD-OUT
LINK & INTERSECTION VOLUME SHEETS
(WITH APPROVED COMMITTED TRIPS)

Input Data

ROAD NAME: Blue Heron Blvd W STATION: 2811
 CURRENT YEAR: 2022 FROM: Old Dixie Hwy
 ANALYSIS YEAR: 2033 TO: Midpoint
 GROWTH RATE: 1.61% COUNT DATE: 03/22/2022
 PSF: 1

Report Created
 07/11/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1741	968	848	1744	880	864
Peak Volume	1741	968	848	1744	880	864
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1741	968	848	1744	880	864

Committed Developments							Type	% Complete
Northlake Promenade	5	3	2	43	21	23	NR	47%
Wellness Resort	66	48	18	84	36	48	NR	20%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
Australian Plaza	5	1	4	25	14	11	NR	0%
Champs Charter School	2	1	1	1	1	0	NR	65%
Avenir	39	19	20	52	23	29	Res	1%
Storage Rental of America	1	0	0	1	0	0	NR	65%
The Waterway-East	24	9	15	38	22	15	Res	0%
Nautilus 211	46	19	28	58	35	23	Res	0%
Island Plaza	4	1	3	34	17	17	NR	70%
Safe Harbor Riviera Beach	6	5	1	7	2	5	NR	0%
Total Committed Developments	202	108	94	362	181	180		
Total Committed Residential	109	47	63	148	80	67		
Total Committed Non-Residential	93	61	31	214	101	113		
Double Count Reduction	19	12	6	37	20	17		
Total Discounted Committed Developments	183	96	88	325	161	163		
Historical Growth	335	186	163	335	169	166		
Comm Dev+1% Growth	384	208	186	527	263	263		
Growth Volume Used	384	208	186	527	263	263		
Total Volume	2125	1176	1034	2271	1143	1127		

Lanes	5L					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Blue Heron Blvd W			STATION: 2811			Report Created	
	CURRENT YEAR: 2022			FROM: Midpoint			07/11/2023	
	ANALYSIS YEAR: 2033			TO: Broadway				
	GROWTH RATE: 1.61%			COUNT DATE: 03/22/2022				
				PSF: 1				

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1741	968	848	1744	880	864
Peak Volume	1741	968	848	1744	880	864
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1741	968	848	1744	880	864

Committed Developments							Type	% Complete
Northlake Promenade	5	3	2	43	21	23	NR	47%
Wellness Resort	66	48	18	84	36	48	NR	20%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
Australian Plaza	5	1	4	25	14	11	NR	0%
Champs Charter School	2	1	1	1	1	0	NR	65%
Avenir	39	19	20	52	23	29	Res	1%
Storage Rental of America	1	0	0	1	0	0	NR	65%
The Waterway-East	24	9	15	38	22	15	Res	0%
Nautilus 211	46	19	28	58	35	23	Res	0%
Island Plaza	4	1	3	34	17	17	NR	70%
Safe Harbor Riviera Beach	6	5	1	7	2	5	NR	0%
Total Committed Developments	202	108	94	362	181	180		
Total Committed Residential	109	47	63	148	80	67		
Total Committed Non-Residential	93	61	31	214	101	113		
Double Count Reduction	19	12	6	37	20	17		
Total Discounted Committed Developments	183	96	88	325	161	163		
Historical Growth	335	186	163	335	169	166		
Comm Dev+1% Growth	384	208	186	527	263	263		
Growth Volume Used	384	208	186	527	263	263		
Total Volume	2125	1176	1034	2271	1143	1127		

Lanes	5L					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Northlake Blvd STATION: 2309
 CURRENT YEAR: 2023 FROM: N Interstate 95
 ANALYSIS YEAR: 2033 TO: Midpoint
 GROWTH RATE: 0% COUNT DATE: 03/08/2023
 PSF: 1

Report Created
 07/11/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3895	2669	1263	3610	2201	1481
Peak Volume	3895	2669	1263	3610	2201	1481
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3895	2669	1263	3610	2201	1481

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	25	15	10	217	104	113	NR	47%
City of Westlake	29	14	15	58	40	18	NR	37%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
Briger West	5	4	1	8	3	5	Res	60%
Briger East	65	18	47	74	49	24	NR	65%
Avenir	113	55	59	149	65	84	Res	3%
Northlake Medical Professional Office	8	1	6	8	6	2	NR	50%
NPB 7-Eleven	27	14	14	37	19	19	NR	0%
Silver Beach Industrial	0	0	0	0	0	0	NR	100%
Gardens Self Storage	0	0	0	0	0	0	NR	100%
Total Committed Developments	276	123	154	570	296	274		
Total Committed Residential	118	59	60	157	68	89		
Total Committed Non-Residential	158	64	94	413	228	185		
Double Count Reduction	30	13	15	39	17	22		
Total Discounted Committed Developments	246	110	139	531	279	252		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	654	389	271	909	509	407		
Growth Volume Used	654	389	271	909	509	407		
Total Volume	4549	3058	1534	4519	2710	1888		

Lanes	6LD					
LOS D Capacity	5460	3890	3890	5460	3890	3890
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5460	3890	3890	5460	3890	3890
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Northlake Blvd			STATION: 2309			Report Created	
	CURRENT YEAR: 2023			FROM: Midpoint			07/11/2023	
	ANALYSIS YEAR: 2033			TO: Congress Ave				
	GROWTH RATE: 0%			COUNT DATE: 03/08/2023				
				PSF: 1				

Link Analysis

Time Period Direction	AM		PM			
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3895	2669	1263	3610	2201	1481
Peak Volume	3895	2669	1263	3610	2201	1481
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3895	2669	1263	3610	2201	1481

Committed Developments Type % Complete

10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	25	15	10	217	104	113	NR	47%
City of Westlake	29	14	15	58	40	18	NR	37%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
Briger West	5	4	1	8	3	5	Res	60%
Briger East	65	18	47	74	49	24	NR	65%
Avenir	113	55	59	149	65	84	Res	3%
Northlake Medical Professional Office	8	1	6	8	6	2	NR	50%
NPB 7-Eleven	27	14	14	37	19	19	NR	0%
Silver Beach Industrial	0	0	0	0	0	0	NR	100%
Gardens Self Storage	0	0	0	0	0	0	NR	100%
Total Committed Developments	276	123	154	570	296	274		
Total Committed Residential	118	59	60	157	68	89		
Total Committed Non-Residential	158	64	94	413	228	185		
Double Count Reduction	30	13	15	39	17	22		
Total Discounted Committed Developments	246	110	139	531	279	252		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	654	389	271	909	509	407		
Growth Volume Used	654	389	271	909	509	407		
Total Volume	4549	3058	1534	4519	2710	1888		

Lanes

	6LD					
LOS D Capacity	5460	3890	3890	5460	3890	3890
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5460	3890	3890	5460	3890	3890
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Northlake Blvd STATION: 2815
 CURRENT YEAR: 2023 FROM: Congress Ave
 ANALYSIS YEAR: 2033 TO: Midpoint
 GROWTH RATE: 0% COUNT DATE: 01/25/2023
 PSF: 1

Report Created
 07/11/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2915	1610	1332	3394	1640	1754
Peak Volume	2915	1610	1332	3394	1640	1754
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2915	1610	1332	3394	1640	1754

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	25	15	10	217	104	113	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	8	3	5	38	19	18	NR	72%
Briger West	5	4	1	8	3	5	Res	60%
Briger East	65	18	47	74	49	24	NR	65%
Avenir	113	55	59	149	65	84	Res	3%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	45	23	23	62	31	31	NR	0%
Clean Sweep Depot	4	3	2	4	2	3	NR	0%
Silver Beach Industrial	0	0	0	0	0	0	NR	100%
Total Committed Developments	269	123	149	561	278	283		
Total Committed Residential	118	59	60	157	68	89		
Total Committed Non-Residential	151	64	89	404	210	194		
Double Count Reduction	30	13	15	39	17	22		
Total Discounted Committed Developments	239	110	134	522	261	261		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	544	278	273	877	433	445		
Growth Volume Used	544	278	273	877	433	445		
Total Volume	3459	1888	1605	4271	2073	2199		

Lanes	6LD					
LOS D Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Northlake Blvd			STATION: 2815			Report Created	
	CURRENT YEAR: 2023			FROM: Midpoint			07/11/2023	
	ANALYSIS YEAR: 2033			TO: Old Dixie Hwy				
	GROWTH RATE: 0%			COUNT DATE: 01/25/2023				
				PSF: 1				

Link Analysis

Time Period Direction	AM		PM			
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2915	1610	1332	3394	1640	1754
Peak Volume	2915	1610	1332	3394	1640	1754
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2915	1610	1332	3394	1640	1754

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	25	15	10	217	104	113	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	8	3	5	38	19	18	NR	72%
Briger West	5	4	1	8	3	5	Res	60%
Briger East	65	18	47	74	49	24	NR	65%
Avenir	113	55	59	149	65	84	Res	3%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	45	23	23	62	31	31	NR	0%
Clean Sweep Depot	4	3	2	4	2	3	NR	0%
Silver Beach Industrial	0	0	0	0	0	0	NR	100%
Total Committed Developments	269	123	149	561	278	283		
Total Committed Residential	118	59	60	157	68	89		
Total Committed Non-Residential	151	64	89	404	210	194		
Double Count Reduction	30	13	15	39	17	22		
Total Discounted Committed Developments	239	110	134	522	261	261		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	544	278	273	877	433	445		
Growth Volume Used	544	278	273	877	433	445		
Total Volume	3459	1888	1605	4271	2073	2199		

Lanes	6LD					
LOS D Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Northlake Blvd STATION: 2815
 CURRENT YEAR: 2023 FROM: Old Dixie Hwy
 ANALYSIS YEAR: 2033 TO: Midpoint
 GROWTH RATE: 0% COUNT DATE: 01/25/2023
 PSF: 1

Report Created
 07/11/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2915	1610	1332	3394	1640	1754
Peak Volume	2915	1610	1332	3394	1640	1754
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2915	1610	1332	3394	1640	1754

Committed Developments Type % Complete

10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	25	15	10	217	104	113	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	6	2	3	28	15	14	NR	72%
Briger West	5	1	4	8	5	3	Res	60%
Briger East	65	47	18	74	24	49	NR	65%
Avenir	113	55	59	149	65	84	Res	3%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	45	23	23	62	31	31	NR	0%
Clean Sweep Depot	4	2	3	4	3	2	NR	0%
Total Committed Developments	267	147	122	551	252	301		
Total Committed Residential	118	56	63	157	70	87		
Total Committed Non-Residential	149	91	59	394	182	214		
Double Count Reduction	30	14	12	39	18	22		
Total Discounted Committed Developments	237	133	110	512	234	279		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	542	301	249	867	406	463		
Growth Volume Used	542	301	249	867	406	463		
Total Volume	3457	1911	1581	4261	2046	2217		

Lanes

	6LD					
LOS D Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Northlake Blvd			STATION: 2815			Report Created	
	CURRENT YEAR: 2023			FROM: Midpoint			07/11/2023	
	ANALYSIS YEAR: 2033			TO: Alt A1a				
	GROWTH RATE: 0%			COUNT DATE: 01/25/2023				
				PSF: 1				

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2915	1610	1332	3394	1640	1754
Peak Volume	2915	1610	1332	3394	1640	1754
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2915	1610	1332	3394	1640	1754

Committed Developments							Type	% Complete
------------------------	--	--	--	--	--	--	------	------------

10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	25	15	10	217	104	113	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	6	2	3	28	15	14	NR	72%
Briger West	5	1	4	8	5	3	Res	60%
Briger East	65	47	18	74	24	49	NR	65%
Avenir	113	55	59	149	65	84	Res	3%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	45	23	23	62	31	31	NR	0%
Clean Sweep Depot	4	2	3	4	3	2	NR	0%
Total Committed Developments	267	147	122	551	252	301		
Total Committed Residential	118	56	63	157	70	87		
Total Committed Non-Residential	149	91	59	394	182	214		
Double Count Reduction	30	14	12	39	18	22		
Total Discounted Committed Developments	237	133	110	512	234	279		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	542	301	249	867	406	463		
Growth Volume Used	542	301	249	867	406	463		
Total Volume	3457	1911	1581	4261	2046	2217		

Lanes	6LD					
LOS D Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Northlake Blvd STATION: 2821
 CURRENT YEAR: 2022 FROM: Alt A1a
 ANALYSIS YEAR: 2033 TO: Midpoint
 GROWTH RATE: 1.88% COUNT DATE: 03/02/2022
 PSF: 1

Report Created
 07/11/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2669	1484	1247	2886	1459	1427
Peak Volume	2669	1484	1247	2886	1459	1427
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2669	1484	1247	2886	1459	1427

Committed Developments Type % Complete

10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	28	17	11	238	114	124	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	6	2	3	28	15	14	NR	72%
Briger West	4	3	1	6	2	4	Res	40%
Briger East	21	6	15	24	16	8	NR	55%
Avenir	118	57	61	155	68	87	Res	1%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	27	14	14	37	19	19	NR	0%
Clean Sweep Depot	4	2	3	4	2	2	NR	0%
Total Committed Developments	212	103	110	501	241	263		
Total Committed Residential	122	60	62	161	70	91		
Total Committed Non-Residential	90	43	48	340	171	172		
Double Count Reduction	18	9	10	40	18	23		
Total Discounted Committed Developments	194	94	100	461	223	240		
Historical Growth	608	338	284	657	332	325		
Comm Dev+1% Growth	503	266	244	795	392	405		
Growth Volume Used	608	338	284	795	392	405		
Total Volume	3277	1822	1531	3681	1851	1832		

Lanes

	6LD					
LOS D Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Northlake Blvd			STATION: 2821			Report Created	
	CURRENT YEAR: 2022			FROM: Midpoint			07/11/2023	
	ANALYSIS YEAR: 2033			TO: Prosperity Farms Rd				
	GROWTH RATE: 1.88%			COUNT DATE: 03/02/2022				
				PSF: 1				

Link Analysis

Time Period Direction	AM		PM			
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2669	1484	1247	2886	1459	1427
Peak Volume	2669	1484	1247	2886	1459	1427
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2669	1484	1247	2886	1459	1427

Committed Developments Type % Complete

10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	28	17	11	238	114	124	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	6	2	3	28	15	14	NR	72%
Briger West	4	3	1	6	2	4	Res	40%
Briger East	21	6	15	24	16	8	NR	55%
Avenir	118	57	61	155	68	87	Res	1%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	27	14	14	37	19	19	NR	0%
Clean Sweep Depot	4	2	3	4	2	2	NR	0%
Total Committed Developments	212	103	110	501	241	263		
Total Committed Residential	122	60	62	161	70	91		
Total Committed Non-Residential	90	43	48	340	171	172		
Double Count Reduction	18	9	10	40	18	23		
Total Discounted Committed Developments	194	94	100	461	223	240		
Historical Growth	608	338	284	657	332	325		
Comm Dev+1% Growth	503	266	244	795	392	405		
Growth Volume Used	608	338	284	795	392	405		
Total Volume	3277	1822	1531	3681	1851	1832		

Lanes

	6LD					
LOS D Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Northlake Blvd STATION: 2817 Report Created
 CURRENT YEAR: 2022 FROM: Prosperity Farms Rd 07/11/2023
 ANALYSIS YEAR: 2033 TO: MIDPOINT
 GROWTH RATE: -2.03% COUNT DATE: 03/02/2022
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2584	1477	1171	2611	1283	1339
Peak Volume	2584	1477	1171	2611	1283	1339
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2584	1477	1171	2611	1283	1339

Committed Developments Type % Complete

10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	30	18	12	260	125	135	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	6	2	3	28	15	14	NR	72%
Briger West	4	3	1	6	2	4	Res	40%
Briger East	21	6	15	24	16	8	NR	55%
Avenir	118	57	61	155	68	87	Res	1%
One Park Place	0	0	0	1	0	0	NR	50%
NPB 7-Eleven	27	14	14	37	19	19	NR	0%
Nautilus 211	31	13	18	39	23	15	Res	0%
200 Yacht Club Drive	9	0	9	10	7	3	Res	0%
Total Committed Developments	246	113	133	560	275	285		
Total Committed Residential	162	73	89	210	100	109		
Total Committed Non-Residential	84	40	44	350	175	176		
Double Count Reduction	17	8	9	53	25	27		
Total Discounted Committed Developments	229	105	124	507	250	258		
Historical Growth	-522	-298	-237	-528	-259	-271		
Comm Dev+1% Growth	528	276	259	809	398	413		
Growth Volume Used	528	276	259	809	398	413		
Total Volume	3112	1753	1430	3420	1681	1752		

Lanes

	6LD					
LOS D Capacity	4880	2940	2940	4880	2940	2940
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2940	2940	5150	2940	2940
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Northlake Blvd			STATION: 2819			Report Created	
	CURRENT YEAR: 2022			FROM: Midpoint			07/11/2023	
	ANALYSIS YEAR: 2033			TO: Federal Hwy				
	GROWTH RATE: -3.28%			COUNT DATE: 03/02/2022				
				PSF: 1				

Link Analysis

Time Period Direction	AM		PM			
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2080	1200	936	2070	997	1073
Peak Volume	2080	1200	936	2070	997	1073
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2080	1200	936	2070	997	1073

Committed Developments Type % Complete

10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	30	18	12	260	125	135	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	6	2	3	28	15	14	NR	72%
Briger West	4	3	1	6	2	4	Res	40%
Briger East	21	6	15	24	16	8	NR	55%
Avenir	118	57	61	155	68	87	Res	1%
One Park Place	0	0	0	1	0	0	NR	50%
NPB 7-Eleven	27	14	14	37	19	19	NR	0%
Nautilus 211	31	13	18	39	23	15	Res	0%
200 Yacht Club Drive	9	0	9	10	7	3	Res	0%
Total Committed Developments	246	113	133	560	275	285		
Total Committed Residential	162	73	89	210	100	109		
Total Committed Non-Residential	84	40	44	350	175	176		
Double Count Reduction	17	8	9	53	25	27		
Total Discounted Committed Developments	229	105	124	507	250	258		
Historical Growth	-638	-368	-287	-635	-306	-329		
Comm Dev+1% Growth	470	244	232	746	365	382		
Growth Volume Used	470	244	232	746	365	382		
Total Volume	2550	1444	1168	2816	1362	1455		

Lanes

	6LD					
LOS D Capacity	4880	2940	2940	4880	2940	2940
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2940	2940	5150	2940	2940
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Park Ave
 CURRENT YEAR: 2023
 ANALYSIS YEAR: 2033
 GROWTH RATE: 0%

STATION: 2833
 FROM: 10th St
 TO: Midpoint
 COUNT DATE: 01/25/2023
 PSF: 1

Report Created
 07/11/2023

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	388	161	227	454	218	236
Peak Volume	388	161	227	454	218	236
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	388	161	227	454	218	236

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	10	6	4	87	42	45	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
One Park Place	30	16	15	68	34	34	NR	50%
The Waterway-East	16	6	10	25	15	10	Res	0%
NPB 7-Eleven	7	4	4	10	5	5	NR	0%
Clean Sweep Depot	1	1	1	1	1	1	NR	0%
Nautilus 211	15	6	9	19	12	8	Res	0%
Silver Beach Industrial	0	0	0	0	0	0	NR	100%
Total Committed Developments	79	39	43	210	109	103		
Total Committed Residential	31	12	19	44	27	18		
Total Committed Non-Residential	48	27	24	166	82	85		
Double Count Reduction	8	3	5	11	7	5		
Total Discounted Committed Developments	71	36	38	199	102	98		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	112	53	62	246	125	123		
Growth Volume Used	112	53	62	246	125	123		
Total Volume	500	214	289	700	343	359		

