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**Traffic Engineering • Transportation Planning**

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DRC
PZ23-05000007
11/20/2024

Revised October 14, 2024
Revised December 11, 2023
August 14, 2023

*Sent via e-mail: dg@GoKatalyst.com*

Andrew Tamlin
C/O Don Ginsburg
ClubLink US, LLC
551 S. Powerline Road
Pompano Beach, FL 33069

**Re: Oaks at Palm Aire (Pompano Beach)**
**Traffic Statement**
**Folio ID 4942-05-00-0047/-0020**

JFO Group Inc. has been retained to prepare a traffic impact analysis to determine the impact of the proposed project to Level of Service operations in the project vicinity. This traffic analysis is associated with a site plan application for the Oaks at Palm Aire project to relocate the existing clubhouse and to add a 216 multifamily development on the subject site. The existing ±17,942 SF clubhouse is proposed to be demolished. A new ±11,731 SF Clubhouse along with a ±4,125 SF Cart Barn and a ±5,234 SF Maintenance Facility will be built on the northern portion of the site.

The subject site is located at 3701 Oaks Clubhouse Drive in the City of Pompano Beach, Florida. Parcel IDs associated with this project are 4942-05-00-0047/-0020. Figure 1 shows the project location in relation to the transportation network.

**Figure 1 : Project Location**

Project traffic potentially generated by the proposed development was calculated using the *Trip Generation Manual, 11th Edition* from the Institute of Transportation Engineers (ITE) publication. Exhibit 1 includes a copy of the ITE trip generation and pass-by rates.

According to the 11th Edition (latest) of the Trip Generation Manual from the Institute of Transportation Engineers, Clubhouse is not a Land Use associated with a trip generation rate/equation. Clubhouses are considered accessory uses associated to Golf Courses where trip generation rates/equations for golf courses are calculated based on the number of holes or the number of acres associated with the golf course. Therefore, for trip generation purposes and according to the latest ITE Trip Generation manual, the size of the clubhouse does not change the number of trips associated with the golf course. Consequently, for simplification purposes and as part of a conservative analysis, this traffic analysis assumes that having a smaller club house will not generate less trips. Exhibit 1 includes a copy of the ITE trip generation rates/equations for Golf Courses showing that trip generation for golf courses is calculated based on number of holes or acreage and not based on the size of the clubhouse.

Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions while Table 2 includes the trip generation for the proposed project for Daily, AM and PM peak hour conditions. According to Table 2, the net Daily, AM and PM peak trips potentially generated due to the proposed development are 981, 80 (18 In/62 Out) and 84 (51 In/33 Out) trips respectively.


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**Table 1: Trip Generation Rates (ITE Trip Generation, 11th Edition)**

| Land Use | ITE Code | Daily Trip Gen. Rate | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| Multifamily Housing (Mid-Rise) | 221 | 4.54 | 23% | 77% | 0.37 | 61% | 39% | 0.39 |

**Table 2: Trip Generation – Proposed Development**

| Land Use | Intensity | Daily Traffic | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out |
| Multifamily Housing | 216 DUs | 216*4.54= | 0.37*216= | 100*23%= | 100*77%= | 0.39*216= | 105*61%= | 105*39%= |
| | | 981 | 18 | 62 | 80 | 51 | 33 | 84 |

Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Figure 2 includes project trip distribution on all roadway links in the project vicinity. Tables 3 and 4 summarize Level of Service analyses at project buildout.

Level of service (LOS) is a qualitative measure used to relate the quality of vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion, etc. LOS for vehicles classifies roadways and intersections into six letter-grade levels, with A describing the highest quality and F describing the lowest quality. Transportation professionals widely consider LOS D for the automobile mode an acceptable condition, and this threshold is often used as a design condition in urbanized areas.

In order to evaluate LOS, traffic counts should be collected to determine existing conditions to then add the project traffic to establish future conditions. Traffic counts should be performed on typical midweek days (Tuesday, Wednesday, or Thursday). All counts collected should follow the Florida Department of Transportation's Manual on Uniform Traffic Studies (MUTS) and other applicable standards. According to all the applicable standards, 24-hour traffic counts in the project vicinity were collected on Wednesday December 6, 2023. Traffic volumes were adjusted by applying the seasonal factor as established in the FDOT Project Forecasting Handbook. Exhibit 3 includes a summary of all traffic data collection efforts while Exhibit 4 includes the latest Peak Seasonal Factors from F-DOT.

Broward County implemented a Transit Concurrency Impact Fee in December 2004. Under this Fee System, the City of Pompano Beach is located in the Northeast Zone. The revised Transportation Concurrency Management System requires payment of a Transit Concurrency Impact Fee prior to building permit based on the type of development and the fee schedule for the Northeast and Central Transit Concurrency Districts.

The City has incorporated the Broward County Transportation Concurrency Management System into its Comprehensive Plan and issues development permits for projects which pay the transit fee prior to building permit issuance. Payment of the fee satisfies concurrency. The city also requires all projects submitted for concurrency review to the Development Review Committee to satisfy County and City Road right-of-way requirements prior to the issuance of a building permit.


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Project Site

0.15 0.07 0 0.15 0.3 0.45 0.6 Miles

# Figure 2: Traffic Assignment Oaks at Palm Aire

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**Table 3: AM Peak Hour Link Analysis**

| Road | From | To | Ln | AM 2023[1] Traffic | | Peak Hour Traffic[2] | | Project Assign ment | Project Traffic | | Total Traffic With Project | | LOS 'C' Capacity[3] | V/C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | NB/EB | SB/WB | NB/EB | SB/WB | | NB/EB | SB/WB | NB/EB | SB/WB | | |
| Oaks Clubhouse Dr | W Palm Aire Dr | Site | 2 | 112 | 118 | 115 | 122 | 100% | 18 | 62 | 133 | 184 | 370 | 0.50 |
| | | | | | | | | | | | | | | |
| W Palm Aire Dr | Cypress Blvd | Oaks Clubhouse Dr | 2 | 197 | 161 | 203 | 166 | 20% | 4 | 12 | 207 | 178 | 370 | 0.56 |
| W Palm Aire Dr | Oaks Clubhouse Dr | SW 36th Ave | 2 | 290 | 216 | 299 | 222 | 80% | 50 | 14 | 349 | 236 | 370 | 0.94 |

| OAKS AT PALM AIRE | In | Out |
|---|---|---|
| AM Peak Hour Traffic | 18 | 62 |

**Table 4: PM Peak Hour Link Analysis**

| Road | From | To | Ln | PM 2023[1] Traffic | | Peak Hour Traffic[2] | | Project Assign ment | Project Traffic | | Total Traffic With Project | | LOS 'C' Capacity[3] | V/C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | NB/EB | SB/WB | NB/EB | SB/WB | | NB/EB | SB/WB | NB/EB | SB/WB | | |
| Oaks Clubhouse Dr | W Palm Aire Dr | Site | 2 | 117 | 116 | 121 | 119 | 100% | 51 | 33 | 172 | 152 | 370 | 0.46 |
| | | | | | | | | | | | | | | |
| W Palm Aire Dr | Cypress Blvd | Oaks Clubhouse Dr | 2 | 169 | 206 | 174 | 212 | 20% | 10 | 7 | 184 | 219 | 370 | 0.59 |
| W Palm Aire Dr | Oaks Clubhouse Dr | SW 36th Ave | 2 | 248 | 272 | 255 | 280 | 80% | 26 | 41 | 281 | 321 | 370 | 0.87 |

| OAKS AT PALM AIRE | In | Out |
|---|---|---|
| PM Peak Hour Traffic | 51 | 33 |

As shown in Table 3 and Table 4, Volume/Capacity ratios in the nearby roadways is less than 1.0. Therefore, there is enough roadway capacity to accomodate the traffic generated by the proposed project. Both Oaks Clubhouse Drive and W Palm Aire Drive currently operate at LOS 'C' and will continue to operate at LOS 'C' after the Oaks at Palm Aire project is fully built.

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[1] Exhibit 2 includes a summary of the field counts.
[2] Exhibit 3 includes FDOT PSF applicable to the count locations. 2022 PSF=1.03.
[3] Exhibit 4 includes FDOT LOS Standards. LOS'C' Capacity for a 2-lane 35 mph road is 370 vehicles per hour.



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The Oaks at Palm Aire project is proposing to relocate the existing Clubhouse and to add a 216 multifamily development on the subject site located at 3701 Oaks Clubhouse Drive in the City of Pompano Beach, Florida. This development will most likely generate 981 net daily trips where 80 (18 In/62 Out) trips will occur during the AM peak hour and 84 (51 In/33 Out) during the PM peak hour.

This analysis shows that the proposed development will be in compliance with transportation concurrency requirements in the City of Pompano Beach once Transportation Concurrency Fees are paid to Broward County for 84 peak hour trips.

According to the Highway Capacity Manual (HCM) and AASHTO Geometric Design of Highways and Streets ("Green Book"), LOS Standards use letters A through F, with A being the best and F being the worst, similar to academic grading. LOS 'C' is characterized by stable flow, most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained. This is the target LOS for some urban and most rural highways. As shown in this analysis, both Oaks Clubhouse Drive and W Palm Aire Drive currently operate at LOS 'C' and will continue to operate at LOS 'C' after the Oaks at Palm Aire project is fully built.

