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TRAFFIC GENERATION STATEMENT

SINGER ISLAND GATEWAY
RIVIERA BEACH, FLORIDA

Prepared for:

Singer Island Gateway, LLC
PO Box 1140
West Palm Beach, Florida 33402

Job No. 14-093

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1.0 SITE DATA

The subject parcel is located on the southwest corner of Blue Heron Boulevard and Lake Drive in the City of Riviera Beach, Florida and contains approximately 1.85 acres. The Property Control Numbers for the subject parcel are 56-43-42-27-04-000-5250 and 56-43-42-27-04-000-4740. The existing site development consists of 94 condominium dwelling units. The proposed site redevelopment will add 41 units for a total of 135 condominium dwelling units and a 1900 S.F. passive display area with an anticipated build-out year of 2021. Access is proposed via a driveway connection to Lake Drive. For additional information concerning site location and layout, please refer to the Site Plan.

2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards (TPS). Generally, 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. It should be noted that part of the site (2525 Lake Drive) is located within the Riviera Beach Traffic Concurrency Exception Area (TCEA).

3.0 TRAFFIC GENERATION

The Palm Beach County Unified Land Development Code requires that for any application for a site specific development order on property on which there is an existing use be subject to the Palm Beach County Traffic Performance Standards to the extent the traffic generation projected for the site specific development order exceeds the traffic generation of the existing use. The generation rates and capture rates of the existing use shall be updated to current pro forma traffic generation and passer-by rates and shall be used to calculate existing use traffic. The existing use traffic may be calculated in accordance with the rates provided in the ITE Trip Generation Manual, 9th Edition as shown in Tables 1, 2, and 3 attached with this report. Table 1 shows the daily traffic generation associated with the existing use. Tables 2 and 3 show the A.M. and P.M. peak hour traffic generation, respectively. Based on an existing development consisting of 94 condo dwelling units, the traffic generation may be summarized as follows:

Daily Traffic Generation	=	625 tpd
A.M. Peak Hour Traffic Generation	=	49 pht (8 In/41 Out)
P.M. Peak Hour Traffic Generation	=	57 pht (38 In/19 Out)

The traffic to be generated by the proposed redevelopment has also been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 9th Edition as shown in Tables 4, 5 and 6. Table 4 shows the daily traffic generation associated with the proposed plan of development. Tables 5 and 6 show the A.M. and P.M. peak hour traffic generation, respectively. The traffic to be generated by the proposed development consisting of 135 condo dwelling units may be summarized as follows:

Daily Traffic Generation	=	898 tpd
A.M. Peak Hour Traffic Generation	=	66 pht (11 In/54 Out)
P.M. Peak Hour Traffic Generation	=	77 pht (52 In/25 Out)

The net increase in traffic generation as a result of the change in use is shown in Table 7 and may be summarized as follows:

DAILY	=	273 tpd
A.M. PEAK HOUR	=	17 pht (3 In/14 Out)
P.M. PEAK HOUR =		20 pht (13 In/7 Out)

It should be noted that a planned 1900 S.F. passive display area is proposed, however no traffic generation is anticipated to be associated with the area.

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 20 peak hour trips, a traffic study is not required.

4.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour volumes at the project entrance for the overall development with no reduction for pass by credits are shown in Tables 5 and 6 and may be summarized as follows:

Directional Distribution (Trips IN/OUT)

AM = 11 / 54
PM = 52 / 25

As previously mentioned, site access is proposed via a driveway connection to Lake Drive. Based on the Palm Beach County Engineering guideline used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, no additional turn lanes appear warranted.

5.0 CONCLUSION

The proposed redevelopment has been estimated to generate 273 new trips per day, 17 new AM peak hour trips, and 20 new PM peak hour trips at project build-out in 2021. Since the proposed project is proposed to generate 20 peak hour trips or less, a detailed traffic study is not required and the project meets the requirements outlined in the Traffic Performance Standards.

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SINGER ISLAND GATEWAY

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EXISTING DEVELOPMENT - 94 CONDO DWELLING UNITS

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Condo/TH (Fee Simple)	230	94	Dwelling Units	6.65			625		0	625	0%	0	625
			Grand Totals:				625	0.0%	0	625	0%	0	625

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Condo/TH (Fee Simple)	230	94	Dwelling Units	Ln(T) = 0.80 Ln(X) + 0.26	0.17	0.83	8	41	49	0.0%	0	0	0	8	41	49	0%	0	8	41	49
			Grand Totals:				8	41	49	0.0%	0	0	0	8	41	49	0%	0	8	41	49

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Condo/TH (Fee Simple)	230	94	Dwelling Units	Ln(T) = 0.82 Ln(X) + 0.32	0.67	0.33	38	19	57	0.0%	0	0	0	38	19	57	0%	0	38	19	57
			Grand Totals:				38	19	57	0.0%	0	0	0	38	19	57	0%	0	38	19	57

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PROPOSED DEVELOPMENT - 135 CONDO DWELLING UNITS

TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Condo/TH (Fee Simple)	230	135	Dwelling Units	6.65			898		0	898	0%	0	898
			Grand Totals:				898	0.0%	0	898	0%	0	898

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Condo/TH (Fee Simple)	230	135	Dwelling Units	Ln(T) = 0.80 Ln(X) + 0.26	0.17	0.83	11	54	66	0.0%	0	0	0	11	54	66	0%	0	11	54	66
			Grand Totals:				11	54	66	0.0%	0	0	0	11	54	66	0%	0	11	54	66

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Condo/TH (Fee Simple)	230	135	Dwelling Units	Ln(T) = 0.82 Ln(X) + 0.32	0.67	0.33	52	25	77	0.0%	0	0	0	52	25	77	0%	0	52	25	77
			Grand Totals:				52	25	77	0.0%	0	0	0	52	25	77	0%	0	52	25	77

TABLE 7
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	625	49	8	41	57	38	19
PROPOSED DEVELOPMENT =	898	66	11	54	77	52	25
INCREASE =	**273**	**17**	**3**	**14**	**20**	**13**	**7**