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

A B C D E F G H I

Input Data

ROAD NAME: Park Ave STATION: 2833 Report Created
 CURRENT YEAR: 2023 FROM: Midpoint 07/11/2023
 ANALYSIS YEAR: 2033 TO: Federal Hwy
 GROWTH RATE: 0% COUNT DATE: 01/25/2023
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	388	161	227	454	218	236
Peak Volume	388	161	227	454	218	236
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	388	161	227	454	218	236

Committed Developments Type % Complete

10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	10	6	4	87	42	45	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
One Park Place	10	5	5	23	11	11	NR	50%
The Waterway-East	16	6	10	25	15	10	Res	0%
NPB 7-Eleven	7	4	4	10	5	5	NR	0%
Clean Sweep Depot	1	1	1	1	1	1	NR	0%
Nautilus 211	15	6	9	19	12	8	Res	0%
Silver Beach Industrial	0	0	0	0	0	0	NR	100%

Total Committed Developments	59	28	33	165	86	80
Total Committed Residential	31	12	19	44	27	18
Total Committed Non-Residential	28	16	14	121	59	62
Double Count Reduction	6	3	3	11	7	5

Total Discounted Committed Developments 53 25 30 154 79 75

Historical Growth	0	0	0	0	0	0
Comm Dev+1% Growth	94	42	54	201	102	100
Growth Volume Used	94	42	54	201	102	100
Total Volume	482	203	281	655	320	336

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: Prosperity Farms Rd STATION: 2836
 CURRENT YEAR: 2023 FROM: Midpoint
 ANALYSIS YEAR: 2033 TO: Burns Rd
 GROWTH RATE: -1.78% COUNT DATE: 01/25/2023
 PSF: 1

Report Created
 07/11/2023

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1365	671	694	1469	714	804
Peak Volume	1365	671	694	1469	714	804
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1365	671	694	1469	714	804

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
PGA Station Building 6 I & II	5	4	1	7	2	5	NR	70%
Northlake Promenade	3	1	2	22	11	10	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
PGA Waterfront Residential PUD	1	0	1	2	1	1	Res	0%
Prosperity Village	10	8	2	15	5	10	Res	0%
Total Committed Developments	19	13	6	46	19	26		
Total Committed Residential	11	8	3	17	6	11		
Total Committed Non-Residential	8	5	3	29	13	15		
Double Count Reduction	2	1	1	4	2	3		
Total Discounted Committed Developments	17	12	5	42	17	23		
Historical Growth	-224	-110	-114	-241	-117	-132		
Comm Dev+1% Growth	160	82	78	196	92	107		
Growth Volume Used	160	82	78	196	92	107		
Total Volume	1525	753	772	1665	806	911		

Lanes	3L					
LOS D Capacity	1948	1150	1150	1948	1150	1150
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1948	1150	1150	1948	1150	1150
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Prosperity Farms Rd			STATION: 2836			Report Created	
	CURRENT YEAR: 2023			FROM: Lighthouse Dr			07/11/2023	
	ANALYSIS YEAR: 2033			TO: MIDPOINT				
	GROWTH RATE: -1.78%			COUNT DATE: 01/25/2023				
				PSF: 1				

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1365	671	694	1469	714	804
Peak Volume	1365	671	694	1469	714	804
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1365	671	694	1469	714	804

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
PGA Station Building 6 I & II	5	4	1	7	2	5	NR	70%
Northlake Promenade	3	1	2	22	11	10	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
PGA Waterfront Residential PUD	1	0	1	2	1	1	Res	0%
Prosperity Village	7	1	6	10	6	4	Res	0%
Total Committed Developments	16	6	10	41	20	20		
Total Committed Residential	8	1	7	12	7	5		
Total Committed Non-Residential	8	5	3	29	13	15		
Double Count Reduction	2	0	1	3	2	1		
 Total Discounted Committed Developments	 14	 6	 9	 38	 18	 19		
 Historical Growth	 -224	 -110	 -114	 -241	 -117	 -132		
Comm Dev+1% Growth	157	76	82	192	93	103		
Growth Volume Used	157	76	82	192	93	103		
Total Volume	1522	747	776	1661	807	907		

Lanes	3L					
LOS D Capacity	1948	1150	1150	1948	1150	1150
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1948	1150	1150	1948	1150	1150
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Prosperity Farms Rd			STATION: 2806			Report Created	
	CURRENT YEAR: 2023			FROM: Northlake Blvd			07/11/2023	
	ANALYSIS YEAR: 2033			TO: Midpoint				
	GROWTH RATE: 0%			COUNT DATE: 01/25/2023				
				PSF: 1				

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1122	560	585	1208	650	571
Peak Volume	1122	560	585	1208	650	571
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1122	560	585	1208	650	571

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	3	1	2	22	11	10	NR	47%
Village Shoppes II	16	9	7	35	17	18	NR	30%
One Park Place	3	2	2	7	4	4	NR	50%
Total Committed Developments	22	12	11	64	32	32		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	22	12	11	64	32	32		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	22	12	11	64	32	32		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	139	71	72	190	100	92		
Growth Volume Used	139	71	72	190	100	92		
Total Volume	1261	631	657	1398	750	663		

Lanes	3L					
LOS D Capacity	1948	1150	1150	1948	1150	1150
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1948	1150	1150	1948	1150	1150
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Silver Beach Rd STATION: 2615
 CURRENT YEAR: 2023 FROM: N Congress Ave
 ANALYSIS YEAR: 2033 TO: MIDPOINT
 GROWTH RATE: 0% COUNT DATE: 01/23/2023
 PSF: 1

Report Created
 07/11/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1079	497	582	1314	654	673
Peak Volume	1079	497	582	1314	654	673
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1079	497	582	1314	654	673

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	5	3	2	43	21	23	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	4	2	2	5	2	2	NR	0%
Silver Beach Industrial	0	0	0	0	0	0	NR	100%
Total Committed Developments	13	7	6	57	28	30		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	13	7	6	57	28	30		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	13	7	6	57	28	30		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	126	59	67	194	96	100		
Growth Volume Used	126	59	67	194	96	100		
Total Volume	1205	556	649	1508	750	773		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	NO	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Silver Beach Rd			STATION: 2615			Report Created	
	CURRENT YEAR: 2023			FROM: MIDPOINT			07/11/2023	
	ANALYSIS YEAR: 2033			TO: Old Dixie Hwy				
	GROWTH RATE: 0%			COUNT DATE: 01/23/2023				
				PSF: 1				

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1079	497	582	1314	654	673
Peak Volume	1079	497	582	1314	654	673
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1079	497	582	1314	654	673

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	5	3	2	43	21	23	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	4	2	2	5	2	2	NR	0%
Silver Beach Industrial	0	0	0	0	0	0	NR	100%
Total Committed Developments	13	7	6	57	28	30		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	13	7	6	57	28	30		
Double Count Reduction	0	0	0	0	0	0		
 Total Discounted Committed Developments	 13	 7	 6	 57	 28	 30		
 Historical Growth	 0	 0	 0	 0	 0	 0		
Comm Dev+1% Growth	126	59	67	194	96	100		
Growth Volume Used	126	59	67	194	96	100		
Total Volume	1205	556	649	1508	750	773		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	NO	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: Silver Beach Rd STATION: 2807
 CURRENT YEAR: 2023 FROM: Old Dixie Hwy
 ANALYSIS YEAR: 2033 TO: Midpoint
 GROWTH RATE: 0% COUNT DATE: 01/23/2023
 PSF: 1

Report Created
 07/11/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	984	471	529	995	523	483
Peak Volume	984	471	529	995	523	483
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	984	471	529	995	523	483

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	5	3	2	43	21	23	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Champs Charter School	2	1	1	1	1	0	NR	65%
One Park Place	1	1	1	3	1	1	NR	50%
The Waterway-East	8	3	5	13	7	5	Res	0%
NPB 7-Eleven	5	3	3	7	4	4	NR	0%
Nautilus 211	23	9	14	29	17	12	Res	0%
Silver Beach Industrial	0	0	0	0	0	0	NR	100%
Berkeley Landing	8	2	7	10	6	3	Res	0%
Island Plaza	1	0	1	7	3	3	NR	70%
Total Committed Developments	53	22	34	113	60	51		
Total Committed Residential	39	14	26	52	30	20		
Total Committed Non-Residential	14	8	8	61	30	31		
Double Count Reduction	3	2	2	12	6	5		
Total Discounted Committed Developments	50	20	32	101	54	46		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	153	69	87	205	109	97		
Growth Volume Used	153	69	87	205	109	97		
Total Volume	1137	540	616	1200	632	580		

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

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Silver Beach Rd			STATION: 2807			Report Created	
	CURRENT YEAR: 2023			FROM: Midpoint			07/11/2023	
	ANALYSIS YEAR: 2033			TO: Federal Hwy				
	GROWTH RATE: 0%			COUNT DATE: 01/23/2023				
				PSF: 1				

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	984	471	529	995	523	483
Peak Volume	984	471	529	995	523	483
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	984	471	529	995	523	483

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	5	3	2	43	21	23	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Champs Charter School	2	1	1	1	1	0	NR	65%
One Park Place	1	1	1	3	1	1	NR	50%
The Waterway-East	8	3	5	13	7	5	Res	0%
NPB 7-Eleven	5	3	3	7	4	4	NR	0%
Nautilus 211	23	9	14	29	17	12	Res	0%
Silver Beach Industrial	0	0	0	0	0	0	NR	100%
Berkeley Landing	8	2	7	10	6	3	Res	0%
Island Plaza	1	0	1	7	3	3	NR	70%
Total Committed Developments	53	22	34	113	60	51		
Total Committed Residential	39	14	26	52	30	20		
Total Committed Non-Residential	14	8	8	61	30	31		
Double Count Reduction	3	2	2	12	6	5		
Total Discounted Committed Developments	50	20	32	101	54	46		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	153	69	87	205	109	97		
Growth Volume Used	153	69	87	205	109	97		
Total Volume	1137	540	616	1200	632	580		

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: Federal Hwy STATION: 2838
 CURRENT YEAR: 2022 FROM: MIDPOINT
 ANALYSIS YEAR: 2033 TO: Pga Blvd
 GROWTH RATE: 2.14% COUNT DATE: 02/15/2022
 PSF: 1

Report Created
 07/07/2023

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1986	1110	941	2452	1423	1029
Peak Volume	1986	1110	941	2452	1423	1029
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1986	1110	941	2452	1423	1029

Committed Developments							Type	% Complete
Northlake Promenade	8	3	5	65	34	31	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Briger East	21	15	6	24	8	16	NR	55%
PGA Waterfront Residential PUD	2	1	1	2	1	1	Res	0%
200 Yacht Club Drive	18	17	1	20	5	14	Res	0%
Total Committed Developments	49	36	13	111	48	62		
Total Committed Residential	20	18	2	22	6	15		
Total Committed Non-Residential	29	18	11	89	42	47		
Double Count Reduction	5	4	1	6	2	4		
 Total Discounted Committed Developments	 44	 32	 12	 105	 46	 58		
Historical Growth	521	291	247	643	373	270		
Comm Dev+1% Growth	274	160	121	389	211	177		
Growth Volume Used	521	291	247	643	373	270		
Total Volume	2507	1401	1188	3095	1796	1299		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I

Input Data

ROAD NAME: Federal Hwy STATION: 2838 Report Created
 CURRENT YEAR: 2022 FROM: MIDPOINT 07/07/2023
 ANALYSIS YEAR: 2033 TO: Burns Rd
 GROWTH RATE: 2.14% COUNT DATE: 02/15/2022
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	1986	1110	941	2452	1423	1029
Peak Volume	1986	1110	941	2452	1423	1029
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1986	1110	941	2452	1423	1029

Committed Developments							Type	% Complete
Northlake Promenade	8	3	5	65	34	31	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Briger East	21	15	6	24	8	16	NR	55%
PGA Waterfront Residential PUD	2	1	1	2	1	1	Res	0%
200 Yacht Club Drive	18	17	1	20	5	14	Res	0%
Total Committed Developments	49	36	13	111	48	62		
Total Committed Residential	20	18	2	22	6	15		
Total Committed Non-Residential	29	18	11	89	42	47		
Double Count Reduction	5	4	1	6	2	4		
Total Discounted Committed Developments	44	32	12	105	46	58		
Historical Growth	521	291	247	643	373	270		
Comm Dev+1% Growth	274	160	121	389	211	177		
Growth Volume Used	521	291	247	643	373	270		
Total Volume	2507	1401	1188	3095	1796	1299		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I

Input Data

ROAD NAME: Federal Hwy STATION: 0 Report Created
 CURRENT YEAR: 2023 FROM: Burns Rd 07/07/2023
 ANALYSIS YEAR: 2033 TO: MIDPOINT
 GROWTH RATE: 0% COUNT DATE: NA
 PSF: 0

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
Northlake Promenade	8	3	5	65	34	31	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Briger East	16	12	4	18	6	12	NR	65%
PGA Waterfront Residential PUD	6	2	4	7	4	3	Res	0%
200 Yacht Club Drive	18	17	1	20	5	14	Res	0%
Total Committed Developments	48	34	14	110	49	60		
Total Committed Residential	24	19	5	27	9	17		
Total Committed Non-Residential	24	15	9	83	40	43		
Double Count Reduction	5	3	1	7	2	4		
Total Discounted Committed Developments	43	31	13	103	47	56		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	43	31	13	103	47	56		
Growth Volume Used	43	31	13	103	47	56		
Total Volume	43	31	13	103	47	56		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Federal Hwy STATION: 0
 CURRENT YEAR: 2023 FROM: Lighthouse Dr
 ANALYSIS YEAR: 2033 TO: MIDPOINT
 GROWTH RATE: 0% COUNT DATE: NA
 PSF: 0

Report Created
 07/07/2023

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
Northlake Promenade	8	3	5	65	34	31	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Briger East	16	12	4	18	6	12	NR	65%
PGA Waterfront Residential PUD	6	2	4	7	4	3	Res	0%
200 Yacht Club Drive	27	1	26	29	22	8	Res	0%
Total Committed Developments	57	18	39	119	66	54		
Total Committed Residential	33	3	30	36	26	11		
Total Committed Non-Residential	24	15	9	83	40	43		
Double Count Reduction	5	1	2	9	7	3		
Total Discounted Committed Developments	52	17	37	110	59	51		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	52	17	37	110	59	51		
Growth Volume Used	52	17	37	110	59	51		
Total Volume	52	17	37	110	59	51		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Federal Hwy STATION: 2832
 CURRENT YEAR: 2023 FROM: Midpoint
 ANALYSIS YEAR: 2033 TO: Lighthouse Dr
 GROWTH RATE: -3.41% COUNT DATE: 04/03/2023
 PSF: 1

Report Created
 07/07/2023

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2405	1321	1084	2302	1089	1233
Peak Volume	2405	1321	1084	2302	1089	1233
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2405	1321	1084	2302	1089	1233

Committed Developments							Type	% Complete
Northlake Promenade	13	5	8	108	56	52	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
NPB 7-Eleven	9	5	5	12	6	6	NR	0%
Nautilus 211	15	9	6	19	8	12	Res	0%
200 Yacht Club Drive	14	1	13	15	11	4	Res	0%
Total Committed Developments	51	20	32	154	81	74		
Total Committed Residential	29	10	19	34	19	16		
Total Committed Non-Residential	22	10	13	120	62	58		
Double Count Reduction	4	2	3	9	5	4		
Total Discounted Committed Developments	47	18	29	145	76	70		
Historical Growth	-705	-387	-318	-675	-319	-362		
Comm Dev+1% Growth	299	156	142	386	190	199		
Growth Volume Used	299	156	142	386	190	199		
Total Volume	2704	1477	1226	2688	1279	1432		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I

Input Data

ROAD NAME: Federal Hwy STATION: 2832 Report Created
 CURRENT YEAR: 2023 FROM: Northlake Blvd 07/07/2023
 ANALYSIS YEAR: 2033 TO: Midpoint
 GROWTH RATE: -3.41% COUNT DATE: 04/03/2023
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2405	1321	1084	2302	1089	1233
Peak Volume	2405	1321	1084	2302	1089	1233
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2405	1321	1084	2302	1089	1233

Committed Developments							Type	% Complete
Northlake Promenade	13	5	8	108	56	52	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
NPB 7-Eleven	9	5	5	12	6	6	NR	0%
Nautilus 211	15	9	6	19	8	12	Res	0%
200 Yacht Club Drive	14	1	13	15	11	4	Res	0%
Total Committed Developments	51	20	32	154	81	74		
Total Committed Residential	29	10	19	34	19	16		
Total Committed Non-Residential	22	10	13	120	62	58		
Double Count Reduction	4	2	3	9	5	4		
Total Discounted Committed Developments	47	18	29	145	76	70		
Historical Growth	-705	-387	-318	-675	-319	-362		
Comm Dev+1% Growth	299	156	142	386	190	199		
Growth Volume Used	299	156	142	386	190	199		
Total Volume	2704	1477	1226	2688	1279	1432		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Federal Hwy STATION: 2800
 CURRENT YEAR: 2022 FROM: Northlake Blvd
 ANALYSIS YEAR: 2033 TO: Northlake Blvd
 GROWTH RATE: 2.27% COUNT DATE: 03/02/2022
 PSF: 1

Report Created
 07/07/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1944	921	1025	2327	1204	1123
Peak Volume	1944	921	1025	2327	1204	1123
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1944	921	1025	2327	1204	1123

Committed Developments							Type	% Complete
Northlake Promenade	20	12	8	173	83	90	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	9	5	5	12	6	6	NR	0%
Nautilus 211	46	28	19	58	23	35	Res	0%
200 Yacht Club Drive	2	0	2	2	2	1	Res	0%
Safe Harbor Riviera Beach	24	4	20	27	20	7	NR	0%
Total Committed Developments	109	53	58	300	149	153		
Total Committed Residential	48	28	21	60	25	36		
Total Committed Non-Residential	61	25	37	240	124	117		
Double Count Reduction	12	5	5	15	6	9		
Total Discounted Committed Developments	97	48	53	285	143	144		
Historical Growth	544	258	287	651	337	314		
Comm Dev+1% Growth	322	155	172	554	282	274		
Growth Volume Used	544	258	287	651	337	314		
Total Volume	2488	1179	1312	2978	1541	1437		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I

Input Data

ROAD NAME: Federal Hwy STATION: 2800 Report Created
 CURRENT YEAR: 2022 FROM: Park Ave 07/07/2023
 ANALYSIS YEAR: 2033 TO: MIDPOINT
 GROWTH RATE: 2.27% COUNT DATE: 03/02/2022
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1944	921	1025	2327	1204	1123
Peak Volume	1944	921	1025	2327	1204	1123
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1944	921	1025	2327	1204	1123