Sincerely,

**JFO GROUP INC**
COA Number 32276

JUAN F. ORTEGA
LICENSE
No. 63422
Digitally signed by Juan F Ortega
Date: 2024.10.14 00:45:55 +10'00'
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

Enclosures:
Exhibit 1: Trip Generation Rates
Exhibit 2: 2023 Field Counts
Exhibit 3: F-DOT Peak Season Factors
Exhibit 4: F-DOT LOS Standards
Exhibit 5: DRC Traffic Comments


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This item has been electronically signed and sealed by Dr. Juan F. Ortega PE on October 14, 2024, using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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

## Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

## Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

## Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

***It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).***

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

## Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076



Exhibit 1
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# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

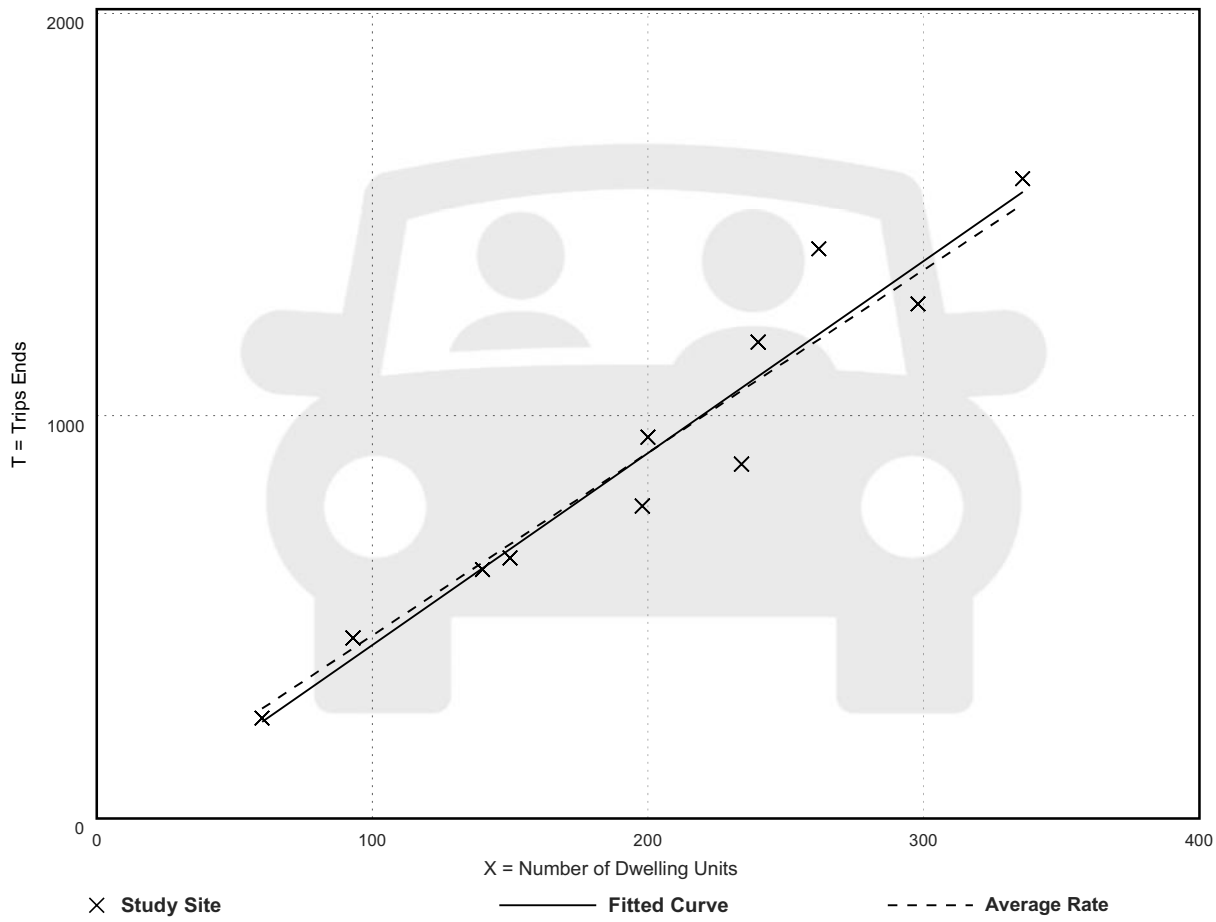
**Vehicle Trip Ends vs: Dwelling Units**
**On a: Weekday**

**Setting/Location: General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 4.54 | 3.76 - 5.40 | 0.51 |

## Data Plot and Equation




**Fitted Curve Equation: T = 4.77(X) - 46.46**

**$R^2$= 0.93**

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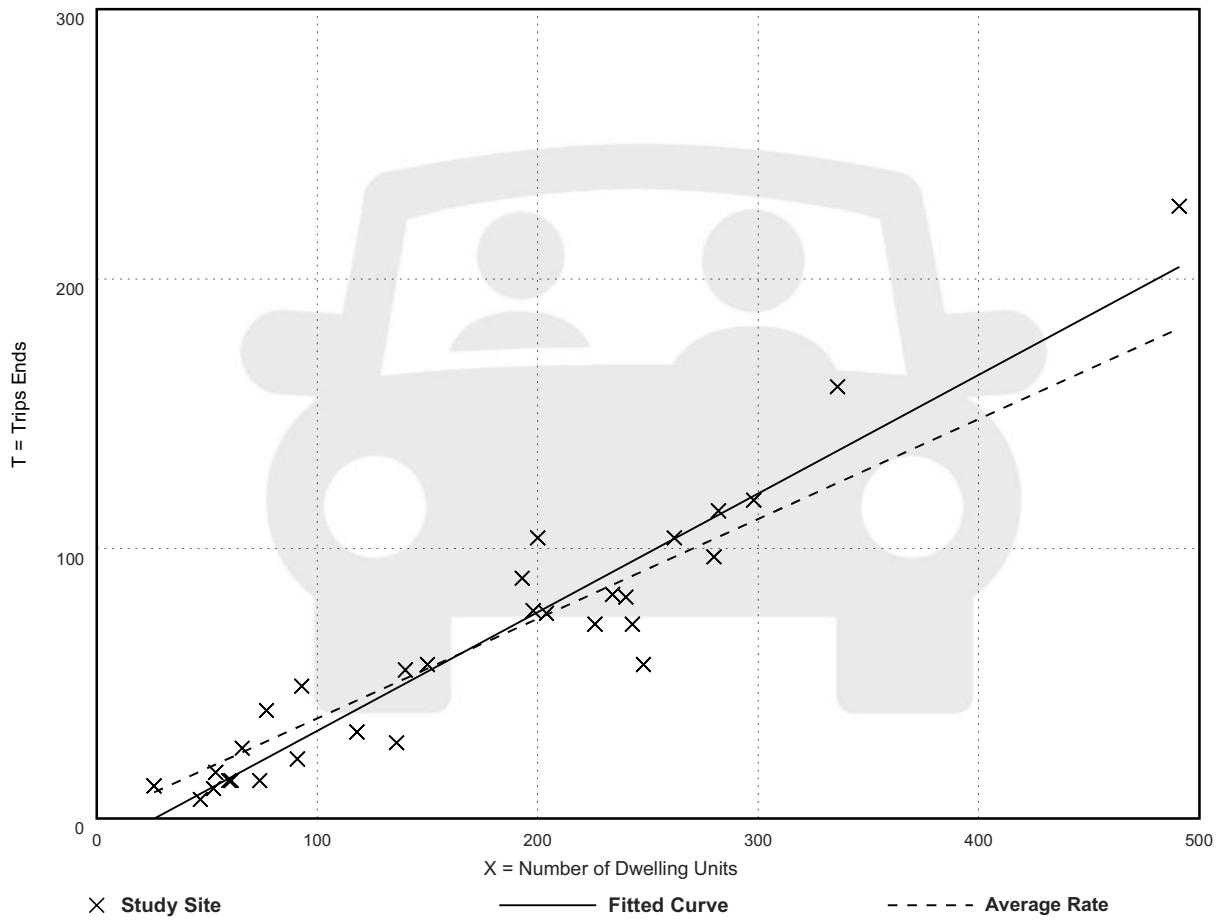
# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

**Vehicle Trip Ends vs: Dwelling Units**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.37 | 0.15 - 0.53 | 0.09 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.44(X) - 11.61**

**$R^2$= 0.91**

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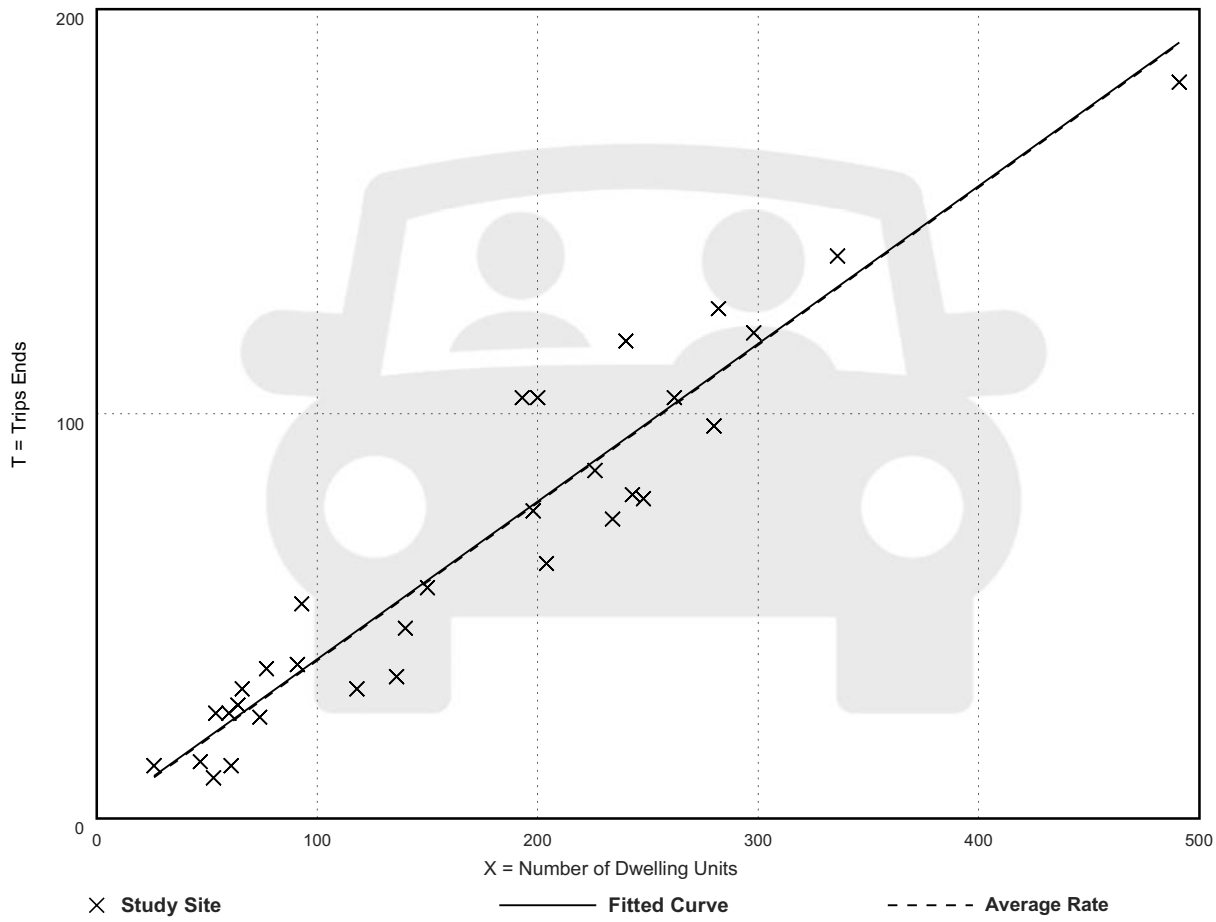
# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

**Vehicle Trip Ends vs: Dwelling Units**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.39 | 0.19 - 0.57 | 0.08 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.39(X) + 0.34**

**$R^2$= 0.91**

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# Land Use: 430
# Golf Course

## Description

A golf course is an expansive landscaped area that includes a series of golf holes, each consisting of a tee, fairway, and putting green. The site may have a driving range, clubhouse with a pro shop, restaurant, lounge, or banquet facility. Miniature golf course (Land Use 431), golf driving range (Land Use 432), and multipurpose recreational facility (Land Use 435) are related uses.

## Additional Data

The golf courses in this land use are 9-, 18-, and 36-hole municipal courses.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, New Jersey, New York, Oregon, Pennsylvania, and Vermont.

## Source Numbers

378, 407, 440, 629, 728, 925, 940, 970



Exhibit 1
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# Golf Course
# (430)

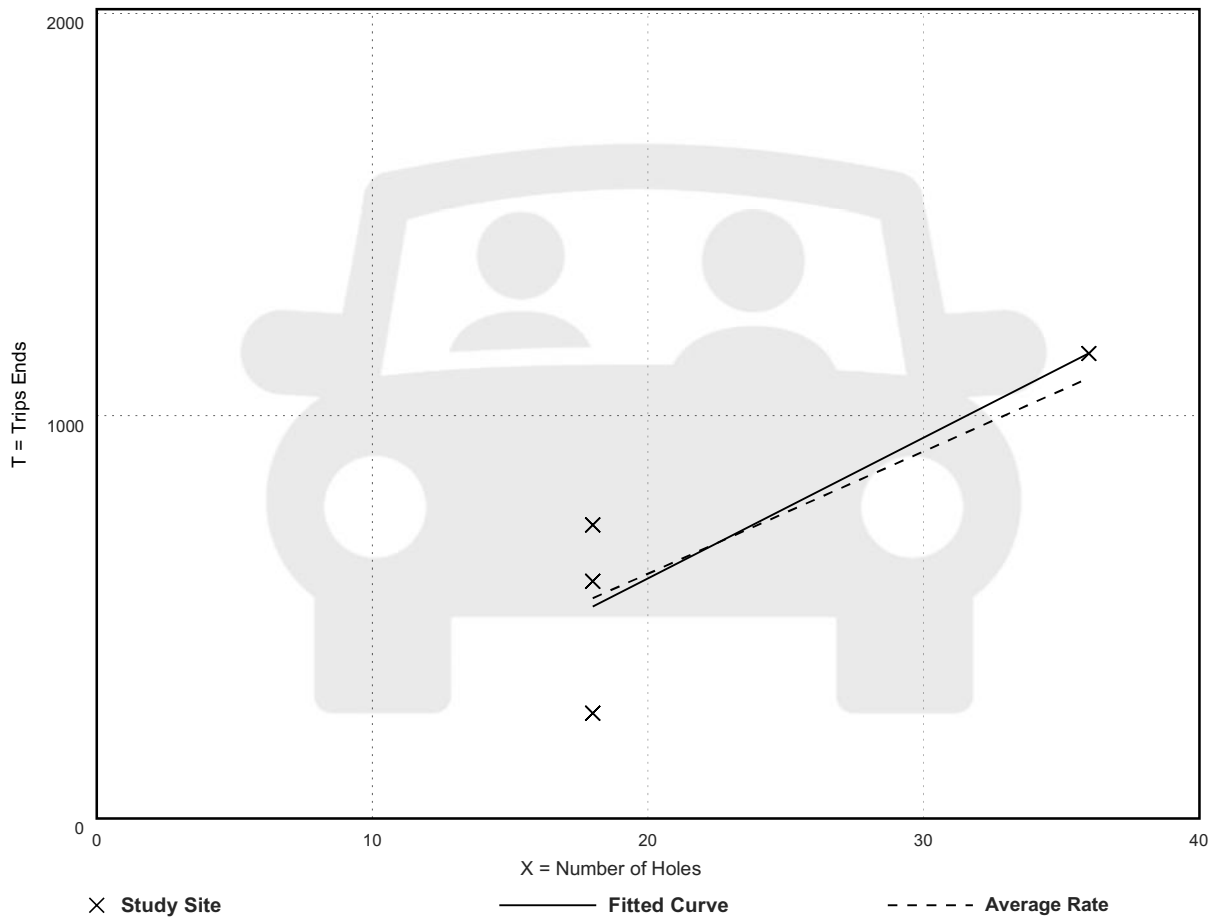
**Vehicle Trip Ends vs: Holes**
**On a: Weekday**

**Setting/Location: General Urban/Suburban**
Number of Studies: 4
Avg. Num. of Holes: 23
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Hole

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 30.38 | 14.50 - 40.50 | 9.88 |

## Data Plot and Equation




**Fitted Curve Equation: T = 34.93(X) - 102.33**

**$R^2$= 0.72**

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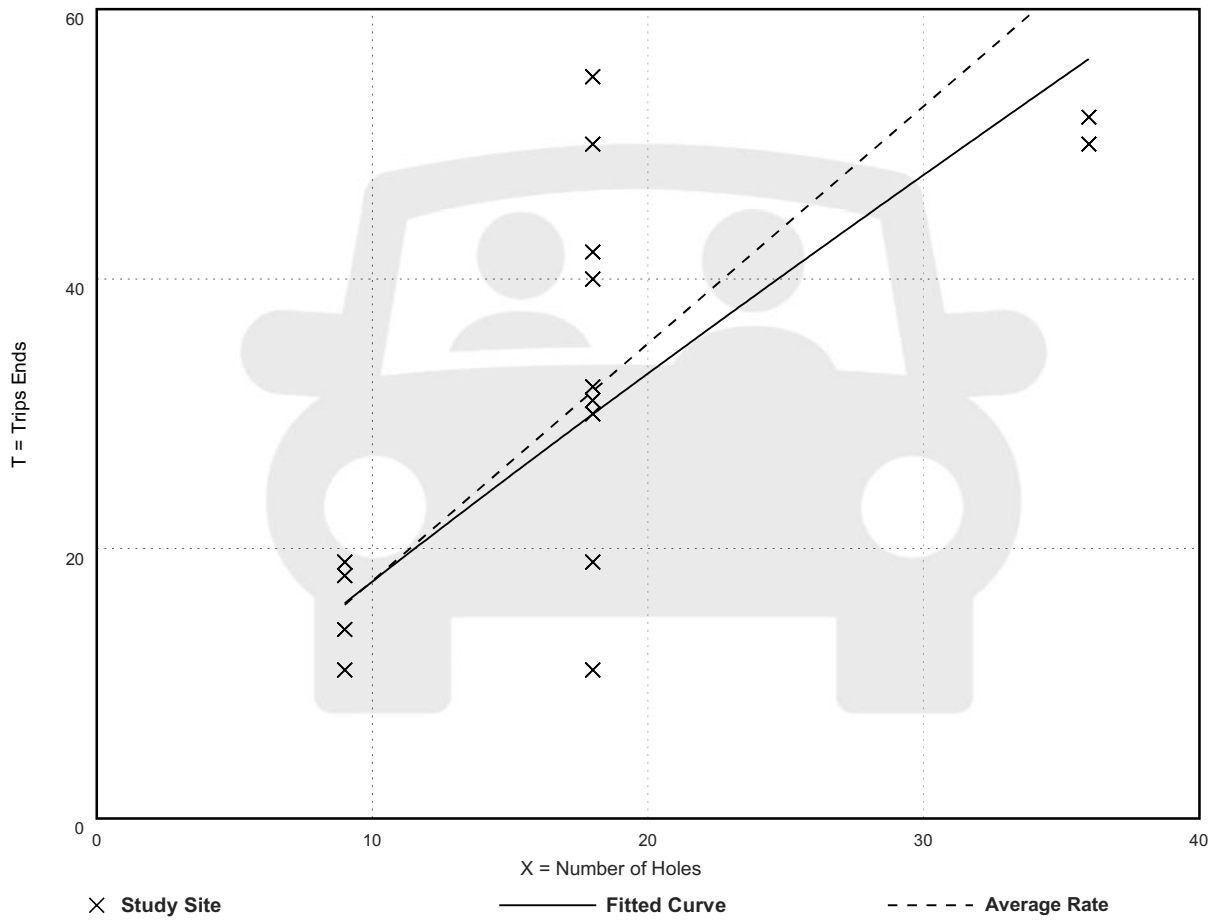
# Golf Course
# (430)

**Vehicle Trip Ends vs: Holes**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 15
Avg. Num. of Holes: 18
Directional Distribution: 79% entering, 21% exiting

## Vehicle Trip Generation per Hole

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 1.76 | 0.61 - 3.06 | 0.64 |