Committed Developments Type % Complete

Northlake Promenade	20	12	8	173	83	90	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	9	5	5	12	6	6	NR	0%
Nautilus 211	46	28	19	58	23	35	Res	0%
200 Yacht Club Drive	2	0	2	2	2	1	Res	0%
Safe Harbor Riviera Beach	24	4	20	27	20	7	NR	0%
Total Committed Developments	109	53	58	300	149	153		
Total Committed Residential	48	28	21	60	25	36		
Total Committed Non-Residential	61	25	37	240	124	117		
Double Count Reduction	12	5	5	15	6	9		
Total Discounted Committed Developments	97	48	53	285	143	144		
Historical Growth	544	258	287	651	337	314		
Comm Dev+1% Growth	322	155	172	554	282	274		
Growth Volume Used	544	258	287	651	337	314		
Total Volume	2488	1179	1312	2978	1541	1437		

Lanes

	5L					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Federal Hwy STATION: 2800
 CURRENT YEAR: 2022 FROM: Midpoint
 ANALYSIS YEAR: 2033 TO: Park Ave
 GROWTH RATE: 2.27% COUNT DATE: 03/02/2022
 PSF: 1

Report Created
 07/11/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1944	921	1025	2327	1204	1123
Peak Volume	1944	921	1025	2327	1204	1123
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1944	921	1025	2327	1204	1123

Committed Developments Type % Complete

Northlake Promenade	10	6	4	87	42	45	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
Champs Charter School	5	2	3	2	1	1	NR	65%
One Park Place	3	2	2	7	4	4	NR	50%
The Waterway-East	20	13	7	31	13	19	Res	0%
Nautilus 211	62	37	25	77	31	46	Res	0%
Island Plaza	2	1	1	14	7	7	NR	70%
Safe Harbor Riviera Beach	30	5	25	34	25	9	NR	0%

Total Committed Developments	136	68	69	271	133	140		
Total Committed Residential	82	50	32	108	44	65		
Total Committed Non-Residential	54	18	37	163	89	75		
Double Count Reduction	11	4	7	27	11	15		

Total Discounted Committed Developments 125 64 62 244 122 125

Historical Growth	544	258	287	651	337	314		
Comm Dev+1% Growth	350	171	181	513	261	255		
Growth Volume Used	544	258	287	651	337	314		
Total Volume	2488	1179	1312	2978	1541	1437		

Lanes	5L					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Federal Hwy			STATION: 2800			Report Created	
	CURRENT YEAR: 2022			FROM: Silver Beach Rd			07/11/2023	
	ANALYSIS YEAR: 2033			TO: Midpoint				
	GROWTH RATE: 2.27%			COUNT DATE: 03/02/2022				

PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1944	921	1025	2327	1204	1123
Peak Volume	1944	921	1025	2327	1204	1123
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1944	921	1025	2327	1204	1123

Committed Developments Type % Complete

Northlake Promenade	10	6	4	87	42	45	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
Champs Charter School	5	2	3	2	1	1	NR	65%
One Park Place	3	2	2	7	4	4	NR	50%
The Waterway-East	20	13	7	31	13	19	Res	0%
Nautilus 211	92	38	55	116	70	46	Res	0%
Island Plaza	2	1	1	14	7	7	NR	70%
Safe Harbor Riviera Beach	30	5	25	34	25	9	NR	0%

Total Committed Developments	166	69	99	310	172	140		
Total Committed Residential	112	51	62	147	83	65		
Total Committed Non-Residential	54	18	37	163	89	75		
Double Count Reduction	11	4	7	33	18	15		

Total Discounted Committed Developments 155 65 92 277 154 125

Historical Growth	544	258	287	651	337	314		
Comm Dev+1% Growth	380	172	211	546	293	255		
Growth Volume Used	544	258	287	651	337	314		
Total Volume	2488	1179	1312	2978	1541	1437		

Lanes	5L					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Broadway STATION: 2800
 CURRENT YEAR: 2022 FROM: Midpoint
 ANALYSIS YEAR: 2033 TO: Silver Beach Rd
 GROWTH RATE: 2.27% COUNT DATE: 03/02/2022
 PSF: 1

Report Created
 07/11/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1944	921	1025	2327	1204	1123
Peak Volume	1944	921	1025	2327	1204	1123
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1944	921	1025	2327	1204	1123

Committed Developments							Type	% Complete
Northlake Promenade	0	0	0	0	0	0	NR	47%
Wellness Resort	11	3	8	14	8	6	NR	20%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
Australian Plaza	1	0	1	6	3	3	NR	0%
Champs Charter School	7	3	4	3	2	1	NR	65%
The Waterway-East	20	7	13	31	19	13	Res	0%
Nautilus 211	69	28	41	87	52	35	Res	0%
Island Plaza	8	5	3	68	35	34	NR	70%
Safe Harbor Riviera Beach	41	6	35	47	35	13	NR	0%
Total Committed Developments	161	54	107	275	164	114		
Total Committed Residential	89	35	54	118	71	48		
Total Committed Non-Residential	72	19	53	157	93	66		
Double Count Reduction	14	4	11	30	18	12		
Total Discounted Committed Developments	147	50	96	245	146	102		
Historical Growth	544	258	287	651	337	314		
Comm Dev+1% Growth	372	157	215	514	285	232		
Growth Volume Used	544	258	287	651	337	314		
Total Volume	2488	1179	1312	2978	1541	1437		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I

Input Data

ROAD NAME: Broadway STATION: 2800 Report Created
 CURRENT YEAR: 2022 FROM: Blue Heron Blvd W 07/11/2023
 ANALYSIS YEAR: 2033 TO: Midpoint
 GROWTH RATE: 2.27% COUNT DATE: 03/02/2022
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1944	921	1025	2327	1204	1123
Peak Volume	1944	921	1025	2327	1204	1123
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1944	921	1025	2327	1204	1123

Committed Developments Type % Complete

Northlake Promenade	0	0	0	0	0	0	NR	47%
Wellness Resort	11	3	8	14	8	6	NR	20%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
Australian Plaza	1	0	1	6	3	3	NR	0%
Champs Charter School	7	3	4	3	2	1	NR	65%
The Waterway-East	20	7	13	31	19	13	Res	0%
Nautilus 211	69	28	41	87	52	35	Res	0%
Island Plaza	8	3	5	68	34	35	NR	70%
Safe Harbor Riviera Beach	41	6	35	47	35	13	NR	0%
Total Committed Developments	161	52	109	275	163	115		
Total Committed Residential	89	35	54	118	71	48		
Total Committed Non-Residential	72	17	55	157	92	67		
Double Count Reduction	14	3	11	30	18	12		
Total Discounted Committed Developments	147	49	98	245	145	103		
Historical Growth	544	258	287	651	337	314		
Comm Dev+1% Growth	372	156	217	514	284	233		
Growth Volume Used	544	258	287	651	337	314		
Total Volume	2488	1179	1312	2978	1541	1437		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I J K L M N O

Input Data

E-W Street: Northlake Blvd COUNT DATE: 01/11/2022 Report Created
 N-S STREET: Prosperity Farms Rd CURRENT YEAR: 2022 08/16/2023
 TIME PERIOD: AM ANALYSIS YEAR: 2033
 GROWTH RATE: -0.68% PSF: 1
 SIGNAL ID: 17390

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	228	983	16	20	906	58	10	92	48	135	130	154		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	228	983	16	20	906	58	10	92	48	135	130	154		
Committed Developments														
Avenir	0	57	0	0	60	0	0	0	0	0	0	0	Res	1%
NPB 7-Eleven	0	14	0	0	14	0	0	0	0	0	0	0	NR	0%
Briger East	0	6	0	0	15	0	0	0	0	0	0	0	NR	55%
Village Shoppes II	0	0	0	0	0	0	0	0	0	0	0	0	NR	30%
Northlake Promenade	0	16	0	1	11	1	0	0	2	2	0	0	NR	47%
One Park Place	0	0	2	0	0	0	2	2	0	0	2	0	NR	50%
Palm Beach Outlets	0	2	0	0	3	0	0	0	0	0	0	0	NR	72%
Briger West	0	3	0	0	1	0	0	0	0	0	0	0	Res	40%
Total Committed Developments	0	98	2	1	104	1	2	2	2	2	2	0		
Total Committed Residential	0	60	0	0	61	0	0	0	0	0	0	0		
Total Committed Non-Residential	0	38	2	1	43	1	2	2	2	2	2	0		
Double Count Reduction	0	8	0	0	9	0	0	0	0	0	0	0		
Total Discounted Committed	0	90	2	1	95	1	2	2	2	2	2	0		
Historical Growth	-16	-71	-1	-1	-66	-4	-1	-7	-3	-10	-9	-11		
Comm Dev+1% Growth	26	204	4	3	200	8	3	13	8	18	17	18		
Growth Volume Used	26	204	4	3	200	8	3	13	8	18	17	18		
Total Volume	254	1187	20	23	1106	66	13	105	56	153	147	172		

Input Data

E-W Street: Northlake Blvd COUNT DATE: 01/11/2022 Report Created
 N-S STREET: Prosperity Farms Rd CURRENT YEAR: 2022 08/16/2023
 TIME PERIOD: PM ANALYSIS YEAR: 2033
 GROWTH RATE: -0.68% PSF: 1
 SIGNAL ID: 17390

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	280	878	25	26	1341	64	37	100	63	170	169	260		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	280	878	25	26	1341	64	37	100	63	170	169	260		
Committed Developments														
Avenir	0	68	0	0	87	0	0	0	0	0	0	0	Res	1%
NPB 7-Eleven	0	19	0	0	19	0	0	0	0	0	0	0	NR	0%
Briger East	0	16	0	0	8	0	0	0	0	0	0	0	NR	55%
Village Shoppes II	0	0	0	0	0	0	0	0	0	0	0	0	NR	30%
Northlake Promenade	0	114	0	11	124	11	0	0	11	11	0	0	NR	47%
One Park Place	0	1	4	0	1	1	4	4	0	1	4	0	NR	50%
Palm Beach Outlets	0	15	0	0	14	0	0	0	0	0	0	0	NR	72%
Briger West	0	2	0	0	4	0	0	0	0	0	0	0	Res	40%
Total Committed Developments	0	235	4	11	257	12	4	4	11	12	4	0		
Total Committed Residential	0	70	0	0	91	0	0	0	0	0	0	0		
Total Committed Non-Residential	0	165	4	11	166	12	4	4	11	12	4	0		
Double Count Reduction	0	18	0	0	23	0	0	0	0	0	0	0		
Total Discounted Committed	0	217	4	11	234	12	4	4	11	12	4	0		
Historical Growth	-20	-63	-2	-2	-97	-5	-3	-7	-5	-12	-12	-19		
Comm Dev+1% Growth	32	319	7	14	389	19	8	16	18	32	24	30		
Growth Volume Used	32	319	7	14	389	19	8	16	18	32	24	30		
Total Volume	312	1197	32	40	1730	83	45	116	81	202	193	290		

A B C D E F G H I J K L M N O

Input Data

E-W Street: Northlake Blvd COUNT DATE: 01/10/2022 Report Created
 N-S STREET: Federal Hwy CURRENT YEAR: 2022 08/16/2023
 TIME PERIOD: AM ANALYSIS YEAR: 2033
 GROWTH RATE: -1.84% PSF: 1
 SIGNAL ID: 17460

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	578	60	207	18	47	23	239	498	43	25	508	207		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	578	60	207	18	47	23	239	498	43	25	508	207		
Committed Developments														
NPB 7-Eleven	5	0	5	0	0	0	5	0	0	0	0	5	NR	0%
200 Yacht Club Drive	0	0	0	0	0	0	0	0	0	0	2	9	Res	0%
Northlake Promenade	22	0	5	0	0	0	0	0	0	0	16	5	NR	0%
Nautilus 211	0	0	13	0	0	0	18	9	0	0	6	0	Res	0%
Total Committed Developments	27	0	23	0	0	0	23	9	0	0	24	19		
Total Committed Residential	0	0	13	0	0	0	18	9	0	0	8	9		
Total Committed Non-Residential	27	0	10	0	0	0	5	0	0	0	16	10		
Double Count Reduction	0	0	2	0	0	0	1	0	0	0	2	2		
Total Discounted Committed	27	0	21	0	0	0	22	9	0	0	22	17		
Historical Growth	-107	-11	-38	-3	-9	-4	-44	-92	-8	-5	-94	-38		
Comm Dev+1% Growth	94	7	45	2	5	3	50	67	5	3	81	41		
Growth Volume Used	94	7	45	2	5	3	50	67	5	3	81	41		
Total Volume	672	67	252	20	52	26	289	565	48	28	589	248		

Input Data

E-W Street: Northlake Blvd COUNT DATE: 01/10/2022 Report Created
 N-S STREET: Federal Hwy CURRENT YEAR: 2022 08/16/2023
 TIME PERIOD: PM ANALYSIS YEAR: 2033
 GROWTH RATE: -1.84% PSF: 1
 SIGNAL ID: 17460

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	430	86	348	29	58	53	374	652	9	54	641	487		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	430	86	348	29	58	53	374	652	9	54	641	487		
Committed Developments														
NPB 7-Eleven	6	0	6	0	0	0	6	0	0	0	0	6	NR	0%
200 Yacht Club Drive	7	0	0	0	0	0	0	2	0	0	1	3	Res	0%
One Park Place	0	0	1	0	0	0	1	0	0	0	0	0	NR	50%
Northlake Promenade	42	0	10	0	0	0	0	0	0	0	31	10	NR	0%
Nautilus 211	0	0	23	0	0	0	15	8	0	0	12	0	Res	0%
Total Committed Developments	55	0	40	0	0	0	22	10	0	0	44	19		
Total Committed Residential	7	0	23	0	0	0	15	10	0	0	13	3		
Total Committed Non-Residential	48	0	17	0	0	0	7	0	0	0	31	16		
Double Count Reduction	2	0	3	0	0	0	1	0	0	0	3	1		
Total Discounted Committed	53	0	37	0	0	0	21	10	0	0	41	18		
Historical Growth	-79	-16	-64	-5	-11	-10	-69	-120	-2	-10	-118	-90		
Comm Dev+1% Growth	103	10	77	3	7	6	64	85	1	6	115	74		
Growth Volume Used	103	10	77	3	7	6	64	85	1	6	115	74		
Total Volume	533	96	425	32	65	59	438	737	10	60	756	561		

APPENDIX E

TEST 1 PART 1: INTERSECTION ANALYSIS

Turn Lane Storage Analysis Summary

Intersection	Movement	95 th Percentile Queue (ft)	Existing Storage Length (ft)	Additional Storage Required?
Northlake Blvd at US 1	EBL	500	375	Yes ¹
Northlake Blvd at Project Main Driveway	WBL	25	250 + 92' taper	No
Project Main Driveway at US 1	NBL	75	135 + 60' taper	No ²
	NBL	25	270	No
Palmetto Dr at US 1	EBL	125	36 + 45' taper	Yes ³
	EBT/R	150	217	No

Notes:

1. For Northlake Boulevard at US 1, the easterly median opening on Northlake Boulevard is proposed to be closed and the eastbound dual left turn lanes will be extended at the US 1 intersection (see Appendix A for the Northlake Promenade Apartments Traffic Performance Standards Review letter dated May 20, 2022).
2. For Project Main Driveway at US 1, the northbound left turn is proposed to be extended to the maximum extent feasible.
3. For Palmetto Drive at US 1, the eastbound left turn is proposed to be extended to the maximum extent feasible.

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
17300	Northlake Bl	Military Tr	1/10/2023	12:00 PM	16	164	538	346	30	408	488	282	30	373	984	137	75	340	912	264	5387
17300	Northlake Bl	Military Tr	1/10/2023	4:45 PM	18	332	936	343	15	384	911	527	17	518	1174	225	45	441	1329	306	7521
17300	Northlake Bl	Military Tr	1/28/2021	7:45 AM	12	190	681	390	8	268	479	230	22	623	1244	266	18	223	645	144	5443
17300	Northlake Bl	Military Tr	1/28/2021	12:00 PM	22	176	515	385	10	567	443	187	23	360	855	177	56	349	866	237	5228
17300	Northlake Bl	Military Tr	1/28/2021	4:45 PM	12	432	841	440	9	434	677	400	37	465	1130	215	37	335	1175	247	6886
17370	Northlake Bl	Old Dixie Hwy	1/12/2022	7:45 AM	0	146	56	139	0	9	70	48	4	39	1327	236	4	166	1164	17	3425
17370	Northlake Bl	Old Dixie Hwy	1/10/2022	12:00 PM	0	205	31	138	0	21	54	24	10	43	1306	185	1	132	1572	15	3737
17370	Northlake Bl	Old Dixie Hwy	1/10/2022	4:45 PM	0	256	67	125	0	9	79	35	9	46	1355	130	2	127	1888	20	4148
17390	Northlake Bl	Prosperity Farms Rd	1/11/2022	7:45 AM	0	10	92	48	5	130	130	154	0	228	983	16	1	19	906	58	2780
17390	Northlake Bl	Prosperity Farms Rd	1/11/2022	12:00 PM	0	47	80	74	0	185	169	201	29	261	1021	31	6	55	1207	66	3432
17390	Northlake Bl	Prosperity Farms Rd	1/11/2022	4:45 PM	0	37	100	63	0	170	169	260	21	259	878	25	2	24	1341	64	3413
17292	Northlake Bl	Ryder Cup Bl/Jog Rd	12/15/2022	7:30 AM	0	147	131	471	0	252	155	37	1	148	1312	160	1	278	402	194	3689
17292	Northlake Bl	Ryder Cup Bl/Jog Rd	12/15/2022	12:00 PM	0	90	75	227	0	258	83	56	0	66	616	113	1	194	640	277	2696
17292	Northlake Bl	Ryder Cup Bl/Jog Rd	12/15/2022	5:00 PM	2	144	111	353	0	247	134	80	0	70	680	136	1	344	1153	243	3698
17292	Northlake Bl	Ryder Cup Bl/Jog Rd	1/5/2021	7:30 AM	0	91	95	347	0	202	105	35	0	105	1039	118	0	185	359	204	2885
17292	Northlake Bl	Ryder Cup Bl/Jog Rd	1/5/2021	12:00 PM	0	79	58	160	0	269	84	55	0	65	458	53	3	137	466	264	2151
17292	Northlake Bl	Ryder Cup Bl/Jog Rd	1/5/2021	5:00 PM	0	141	97	298	0	180	80	69	0	53	507	72	0	279	1076	267	3119
17330	Northlake Bl	Sandtree Dr/Sunrise Dr	3/7/2022	7:45 AM	0	255	6	125	0	70	9	67	78	56	2071	150	11	171	1548	26	4643
17330	Northlake Bl	Sandtree Dr/Sunrise Dr	3/7/2022	12:00 PM	0	347	13	289	0	76	14	58	75	43	1822	148	18	259	1857	32	5051
17330	Northlake Bl	Sandtree Dr/Sunrise Dr	3/7/2022	4:45 PM	0	356	16	191	1	71	4	81	60	54	1901	139	10	179	2186	29	5278
17200	Northlake Bl	Seminole Pratt Whitne	12/12/2022	7:15 AM	2	0	54	445	0	15	37	0	0	0	0	0	0	318	0	18	889
17200	Northlake Bl	Seminole Pratt Whitne	12/12/2022	5:00 PM	0	0	47	344	0	30	89	0	0	0	0	0	0	709	0	37	1256
17200	Northlake Bl	Seminole Pratt Whitne	1/12/2021	7:15 AM	0	0	29	674	0	31	29	0	0	0	0	0	0	284	2	27	1076
17200	Northlake Bl	Seminole Pratt Whitne	1/12/2021	5:00 PM	0	0	40	339	0	27	49	0	0	0	0	0	0	593	0	42	1090
17268	Northlake Bl	Shoppes of Ibis	2/2/2021	7:15 AM	0	88	0	150	0	0	0	0	0	0	2188	265	0	42	507	0	3240
17268	Northlake Bl	Shoppes of Ibis	2/2/2021	12:15 PM	0	196	0	41	0	0	0	0	0	0	679	158	2	25	816	0	1917
17268	Northlake Bl	Shoppes of Ibis	2/2/2021	5:00 PM	0	361	0	26	0	0	0	0	0	0	892	151	0	67	2436	0	3933
17460	Northlake Bl	US-1	1/10/2022	7:45 AM	1	238	498	43	3	22	508	207	1	577	60	207	0	18	47	23	2453
17460	Northlake Bl	US-1	1/10/2022	12:00 PM	14	355	490	13	13	31	476	471	3	518	64	390	0	23	77	47	2985
17460	Northlake Bl	US-1	1/10/2022	4:45 PM	7	367	652	9	3	51	641	487	0	430	86	348	0	29	58	53	3221
42050	Northtree Bl	Jog Rd	9/9/2021	6:30 AM	2	16	837	518	3	536	1387	64	0	87	17	83	0	299	2	438	4289
42050	Northtree Bl	Jog Rd	9/9/2021	2:00 PM	5	83	1238	92	2	173	1078	75	0	51	1	26	0	76	4	192	3096
42050	Northtree Bl	Jog Rd	9/9/2021	4:45 PM	2	58	1928	178	0	266	1109	80	1	69	5	44	0	85	6	184	4015
31110	Nottingham Bl	US-1/Dixie Hwy	11/9/2021	7:30 AM	0	28	876	5	0	21	490	10	0	37	13	38	1	2	3	8	1532
31110	Nottingham Bl	US-1/Dixie Hwy	11/9/2021	12:00 PM	0	26	573	11	0	11	572	24	0	20	4	36	0	2	4	10	1293
31110	Nottingham Bl	US-1/Dixie Hwy	11/9/2021	5:00 PM	0	41	683	3	0	24	884	26	0	18	7	44	0	7	6	9	1752