## Data Plot and Equation




**Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.77**

**$R^2$= 0.50**

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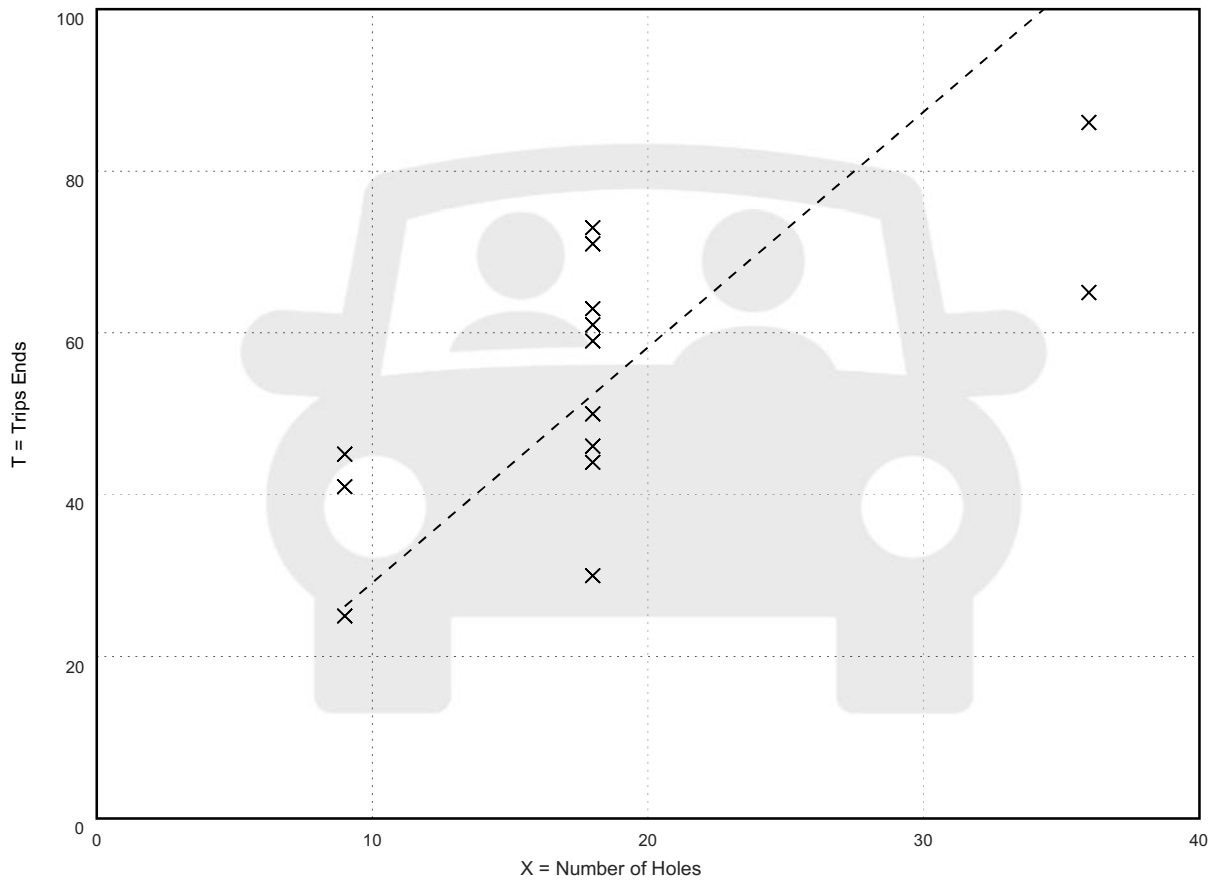
# Golf Course
# (430)

**Vehicle Trip Ends vs: Holes**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 14
Avg. Num. of Holes: 19
Directional Distribution: 53% entering, 47% exiting

## Vehicle Trip Generation per Hole

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 2.91 | 1.67 - 5.00 | 0.93 |

## Data Plot and Equation




× **Study Site**
– – – – – **Average Rate**

**Fitted Curve Equation: Not Given**
**$R^2$= *****

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# Golf Course
# (430)

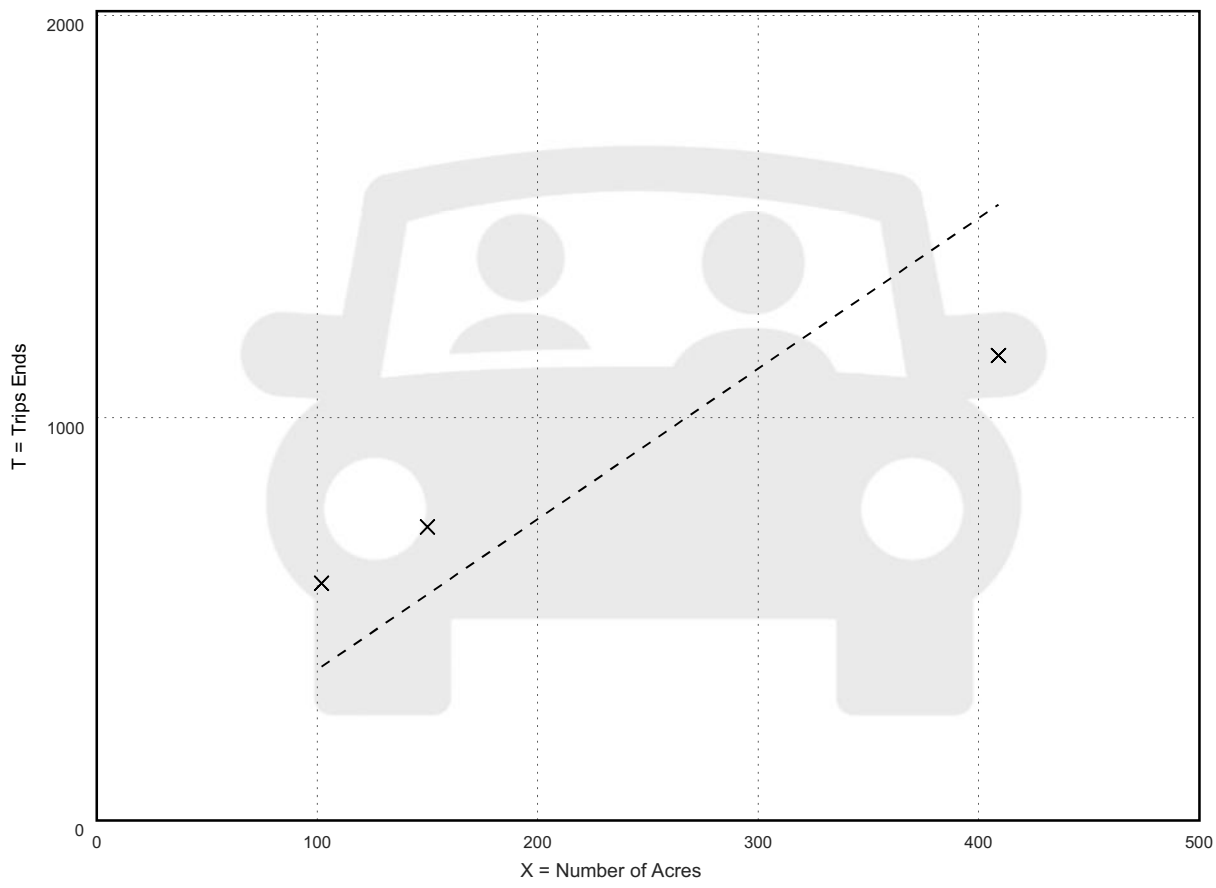
**Vehicle Trip Ends vs: Acres**
**On a: Weekday**

**Setting/Location: General Urban/Suburban**
Number of Studies: 3
Avg. Num. of Acres: 220
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Acre

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 3.74 | 2.82 - 5.77 | 1.47 |

## Data Plot and Equation




× **Study Site**
– – – – – **Average Rate**

**Fitted Curve Equation: Not Given**
**$R^2$= *****

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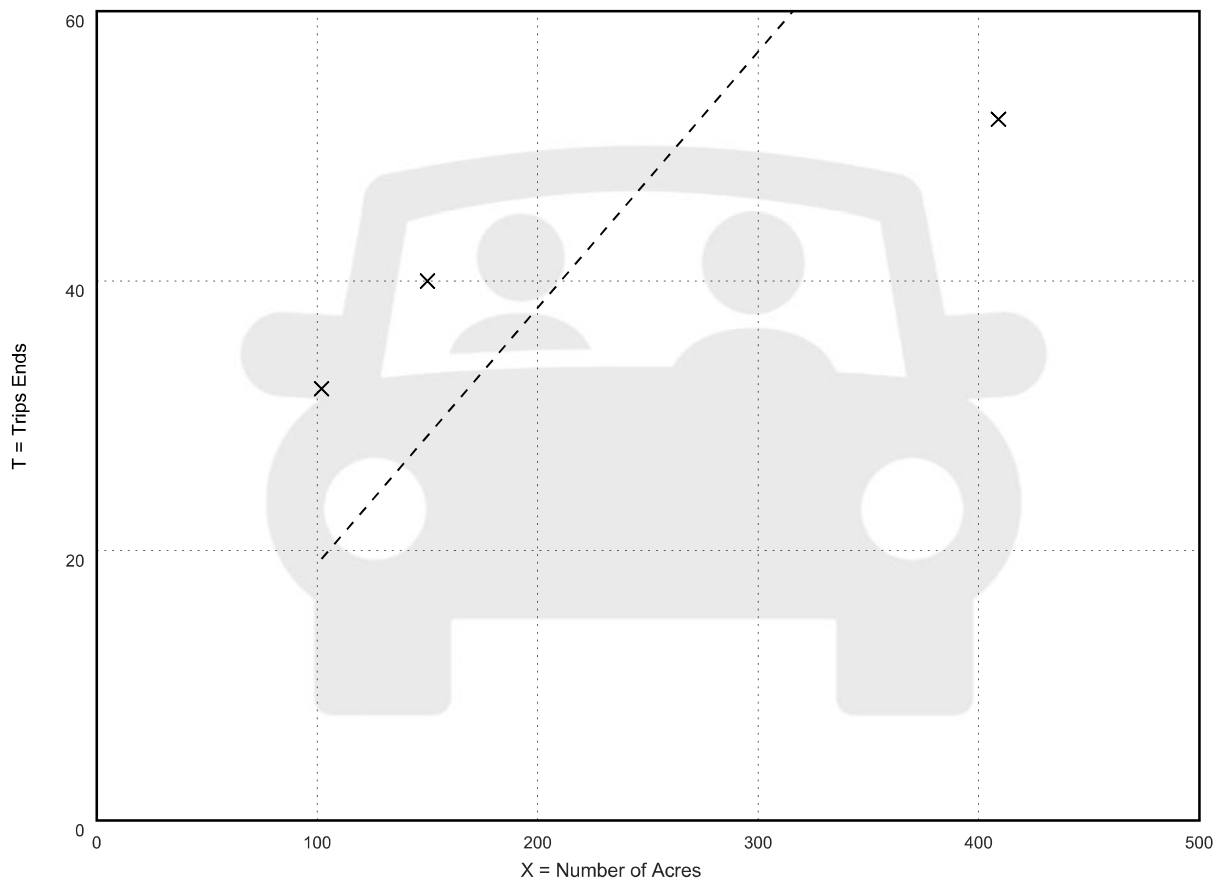
# Golf Course
# (430)

**Vehicle Trip Ends vs: Acres**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 3
Avg. Num. of Acres: 220
Directional Distribution: 74% entering, 26% exiting

## Vehicle Trip Generation per Acre

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.19 | 0.13 - 0.31 | 0.10 |

## Data Plot and Equation




× **Study Site**
– – – – – **Average Rate**

**Fitted Curve Equation: Not Given**
**$R^2$= *****

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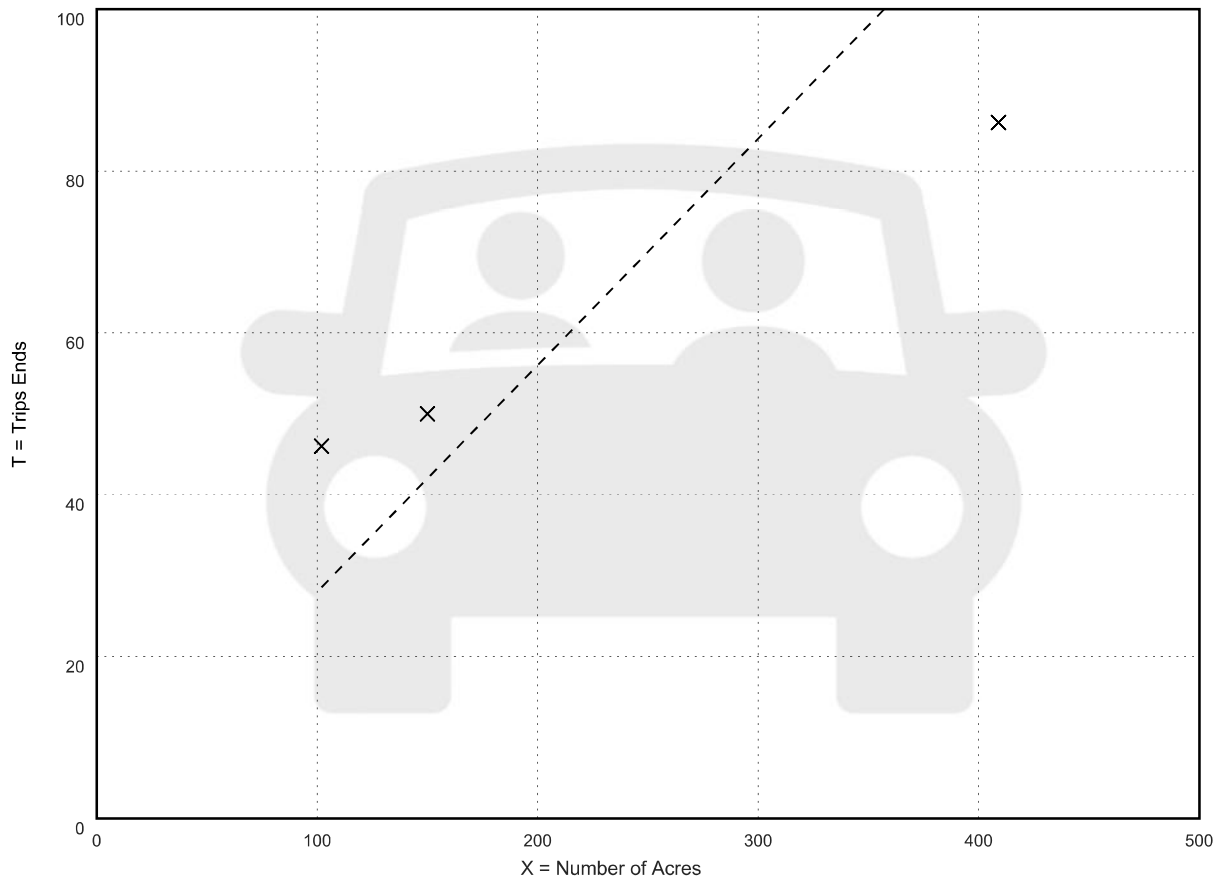
# Golf Course
# (430)

**Vehicle Trip Ends vs: Acres**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 3
Avg. Num. of Acres: 220
Directional Distribution: 34% entering, 66% exiting

## Vehicle Trip Generation per Acre

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.28 | 0.21 - 0.45 | 0.11 |

## Data Plot and Equation




**Fitted Curve Equation: Not Given**

**$R^2$= *****

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KMF Traffic Group, LLC
WWW.KMFTRAFFIC.NET
(772) 924-6993

Automatic traffic recorder - All traffic
On Oak Clubhouse Dr., approximately 425 feet
north of Palm Aire Dr., Pompano Beach, FL

Site Code: JO2340
Date Start: 12/6/2023
Date End: 12/6/2023

| Start Time | 12/6/2023 Wed | SB | NB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 1 | | | | | | | 1 |
| 12:15 | | 1 | 0 | | | | | | | 1 |
| 12:30 | | 0 | 1 | | | | | | | 1 |
| 12:45 | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 1 | | | | | | | 1 |
| 01:15 | | 0 | 1 | | | | | | | 1 |
| 01:30 | | 1 | 0 | | | | | | | 1 |
| 01:45 | | 0 | 1 | | | | | | | 1 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 02:15 | | 0 | 0 | | | | | | | 0 |
| 02:30 | | 0 | 0 | | | | | | | 0 |
| 02:45 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 03:15 | | 0 | 0 | | | | | | | 0 |
| 03:30 | | 0 | 0 | | | | | | | 0 |
| 03:45 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 04:15 | | 2 | 1 | | | | | | | 3 |
| 04:30 | | 3 | 1 | | | | | | | 4 |
| 04:45 | | 2 | 0 | | | | | | | 2 |
| 05:00 | | 2 | 4 | | | | | | | 6 |
| 05:15 | | 0 | 3 | | | | | | | 3 |
| 05:30 | | 6 | 4 | | | | | | | 10 |
| 05:45 | | 10 | 2 | | | | | | | 12 |
| 06:00 | | 3 | 4 | | | | | | | 7 |
| 06:15 | | 11 | 11 | | | | | | | 22 |
| 06:30 | | 12 | 6 | | | | | | | 18 |
| 06:45 | | 11 | 15 | | | | | | | 26 |
| 07:00 | | 25 | 18 | | | | | | | 43 |
| 07:15 | | 18 | 16 | | | | | | | 34 |
| 07:30 | | 22 | 12 | | | | | | | 34 |
| 07:45 | | 17 | 16 | | | | | | | 33 |
| 08:00 | | 29 | 14 | | | | | | | 43 |
| 08:15 | | 19 | 12 | | | | | | | 31 |
| 08:30 | | 18 | 24 | | | | | | | 42 |
| 08:45 | | 27 | 18 | | | | | | | 45 |
| 09:00 | | 17 | 22 | | | | | | | 39 |
| 09:15 | | 29 | 23 | | | | | | | 52 |
| 09:30 | | **23** | 16 | | | | | | | 39 |
| 09:45 | | **34** | 25 | | | | | | | 59 |
| 10:00 | | **25** | 25 | | | | | | | 50 |
| 10:15 | | **36** | 19 | | | | | | | 55 |
| 10:30 | | 19 | 12 | | | | | | | 31 |
| 10:45 | | 25 | 24 | | | | | | | 49 |
| 11:00 | | 19 | **24** | | | | | | | **43** |
| 11:15 | | 23 | **24** | | | | | | | **47** |
| 11:30 | | 33 | **33** | | | | | | | **66** |
| 11:45 | | 27 | **31** | | | | | | | **58** |
| Total | | 549 | 464 | | | | | | | 1013 |
| Percent | | 54.2% | 45.8% | | | | | | | |
| Peak | - | 09:30 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 118 | 112 | - | - | - | - | - | - | 214 |
| P.H.F. | | 0.819 | 0.848 | | | | | | | 0.811 |

DRC
PZ23-05000007
11/20/2024

KMF Traffic Group, LLC
WWW.KMFTRAFFIC.NET
(772) 924-6993

Automatic traffic recorder - All traffic
On Oak Clubhouse Dr., approximately 425 feet
north of Palm Aire Dr., Pompano Beach, FL