CMA INTERSECTION ANALYSIS
VILLAGE PLACE
NORTHLAKE BOULEVARD AND PROSPERITY FARMS ROAD

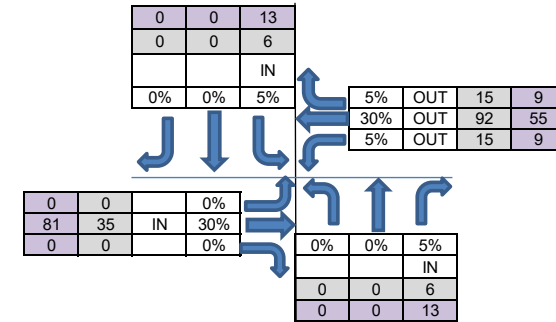
TRIPS

	IN	OUT
AM	117	308
PM	269	182

09/19/22
 Revised 08/01/23
 Revised 08/21/23
 Revised 09/13/23

INPUT DATA			
Comments:	Area Wide Growth Rate = 1.00%	Peak Season = 1.03	Current Year = 2022 Buildout Year = 2033

AM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2022)	10	92	48	135	130	154	228	983	16	20	906	58
Peak Season Adjustment	0	3	1	4	4	5	7	29	0	1	27	2
Background Traffic Growth	1	11	6	16	15	18	27	117	2	2	108	7
1.0% Background Growth	1	11	6	16	15	18	27	117	2	2	108	7
Major Projects Traffic	2	2	2	2	2	0	0	90	2	1	95	1
1% BGR + Major Projects	3	13	8	18	17	18	27	207	4	3	203	8
Project Traffic	0	0	6	6	0	0	0	35	0	15	92	15
Total	13	108	63	163	151	177	262	1255	20	39	1228	83
Approach Total	184			491			1,537			1,350		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	1	2	<	1	1	1	1	3	<	1	3	<
Per Lane Volume	13	85		163	151	177	262	425		39	437	
Right on Red			10			60			10			10
Overlaps Left			39			262			13			163
Adj. Per Lane Volume	13	75		163	151	0	262	415		39	427	
Through/Right Volume			75			151			415			427
Opposing Left Turns			163			13			39			262
Critical Volume for Approach			239			165			454			689
Critical Volume for Direction				239						689		
Intersection Critical Volume	928											
STATUS?*	UNDER											



PM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2022)	37	100	63	170	169	260	280	878	25	26	1341	64
Peak Season Adjustment	1	3	2	5	5	8	8	26	1	1	40	2
Background Traffic Growth	4	12	8	20	20	31	33	105	3	3	160	8
1.0% Background Growth	4	12	8	20	20	31	33	105	3	3	160	8
Major Projects Traffic	4	4	11	12	4	0	0	217	4	11	234	12
1% BGR + Major Projects	8	16	19	32	24	31	33	322	7	14	394	20
Project Traffic	0	0	13	13	0	0	0	81	0	9	55	9
Total	47	119	96	220	198	299	322	1307	33	50	1830	95
Approach Total	262			717			1,661			1,974		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	1	2	<	1	1	1	1	3	<	1	3	<
Per Lane Volume	47	108		220	198	299	322	447		50	642	
Right on Red			10			60			10			10
Overlaps Left			50			322			47			220
Adj. Per Lane Volume	47	98		220	198	0	322	437		50	632	
Through/Right Volume			98			198			437			632
Opposing Left Turns			220			47			50			322
Critical Volume for Approach			318			245			486			953
Critical Volume for Direction				318						953		
Intersection Critical Volume	1,271											
STATUS?*	NEAR											

*Per the PBC 1989 Comprehensive Plan (revised 8/22/2019), the intersection of Northlake Boulevard at Prosperity Farms Road has a CRALLS designation of a 1500 CMA threshold.

CMA INTERSECTION ANALYSIS
VILLAGE PLACE
NORTHLAKE BOULEVARD AND US 1

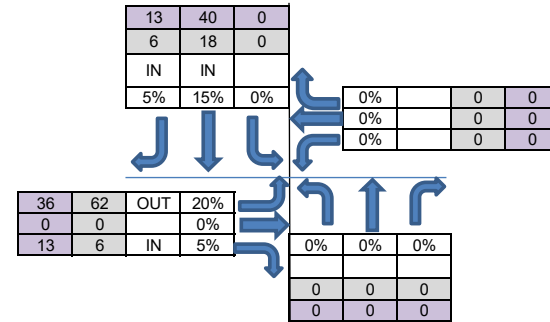
TRIPS

	IN	OUT
AM	117	308
PM	269	182

09/19/22
 Revised 08/01/23
 Revised 08/21/23
 Revised 09/13/23

INPUT DATA			
Comments:	Area Wide Growth Rate = 1.00%	Peak Season = 1.00	Current Year = 2022 Buildout Year = 2033

AM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2022)	239	498	43	25	508	207	578	60	207	18	47	23
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	28	58	5	3	59	24	67	7	24	2	5	3
1.0% Background Growth	28	58	5	3	59	24	67	7	24	2	5	3
Major Projects Traffic	22	9	0	0	22	17	27	0	21	0	0	0
1% BGR + Major Projects	50	67	5	3	81	41	94	7	45	2	5	3
Project Traffic	0	0	0	0	18	6	62	0	6	0	0	0
Total	289	565	48	28	607	254	734	67	258	20	52	26
Approach Total	901			889			1,059			98		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	2	2	<	1	2	1	2	1	1	1	1	1
Per Lane Volume	144	306		28	303	254	367	67	258	20	52	26
Right on Red			10			60			60			60
Overlaps Left			20			367			144			28
Adj. Per Lane Volume	144	296		28	303	0	367	67	54	20	52	0
Through/Right Volume			296			303			67			52
Opposing Left Turns			28			144			20			367
Critical Volume for Approach			324			448			87			419
Critical Volume for Direction				448						419		
Intersection Critical Volume	867											
STATUS?	UNDER											



PM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2022)	374	652	9	54	641	487	430	86	348	29	58	53
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	43	75	1	6	74	56	50	10	40	3	7	6
1.0% Background Growth	43	75	1	6	74	56	50	10	40	3	7	6
Major Projects Traffic	21	10	0	0	41	18	53	0	37	0	0	0
1% BGR + Major Projects	64	85	1	6	115	74	103	10	77	3	7	6
Project Traffic	0	0	0	0	40	13	36	0	13	0	0	0
Total	438	737	10	60	796	574	569	96	438	32	65	59
Approach Total	1,186			1,431			1,103			156		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	2	2	<	1	2	1	2	1	1	1	1	1
Per Lane Volume	219	374		60	398	574	284	96	438	32	65	59
Right on Red			10			60			60			60
Overlaps Left			32			284			219			60
Adj. Per Lane Volume	219	364		60	398	230	284	96	159	32	65	0
Through/Right Volume			364			398			159			65
Opposing Left Turns			60			219			32			284
Critical Volume for Approach			424			617			191			349
Critical Volume for Direction				617						349		
Intersection Critical Volume	966											
STATUS?	UNDER											

Lanes, Volumes, Timings
3: US-1 & Northlake Blvd

09/18/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	734	67	258	20	52	26	289	565	48	28	607	254
Future Volume (vph)	734	67	258	20	52	26	289	565	48	28	607	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Fr _t			0.850			0.850		0.988				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	1863	1583	3433	3497	0	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1863	1583	3433	3497	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107			186		8				216
Link Speed (mph)		30			30			30				30
Link Distance (ft)		936			579			652				545
Travel Time (s)		21.3			13.2			14.8				12.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	773	71	272	21	55	27	304	595	51	29	639	267
Shared Lane Traffic (%)												
Lane Group Flow (vph)	773	71	272	21	55	27	304	646	0	29	639	267
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6		5	2	3
Permitted Phases			8			4						2
Detector Phase	3	8	1	7	4	5	1	6		5	2	3
Switch Phase												
Minimum Initial (s)	4.0	5.0	4.0	4.0	5.0	4.0	4.0	10.0		4.0	10.0	4.0

Lanes, Volumes, Timings
3: US-1 & Northlake Blvd

09/18/2023

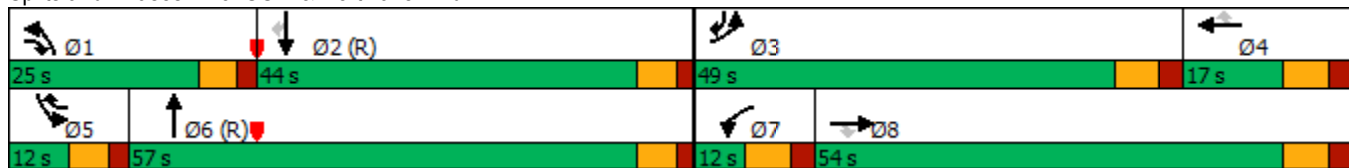


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	11.0	12.0	10.0	11.0	12.0	10.0	10.0	16.0		10.0	16.0	11.0
Total Split (s)	49.0	54.0	25.0	12.0	17.0	12.0	25.0	57.0		12.0	44.0	49.0
Total Split (%)	36.3%	40.0%	18.5%	8.9%	12.6%	8.9%	18.5%	42.2%		8.9%	32.6%	36.3%
Maximum Green (s)	42.0	47.0	19.0	5.0	10.0	6.0	19.0	51.0		6.0	38.0	42.0
Yellow Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.0	4.0		4.0	4.0	4.5
All-Red Time (s)	2.5	2.5	2.0	2.5	2.5	2.0	2.0	2.0		2.0	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0		6.0	6.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	None
Act Effct Green (s)	36.4	42.4	66.1	5.0	8.8	19.8	16.7	62.1		6.6	49.7	92.1
Actuated g/C Ratio	0.27	0.31	0.49	0.04	0.07	0.15	0.12	0.46		0.05	0.37	0.68
v/c Ratio	0.83	0.12	0.33	0.32	0.45	0.07	0.72	0.40		0.34	0.49	0.23
Control Delay	24.1	7.8	3.3	76.6	72.4	0.3	66.8	27.5		72.8	37.1	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	24.1	7.8	3.3	76.6	72.4	0.3	66.8	27.5		72.8	37.1	2.7
LOS	C	A	A	E	E	A	E	C		E	D	A
Approach Delay		18.0			54.4			40.1			28.4	
Approach LOS		B			D			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 25 (19%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 29.1
 Intersection LOS: C
 Intersection Capacity Utilization 68.5%
 ICU Level of Service C
 Analysis Period (min) 15




























Splits and Phases: 3: US-1 & Northlake Blvd



HCM 6th Signalized Intersection Summary

3: US-1 & Northlake Blvd

09/18/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 						 	 			 	
Traffic Volume (veh/h)	734	67	258	20	52	26	289	565	48	28	607	254
Future Volume (veh/h)	734	67	258	20	52	26	289	565	48	28	607	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	773	71	209	21	55	0	304	595	40	29	639	204
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	875	526	612	29	83	103	363	1654	111	37	1439	1044
Arrive On Green	0.08	0.09	0.09	0.02	0.04	0.00	0.10	0.49	0.49	0.02	0.41	0.41
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	3456	3379	227	1781	3554	1585
Grp Volume(v), veh/h	773	71	209	21	55	0	304	312	323	29	639	204
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1728	1777	1830	1781	1777	1585
Q Serve(g_s), s	29.9	4.7	14.4	1.6	3.9	0.0	11.7	14.7	14.8	2.2	17.6	6.8
Cycle Q Clear(g_c), s	29.9	4.7	14.4	1.6	3.9	0.0	11.7	14.7	14.8	2.2	17.6	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	875	526	612	29	83	103	363	869	895	37	1439	1044
V/C Ratio(X)	0.88	0.13	0.34	0.73	0.67	0.00	0.84	0.36	0.36	0.79	0.44	0.20
Avail Cap(c_a), veh/h	1075	651	718	66	139	150	486	869	895	79	1439	1044
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.9	46.1	37.7	66.1	63.5	0.0	59.3	21.4	21.4	65.8	29.1	9.0
Incr Delay (d2), s/veh	5.1	0.1	0.2	29.4	8.9	0.0	9.4	1.2	1.1	30.3	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.6	4.1	9.4	1.7	3.7	0.0	9.5	10.6	10.9	2.4	12.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	46.2	37.9	95.5	72.4	0.0	68.7	22.5	22.5	96.1	30.1	9.5
LnGrp LOS	E	D	D	F	E	A	E	C	C	F	C	A
Approach Vol, veh/h		1053			76			939			872	
Approach Delay, s/veh		58.3			78.8			37.5			27.5	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.2	60.7	41.2	13.0	8.8	72.1	9.2	45.0				
Change Period (Y+Rc), s	6.0	6.0	7.0	7.0	6.0	6.0	7.0	7.0				
Max Green Setting (Gmax), s	19.0	38.0	42.0	10.0	6.0	51.0	5.0	47.0				
Max Q Clear Time (g_c+I1), s	13.7	19.6	31.9	5.9	4.2	16.8	3.6	16.4				
Green Ext Time (p_c), s	0.5	4.9	2.3	0.1	0.0	4.3	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			43.0									
HCM 6th LOS			D									

Lanes, Volumes, Timings
3: US-1 & Northlake Blvd

09/18/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	569	96	438	32	65	59	438	737	10	60	796	574
Future Volume (vph)	569	96	438	32	65	59	438	737	10	60	796	574
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Fr _t			0.850			0.850		0.998				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	1770	1863	1583	3433	3532	0	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1863	1583	3433	3532	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73			167		1				135
Link Speed (mph)		30			30			30				30
Link Distance (ft)		936			579			652				545
Travel Time (s)		21.3			13.2			14.8				12.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	599	101	461	34	68	62	461	776	11	63	838	604
Shared Lane Traffic (%)												
Lane Group Flow (vph)	599	101	461	34	68	62	461	787	0	63	838	604
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6		5	2	3
Permitted Phases			8			4						2
Detector Phase	3	8	1	7	4	5	1	6		5	2	3
Switch Phase												
Minimum Initial (s)	4.0	5.0	4.0	4.0	5.0	4.0	4.0	10.0		4.0	10.0	4.0

Lanes, Volumes, Timings
3: US-1 & Northlake Blvd

09/18/2023

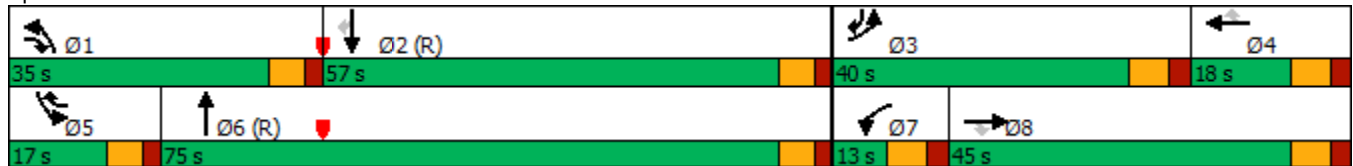


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	11.0	12.0	10.0	11.0	12.0	10.0	10.0	16.0		10.0	16.0	11.0
Total Split (s)	40.0	45.0	35.0	13.0	18.0	17.0	35.0	75.0		17.0	57.0	40.0
Total Split (%)	26.7%	30.0%	23.3%	8.7%	12.0%	11.3%	23.3%	50.0%		11.3%	38.0%	26.7%
Maximum Green (s)	33.0	38.0	29.0	6.0	11.0	11.0	29.0	69.0		11.0	51.0	33.0
Yellow Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.0	4.0		4.0	4.0	4.5
All-Red Time (s)	2.5	2.5	2.0	2.5	2.5	2.0	2.0	2.0		2.0	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0		6.0	6.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	None
Act Effect Green (s)	30.9	34.5	67.0	5.9	9.7	23.6	25.5	76.4		9.6	60.6	97.5
Actuated g/C Ratio	0.21	0.23	0.45	0.04	0.06	0.16	0.17	0.51		0.06	0.40	0.65
v/c Ratio	0.85	0.24	0.62	0.49	0.56	0.16	0.79	0.44		0.56	0.59	0.56
Control Delay	53.9	28.6	17.2	94.3	85.7	0.9	69.9	25.8		86.3	39.3	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	53.9	28.6	17.2	94.3	85.7	0.9	69.9	25.8		86.3	39.3	14.5
LOS	D	C	B	F	F	A	E	C		F	D	B
Approach Delay		37.1			55.4			42.1			31.3	
Approach LOS		D			E			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 35 (23%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 37.2 Intersection LOS: D
 Intersection Capacity Utilization 73.2% ICU Level of Service D
 Analysis Period (min) 15
