Site Code: JO2340
Date Start: 12/6/2023
Date End: 12/6/2023

| Start Time | 12/6/2023 Wed | SB | NB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 PM | | 32 | 26 | | | | | | | 58 |
| 12:15 | | 19 | 17 | | | | | | | 36 |
| 12:30 | | 24 | 21 | | | | | | | 45 |
| 12:45 | | 27 | 20 | | | | | | | 47 |
| 01:00 | | 21 | 28 | | | | | | | 49 |
| 01:15 | | 27 | 30 | | | | | | | 57 |
| 01:30 | | 18 | 14 | | | | | | | 32 |
| 01:45 | | 20 | 26 | | | | | | | 46 |
| 02:00 | | 18 | 24 | | | | | | | 42 |
| 02:15 | | 25 | 19 | | | | | | | 44 |
| 02:30 | | 27 | **28** | | | | | | | 55 |
| 02:45 | | 16 | **28** | | | | | | | 44 |
| 03:00 | | 17 | **32** | | | | | | | 49 |
| 03:15 | | 18 | **29** | | | | | | | 47 |
| 03:30 | | 17 | 22 | | | | | | | 39 |
| 03:45 | | 26 | 29 | | | | | | | 55 |
| 04:00 | | 19 | 20 | | | | | | | 39 |
| 04:15 | | 21 | 26 | | | | | | | 47 |
| 04:30 | | **32** | 21 | | | | | | | **53** |
| 04:45 | | **26** | 26 | | | | | | | **52** |
| 05:00 | | **31** | 30 | | | | | | | **61** |
| 05:15 | | **27** | 27 | | | | | | | **54** |
| 05:30 | | 24 | 29 | | | | | | | 53 |
| 05:45 | | 19 | 22 | | | | | | | 41 |
| 06:00 | | 24 | 13 | | | | | | | 37 |
| 06:15 | | 16 | 24 | | | | | | | 40 |
| 06:30 | | 11 | 17 | | | | | | | 28 |
| 06:45 | | 11 | 15 | | | | | | | 26 |
| 07:00 | | 9 | 22 | | | | | | | 31 |
| 07:15 | | 11 | 16 | | | | | | | 27 |
| 07:30 | | 11 | 16 | | | | | | | 27 |
| 07:45 | | 7 | 14 | | | | | | | 21 |
| 08:00 | | 5 | 18 | | | | | | | 23 |
| 08:15 | | 8 | 10 | | | | | | | 18 |
| 08:30 | | 6 | 19 | | | | | | | 25 |
| 08:45 | | 7 | 7 | | | | | | | 14 |
| 09:00 | | 4 | 11 | | | | | | | 15 |
| 09:15 | | 3 | 10 | | | | | | | 13 |
| 09:30 | | 6 | 4 | | | | | | | 10 |
| 09:45 | | 4 | 8 | | | | | | | 12 |
| 10:00 | | 3 | 9 | | | | | | | 12 |
| 10:15 | | 3 | 6 | | | | | | | 9 |
| 10:30 | | 0 | 7 | | | | | | | 7 |
| 10:45 | | 2 | 7 | | | | | | | 9 |
| 11:00 | | 2 | 3 | | | | | | | 5 |
| 11:15 | | 0 | 4 | | | | | | | 4 |
| 11:30 | | 0 | 3 | | | | | | | 3 |
| 11:45 | | 1 | 2 | | | | | | | 3 |
| Total | | 705 | 859 | | | | | | | 1564 |
| Percent | | 45.1% | 54.9% | | | | | | | |
| Peak | - | 16:30 | 14:30 | - | - | - | - | - | - | 16:30 |
| Vol. | - | 116 | 117 | - | - | - | - | - | - | 220 |
| P.H.F. | | 0.906 | 0.914 | | | | | | | 0.902 |
| Total | | 1254 | 1323 | | | | | | | 2577 |
| Percent | | 48.7% | 51.3% | | | | | | | |
| ADT | | ADT 1,354 | | AADT 1,354 | | | | | | |

KMF Traffic Group, LLC
WWW.KMFTRAFFIC.NET
(772) 924-6993

DRC
PZ23-05000007
11/20/2024

Automatic traffic recorder - All traffic
On Palm Aire Dr., approximately 340 feet
west of Oak Clubhouse Dr., Pompano Beach, FL

Site Code: JO2340
Date Start: 12/6/2023
Date End: 12/6/2023

| Start Time | 12/6/2023 Wed | WB | EB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 8 | 1 | | | | | | | 9 |
| 12:15 | | 3 | 2 | | | | | | | 5 |
| 12:30 | | 0 | 2 | | | | | | | 2 |
| 12:45 | | 2 | 0 | | | | | | | 2 |
| 01:00 | | 0 | 2 | | | | | | | 2 |
| 01:15 | | 1 | 1 | | | | | | | 2 |
| 01:30 | | 2 | 2 | | | | | | | 4 |
| 01:45 | | 2 | 1 | | | | | | | 3 |
| 02:00 | | 2 | 0 | | | | | | | 2 |
| 02:15 | | 0 | 0 | | | | | | | 0 |
| 02:30 | | 0 | 0 | | | | | | | 0 |
| 02:45 | | 1 | 0 | | | | | | | 1 |
| 03:00 | | 0 | 1 | | | | | | | 1 |
| 03:15 | | 1 | 0 | | | | | | | 1 |
| 03:30 | | 0 | 0 | | | | | | | 0 |
| 03:45 | | 1 | 0 | | | | | | | 1 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 04:15 | | 3 | 1 | | | | | | | 4 |
| 04:30 | | 2 | 5 | | | | | | | 7 |
| 04:45 | | 0 | 3 | | | | | | | 3 |
| 05:00 | | 0 | 11 | | | | | | | 11 |
| 05:15 | | 1 | 11 | | | | | | | 12 |
| 05:30 | | 4 | 12 | | | | | | | 16 |
| 05:45 | | 5 | 13 | | | | | | | 18 |
| 06:00 | | 2 | 9 | | | | | | | 11 |
| 06:15 | | 7 | 11 | | | | | | | 18 |
| 06:30 | | 11 | 19 | | | | | | | 30 |
| 06:45 | | 13 | 25 | | | | | | | 38 |
| 07:00 | | 18 | 22 | | | | | | | 40 |
| 07:15 | | 18 | 51 | | | | | | | 69 |
| 07:30 | | 18 | **57** | | | | | | | 75 |
| 07:45 | | 30 | **53** | | | | | | | 83 |
| 08:00 | | 27 | **35** | | | | | | | 62 |
| 08:15 | | 29 | **52** | | | | | | | 81 |
| 08:30 | | 25 | 44 | | | | | | | 69 |
| 08:45 | | 44 | 39 | | | | | | | 83 |
| 09:00 | | 29 | 54 | | | | | | | 83 |
| 09:15 | | 28 | 42 | | | | | | | 70 |
| 09:30 | | 23 | 41 | | | | | | | 64 |
| 09:45 | | 25 | 52 | | | | | | | 77 |
| 10:00 | | 40 | 50 | | | | | | | 90 |
| 10:15 | | 39 | 40 | | | | | | | 79 |
| 10:30 | | 39 | 47 | | | | | | | 86 |
| 10:45 | | 36 | 42 | | | | | | | 78 |
| 11:00 | | **42** | 35 | | | | | | | **77** |
| 11:15 | | **31** | 43 | | | | | | | **74** |
| 11:30 | | **43** | 51 | | | | | | | **94** |
| 11:45 | | **45** | 49 | | | | | | | **94** |
| Total | | 700 | 1031 | | | | | | | 1731 |
| Percent | | 40.4% | 59.6% | | | | | | | |
| Peak | - | 11:00 | 07:30 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 161 | 197 | - | - | - | - | - | - | 339 |
| P.H.F. | | 0.894 | 0.864 | | | | | | | 0.902 |

DRC
PZ23-05000007
11/20/2024

KMF Traffic Group, LLC
WWW.KMFTRAFFIC.NET
(772) 924-6993

Automatic traffic recorder - All traffic
On Palm Aire Dr., approximately 340 feet
west of Oak Clubhouse Dr., Pompano Beach, FL

Site Code: JO2340
Date Start: 12/6/2023
Date End: 12/6/2023

| Start Time | 12/6/2023 Wed | WB | EB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 PM | | 45 | 45 | | | | | | | 90 |
| 12:15 | | 45 | 44 | | | | | | | 89 |
| 12:30 | | 40 | 41 | | | | | | | 81 |
| 12:45 | | 54 | 33 | | | | | | | 87 |
| 01:00 | | 35 | 40 | | | | | | | 75 |
| 01:15 | | 36 | 37 | | | | | | | 73 |
| 01:30 | | 43 | 29 | | | | | | | 72 |
| 01:45 | | 45 | 37 | | | | | | | 82 |
| 02:00 | | 64 | 37 | | | | | | | 101 |
| 02:15 | | 42 | 47 | | | | | | | 89 |
| 02:30 | | 39 | 41 | | | | | | | 80 |
| 02:45 | | 49 | 25 | | | | | | | 74 |
| 03:00 | | 60 | 47 | | | | | | | 107 |
| 03:15 | | 36 | 51 | | | | | | | 87 |
| 03:30 | | 46 | 37 | | | | | | | 83 |
| 03:45 | | 48 | 30 | | | | | | | 78 |
| 04:00 | | 44 | **43** | | | | | | | 87 |
| 04:15 | | 40 | **51** | | | | | | | 91 |
| 04:30 | | 43 | **35** | | | | | | | 78 |
| 04:45 | | **50** | **40** | | | | | | | **90** |
| 05:00 | | **51** | 40 | | | | | | | **91** |
| 05:15 | | **47** | 41 | | | | | | | **88** |
| 05:30 | | **58** | 36 | | | | | | | **94** |
| 05:45 | | 44 | 43 | | | | | | | 87 |
| 06:00 | | 54 | 37 | | | | | | | 91 |
| 06:15 | | 45 | 33 | | | | | | | 78 |
| 06:30 | | 38 | 30 | | | | | | | 68 |
| 06:45 | | 35 | 19 | | | | | | | 54 |
| 07:00 | | 35 | 21 | | | | | | | 56 |
| 07:15 | | 25 | 13 | | | | | | | 38 |
| 07:30 | | 23 | 20 | | | | | | | 43 |
| 07:45 | | 33 | 17 | | | | | | | 50 |
| 08:00 | | 29 | 14 | | | | | | | 43 |
| 08:15 | | 31 | 15 | | | | | | | 46 |
| 08:30 | | 22 | 22 | | | | | | | 44 |
| 08:45 | | 25 | 8 | | | | | | | 33 |
| 09:00 | | 26 | 5 | | | | | | | 31 |
| 09:15 | | 14 | 12 | | | | | | | 26 |
| 09:30 | | 11 | 8 | | | | | | | 19 |
| 09:45 | | 17 | 5 | | | | | | | 22 |
| 10:00 | | 17 | 15 | | | | | | | 32 |
| 10:15 | | 15 | 6 | | | | | | | 21 |
| 10:30 | | 6 | 7 | | | | | | | 13 |
| 10:45 | | 11 | 11 | | | | | | | 22 |
| 11:00 | | 6 | 7 | | | | | | | 13 |
| 11:15 | | 10 | 5 | | | | | | | 15 |
| 11:30 | | 4 | 1 | | | | | | | 5 |
| 11:45 | | 0 | 0 | | | | | | | 0 |
| Total | | 1636 | 1281 | | | | | | | 2917 |
| Percent | | 56.1% | 43.9% | | | | | | | |
| Peak | - | 16:45 | 16:00 | - | - | - | - | - | - | 16:45 |
| Vol. | - | 206 | 169 | - | - | - | - | - | - | 363 |
| P.H.F. | | 0.805 | 0.828 | | | | | | | 0.965 |
| Total | | 2336 | 2312 | | | | | | | 4648 |
| Percent | | 50.3% | 49.7% | | | | | | | |
| ADT | | ADT 4,648 | | AADT 4,648 | | | | | | |