Splits and Phases: 3: US-1 & Northlake Blvd



HCM 6th Signalized Intersection Summary

3: US-1 & Northlake Blvd

09/18/2023


												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 	 		 	 	 		 	 	
Traffic Volume (veh/h)	569	96	438	32	65	59	438	737	10	60	796	574
Future Volume (veh/h)	569	96	438	32	65	59	438	737	10	60	796	574
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	599	101	398	34	68	0	461	776	0	63	838	541
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	664	423	598	44	109	164	522	1887	0	80	1510	978
Arrive On Green	0.13	0.15	0.15	0.02	0.06	0.00	0.15	0.53	0.00	0.05	0.43	0.43
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	3456	3647	0	1781	3554	1585
Grp Volume(v), veh/h	599	101	398	34	68	0	461	776	0	63	838	541
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1728	1777	0	1781	1777	1585
Q Serve(g_s), s	25.6	7.1	30.9	2.8	5.3	0.0	19.6	19.7	0.0	5.3	26.6	29.8
Cycle Q Clear(g_c), s	25.6	7.1	30.9	2.8	5.3	0.0	19.6	19.7	0.0	5.3	26.6	29.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	664	423	598	44	109	164	522	1887	0	80	1510	978
V/C Ratio(X)	0.90	0.24	0.67	0.78	0.62	0.00	0.88	0.41	0.00	0.79	0.55	0.55
Avail Cap(c_a), veh/h	760	474	641	71	137	188	668	1887	0	131	1510	978
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.0	52.3	42.5	72.8	69.0	0.0	62.4	21.1	0.0	70.9	32.4	16.7
Incr Delay (d2), s/veh	11.5	0.3	2.1	25.1	5.7	0.0	11.0	0.7	0.0	15.3	1.5	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.2	6.3	18.6	2.9	4.9	0.0	14.5	13.2	0.0	5.0	17.5	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	52.5	44.5	97.9	74.7	0.0	73.4	21.8	0.0	86.2	33.9	18.9
LnGrp LOS	E	D	D	F	E	A	E	C	A	F	C	B
Approach Vol, veh/h		1098			102			1237			1442	
Approach Delay, s/veh		62.2			82.4			41.0			30.6	
Approach LOS		E			F			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.7	69.8	35.8	15.8	12.8	85.7	10.7	40.9				
Change Period (Y+Rc), s	6.0	6.0	7.0	7.0	6.0	6.0	7.0	7.0				
Max Green Setting (Gmax), s	29.0	51.0	33.0	11.0	11.0	69.0	6.0	38.0				
Max Q Clear Time (g_c+I1), s	21.6	31.8	27.6	7.3	7.3	21.7	4.8	32.9				
Green Ext Time (p_c), s	1.1	8.1	1.2	0.1	0.0	6.6	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			44.2									
HCM 6th LOS			D									

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION: NORTHLAKE BLVD AND US 1	CONTROLLER TYPE: NAZTEC
SIGNAL # 17460	SYSTEM # 730

PHASE NUMBER	BOUND	TIMING INTERVAL													
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL	PED RCL	PHASE ENABLE	LOCKED CALLS	DETECTOR SETTINGS
1	NBLT	4.0	2.0	30.0	20.0	4.0	2.0	0.0	0.0	0			1	0	OD1:NORMAL
2	SB	20.0	4.0	45.0	35.0	4.0	2.0	5.0	22.0	1			1	1	OD2:NORMAL
3	EBLT	4.0	3.0	35.0	15.0	4.5	2.5	0.0	0.0	0			1	0	OD3:NORMAL
4	WB	6.0	2.0	20.0	10.0	4.5	3.0	0.0	0.0	0			1	0	OD4:NORMAL
5	SBLT	4.0	2.0	15.0	8.0	4.0	2.0	0.0	0.0	0			1	0	OD5:NORMAL
6	NB	20.0	4.0	45.0	35.0	4.0	2.0	5.0	12.0	1			1	1	OD6:NORMAL
7	WBLT	4.0	2.0	15.0	8.0	4.5	2.5	0.0	0.0	0			1	0	OD7:NORMAL
8	EB	6.0	2.0	20.0	15.0	4.5	3.0	5.0	23.0	0			1	0	OD8:NORMAL

PRE-EMPTION TIMING									SPECIAL FUNCTIONS						
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT LOCK	TRACK CLR Φ	TRACK CLR GREEN	DWELL Φ	MIN DWELL	EXIT Φ		START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH	
R/R										2,6	2,4,6,8	NO	2,6	4,8	
BRIDGE									Notes: 1. REFER TO THE SYSTEM TIMING.						
FIRE STN									2. UPDATES IN CLEARANCES, CYCLE LENGTH, OFFSETS, SPLITS, AND ALT TABLES.						
BUS									3.						
									4.						
TIME SHEET PREPARED BY: CEDRIC T ANDERSON			DATE: 1/3/2022			APPROVED BY: SUNIL GYAWALI, P.E PTOE						DATE: 1/11/2022			

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	NORTHLAKE BLVD AND US 1	CONTROLLER TYPE:	NAZTEC
SYSTEM:		SIGNAL #	17460
		SYSTEM #	730

TOD SCHEDULER											
WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	21	6:30	2	0:00	21	8:00	4	0:00	21	8:00	4
9:00	4	11:30	1	10:00	5	15:00	4	10:00	5	15:00	4
13:30	3	18:00	4	21:00	21			21:00	21		
22:00	21										

TIMING PLANS													
PATTERN		1		2		3		4		5		6	
CYCLE LENGTH (SEC)		120		135		150		100		120			
OFFSET (SEC)		30		116		140		0		25			
COORDINATED PHASE		6		2		2		6		6			
SEQUENCE		2		3		1		2		2			
ALT TIMING PLAN		1		2		3		4		5			
		SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 1 (SEC)	NBLT	29	NON	26	MAX	38	NON	19	NON	29	NON		NON
FORCE-OFF 2 (SEC)	SB	35	MAX	43	MAX	46	MAX	32	MAX	35	MAX		MAX
FORCE-OFF 3 (SEC)	EBLT	33	NON	46	NON	43	NON	32	NON	33	NON		NON
FORCE-OFF 4 (SEC)	WB	23	NON	20	NON	23	NON	17	NON	23	NON		NON
FORCE-OFF 5 (SEC)	SBLT	15	MAX	22	NON	20	NON	15	MAX	15	NON		NON
FORCE-OFF 6 (SEC)	NB	49	MAX	47	MAX	64	MAX	36	MAX	49	MAX		MAX
FORCE-OFF 7 (SEC)	WBLT	17	NON	20	NON	20	NON	13	NON	17	NON		NON
FORCE-OFF 8 (SEC)	EB	39	NON	46	NON	46	NON	36	NON	39	NON		NON

Special Features:

1)	
2)	
3)	

TIME SHEET CREATED	CEDRIC T ANDERSON	DATE:	1/3/2022
APPROVED BY:	SUNIL GYAWALI, P.E PTOE	DATE:	1/11/2022


[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION: NORTHLAKE BLVD AND US 1											SIGNAL # 17460					SYSTEM # 730					
	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 1											ALT TIMING PLAN 2										
1	4.0	2.0	26.0		4.0	2.0	0.0	0.0	1		1	4.0	2.0	23.0		4.0	2.0	0.0	0.0	1	
2	20.0	4.0	32.0		4.0	2.0	5.0	22.0	2		2	20.0	4.0	40.0		4.0	2.0	5.0	22.0	2	
3	4.0	3.0	30.0		4.5	2.5	0.0	0.0	3		3	4.0	3.0	43.0		4.5	2.5	0.0	0.0	3	
4	6.0	2.0	20.0		4.5	3.0	0.0	0.0	4		4	6.0	2.0	17.0		4.5	3.0	0.0	0.0	4	
5	4.0	2.0	12.0		4.0	2.0	0.0	0.0	5		5	4.0	2.0	19.0		4.0	2.0	0.0	0.0	5	
6	20.0	4.0	46.0		4.0	2.0	5.0	12.0	6		6	20.0	4.0	44.0		4.0	2.0	5.0	12.0	6	
7	4.0	2.0	14.0		4.5	2.5	0.0	0.0	7		7	4.0	2.0	17.0		4.5	2.5	0.0	0.0	7	
8	6.0	2.0	20.0		4.5	3.0	5.0	23.0	8		8	6.0	2.0	20.0		4.5	3.0	5.0	23.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 3											ALT TIMING PLAN 4										
1	4.0	2.0	35.0		4.0	2.0	0.0	0.0	1		1	4.0	2.0	16.0		4.0	2.0	0.0	0.0	1	
2	20.0	4.0	43.0		4.0	2.0	5.0	22.0	2		2	20.0	4.0	29.0		4.0	2.0	5.0	22.0	2	
3	4.0	3.0	40.0		4.5	2.5	0.0	0.0	3		3	4.0	3.0	29.0		4.5	2.5	0.0	0.0	3	
4	6.0	2.0	20.0		4.5	3.0	0.0	0.0	4		4	6.0	2.0	17.0		4.5	3.0	0.0	0.0	4	
5	4.0	2.0	17.0		4.0	2.0	0.0	0.0	5		5	4.0	2.0	12.0		4.0	2.0	0.0	0.0	5	
6	20.0	4.0	61.0		4.0	2.0	5.0	12.0	6		6	20.0	4.0	33.0		4.0	2.0	5.0	12.0	6	
7	4.0	2.0	17.0		4.5	2.5	0.0	0.0	7		7	4.0	2.0	10.0		4.5	2.5	0.0	0.0	7	
8	6.0	2.0	20.0		4.5	3.0	5.0	23.0	8		8	6.0	2.0	17.0		4.5	3.0	5.0	23.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR	-ALT TIMING PLAN ASSIGNMENTS										
ALT TIMING PLAN 5																					
1	4.0	2.0	26.0		4.0	2.0	0.0	0.0	1		ALT TIMING PLAN 1	PATTERN 1									
2	20.0	4.0	32.0		4.0	2.0	5.0	22.0	2		ALT TIMING PLAN 2	PATTERN 2									
3	4.0	3.0	30.0		4.5	2.5	0.0	0.0	3		ALT TIMING PLAN 3	PATTERN 3									
4	6.0	2.0	18.0		4.5	3.0	0.0	0.0	4		ALT TIMING PLAN 4	PATTERN 4									
5	4.0	2.0	12.0		4.0	2.0	0.0	0.0	5		ALT TIMING PLAN 5	PATTERN 5									
6	20.0	4.0	46.0		4.0	2.0	5.0	12.0	6												
7	4.0	2.0	14.0		4.5	2.5	0.0	0.0	7												
8	6.0	2.0	18.0		4.5	3.0	5.0	23.0	8												

NOTES:	

TIME SHEET CREATED BY:	CEDRIC T ANDERSON	DATE	1/3/2022
APPROVED BY:	SUNIL GYAWALI, P.E PTOE 	DATE	4/11/2022

CMA INTERSECTION ANALYSIS
VILLAGE PLACE
PALMETTO DRIVE AND US 1

TRIPS

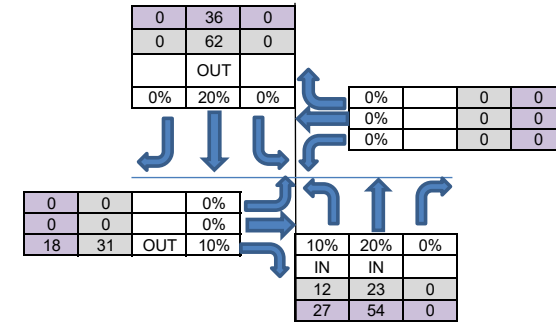
	IN	OUT
AM	117	308
PM	269	182

09/19/22
 Revised 08/01/23
 Revised 08/21/23
 Revised 09/13/23

INPUT DATA			
Comments:	Area Wide Growth Rate = 1.00%	Peak Season = 1.07	Current Year = 2021 Buildout Year = 2033

AM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2021)	21	758	15	51	934	46	56	7	27	47	4	40
Peak Season Adjustment	1	53	1	4	65	3	4	0	2	3	0	3
Background Traffic Growth	3	103	2	7	127	6	8	1	4	6	1	5
1.0% Background Growth	3	103	2	7	127	6	8	1	4	6	1	5
Major Projects Traffic*	0	48	0	0	53	0	0	0	0	0	0	0
1% BGR + Major Projects	3	151	2	7	180	6	8	1	4	6	1	5
Project Traffic	12	23	0	0	62	0	0	0	31	0	0	0
Total	37	985	18	61	1241	55	68	8	64	57	5	48
Approach Total	1,040			1,358			140			110		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	1	2	<	1	2	1	1	1	<	1	1	<
Per Lane Volume	37	502		61	621	55	68	72		57	53	
Right on Red			10			60			10			10
Overlaps Left			57			68			37			61
Adj. Per Lane Volume	37	492		61	621	0	68	62		57	43	
Through/Right Volume	492			621			62			43		
Opposing Left Turns	61			37			57			68		
Critical Volume for Approach	553			658			119			111		
Critical Volume for Direction	658						119					
Intersection Critical Volume	777											
STATUS?	UNDER											

272
373



PM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2022)	34	890	57	75	821	53	46	17	51	22	10	64
Peak Season Adjustment	2	62	4	5	57	4	3	1	4	2	1	4
Background Traffic Growth	5	121	8	10	111	7	6	2	7	3	1	9
1.0% Background Growth	5	121	8	10	111	7	6	2	7	3	1	9
Major Projects Traffic*	0	143	0	0	144	0	0	0	0	0	0	0
1% BGR + Major Projects	5	264	8	10	255	7	6	2	7	3	1	9
Project Traffic	27	54	0	0	36	0	0	0	18	0	0	0
Total	68	1270	69	90	1170	64	55	20	79	27	12	77
Approach Total	1,407			1,324			155			116		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	1	2	<	1	2	1	1	1	<	1	1	<
Per Lane Volume	68	669		90	585	64	55	100		27	89	
Right on Red			10			60			10			10
Overlaps Left			27			55			68			90
Adj. Per Lane Volume	68	659		90	585	0	55	90		27	79	
Through/Right Volume	659			585			90			79		
Opposing Left Turns	90			68			27			55		
Critical Volume for Approach	750			653			117			135		
Critical Volume for Direction	750						135					
Intersection Critical Volume	885											
STATUS?	UNDER											























290
577

* Major Projects based on TPS link report for US 1 between Northlake Boulevard and Park Avenue (Station 2800).

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
64021	Palmetto Park Rd	Lyons Rd	10/18/2021	5:00 PM	1	175	565	365	0	243	842	150	1	141	935	233	34	475	1190	319	5669
64021	Palmetto Park Rd	Lyons Rd	1/22/2020	7:45 AM	1	252	869	917	1	313	585	52	0	175	1672	201	8	223	726	97	6092
64021	Palmetto Park Rd	Lyons Rd	1/22/2020	12:15 PM	1	177	366	271	1	278	811	107	1	164	816	162	20	365	810	102	4452
64021	Palmetto Park Rd	Lyons Rd	1/22/2020	5:00 PM	2	343	815	436	1	287	1627	92	0	222	893	331	39	625	1415	197	7325
64048	Palmetto Park Rd	Palmetto Cir N/Boca D	5/24/2021	7:30 AM	0	260	146	115	0	123	76	293	0	192	2341	167	0	16	752	98	4579
64048	Palmetto Park Rd	Palmetto Cir N/Boca D	5/24/2021	12:15 PM	0	188	63	90	0	89	36	112	1	99	1330	121	9	20	1033	45	3236
64048	Palmetto Park Rd	Palmetto Cir N/Boca D	5/24/2021	4:45 PM	0	228	76	69	0	103	60	224	1	110	1459	194	8	23	1632	93	4280
63990	Palmetto Park Rd	Ponderosa Dr	5/23/2022	7:45 AM	0	44	69	55	0	284	116	31	6	43	556	51	2	20	336	204	1817
63990	Palmetto Park Rd	Ponderosa Dr	5/23/2022	1:30 PM	0	36	52	30	0	223	46	16	5	46	412	22	0	28	425	225	1566
63990	Palmetto Park Rd	Ponderosa Dr	5/23/2022	5:00 PM	0	59	88	36	0	274	368	28	4	42	475	126	0	54	421	246	2221
64050	Palmetto Park Rd	Powerline Rd	12/21/2021	7:45 AM	15	325	720	273	6	107	541	80	13	225	1649	239	2	180	746	100	5221
64050	Palmetto Park Rd	Powerline Rd	12/21/2021	12:00 PM	13	378	651	297	24	171	734	148	26	294	1194	261	0	356	924	119	5590
64050	Palmetto Park Rd	Powerline Rd	12/21/2021	4:45 PM	19	402	738	285	16	175	773	167	37	278	1177	319	1	453	1428	122	6390
64050	Palmetto Park Rd	Powerline Rd	1/21/2020	7:30 AM	5	238	873	131	14	176	881	107	6	285	1713	217	2	398	796	78	5920
64050	Palmetto Park Rd	Powerline Rd	1/21/2020	12:00 PM	14	277	501	133	16	207	849	181	19	216	1091	155	3	463	1262	142	5529
64050	Palmetto Park Rd	Powerline Rd	1/21/2020	5:00 PM	11	565	946	166	13	189	924	168	30	293	1236	162	1	584	1915	189	7392
64000	Palmetto Park Rd	SR 7	1/26/2022	7:45 AM	33	165	1961	325	6	332	1399	192	0	405	635	208	16	321	435	367	6800
64000	Palmetto Park Rd	SR 7	1/26/2022	12:00 PM	32	169	1328	306	24	308	1057	157	6	245	282	173	42	332	336	349	5146
64000	Palmetto Park Rd	SR 7	1/26/2022	4:45 PM	20	251	1715	340	26	445	1611	258	1	304	483	162	38	347	669	442	7112
64000	Palmetto Park Rd	SR 7	1/23/2020	7:45 AM	28	148	1748	434	1	489	1482	154	0	360	939	237	16	317	369	472	7194
64000	Palmetto Park Rd	SR 7	1/23/2020	12:00 PM	46	207	1214	286	32	419	1218	191	4	201	338	177	52	324	292	381	5382
64000	Palmetto Park Rd	SR 7	1/23/2020	5:00 PM	53	308	1485	220	16	385	1807	233	5	230	445	178	46	461	578	331	6781
64052	Palmetto Park Rd	Toledo Rd	5/12/2021	7:30 AM	0	0	0	0	0	318	0	70	0	47	2198	0	1	1	1064	160	3859
64052	Palmetto Park Rd	Toledo Rd	5/12/2021	12:00 PM	0	0	0	0	0	132	0	64	1	33	1196	0	2	0	1361	125	2914
64052	Palmetto Park Rd	Toledo Rd	5/12/2021	5:00 PM	0	0	0	0	0	199	0	83	0	86	1700	0	0	0	2446	340	4854
64046	Palmetto Park Rd N Ram	Boca Rio Rd	5/4/2022	7:30 AM	0	112	553	0	0	0	523	39	0	129	0	74	0	0	0	0	1430
64046	Palmetto Park Rd N Ram	Boca Rio Rd	5/4/2022	12:15 PM	0	35	330	0	0	0	419	42	0	134	0	59	0	0	0	0	1019
64046	Palmetto Park Rd N Ram	Boca Rio Rd	5/4/2022	5:00 PM	0	57	523	0	0	0	711	70	0	221	0	261	0	0	0	0	1843
17950	Palmetto Rd/Lakeshore D	US-1	8/25/2021	7:30 AM	0	21	758	15	11	40	934	46	0	56	7	27	0	47	4	40	2006
17950	Palmetto Rd/Lakeshore D	US-1	8/25/2021	12:30 PM	0	19	698	38	39	27	787	63	0	39	6	49	1	38	7	43	1854
17950	Palmetto Rd/Lakeshore D	US-1	8/25/2021	4:45 PM	0	34	890	57	39	36	821	53	0	46	17	51	0	22	10	64	2140
35000	Palomino Dr	SR 7	1/26/2023	7:30 AM	16	61	2450	62	24	92	2960	53	0	38	1	7	0	125	6	68	5963
35000	Palomino Dr	SR 7	1/26/2023	12:30 PM	6	65	2046	31	16	54	1803	43	0	130	3	57	0	24	3	24	4305
35000	Palomino Dr	SR 7	1/26/2023	5:00 PM	10	32	3077	81	18	70	3254	35	0	189	9	55	0	62	3	53	6948
35000	Palomino Dr	SR 7	3/30/2021	7:30 AM	3	40	1699	32	33	18	2204	70	0	45	0	6	0	108	2	77	4337
35000	Palomino Dr	SR 7	3/30/2021	12:30 PM	4	44	1950	11	32	40	1815	109	1	114	2	30	0	30	13	25	4220

Lanes, Volumes, Timings
12: US-1 & Palmetto Dr

09/18/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	8	64	57	5	48	37	985	18	61	1241	55
Future Volume (vph)	68	8	64	57	5	48	37	985	18	61	1241	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fr _t		0.866			0.863			0.997				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1613	0	1770	1608	0	1770	3529	0	1770	3539	1583
Fl _t Permitted	0.720			0.708			0.178			0.242		
Satd. Flow (perm)	1341	1613	0	1319	1608	0	332	3529	0	451	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		67			51			3				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		454			241			809				707
Travel Time (s)		10.3			5.5			18.4				16.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	72	8	67	60	5	51	39	1037	19	64	1306	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	75	0	60	56	0	39	1056	0	64	1306	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	20.0		4.0	20.0	20.0

Lanes, Volumes, Timings
12: US-1 & Palmetto Dr

09/18/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.0	12.0		12.0	12.0		9.0	25.0		9.0	25.0	25.0
Total Split (s)	26.0	26.0		26.0	26.0		20.0	90.0		14.0	84.0	84.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		15.4%	69.2%		10.8%	64.6%	64.6%
Maximum Green (s)	20.0	20.0		20.0	20.0		15.0	85.0		9.0	79.0	79.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	12.3	12.3		12.3	12.3		102.3	97.4		103.1	97.7	97.7
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.79	0.75		0.79	0.75	0.75
v/c Ratio	0.57	0.35		0.48	0.28		0.12	0.40		0.15	0.49	0.05
Control Delay	72.6	19.1		67.5	19.2		3.6	7.2		3.5	8.0	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	72.6	19.1		67.5	19.2		3.6	7.2		3.5	8.0	0.1
LOS	E	B		E	B		A	A		A	A	A
Approach Delay		45.3			44.2			7.0			7.5	
Approach LOS		D			D			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 20 (15%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 10.8
 Intersection LOS: B
 Intersection Capacity Utilization 61.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 12: US-1 & Palmetto Dr



HCM 6th Signalized Intersection Summary
 12: US-1 & Palmetto Dr

09/18/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	↖
Traffic Volume (veh/h)	68	8	64	57	5	48	37	985	18	61	1241	55
Future Volume (veh/h)	68	8	64	57	5	48	37	985	18	61	1241	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	8	56	60	5	40	39	1037	8	64	1306	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	20	139	137	18	141	355	2715	21	456	2685	1198
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.02	0.75	0.75	0.03	0.76	0.00
Sat Flow, veh/h	1361	202	1414	1338	179	1433	1781	3614	28	1781	3554	1585
Grp Volume(v), veh/h	72	0	64	60	0	45	39	510	535	64	1306	0
Grp Sat Flow(s),veh/h/ln	1361	0	1616	1338	0	1612	1781	1777	1865	1781	1777	1585
Q Serve(g_s), s	6.7	0.0	4.8	5.7	0.0	3.4	0.7	13.0	13.0	1.1	18.5	0.0
Cycle Q Clear(g_c), s	10.1	0.0	4.8	10.6	0.0	3.4	0.7	13.0	13.0	1.1	18.5	0.0
Prop In Lane	1.00		0.88	1.00		0.89	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	154	0	158	137	0	158	355	1335	1401	456	2685	1198
V/C Ratio(X)	0.47	0.00	0.40	0.44	0.00	0.28	0.11	0.38	0.38	0.14	0.49	0.00
Avail Cap(c_a), veh/h	230	0	249	211	0	248	520	1335	1401	530	2685	1198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.1	0.0	55.1	60.0	0.0	54.4	4.7	5.6	5.6	4.0	6.1	0.0
Incr Delay (d2), s/veh	2.2	0.0	1.7	2.2	0.0	1.0	0.1	0.8	0.8	0.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	0.0	3.7	3.7	0.0	2.5	0.4	8.2	8.5	0.6	10.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	0.0	56.7	62.2	0.0	55.4	4.9	6.5	6.4	4.2	6.8	0.0
LnGrp LOS	E	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		136			105			1084			1370	
Approach Delay, s/veh		59.1			59.3			6.4			6.6	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	103.2		18.7	8.6	102.7		18.7				
Change Period (Y+Rc), s	5.0	5.0		6.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s	15.0	79.0		20.0	9.0	85.0		20.0				
Max Q Clear Time (g_c+I1), s	2.7	20.5		12.6	3.1	15.0		12.1				
Green Ext Time (p_c), s	0.0	14.7		0.2	0.0	9.0		0.3				

Intersection Summary

HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Lanes, Volumes, Timings
12: US-1 & Palmetto Dr

09/18/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	20	79	27	12	77	68	1270	69	90	1170	64
Future Volume (vph)	55	20	79	27	12	77	68	1270	69	90	1170	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fr _t		0.880			0.871			0.992				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1639	0	1770	1622	0	1770	3511	0	1770	3539	1583
Fl _t Permitted	0.634			0.582			0.201			0.153		
Satd. Flow (perm)	1181	1639	0	1084	1622	0	374	3511	0	285	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		83			81			8				67
Link Speed (mph)		30			30			30				30
Link Distance (ft)		454			241			809				707
Travel Time (s)		10.3			5.5			18.4				16.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	21	83	28	13	81	72	1337	73	95	1232	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	104	0	28	94	0	72	1410	0	95	1232	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	20.0		4.0	20.0	20.0

Lanes, Volumes, Timings
12: US-1 & Palmetto Dr

09/18/2023

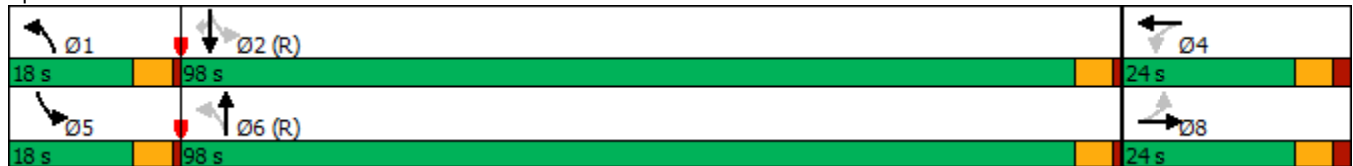


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.0	12.0		12.0	12.0		9.0	25.0		9.0	25.0	25.0
Total Split (s)	24.0	24.0		24.0	24.0		18.0	98.0		18.0	98.0	98.0
Total Split (%)	17.1%	17.1%		17.1%	17.1%		12.9%	70.0%		12.9%	70.0%	70.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		13.0	93.0		13.0	93.0	93.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Act Effect Green (s)	11.9	11.9		11.9	11.9		111.8	105.3		113.5	107.8	107.8
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.80	0.75		0.81	0.77	0.77
v/c Ratio	0.59	0.49		0.31	0.45		0.20	0.53		0.31	0.45	0.05
Control Delay	83.3	25.0		67.0	22.2		3.7	8.5		5.2	7.1	1.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	83.3	25.0		67.0	22.2		3.7	8.5		5.2	7.1	1.4
LOS	F	C		E	C		A	A		A	A	A
Approach Delay		45.8			32.5			8.3			6.7	
Approach LOS		D			C			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 28 (20%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 10.5 Intersection LOS: B
 Intersection Capacity Utilization 65.3% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 12: US-1 & Palmetto Dr



HCM 6th Signalized Intersection Summary
 12: US-1 & Palmetto Dr

09/18/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	20	79	27	12	77	68	1270	69	90	1170	64
Future Volume (veh/h)	55	20	79	27	12	77	68	1270	69	90	1170	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	21	72	28	13	70	72	1337	62	95	1232	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	40	136	121	27	147	379	2597	120	330	2672	1192
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.03	0.75	0.75	0.03	0.75	0.75
Sat Flow, veh/h	1315	371	1271	1303	254	1370	1781	3458	160	1781	3554	1585
Grp Volume(v), veh/h	58	0	93	28	0	83	72	686	713	95	1232	4
Grp Sat Flow(s),veh/h/ln	1315	0	1642	1303	0	1624	1781	1777	1842	1781	1777	1585
Q Serve(g_s), s	6.1	0.0	7.5	2.9	0.0	6.7	1.3	21.9	22.0	1.7	18.4	0.1
Cycle Q Clear(g_c), s	12.8	0.0	7.5	10.4	0.0	6.7	1.3	21.9	22.0	1.7	18.4	0.1
Prop In Lane	1.00		0.77	1.00		0.84	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	129	0	176	121	0	174	379	1334	1383	330	2672	1192
V/C Ratio(X)	0.45	0.00	0.53	0.23	0.00	0.48	0.19	0.51	0.52	0.29	0.46	0.00
Avail Cap(c_a), veh/h	157	0	211	149	0	209	496	1334	1383	446	2672	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	0.0	59.2	64.1	0.0	58.8	5.0	7.1	7.1	5.9	6.6	4.3
Incr Delay (d2), s/veh	2.4	0.0	2.5	1.0	0.0	2.0	0.2	1.4	1.4	0.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	0.0	5.9	1.8	0.0	5.2	0.8	12.8	13.2	1.1	10.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	0.0	61.6	65.1	0.0	60.9	5.3	8.5	8.5	6.4	7.2	4.3
LnGrp LOS	E	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		151			111			1471			1331	
Approach Delay, s/veh		63.8			61.9			8.3			7.1	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	110.3		21.0	8.9	110.1		21.0				
Change Period (Y+Rc), s	5.0	5.0		6.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s	13.0	93.0		18.0	13.0	93.0		18.0				
Max Q Clear Time (g_c+I1), s	3.3	20.4		12.4	3.7	24.0		14.8				
Green Ext Time (p_c), s	0.1	13.6		0.2	0.1	15.3		0.2				

Intersection Summary

HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	PALMETTO RD AND US 1	CONTROLLER TYPE:	NAZTEC
SIGNAL #	17950	SYSTEM #	745

PHASE NUMBER	BOUND	TIMING INTERVAL													
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL	PED RCL	PHASE ENABLE	LOCKED CALLS	DETECTOR SETTINGS
1	NBLT	4.0	2.0	15.0	8.0	4.0	2.0	0.0	0.0	0			1	0	L1:NORMAL
2	SB	20.0	4.0	45.0	35.0	4.0	2.0	10.0	20.0	1			1	1	ADV:NORMAL
3															
4	WB	6.0	2.0	35.0	10.0	4.0	2.0	0.0	0.0	0			1	0	L4:NORMAL
5	SBLT	4.0	2.0	25.0	8.0	4.0	2.0	0.0	0.0	0			1	0	L5:NORMAL
6	NB	20.0	4.0	45.0	35.0	4.0	2.0	10.0	21.0	1			1	1	ADV:NORMAL
7															
8	EB	6.0	2.0	35.0	10.0	4.0	2.0	10.0	18.0	0			1	0	L8:NORMAL

PRE-EMPTION TIMING									SPECIAL FUNCTIONS						
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT LOCK	TRACK CLR Φ	TRACK CLR GREEN	DWELL Φ	MIN DWELL	EXIT Φ		START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH	
R/R										2,6	2,4,6,8	1,5	2,6	4,8	
BRIDGE									Notes: 1. REFER TO SYSTEM TIME SHEET						
FIRE STN									2. UPDATED TIME SHEET INCLUDING UPDATES IN CYCLE LENGTH, OFFSETS, SCHEDULER, SPLITS AND ALT TABLES						
BUS									3.						
									4.						
TIMING PREPARED BY: CEDRIC T ANDERSON			DATE: 1/3/2022			APPROVED BY: SUNIL GWAWALI, P.E, PTOE			<i>Sunil G</i>			DATE: 1/12/2022			

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	PALMETTO RD AND US 1	CONTROLLER TYPE:	NAZTEC
SYSTEM:	US 1	SIGNAL #	17950
		SYSTEM #	745

TOD SCHEDULER											
WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	21	6:30	2	0:00	21	8:00	4	0:00	21	8:00	4
9:00	4	11:30	1	10:00	5	15:00	4	10:00	5	15:00	4
13:30	3	18:00	4	21:00	21			21:00	21		
22:00	21										

TIMING PLANS													
PATTERN		1		2		3		4		5		6	
CYCLE LENGTH (SEC)		120		135		150		100		120			
OFFSET (SEC)		101		46		4		68		101			
COORDINATED PHASE		2		2		2		2		2			
SEQUENCE		1		1		1		1		1			
ALT TIMING PLAN		1		2		3		4		5			
		SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 1 (SEC)	NBLT	21	NON	18	NON	24	NON	17	NON	21	NON		NON
FORCE-OFF 2 (SEC)	SB	59	MAX	78	MAX	86	MAX	43	MAX	59	MAX		MAX
FORCE-OFF 3 (SEC)			NON		NON		NON		NON		NON		NON
FORCE-OFF 4 (SEC)	WB	40	NON	39	NON	40	NON	40	NON	40	NON		NON
FORCE-OFF 5 (SEC)	SBLT	26	NON	18	NON	27	NON	19	NON	26	NON		NON
FORCE-OFF 6 (SEC)	NB	54	MAX	78	MAX	83	MAX	41	MAX	54	MAX		MAX
FORCE-OFF 7 (SEC)			NON		NON		NON		NON		NON		NON
FORCE-OFF 8 (SEC)	EB	40	NON	39	NON	40	NON	40	NON	40	NON		NON

Special Features:	
1)	
2)	
3)	

TIMING PREPARED BY:	CEDRIC T ANDERSON	DATE:	1/3/2022
APPROVED BY:	SUNIL GYAWALI, P.E, PTOE	DATE:	1/12/2022

[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION: PALMETTO RD AND US 1											SIGNAL # 17950				SYSTEM # 745						
	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 1											ALT TIMING PLAN 2										
1	4.0	2.0	18.0		4.0	2.0	0.0	0.0	1		1	4.0	2.0	15.0		4.0	2.0	0.0	0.0	1	
2	20.0	4.0	56.0		4.0	2.0	10.0	20.0	2		2	20.0	4.0	75.0		4.0	2.0	10.0	20.0	2	
3											3										
4	6.0	2.0	20.0		4.0	2.0	0.0	0.0	4		4	6.0	2.0	25.0		4.0	2.0	0.0	0.0	4	
5	4.0	2.0	23.0		4.0	2.0	0.0	0.0	5		5	4.0	2.0	25.0		4.0	2.0	0.0	0.0	5	
6	20.0	4.0	51.0		4.0	2.0	10.0	21.0	6		6	20.0	4.0	45.0		4.0	2.0	10.0	21.0	6	
7											7										
8	6.0	2.0	20.0		4.0	2.0	10.0	18.0	8		8	6.0	2.0	25.0		4.0	2.0	10.0	18.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 3											ALT TIMING PLAN 4										
1	4.0	2.0	21.0		4.0	2.0	0.0	0.0	1		1	4.0	2.0	14.0		4.0	2.0	0.0	0.0	1	
2	20.0	4.0	83.0		4.0	2.0	10.0	20.0	2		2	20.0	4.0	40.0		4.0	2.0	10.0	20.0	2	
3											3										
4	6.0	2.0	25.0		4.0	2.0	0.0	0.0	4		4	6.0	2.0	17.0		4.0	2.0	0.0	0.0	4	
5	4.0	2.0	24.0		4.0	2.0	0.0	0.0	5		5	4.0	2.0	16.0		4.0	2.0	0.0	0.0	5	
6	20.0	4.0	80.0		4.0	2.0	10.0	21.0	6		6	20.0	4.0	38.0		4.0	2.0	10.0	21.0	6	
7											7										
8	6.0	2.0	25.0		4.0	2.0	10.0	18.0	8		8	6.0	2.0	17.0		4.0	2.0	10.0	16.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR	ALT TIMING PLAN ASSIGNMENTS										
ALT TIMING PLAN 5																					
1	4.0	2.0	18.0		4.0	2.0	0.0	0.0	1		ALT TIMING PLAN 1	PATTERN 1									
2	20.0	4.0	56.0		4.0	2.0	10.0	20.0	2		ALT TIMING PLAN 2	PATTERN 2									
3											ALT TIMING PLAN 3	PATTERN 3									
4	6.0	2.0	20.0		4.0	2.0	0.0	0.0	4		ALT TIMING PLAN 4	PATTERN 4									
5	4.0	2.0	23.0		4.0	2.0	0.0	0.0	5		ALT TIMING PLAN 5	PATTERN 5									
6	20.0	4.0	51.0		4.0	2.0	10.0	21.0	6												
7																					
8	6.0	2.0	20.0		4.0	2.0	10.0	18.0	8												

NOTES:	

TIMING PREPARED BY:	CEDRIC T ANDERSON	DATE	
APPROVED BY:	SUNIL GYAWALI, P.E., PTOE <i>Sunil</i>	DATE	11/21/2022

Lanes, Volumes, Timings
8: Main Driveway & Northlake Blvd

09/18/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	↵
Traffic Volume (vph)	1430	87	25	1159	272	55
Future Volume (vph)	1430	87	25	1159	272	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Fr _t	0.991					0.850
Fl _t Protected			0.950		0.950	
Satd. Flow (prot)	5040	0	1770	5085	1770	1583
Fl _t Permitted			0.063		0.950	
Satd. Flow (perm)	5040	0	117	5085	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	10					58
Link Speed (mph)	30			30	30	
Link Distance (ft)	1216			936	301	
Travel Time (s)	27.6			21.3	6.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1505	92	26	1220	286	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1597	0	26	1220	286	58
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			25	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phase	4		3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0