DRC
PZ23-05000007
11/20/2024

KMF Traffic Group, LLC
WWW.KMFTRAFFIC.NET
(772) 924-6993

Automatic traffic recorder - All traffic
On Palm Aire Dr., approximately 475 feet
east of Oak Clubhousr Dr., Pompano Beach. FL

Site Code: JO2340
Date Start: 12/6/2023
Date End: 12/6/2023

| Start Time | 12/6/2023 Wed | WB | EB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 7 | 0 | | | | | | | 7 |
| 12:15 | | 4 | 2 | | | | | | | 6 |
| 12:30 | | 1 | 1 | | | | | | | 2 |
| 12:45 | | 2 | 0 | | | | | | | 2 |
| 01:00 | | 1 | 2 | | | | | | | 3 |
| 01:15 | | 1 | 0 | | | | | | | 1 |
| 01:30 | | 0 | 1 | | | | | | | 1 |
| 01:45 | | 3 | 2 | | | | | | | 5 |
| 02:00 | | 2 | 0 | | | | | | | 2 |
| 02:15 | | 0 | 0 | | | | | | | 0 |
| 02:30 | | 0 | 0 | | | | | | | 0 |
| 02:45 | | 1 | 0 | | | | | | | 1 |
| 03:00 | | 0 | 1 | | | | | | | 1 |
| 03:15 | | 0 | 0 | | | | | | | 0 |
| 03:30 | | 4 | 1 | | | | | | | 5 |
| 03:45 | | 1 | 0 | | | | | | | 1 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 04:15 | | 2 | 3 | | | | | | | 5 |
| 04:30 | | 1 | 6 | | | | | | | 7 |
| 04:45 | | 1 | 2 | | | | | | | 3 |
| 05:00 | | 4 | 10 | | | | | | | 14 |
| 05:15 | | 6 | 9 | | | | | | | 15 |
| 05:30 | | 5 | 17 | | | | | | | 22 |
| 05:45 | | 2 | 23 | | | | | | | 25 |
| 06:00 | | 5 | 14 | | | | | | | 19 |
| 06:15 | | 15 | 19 | | | | | | | 34 |
| 06:30 | | 15 | 28 | | | | | | | 43 |
| 06:45 | | 14 | 31 | | | | | | | 45 |
| 07:00 | | 21 | 44 | | | | | | | 65 |
| 07:15 | | 25 | 60 | | | | | | | 85 |
| 07:30 | | 28 | 72 | | | | | | | 100 |
| 07:45 | | 32 | 74 | | | | | | | 106 |
| 08:00 | | 30 | 51 | | | | | | | 81 |
| 08:15 | | 27 | 65 | | | | | | | 92 |
| 08:30 | | 35 | 65 | | | | | | | 100 |
| 08:45 | | 57 | 56 | | | | | | | 113 |
| 09:00 | | 39 | 63 | | | | | | | 102 |
| 09:15 | | 31 | 54 | | | | | | | 85 |
| 09:30 | | 32 | 62 | | | | | | | 94 |
| 09:45 | | 38 | **82** | | | | | | | **120** |
| 10:00 | | 50 | **70** | | | | | | | **120** |
| 10:15 | | 42 | **62** | | | | | | | **104** |
| 10:30 | | 48 | **76** | | | | | | | **124** |
| 10:45 | | 45 | 56 | | | | | | | 101 |
| 11:00 | | **54** | 49 | | | | | | | 103 |
| 11:15 | | **44** | 56 | | | | | | | 100 |
| 11:30 | | **65** | 71 | | | | | | | 136 |
| 11:45 | | **53** | 64 | | | | | | | 117 |
| Total | | 893 | 1424 | | | | | | | 2317 |
| Percent | | 38.5% | 61.5% | | | | | | | |
| Peak | - | 11:00 | 09:45 | - | - | - | - | - | - | 09:45 |
| Vol. | - | 216 | 290 | - | - | - | - | - | - | 468 |
| P.H.F. | | 0.831 | 0.884 | | | | | | | 0.944 |

DRC
PZ23-05000007
11/20/2024

KMF Traffic Group, LLC
WWW.KMFTRAFFIC.NET
(772) 924-6993

Automatic traffic recorder - All traffic
On Palm Aire Dr., approximately 475 feet
east of Oak Clubhousr Dr., Pompano Beach. FL

Site Code: JO2340
Date Start: 12/6/2023
Date End: 12/6/2023

| Start Time | 12/6/2023 Wed | WB | EB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 PM | | 53 | 67 | | | | | | | 120 |
| 12:15 | | 55 | 58 | | | | | | | 113 |
| 12:30 | | 53 | 57 | | | | | | | 110 |
| 12:45 | | 58 | 60 | | | | | | | 118 |
| 01:00 | | 46 | 50 | | | | | | | 96 |
| 01:15 | | 53 | 59 | | | | | | | 112 |
| 01:30 | | 48 | 41 | | | | | | | 89 |
| 01:45 | | 57 | 51 | | | | | | | 108 |
| 02:00 | | 70 | 51 | | | | | | | 121 |
| 02:15 | | 50 | 72 | | | | | | | 122 |
| 02:30 | | 57 | 52 | | | | | | | 109 |
| 02:45 | | 68 | 43 | | | | | | | 111 |
| 03:00 | | 86 | 56 | | | | | | | 142 |
| 03:15 | | 54 | 61 | | | | | | | 115 |
| 03:30 | | 56 | 44 | | | | | | | 100 |
| 03:45 | | 66 | **63** | | | | | | | 129 |
| 04:00 | | 61 | **65** | | | | | | | 126 |
| 04:15 | | 50 | **55** | | | | | | | 105 |
| 04:30 | | 57 | **65** | | | | | | | 122 |
| 04:45 | | **66** | 55 | | | | | | | **121** |
| 05:00 | | **67** | 65 | | | | | | | **132** |
| 05:15 | | **62** | 51 | | | | | | | **113** |
| 05:30 | | **77** | 59 | | | | | | | **136** |
| 05:45 | | 59 | 57 | | | | | | | 116 |
| 06:00 | | 58 | 65 | | | | | | | 123 |
| 06:15 | | 57 | 41 | | | | | | | 98 |
| 06:30 | | 50 | 32 | | | | | | | 82 |
| 06:45 | | 45 | 26 | | | | | | | 71 |
| 07:00 | | 52 | 28 | | | | | | | 80 |
| 07:15 | | 38 | 20 | | | | | | | 58 |
| 07:30 | | 36 | 27 | | | | | | | 63 |
| 07:45 | | 48 | 24 | | | | | | | 72 |
| 08:00 | | 44 | 10 | | | | | | | 54 |
| 08:15 | | 42 | 17 | | | | | | | 59 |
| 08:30 | | 36 | 23 | | | | | | | 59 |
| 08:45 | | 31 | 14 | | | | | | | 45 |
| 09:00 | | 33 | 8 | | | | | | | 41 |
| 09:15 | | 21 | 12 | | | | | | | 33 |
| 09:30 | | 15 | 11 | | | | | | | 26 |
| 09:45 | | 25 | 9 | | | | | | | 34 |
| 10:00 | | 21 | 8 | | | | | | | 29 |
| 10:15 | | 20 | 8 | | | | | | | 28 |
| 10:30 | | 14 | 5 | | | | | | | 19 |
| 10:45 | | 15 | 4 | | | | | | | 19 |
| 11:00 | | 9 | 11 | | | | | | | 20 |
| 11:15 | | 12 | 3 | | | | | | | 15 |
| 11:30 | | 6 | 0 | | | | | | | 6 |
| 11:45 | | 2 | 3 | | | | | | | 5 |
| Total | | 2159 | 1766 | | | | | | | 3925 |
| Percent | | 55.0% | 45.0% | | | | | | | |
| Peak | - | 16:45 | 15:45 | - | - | - | - | - | - | 16:45 |
| Vol. | - | 272 | 248 | - | - | - | - | - | - | 502 |
| P.H.F. | | 0.791 | 0.861 | | | | | | | 0.923 |
| Total | | 3052 | 3190 | | | | | | | 6242 |
| Percent | | 48.9% | 51.1% | | | | | | | |

ADT ADT 6,242 AADT 6,242

DRC

PZ23-05000007
11/20/2024

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2022 - 01/01/2022 | 1.00 | 1.03 |
| 2 | 01/02/2022 - 01/08/2022 | 1.01 | 1.04 |
| 3 | 01/09/2022 - 01/15/2022 | 1.03 | 1.06 |
| 4 | 01/16/2022 - 01/22/2022 | 1.02 | 1.05 |
| 5 | 01/23/2022 - 01/29/2022 | 1.00 | 1.03 |
| 6 | 01/30/2022 - 02/05/2022 | 0.99 | 1.02 |
| * 7 | 02/06/2022 - 02/12/2022 | 0.98 | 1.01 |
| * 8 | 02/13/2022 - 02/19/2022 | 0.97 | 1.00 |
| * 9 | 02/20/2022 - 02/26/2022 | 0.97 | 1.00 |
| *10 | 02/27/2022 - 03/05/2022 | 0.96 | 0.99 |
| *11 | 03/06/2022 - 03/12/2022 | 0.96 | 0.99 |
| *12 | 03/13/2022 - 03/19/2022 | 0.96 | 0.99 |
| *13 | 03/20/2022 - 03/26/2022 | 0.96 | 0.99 |
| *14 | 03/27/2022 - 04/02/2022 | 0.97 | 1.00 |
| *15 | 04/03/2022 - 04/09/2022 | 0.97 | 1.00 |
| *16 | 04/10/2022 - 04/16/2022 | 0.98 | 1.01 |
| *17 | 04/17/2022 - 04/23/2022 | 0.98 | 1.01 |
| *18 | 04/24/2022 - 04/30/2022 | 0.99 | 1.02 |
| *19 | 05/01/2022 - 05/07/2022 | 0.99 | 1.02 |
| 20 | 05/08/2022 - 05/14/2022 | 1.00 | 1.03 |
| 21 | 05/15/2022 - 05/21/2022 | 1.00 | 1.03 |
| 22 | 05/22/2022 - 05/28/2022 | 1.01 | 1.04 |
| 23 | 05/29/2022 - 06/04/2022 | 1.01 | 1.04 |
| 24 | 06/05/2022 - 06/11/2022 | 1.02 | 1.05 |
| 25 | 06/12/2022 - 06/18/2022 | 1.03 | 1.06 |
| 26 | 06/19/2022 - 06/25/2022 | 1.02 | 1.05 |
| 27 | 06/26/2022 - 07/02/2022 | 1.02 | 1.05 |
| 28 | 07/03/2022 - 07/09/2022 | 1.02 | 1.05 |
| 29 | 07/10/2022 - 07/16/2022 | 1.02 | 1.05 |
| 30 | 07/17/2022 - 07/23/2022 | 1.02 | 1.05 |
| 31 | 07/24/2022 - 07/30/2022 | 1.01 | 1.04 |
| 32 | 07/31/2022 - 08/06/2022 | 1.01 | 1.04 |
| 33 | 08/07/2022 - 08/13/2022 | 1.00 | 1.03 |
| 34 | 08/14/2022 - 08/20/2022 | 1.00 | 1.03 |
| 35 | 08/21/2022 - 08/27/2022 | 1.01 | 1.04 |
| 36 | 08/28/2022 - 09/03/2022 | 1.02 | 1.05 |
| 37 | 09/04/2022 - 09/10/2022 | 1.03 | 1.06 |
| 38 | 09/11/2022 - 09/17/2022 | 1.04 | 1.07 |
| 39 | 09/18/2022 - 09/24/2022 | 1.03 | 1.06 |
| 40 | 09/25/2022 - 10/01/2022 | 1.02 | 1.05 |
| 41 | 10/02/2022 - 10/08/2022 | 1.01 | 1.04 |
| 42 | 10/09/2022 - 10/15/2022 | 1.00 | 1.03 |
| 43 | 10/16/2022 - 10/22/2022 | 1.00 | 1.03 |
| 44 | 10/23/2022 - 10/29/2022 | 1.01 | 1.04 |
| 45 | 10/30/2022 - 11/05/2022 | 1.01 | 1.04 |
| 46 | 11/06/2022 - 11/12/2022 | 1.01 | 1.04 |
| 47 | 11/13/2022 - 11/19/2022 | 1.02 | 1.05 |
| 48 | 11/20/2022 - 11/26/2022 | 1.01 | 1.04 |
| 49 | 11/27/2022 - 12/03/2022 | 1.01 | 1.04 |
| 50 | 12/04/2022 - 12/10/2022 | 1.00 | 1.03 |
| 51 | 12/11/2022 - 12/17/2022 | 1.00 | 1.03 |
| 52 | 12/18/2022 - 12/24/2022 | 1.01 | 1.04 |
| 53 | 12/25/2022 - 12/31/2022 | 1.03 | 1.06 |

* PEAK SEASON

23-FEB-2023 09:11:21 830UPD 4_8601_PKSEASON.TXT

Exhibit 3

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TABLE 7

# Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | * | 830 | 880 | ** |
| 2 | Divided | * | 1,910 | 2,000 | ** |
| 3 | Divided | * | 2,940 | 3,020 | ** |
| 4 | Divided | * | 3,970 | 4,040 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | * | 370 | 750 | 800 |
| 2 | Divided | * | 730 | 1,630 | 1,700 |
| 3 | Divided | * | 1,170 | 2,520 | 2,560 |
| 4 | Divided | * | 1,610 | 3,390 | 3,420 |

**Non-State Signalized Roadway Adjustments**

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

**Median & Turn Lane Adjustments**

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 1 | Divided | Yes | No | +5% |
| 1 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

**One-Way Facility Adjustment**

Multiply the corresponding directional volumes in this table by 1.2

### BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 150 | 390 | 1,000 |
| 50-84% | 110 | 340 | 1,000 | >1,000 |
| 85-100% | 470 | 1,000 | >1,000 | ** |

### PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 140 | 480 |
| 50-84% | * | 80 | 440 | 800 |
| 85-100% | 200 | 540 | 880 | >1,000 |

### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

**Core Urbanized**

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 2 | 2,230 | 3,100 | 3,740 | 4,080 |
| 3 | 3,280 | 4,570 | 5,620 | 6,130 |
| 4 | 4,310 | 6,030 | 7,490 | 8,170 |
| 5 | 5,390 | 7,430 | 9,370 | 10,220 |
| 6 | 6,380 | 8,990 | 11,510 | 12,760 |

**Urbanized**

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 2 | 2,270 | 3,100 | 3,890 | 4,230 |
| 3 | 3,410 | 4,650 | 5,780 | 6,340 |
| 4 | 4,550 | 6,200 | 7,680 | 8,460 |
| 5 | 5,690 | 7,760 | 9,520 | 10,570 |

**Freeway Adjustments**

| Auxiliary Lane | Ramp Metering |
|---|---|
| + 1,000 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | 580 | 890 | 1,200 | 1,610 |
| 2 | Divided | 1,800 | 2,600 | 3,280 | 3,730 |
| 3 | Divided | 2,700 | 3,900 | 4,920 | 5,600 |

**Uninterrupted Flow Highway Adjustments**

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 1 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/



Exhibit 4

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SF reduction in the size of the clubhouse (current = 37,504 SF and proposed = 7,162 SF.) This is a significant reduction in size (81% smaller) that should be mentioned and does not match the [illegible] SF noted on the tabular date on site plan. Please include in the narrative if the existing Clubhouse contains a restaurant and the net change in size of that facility with this project. You may want to mention what is being eliminated from the existing, much larger, clubhouse facility.

Traffic Study Comments:
(1) This is not presented in a manner that is understandable or reassuring to the public. The conclusion that "As shown in this analysis, both Oaks Clubhouse Drive and W Palm Aire Drive currently operate at LOS 'C' and will continue to operate at LOS 'C' after the Oaks at Palm Aire project is fully built." should be right after the tables showing the V/C ratio and a column should be added to that table for the LOS standard the V/C ratio represents.

(2) A further explanation of the traffic counts, when they were taken and how and what those numbers mean to the lay person would be a good addition to the study.

(3) The average daily and AM/PM peak hour tables are not clear. The reduction in trips from the previous Clubhouse due to its smaller size and whether or not the proposed restaurant reduces the trip reduction of the smaller Clubhouse should be presented in the analysis even if it is not included in the traffic impact as it's likely that clubhouse was not fully utilized and generating more traffic than expected from the newer facility.

(3) The Daily Traffic total should be shown in Table 1 not Table 2.

(4) Table 2 should have the peak hour trip generation rates (0.37 per unit AM and 0.39 per unit PM) with the total math before the In/Out split. Without that, you can't back out the math.

**ZONING**

Plan Reviewer: Pamela Stanton
Review Status: Review Complete pending Development Order

1. See site plan submittal PZ 23-12000017 for all site plan comments.

2. No objection to the allocation of Flex units.

**LANDSCAPE**
Plan Reviewer: Wade Collum
Review Status: Review Complete pending Development Order

Comments will be rendered on the landscape plans provided with the site plan submittal (23-12000017.

**WASTE MANAGEMENT**
Environmental Services Comments
Project Name: Oaks Clubhouse Redevelopment FLEX
Address: 103 Oaks Clubhouse Drive
P&Z#: 23-05000007
Review: 06/30/2023
DRC Meeting: 07/19/2023
REVIEW COMPLETE; NO OBJECTION TO FLEX APPLICATION
The Environmental Services Department has no objections to the proposed flex request. The site plan submitted with this application appears to have multiple issues with regard to garbage collection.
NOTE: Additional comments may be necessary based upon revisions, additional plans and/or documents.

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**DEVELOPMENT REVIEW COMMITTEE**
**Meeting Date: SEPTEMBER 20, 2023**
**THE OAKS AT PALM AIRE - FLEX**
**Request: Flex**
**P&Z# 23-05000007**

Traffic Study Comments:

(4) This is not presented in a manner that is understandable or reassuring to the public. The conclusion that "As shown in this analysis, both Oaks Clubhouse Drive and W Palm Aire Drive currently operate at LOS 'C' and will continue to operate at LOS 'C' after the Oaks at Palm Aire project is fully built." should be right after the tables showing the V/C ratio and a column should be added to that table for the LOS standard the V/C ratio represents.

> ***[JFO->]*** *Traffic Impact Analysis has been revised accordingly.*

(5) A further explanation of the traffic counts, when they were taken and how and what those numbers mean to the lay person would be a good addition to the study.

> ***[JFO->]*** *Traffic Impact Analysis has been revised accordingly.*

(6) The average daily and AM/PM peak hour tables are not clear. The reduction in trips from the previous Clubhouse due to its smaller size and whether or not the proposed restaurant reduces the trip reduction of the smaller Clubhouse should be presented in the analysis even if it is not included in the traffic impact as it's likely that clubhouse was not fully utilized and generating more traffic than expected from the newer facility.

> ***[JFO->]*** *According to the 11th Edition (latest) of the Trip Generation Manual from the Institute of Transportation Engineers, Clubhouse is not a Land Use associated with a trip generation rate/equation. Clubhouses are considered accessory uses associated to Golf Courses where trip generation rates/equations for golf courses are calculated based on the number of holes or the number of acres associated with the golf course. Therefore, for trip generation purposes and according to the latest ITE Trip Generation manual, the size of the clubhouse does not change the number of trips associated with the golf course. Consequently, for simplification purposes, as part of a conservative analysis and to make it easier to understand, the traffic analysis assumes that having a smaller club house will not generate less trips. Exhibit 2 includes a copy of the ITE trip generation rates/equations for Golf Courses showing that trip generation for golf courses is calculated based on number of holes or acreage and not based on the size of the clubhouse.*

(7) The Daily Traffic total should be shown in Table 1 not Table 2.

> ***[JFO->]*** *The Daily Traffic total is not shown in Table 1, it is shown in Table 2. Table 1 shows Daily, AM and PM trip generation rates from the latest edition (11th Edition) of the trip generation manual from the Institute of Transportation Engineers used to calculate the trip generation of the proposed development. Table 2 shows the net Daily, AM and PM peak trips potentially generated due to the proposed development.*

(8) Table 2 should have the peak hour trip generation rates (0.37 per unit AM and 0.39 per unit PM) with the total math before the In/Out split. Without that, you can't back out the math.

> ***[JFO->]*** *Traffic Impact Analysis has been revised accordingly to show the total peak hour traffic before the In/Out split and to show the math calculating the number of trips potentially generated by the proposed project.*