Lanes, Volumes, Timings
8: Main Driveway & Northlake Blvd

09/18/2023

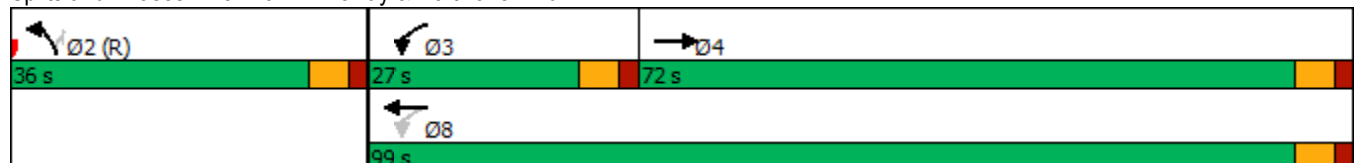


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Split (s)	22.5		11.0	22.5	22.5	22.5
Total Split (s)	72.0		27.0	99.0	36.0	36.0
Total Split (%)	53.3%		20.0%	73.3%	26.7%	26.7%
Maximum Green (s)	66.0		21.0	93.0	30.0	30.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	C-Max	C-Max
Act Effect Green (s)	58.5		66.3	66.3	56.7	56.7
Actuated g/C Ratio	0.43		0.49	0.49	0.42	0.42
v/c Ratio	0.73		0.19	0.49	0.38	0.08
Control Delay	33.2		16.8	26.3	32.2	8.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	33.2		16.8	26.3	32.2	8.0
LOS	C		B	C	C	A
Approach Delay	33.2			26.1	28.1	
Approach LOS	C			C	C	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 29.9
 Intersection LOS: C
 Intersection Capacity Utilization 54.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: Main Driveway & Northlake Blvd



HCM 6th Signalized Intersection Summary
 8: Main Driveway & Northlake Blvd

09/18/2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	↵
Traffic Volume (veh/h)	1430	87	25	1159	272	55
Future Volume (veh/h)	1430	87	25	1159	272	55
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1505	81	26	1220	286	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1908	103	132	2309	817	727
Arrive On Green	0.38	0.38	0.02	0.30	0.46	0.00
Sat Flow, veh/h	5128	267	1781	5274	1781	1585
Grp Volume(v), veh/h	1033	553	26	1220	286	0
Grp Sat Flow(s),veh/h/ln	1702	1822	1781	1702	1781	1585
Q Serve(g_s), s	36.2	36.2	1.2	26.8	14.0	0.0
Cycle Q Clear(g_c), s	36.2	36.2	1.2	26.8	14.0	0.0
Prop In Lane		0.15	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1310	701	132	2309	817	727
V/C Ratio(X)	0.79	0.79	0.20	0.53	0.35	0.00
Avail Cap(c_a), veh/h	1664	891	368	3518	817	727
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.87	0.87	1.00	0.00
Uniform Delay (d), s/veh	36.7	36.7	28.9	35.1	23.5	0.0
Incr Delay (d2), s/veh	2.0	3.7	0.6	0.2	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.8	23.5	0.9	17.0	10.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.7	40.4	29.6	35.3	24.7	0.0
LnGrp LOS	D	D	C	D	C	A
Approach Vol, veh/h	1586			1246	286	
Approach Delay, s/veh	39.3			35.1	24.7	
Approach LOS	D			D	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		67.9	9.1	57.9		67.1
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		30.0	21.0	66.0		93.0
Max Q Clear Time (g_c+I1), s		16.0	3.2	38.2		28.8
Green Ext Time (p_c), s		0.7	0.0	13.7		12.6
Intersection Summary						
HCM 6th Ctrl Delay			36.3			
HCM 6th LOS			D			

Lanes, Volumes, Timings
8: Main Driveway & Northlake Blvd

09/18/2023

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Traffic Volume (vph)	1252	170	47	1339	343	68
Future Volume (vph)	1252	170	47	1339	343	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Fr _t	0.982					0.850
Fl _t Protected			0.950		0.950	
Satd. Flow (prot)	4994	0	1770	5085	1770	1583
Fl _t Permitted			0.117		0.950	
Satd. Flow (perm)	4994	0	218	5085	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	19					72
Link Speed (mph)	30			30	30	
Link Distance (ft)	1216			936	301	
Travel Time (s)	27.6			21.3	6.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1318	179	49	1409	361	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1497	0	49	1409	361	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			25	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phase	4		3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0

Lanes, Volumes, Timings
8: Main Driveway & Northlake Blvd

09/18/2023

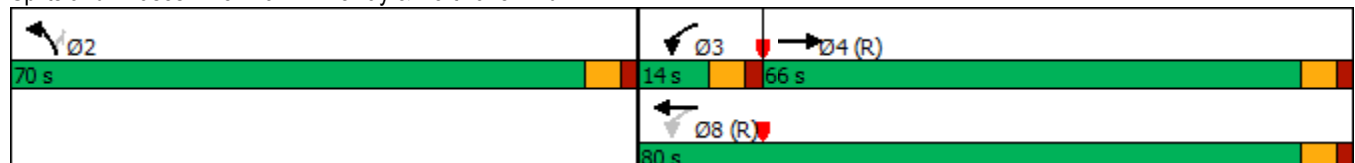


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Split (s)	22.5		11.0	22.5	22.5	22.5
Total Split (s)	66.0		14.0	80.0	70.0	70.0
Total Split (%)	44.0%		9.3%	53.3%	46.7%	46.7%
Maximum Green (s)	60.0		8.0	74.0	64.0	64.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Act Effect Green (s)	90.0		100.7	100.7	37.3	37.3
Actuated g/C Ratio	0.60		0.67	0.67	0.25	0.25
v/c Ratio	0.50		0.22	0.41	0.82	0.16
Control Delay	19.3		14.4	18.3	68.1	8.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.3		14.4	18.3	68.1	8.5
LOS	B		B	B	E	A
Approach Delay	19.3			18.2	58.2	
Approach LOS	B			B	E	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 88 (59%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 23.8
 Intersection LOS: C
 Intersection Capacity Utilization 66.1%
 ICU Level of Service C
 Analysis Period (min) 15

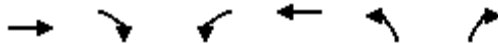
Splits and Phases: 8: Main Driveway & Northlake Blvd



HCM 6th Signalized Intersection Summary

8: Main Driveway & Northlake Blvd

09/18/2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↙	↑↑↑	↙	↗
Traffic Volume (veh/h)	1252	170	47	1339	343	68
Future Volume (veh/h)	1252	170	47	1339	343	68
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1318	168	49	1409	361	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2895	369	271	3577	391	348
Arrive On Green	0.63	0.63	0.06	1.00	0.22	0.22
Sat Flow, veh/h	4753	584	1781	5274	1781	1585
Grp Volume(v), veh/h	979	507	49	1409	361	9
Grp Sat Flow(s),veh/h/ln	1702	1765	1781	1702	1781	1585
Q Serve(g_s), s	22.3	22.3	1.4	0.0	29.8	0.7
Cycle Q Clear(g_c), s	22.3	22.3	1.4	0.0	29.8	0.7
Prop In Lane		0.33	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2150	1115	271	3577	391	348
V/C Ratio(X)	0.46	0.46	0.18	0.39	0.92	0.03
Avail Cap(c_a), veh/h	2150	1115	314	3577	760	676
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.71	0.71	1.00	1.00
Uniform Delay (d), s/veh	14.3	14.3	10.2	0.0	57.3	45.9
Incr Delay (d2), s/veh	0.7	1.3	0.2	0.2	9.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.6	14.3	1.0	0.1	20.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	15.6	10.4	0.2	66.7	46.0
LnGrp LOS	B	B	B	A	E	D
Approach Vol, veh/h	1486			1458	370	
Approach Delay, s/veh	15.2			0.6	66.2	
Approach LOS	B			A	E	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		38.9	10.4	100.7		111.1
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		64.0	8.0	60.0		74.0
Max Q Clear Time (g_c+I1), s		31.8	3.4	24.3		2.0
Green Ext Time (p_c), s		1.2	0.0	14.2		16.2
Intersection Summary						
HCM 6th Ctrl Delay			14.5			
HCM 6th LOS			B			

Lanes, Volumes, Timings
10: US-1 & Main Driveway

09/18/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	102	97	1066	1189	59
Future Volume (vph)	0	102	97	1066	1189	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Fr _t		0.865			0.993	
Fl _t Protected			0.950			
Satd. Flow (prot)	0	1611	1770	3539	3514	0
Fl _t Permitted			0.950			
Satd. Flow (perm)	0	1611	1770	3539	3514	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			707	652	
Travel Time (s)	8.1			16.1	14.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	107	102	1122	1252	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	107	102	1122	1314	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.7%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
10: US-1 & Main Driveway

09/18/2023

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↖	↑↑	↑↑	
Traffic Vol, veh/h	0	102	97	1066	1189	59
Future Vol, veh/h	0	102	97	1066	1189	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	107	102	1122	1252	62

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	657	1314	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	0	407	522	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	407	522	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	522	-	407	-	-
HCM Lane V/C Ratio	0.196	-	0.264	-	-
HCM Control Delay (s)	13.6	-	17	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.7	-	1	-	-

Lanes, Volumes, Timings
10: US-1 & Main Driveway

09/18/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	128	189	1403	1311	113
Future Volume (vph)	0	128	189	1403	1311	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Fr _t		0.865			0.988	
Fl _t Protected			0.950			
Satd. Flow (prot)	0	1611	1770	3539	3497	0
Fl _t Permitted			0.950			
Satd. Flow (perm)	0	1611	1770	3539	3497	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			707	652	
Travel Time (s)	8.1			16.1	14.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	135	199	1477	1380	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	135	199	1477	1499	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.0%
Analysis Period (min)	15
	ICU Level of Service B

HCM 6th TWSC
10: US-1 & Main Driveway

09/18/2023

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑↑	↑↑	
Traffic Vol, veh/h	0	128	189	1403	1311	113
Future Vol, veh/h	0	128	189	1403	1311	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	135	199	1477	1380	119

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	750	1499	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	0	354	443	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	354	443	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.3	2.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	443	-	354	-	-
HCM Lane V/C Ratio	0.449	-	0.381	-	-
HCM Control Delay (s)	19.6	-	21.3	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	2.3	-	1.7	-	-

APPENDIX F

TEST 2 ANALYSIS: LINK ANALYSIS

VILLAGE PLACE

09/19/22
Revised 08/01/23
Revised 08/21/23
Revised 09/13/23

TABLE 16
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 117
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 308

STATION	ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL				LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS**	EXISTING LANES	CLASS			
N/A	LIGHTHOUSE DRIVE	PROSPERITY FARMS ROAD	US 1	2%	6	2	I	880	0.68%	NO
2309	NORTHLAKE BOULEVARD	I-95	CONGRESS AVENUE	15%	46	6D	II	2830	1.63%	NO
2815	NORTHLAKE BOULEVARD	CONGRESS AVENUE	ALT A1A	25%	77	6D	II	2830	2.72%	NO
2821	NORTHLAKE BOULEVARD	ALT A1A	PROSPERITY FARMS ROAD	30%	92	6D	II	2830	3.25%	YES
2817	NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	SOUTHWIND DRIVE	40%	123	6D	I	2940	4.18%	YES
2819	NORTHLAKE BOULEVARD	SOUTHWIND DRIVE	US 1	40%	123	6D	I	2940	4.18%	YES
2833	PARK AVENUE	OLD DIXIE HIGHWAY	US 1	5%	15	2	I	880	1.70%	NO
2615	SILVER BEACH ROAD	CONGRESS AVENUE	OLD DIXIE HIGHWAY	5%	15	2	I	880	1.70%	NO
2807	SILVER BEACH ROAD	OLD DIXIE HIGHWAY	US 1	5%	15	2	I	880	1.70%	NO
2811	BLUE HERON BOULEVARD	OLD DIXIE HIGHWAY	US-1	10%	31	5	II	1870	1.66%	NO
N/A	BLUE HERON BOULEVARD	US-1	OCEAN DRIVE	5%	15	5	II	1870	0.80%	NO
2828	A1A/SR 811	BURNS ROAD	LIGHTHOUSE DRIVE	5%	15	4D	II	1870	0.80%	NO
2814	A1A/SR 811	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	5%	15	4D	II	1870	0.80%	NO
N/A	10TH STREET	NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	0%	0	4D	I	1960	0.00%	NO
2836	PROSPERITY FARMS ROAD	BURNS ROAD	LIGHTHOUSE DRIVE	5%	15	3	I	880	1.70%	NO
2806	PROSPERITY FARMS ROAD	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	5%	15	3	I	880	1.70%	NO
2834	AUSTRALIAN AVENUE	BLUE HERON BOULEVARD	MLK BOULEVARD	5%	15	4D	II	1870	0.80%	NO
N/A	OLD DIXIE HIGHWAY	NORTHLAKE BOULEVARD	PARK AVENUE	0%	0	2	I	880	0.00%	NO
N/A	OLD DIXIE HIGHWAY	PARK AVENUE	SILVER BEACH ROAD	5%	15	4D	II	1870	0.80%	NO
2808	OLD DIXIE HIGHWAY	SILVER BEACH ROAD	BLUE HERON BOULEVARD	5%	15	4D	II	1870	0.80%	NO
2810	OLD DIXIE HIGHWAY	BLUE HERON BOULEVARD	MLK BOULEVARD	5%	15	4D	II	1870	0.80%	NO
2838	US 1	PGA BOULEVARD	LIGHTHOUSE DRIVE	15%	46	4D	II	1870	2.46%	NO
2832	US 1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	20%	62	6D	II	2830	2.19%	NO
2800	US 1	NORTHLAKE BOULEVARD	PARK AVENUE	30%	92	4D	II	1870	4.92%	YES
N/A	US 1	PARK AVENUE	SILVER BEACH ROAD	25%	77	5	II	1870	4.12%	YES
N/A	US 1	SILVER BEACH ROAD	BLUE HERON BOULEVARD	20%	62	4D	II	1870	3.32%	YES
2818	BROADWAY	BLUE HERON BOULEVARD	13TH STREET	5%	15	4D	II	1870	0.80%	NO

Notes:

** The residential project distribution detailed in this table is for informational purposes only. The proposed project is located in a Coastal Residential Exception Area and the residential portion is therefore not required to meet the Palm Beach County Traffic Performance Standards.

VILLAGE PLACE

09/19/22
Revised 08/01/23
Revised 08/21/23
Revised 09/13/23

TABLE 17
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 269
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 182

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL				LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS**	EXISTING LANES	CLASS			
N/A	LIGHTHOUSE DRIVE	PROSPERITY FARMS ROAD	US 1	2%	5	2	I	880	0.57%	NO
2309	NORTHLAKE BOULEVARD	I-95	CONGRESS AVENUE	15%	40	6D	II	2830	1.41%	NO
2815	NORTHLAKE BOULEVARD	CONGRESS AVENUE	ALT A1A	25%	67	6D	II	2830	2.37%	NO
2821	NORTHLAKE BOULEVARD	ALT A1A	PROSPERITY FARMS ROAD	30%	81	6D	II	2830	2.86%	NO
2817	NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	SOUTHWIND DRIVE	40%	108	6D	I	2940	3.67%	YES
2819	NORTHLAKE BOULEVARD	SOUTHWIND DRIVE	US 1	40%	108	6D	I	2940	3.67%	YES
2833	PARK AVENUE	OLD DIXIE HIGHWAY	US 1	5%	13	2	I	880	1.48%	NO
2615	SILVER BEACH ROAD	CONGRESS AVENUE	OLD DIXIE HIGHWAY	5%	13	2	I	880	1.48%	NO
2807	SILVER BEACH ROAD	OLD DIXIE HIGHWAY	US 1	5%	13	2	I	880	1.48%	NO
2811	BLUE HERON BOULEVARD	OLD DIXIE HIGHWAY	US-1	10%	27	5	II	1870	1.44%	NO
N/A	BLUE HERON BOULEVARD	US-1	OCEAN DRIVE	5%	13	5	II	1870	0.70%	NO
2828	A1A/SR 811	BURNS ROAD	LIGHTHOUSE DRIVE	5%	13	4D	II	1870	0.70%	NO
2814	A1A/SR 811	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	5%	13	4D	II	1870	0.70%	NO
N/A	10TH STREET	NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	0%	0	4D	I	1960	0.00%	NO
2836	PROSPERITY FARMS ROAD	BURNS ROAD	LIGHTHOUSE DRIVE	5%	13	3	I	880	1.48%	NO
2806	PROSPERITY FARMS ROAD	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	5%	13	3	I	880	1.48%	NO
2834	AUSTRALIAN AVENUE	BLUE HERON BOULEVARD	MLK BOULEVARD	5%	13	4D	II	1870	0.70%	NO
N/A	OLD DIXIE HIGHWAY	NORTHLAKE BOULEVARD	PARK AVENUE	0%	0	2	I	880	0.00%	NO
N/A	OLD DIXIE HIGHWAY	PARK AVENUE	SILVER BEACH ROAD	5%	13	4D	II	1870	0.70%	NO
2808	OLD DIXIE HIGHWAY	SILVER BEACH ROAD	BLUE HERON BOULEVARD	5%	13	4D	II	1870	0.70%	NO
2810	OLD DIXIE HIGHWAY	BLUE HERON BOULEVARD	MLK BOULEVARD	5%	13	4D	II	1870	0.70%	NO
2838	US 1	PGA BOULEVARD	LIGHTHOUSE DRIVE	15%	40	4D	II	1870	2.14%	NO
2832	US 1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	20%	54	6D	II	2830	1.91%	NO
2800	US 1	NORTHLAKE BOULEVARD	PARK AVENUE	30%	81	4D	II	1870	4.33%	YES
N/A	US 1	PARK AVENUE	SILVER BEACH ROAD	25%	67	5	II	1870	3.58%	YES
N/A	US 1	SILVER BEACH ROAD	BLUE HERON BOULEVARD	20%	54	4D	II	1870	2.89%	NO
2818	BROADWAY	BLUE HERON BOULEVARD	13TH STREET	5%	13	4D	II	1870	0.70%	NO

Notes:
** The residential project distribution detailed in this table is for informational purposes only. The proposed project is located in a Coastal Residential Exception Area and the residential portion is therefore not required to meet the Palm Beach County Traffic Performance Standards.

VILLAGE PLACE

09/19/22
 Revised 08/01/23
 Revised 08/21/23
 Revised 09/13/23

TABLE 18
AM PEAK HOUR - TEST 2

TEST 2 - TEN YEAR ANALYSIS

2 MILE RADIUS OF DEVELOPMENT INFLUENCE

AREA WIDE GROWTH RATE = 1.00%

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 117

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 308

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	AM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	AM PEAK HOUR				1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2028			CLASS	LOS E	2028 WITHOUT PROJECT	
							PROJECT TRIPS*	LINK GROWTH	MAJOR PROJECT	TRAFFIC WITHOUT PROJECT			2028 TOTAL TRAFFIC	ASSURED LANES	PROJECT MEETS LOS STD.			MEETS LOS STD.	
NORTHLAKE BOULEVARD ³	ALT A1A	PROSPERITY FARMS ROAD	EB	2022	1484	30%	35	91	65	91	156	1640	1675	6D	II	3890	YES	YES	
			WB	2022	1247	30%	92	77	66	77	143	1390	1482	6D	II	3890	YES	YES	
NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	SOUTHWIND DRIVE	EB	2023	1454	40%	47	74	76	74	150	1604	1651	6D	I	2940	YES	YES	
			WB	2023	984	40%	123	50	90	50	140	1124	1247	6D	I	2940	YES	YES	
NORTHLAKE BOULEVARD	SOUTHWIND DRIVE	US 1	EB	2022	1200	40%	47	74	76	74	150	1350	1397	6D	I	2940	YES	YES	
			WB	2022	936	40%	123	58	90	58	148	1084	1207	6D	I	2940	YES	YES	
US 1	NORTHLAKE BOULEVARD	PARK AVENUE	NB	2022	921	30%	35	57	48	57	105	1026	1061	4D	II	1870	YES	YES	
			SB	2022	1025	30%	92	63	53	63	116	1141	1233	4D	II	1870	YES	YES	
US 1 ¹	PARK AVENUE	SILVER BEACH ROAD	NB	2021	798	25%	29	58	65	58	123	921	950	5	II	1870	YES	YES	
			SB	2021	1077	25%	77	78	92	78	170	1247	1324	5	II	1870	YES	YES	
US 1 ²	SILVER BEACH ROAD	BLUE HERON BOULEVARD	NB	2021	724	20%	23	52	50	52	102	826	849	4D	II	1870	YES	YES	
			SB	2021	1042	20%	62	75	98	75	173	1215	1277	4D	II	1870	YES	YES	

Notes:

* The residential project distribution detailed in this table is for informational purposes only. The proposed project is located in a Coastal Residential Exception Area and the residential portion is therefore not required to meet the Palm Beach County Traffic Performance Standards.

- Count data for US 1 between Park Avenue and Silver Beach Road based on the Park Avenue at US 1 intersection count data (ID 18600).
- Count data for US 1 between Silver Beach Road and Blue Heron Boulevard based on the Silver Beach at US 1 intersection count data (ID 19175).
- Per the PBC 1989 Comprehensive Plan (revised 2/2/2022), Northlake Boulevard from Military Trail to Prosperity Farms Road has a CRALLS designation of 3890 on a peak hour peak direction basis.

VILLAGE PLACE

09/19/22
Revised 08/01/23
Revised 08/21/23
Revised 09/13/23

TABLE 19
PM PEAK HOUR - TEST 2

TEST 2 - TEN YEAR ANALYSIS

2 MILE RADIUS OF DEVELOPMENT INFLUENCE

AREA WIDE GROWTH RATE =

1.00%

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) =

269

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) =

182

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR PROJECT TRIPS*	LINK GROWTH	MAJOR PROJECT	1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2028		ASSURED LANES	CLASS	LOS E	2028 WITHOUT	
												TRAFFIC WITHOUT PROJECT	TOTAL TRAFFIC				PROJECT MEETS LOS STD.	MEETS LOS STD.
NORTHLAKE BOULEVARD	PROSPERITY FARMS ROAD	SOUTHWIND DRIVE	EB	2023	1318	40%	108	67	219	67	286	1604	1712	6D	I	2940	YES	YES
			WB	2023	1294	40%	73	66	222	66	288	1582	1655	6D	I	2940	YES	YES
NORTHLAKE BOULEVARD	SOUTHWIND DRIVE	US 1	EB	2022	997	40%	108	61	219	61	280	1277	1385	6D	I	2940	YES	YES
			WB	2022	1073	40%	73	66	222	66	288	1361	1434	6D	I	2940	YES	YES
US 1	NORTHLAKE BOULEVARD	PARK AVENUE	NB	2022	1204	30%	81	74	143	74	217	1421	1502	4D	II	1870	YES	YES
			SB	2022	1123	30%	55	69	144	69	213	1336	1391	4D	II	1870	YES	YES
US 1 ¹	PARK AVENUE	SILVER BEACH ROAD	NB	2021	1033	25%	67	75	154	75	229	1262	1329	5	II	1870	YES	YES
			SB	2021	955	25%	46	69	125	69	194	1149	1195	5	II	1870	YES	YES

Notes:

* The residential project distribution detailed in this table is for informational purposes only. The proposed project is located in a Coastal Residential Exception Area and the residential portion is therefore not required to meet the Palm Beach County Traffic Performance Standards.

1. Count data for US 1 between Park Avenue and Silver Beach Road based on the Park Avenue at US 1 intersection count data (ID 18600).

2. Count data for US 1 between Silver Beach Road and Blue Heron Boulevard based on the Silver Beach at US 1 intersection count data (ID 19175).

3. Per the PBC 1989 Comprehensive Plan (revised 2/2/2022), Northlake Boulevard from Military Trail to Prosperity Farms Road has a CRALLS designation of 3890 on a peak hour peak direction basis.

APPENDIX G

PBC TPS DATABASE
2028 BUILD-OUT
LINK & INTERSECTION VOLUME SHEETS
(WITH APPROVED COMMITTED TRIPS)

Input Data

ROAD NAME: Northlake Blvd STATION: 2821
 CURRENT YEAR: 2022 FROM: Alt A1a
 ANALYSIS YEAR: 2028 TO: Midpoint
 GROWTH RATE: 1.88% COUNT DATE: 03/02/2022
 PSF: 1

Report Created
 08/11/2023

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2669	1484	1247	2886	1459	1427
Peak Volume	2669	1484	1247	2886	1459	1427
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2669	1484	1247	2886	1459	1427

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	28	17	11	238	114	124	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	6	2	3	28	15	14	NR	72%
Briger West	2	2	0	3	1	2	Res	40%
Briger East	11	3	8	13	9	4	NR	55%
Avenir	64	31	33	84	37	47	Res	1%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	27	14	14	37	19	19	NR	0%
Clean Sweep Depot	4	2	3	4	2	2	NR	0%
Total Committed Developments	146	73	74	416	202	217		
Total Committed Residential	66	33	33	87	38	49		
Total Committed Non-Residential	80	40	41	329	164	168		
Double Count Reduction	16	8	8	22	10	12		
Total Discounted Committed Developments	130	65	66	394	192	205		
Historical Growth	316	176	148	342	173	169		
Comm Dev+1% Growth	294	156	143	572	282	293		
Growth Volume Used	316	176	148	572	282	293		
Total Volume	2985	1660	1395	3458	1741	1720		

Lanes	6LD					
LOS D Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Northlake Blvd			STATION: 2821			Report Created	
	CURRENT YEAR: 2022			FROM: Midpoint			08/11/2023	
	ANALYSIS YEAR: 2028			TO: Prosperity Farms Rd				
	GROWTH RATE: 1.88%			COUNT DATE: 03/02/2022				
				PSF: 1				

Link Analysis

Time Period Direction	AM		PM			
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2669	1484	1247	2886	1459	1427
Peak Volume	2669	1484	1247	2886	1459	1427
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2669	1484	1247	2886	1459	1427

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	28	17	11	238	114	124	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	6	2	3	28	15	14	NR	72%
Briger West	2	2	0	3	1	2	Res	40%
Briger East	11	3	8	13	9	4	NR	55%
Avenir	64	31	33	84	37	47	Res	1%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	27	14	14	37	19	19	NR	0%
Clean Sweep Depot	4	2	3	4	2	2	NR	0%
Total Committed Developments	146	73	74	416	202	217		
Total Committed Residential	66	33	33	87	38	49		
Total Committed Non-Residential	80	40	41	329	164	168		
Double Count Reduction	16	8	8	22	10	12		
Total Discounted Committed Developments	130	65	66	394	192	205		
Historical Growth	316	176	148	342	173	169		
Comm Dev+1% Growth	294	156	143	572	282	293		
Growth Volume Used	316	176	148	572	282	293		
Total Volume	2985	1660	1395	3458	1741	1720		

Lanes	6LD					
LOS D Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	4680	3890	3890	4680	3890	3890
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Northlake Blvd STATION: 2817 Report Created
 CURRENT YEAR: 2022 FROM: Prosperity Farms Rd 08/11/2023
 ANALYSIS YEAR: 2028 TO: MIDPOINT
 GROWTH RATE: -2.03% COUNT DATE: 03/02/2022
 PSF: 1

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2584	1477	1171	2611	1283	1339
Peak Volume	2584	1477	1171	2611	1283	1339
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2584	1477	1171	2611	1283	1339

Committed Developments							Type	% Complete
10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	30	18	12	260	125	135	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	6	2	3	28	15	14	NR	72%
Briger West	2	2	0	3	1	2	Res	40%
Briger East	11	3	8	13	9	4	NR	55%
Avenir	64	31	33	84	37	47	Res	1%
One Park Place	0	0	0	1	0	0	NR	50%
NPB 7-Eleven	27	14	14	37	19	19	NR	0%
Nautilus 211	31	13	18	39	23	15	Res	0%
200 Yacht Club Drive	9	0	9	10	7	3	Res	0%
Total Committed Developments	180	83	97	475	236	239		
Total Committed Residential	106	46	60	136	68	67		
Total Committed Non-Residential	74	37	37	339	168	172		
Double Count Reduction	15	7	7	34	17	17		
Total Discounted Committed Developments	165	76	90	441	219	222		
Historical Growth	-299	-171	-136	-302	-149	-155		
Comm Dev+1% Growth	324	167	162	602	298	304		
Growth Volume Used	324	167	162	602	298	304		
Total Volume	2908	1644	1333	3213	1581	1643		

Lanes	6LD					
LOS D Capacity	4880	2940	2940	4880	2940	2940
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2940	2940	5150	2940	2940
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I

Input Data

ROAD NAME: Northlake Blvd STATION: 2819 Report Created
 CURRENT YEAR: 2022 FROM: Midpoint 08/11/2023
 ANALYSIS YEAR: 2028 TO: Federal Hwy
 GROWTH RATE: -3.28% COUNT DATE: 03/02/2022
 PSF: 1

Link Analysis

Time Period Direction	AM		PM			
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2080	1200	936	2070	997	1073
Peak Volume	2080	1200	936	2070	997	1073
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2080	1200	936	2070	997	1073

Committed Developments Type % Complete

10th Street Retail	0	0	0	0	0	0	NR	0%
Northlake Promenade	30	18	12	260	125	135	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	6	2	3	28	15	14	NR	72%
Briger West	2	2	0	3	1	2	Res	40%
Briger East	11	3	8	13	9	4	NR	55%
Avenir	64	31	33	84	37	47	Res	1%
One Park Place	0	0	0	1	0	0	NR	50%
NPB 7-Eleven	27	14	14	37	19	19	NR	0%
Nautilus 211	31	13	18	39	23	15	Res	0%
200 Yacht Club Drive	9	0	9	10	7	3	Res	0%
Total Committed Developments	180	83	97	475	236	239		
Total Committed Residential	106	46	60	136	68	67		
Total Committed Non-Residential	74	37	37	339	168	172		
Double Count Reduction	15	7	7	34	17	17		
Total Discounted Committed Developments	165	76	90	441	219	222		
Historical Growth	-377	-217	-170	-375	-181	-194		
Comm Dev+1% Growth	293	150	148	568	280	288		
Growth Volume Used	293	150	148	568	280	288		
Total Volume	2373	1350	1084	2638	1277	1361		

Lanes

	6LD					
LOS D Capacity	4880	2940	2940	4880	2940	2940
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2940	2940	5150	2940	2940
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Federal Hwy STATION: 2800
 CURRENT YEAR: 2022 FROM: Northlake Blvd
 ANALYSIS YEAR: 2028 TO: Northlake Blvd
 GROWTH RATE: 2.27% COUNT DATE: 03/02/2022
 PSF: 1

Report Created
 08/11/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1944	921	1025	2327	1204	1123
Peak Volume	1944	921	1025	2327	1204	1123
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1944	921	1025	2327	1204	1123

Committed Developments							Type	% Complete
Northlake Promenade	20	12	8	173	83	90	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	9	5	5	12	6	6	NR	0%
Nautilus 211	46	28	19	58	23	35	Res	0%
200 Yacht Club Drive	2	0	2	2	2	1	Res	0%
Safe Harbor Riviera Beach	24	4	20	27	20	7	NR	0%
Total Committed Developments	109	53	58	300	149	153		
Total Committed Residential	48	28	21	60	25	36		
Total Committed Non-Residential	61	25	37	240	124	117		
Double Count Reduction	12	5	5	15	6	9		
Total Discounted Committed Developments	97	48	53	285	143	144		
Historical Growth	280	133	148	335	173	162		
Comm Dev+1% Growth	217	105	116	428	217	213		
Growth Volume Used	280	133	148	428	217	213		
Total Volume	2224	1054	1173	2755	1421	1336		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I

Input Data

ROAD NAME: Federal Hwy STATION: 2800 Report Created
 CURRENT YEAR: 2022 FROM: Park Ave 08/11/2023
 ANALYSIS YEAR: 2028 TO: MIDPOINT
 GROWTH RATE: 2.27% COUNT DATE: 03/02/2022
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	1944	921	1025	2327	1204	1123
Peak Volume	1944	921	1025	2327	1204	1123
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1944	921	1025	2327	1204	1123

Committed Developments Type % Complete

Northlake Promenade	20	12	8	173	83	90	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
One Park Place	4	2	2	9	5	5	NR	50%
NPB 7-Eleven	9	5	5	12	6	6	NR	0%
Nautilus 211	46	28	19	58	23	35	Res	0%
200 Yacht Club Drive	2	0	2	2	2	1	Res	0%
Safe Harbor Riviera Beach	24	4	20	27	20	7	NR	0%
Total Committed Developments	109	53	58	300	149	153		
Total Committed Residential	48	28	21	60	25	36		
Total Committed Non-Residential	61	25	37	240	124	117		
Double Count Reduction	12	5	5	15	6	9		
Total Discounted Committed Developments	97	48	53	285	143	144		
Historical Growth	280	133	148	335	173	162		
Comm Dev+1% Growth	217	105	116	428	217	213		
Growth Volume Used	280	133	148	428	217	213		
Total Volume	2224	1054	1173	2755	1421	1336		

Lanes

	5L					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Federal Hwy STATION: 2800
 CURRENT YEAR: 2022 FROM: Midpoint
 ANALYSIS YEAR: 2028 TO: Park Ave
 GROWTH RATE: 2.27% COUNT DATE: 03/02/2022
 PSF: 1

Report Created
 08/11/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1944	921	1025	2327	1204	1123
Peak Volume	1944	921	1025	2327	1204	1123
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1944	921	1025	2327	1204	1123

Committed Developments							Type	% Complete
Northlake Promenade	10	6	4	87	42	45	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
Champs Charter School	5	2	3	2	1	1	NR	65%
One Park Place	3	2	2	7	4	4	NR	50%
The Waterway-East	20	13	7	31	13	19	Res	0%
Nautilus 211	62	37	25	77	31	46	Res	0%
Island Plaza	2	1	1	14	7	7	NR	70%
Safe Harbor Riviera Beach	30	5	25	34	25	9	NR	0%
Total Committed Developments	136	68	69	271	133	140		
Total Committed Residential	82	50	32	108	44	65		
Total Committed Non-Residential	54	18	37	163	89	75		
Double Count Reduction	11	4	7	27	11	15		
Total Discounted Committed Developments	125	64	62	244	122	125		
Historical Growth	280	133	148	335	173	162		
Comm Dev+1% Growth	245	121	125	387	196	194		
Growth Volume Used	280	133	148	387	196	194		
Total Volume	2224	1054	1173	2714	1400	1317		

Lanes	5L					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I

Input Data

ROAD NAME: Federal Hwy STATION: 2800 Report Created
 CURRENT YEAR: 2022 FROM: Silver Beach Rd 08/11/2023
 ANALYSIS YEAR: 2028 TO: Midpoint
 GROWTH RATE: 2.27% COUNT DATE: 03/02/2022
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	1944	921	1025	2327	1204	1123
Peak Volume	1944	921	1025	2327	1204	1123
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1944	921	1025	2327	1204	1123

Committed Developments Type % Complete

Northlake Promenade	10	6	4	87	42	45	NR	47%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
Champs Charter School	5	2	3	2	1	1	NR	65%
One Park Place	3	2	2	7	4	4	NR	50%
The Waterway-East	20	13	7	31	13	19	Res	0%
Nautilus 211	92	38	55	116	70	46	Res	0%
Island Plaza	2	1	1	14	7	7	NR	70%
Safe Harbor Riviera Beach	30	5	25	34	25	9	NR	0%
Total Committed Developments	166	69	99	310	172	140		
Total Committed Residential	112	51	62	147	83	65		
Total Committed Non-Residential	54	18	37	163	89	75		
Double Count Reduction	11	4	7	33	18	15		
Total Discounted Committed Developments	155	65	92	277	154	125		
Historical Growth	280	133	148	335	173	162		
Comm Dev+1% Growth	275	122	155	420	228	194		
Growth Volume Used	280	133	155	420	228	194		
Total Volume	2224	1054	1180	2747	1432	1317		

Lanes

	5L					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Broadway STATION: 2800
 CURRENT YEAR: 2022 FROM: Midpoint
 ANALYSIS YEAR: 2028 TO: Silver Beach Rd
 GROWTH RATE: 2.27% COUNT DATE: 03/02/2022
 PSF: 1

Report Created
 08/11/2023

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	1944	921	1025	2327	1204	1123
Peak Volume	1944	921	1025	2327	1204	1123
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1944	921	1025	2327	1204	1123

Committed Developments							Type	% Complete
Northlake Promenade	0	0	0	0	0	0	NR	47%
Wellness Resort	11	3	8	14	8	6	NR	20%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
Australian Plaza	1	0	1	6	3	3	NR	0%
Champs Charter School	7	3	4	3	2	1	NR	65%
The Waterway-East	20	7	13	31	19	13	Res	0%
Nautilus 211	69	28	41	87	52	35	Res	0%
Island Plaza	8	5	3	68	35	34	NR	70%
Safe Harbor Riviera Beach	41	6	35	47	35	13	NR	0%
Total Committed Developments	161	54	107	275	164	114		
Total Committed Residential	89	35	54	118	71	48		
Total Committed Non-Residential	72	19	53	157	93	66		
Double Count Reduction	14	4	11	30	18	12		
Total Discounted Committed Developments	147	50	96	245	146	102		
Historical Growth	280	133	148	335	173	162		
Comm Dev+1% Growth	267	107	159	388	220	171		
Growth Volume Used	280	133	159	388	220	171		
Total Volume	2224	1054	1184	2715	1424	1294		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I

Input Data

ROAD NAME: Broadway STATION: 2800 Report Created
 CURRENT YEAR: 2022 FROM: Blue Heron Blvd W 08/11/2023
 ANALYSIS YEAR: 2028 TO: Midpoint
 GROWTH RATE: 2.27% COUNT DATE: 03/02/2022
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	1944	921	1025	2327	1204	1123
Peak Volume	1944	921	1025	2327	1204	1123
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1944	921	1025	2327	1204	1123

Committed Developments Type % Complete

Northlake Promenade	0	0	0	0	0	0	NR	47%
Wellness Resort	11	3	8	14	8	6	NR	20%
Village Shoppes II	0	0	0	0	0	0	NR	30%
Palm Beach Outlets	4	2	2	19	10	9	NR	72%
Australian Plaza	1	0	1	6	3	3	NR	0%
Champs Charter School	7	3	4	3	2	1	NR	65%
The Waterway-East	20	7	13	31	19	13	Res	0%
Nautilus 211	69	28	41	87	52	35	Res	0%
Island Plaza	8	3	5	68	34	35	NR	70%
Safe Harbor Riviera Beach	41	6	35	47	35	13	NR	0%
Total Committed Developments	161	52	109	275	163	115		
Total Committed Residential	89	35	54	118	71	48		
Total Committed Non-Residential	72	17	55	157	92	67		
Double Count Reduction	14	3	11	30	18	12		
Total Discounted Committed Developments	147	49	98	245	145	103		
Historical Growth	280	133	148	335	173	162		
Comm Dev+1% Growth	267	106	161	388	219	172		
Growth Volume Used	280	133	161	388	219	172		
Total Volume	2224	1054	1186	2715	1423	1295		

Lanes

4LD						
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES