



April 20, 2021

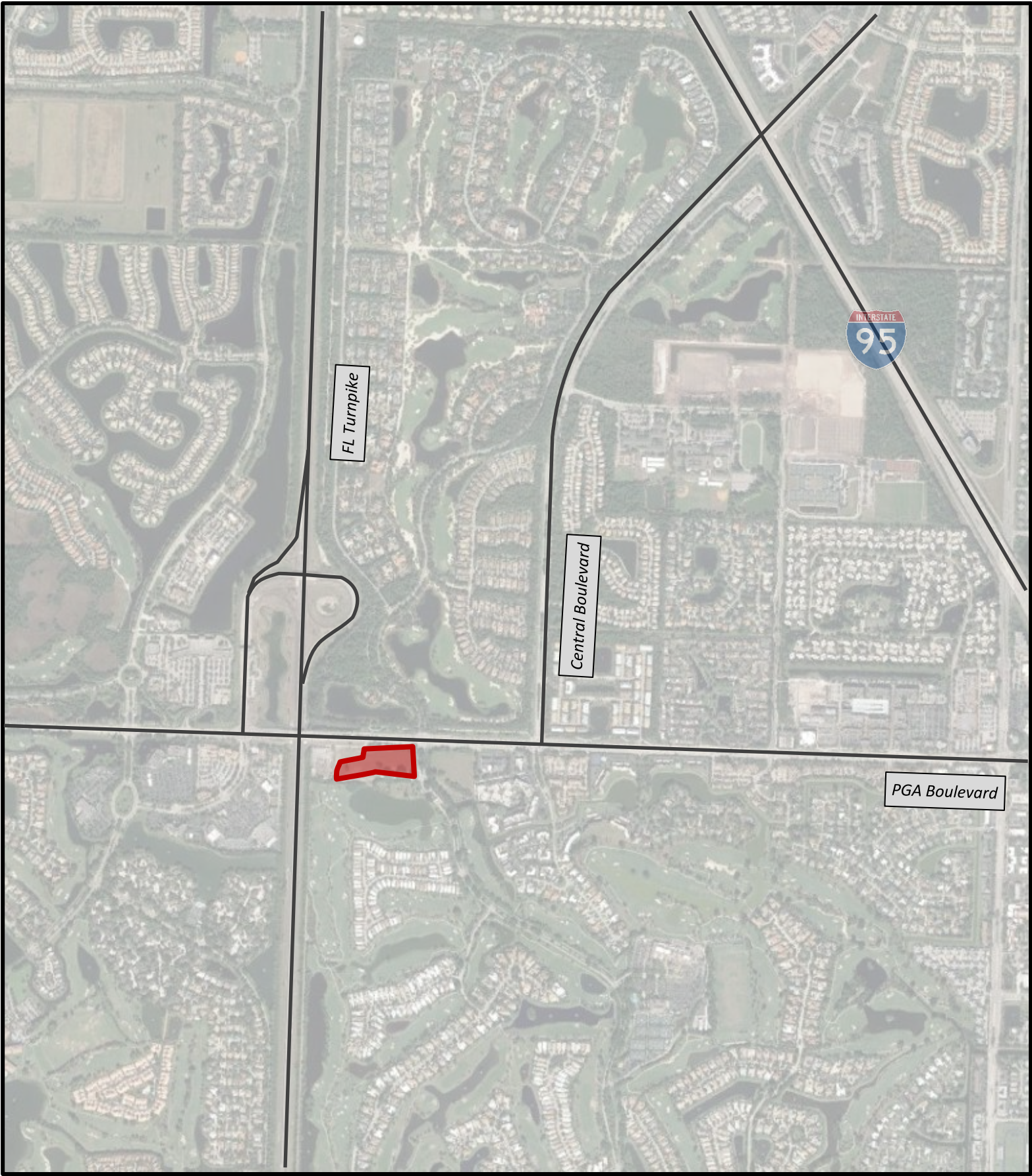
Lawrence Whatley
VP Design & Construction
Encompass Health, Inc.
9001 Liberty Parkway
Birmingham, AL 35242

**RE: *Land Use Plan Map Amendment - Traffic Evaluation
BallenIsles West Parcel, PCN #52-42-42-11-00-000-3120
Palm Beach Gardens, Florida
Kimley-Horn #048028008***

Dear Mr. Whatley:

Kimley-Horn and Associates, Inc. has prepared a study to determine the potential impact of the proposed land use change for the BallenIsles West Parcel site located on the south west corner of PGA Boulevard & BallenIsles Drive, in the City of Palm Beach Gardens, FL. The existing Future Land Use (FLU) designation for the site is proposed to be changed from Residential Low (RL) to Public (P). The BallenIsles West Parcel is 7.31 acres in size. *Figure 1* illustrates the site location.

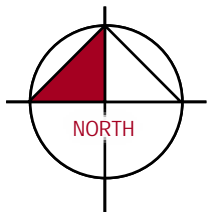
The following evaluation considers the short-range (five-year horizon; Year 2026) and long-range (Year 2045) impacts resulting from the increase in the maximum trip generation potential for the site based on the proposed land use designation change. Following is a summary of the analyses undertaken.



FL Turnpike

Central Boulevard

PGA Boulevard



LEGEND



-  SITE LOCATION
-  TRAFFICWAYS EVALUATED

FIGURE 1
BallenIsles West Parcel FLUPA
KH #040828008
Site Location



FUTURE LAND USE (FLU) DEVELOPMENT POTENTIAL

To determine the net change in the trip generation potential due to the proposed FLU change. The maximum development intensities for the existing and proposed designations were determined, using information provided in the City of Palm Beach Gardens Future Land Use Plan. The maximum development intensities under the existing and proposed FLU are summarized in *Table 1*. The methodology for the determination of maximum intensities is summarized in the following sections.

**Table 1: Future Land Use Intensities
Theoretical Maximum Development (for FLU Map Amendment Traffic Analysis)**

| Scenario | FLU Designation | Acreage | Max Development Intensity | Total Maximum Intensity |
|---------------------------|----------------------|---------|---------------------------------------|-------------------------|
| Existing FLU | Residential Low (RL) | 7.31 | 4 D.U./acre | 29 D.U. |
| Proposed FLU | Public (P) | 7.31 | 40% Lot Coverage Max Height 50 ft. | 382,000 sf |
| Proposed Limited Scenario | | | | |
| Proposed FLU (Limited) | Public (P) | 7.31 | 40% Lot Coverage Max Height 50 ft. | 75,559 sf |

Existing Designation: Residential Low (RL)

Under the existing FLU designation, single family detached housing is permitted. Using information provided by the Future Land Use Plan for the City of Palm Beach Gardens, it was noted that:

“Unless the City Council approves the density bonuses available under the provisions of Planned Unit Developments (PUDs) and Planned Community Developments (PCDs), the Residential Low category allows single family detached residential development up to 4.0 units per gross acre.”

Using a maximum intensity of 4 dwelling units per acre, a maximum of 29 single family detached dwelling units is permitted under the existing FLU designation.

Proposed Designation: Public (P)

Under the proposed Future Land Use designation, several different public land uses, and combination of uses are possible for development. The Future Land Use Plan for the City of Palm Beach Gardens provides the following guidelines for maximum intensities under this land use:

“The Public category is intended to denote areas where existing and proposed public and institutional facilities such as schools, libraries, fire stations and government offices are allowed... The uses permitted in the Public category shall be limited in intensity to a maximum lot coverage of 40% of the site and a maximum building height of 50 feet.”

Therefore, it was assumed that up to 40% of the site acreage is permitted to be developed on, with a maximum building height of 50 feet (3 floors). This resulted in a maximum allowable building floor-area of 382,000 sf. However, the Applicant has agreed to a voluntary restriction of site intensity of 75,559 sf. Therefore, this reduced land use intensity was used in the short-range and long-range analyses.

TRAFFIC GENERATION

Traffic generation calculations were conducted for the existing and proposed designations on site using the gross trip generation rates and equations published by the Palm Beach County Traffic Division for daily, AM peak hour and PM peak hour conditions. For all scenarios, pass-by capture rates published by the Palm Beach County Traffic Division were applied to determine net new external trips.

Table 2 Table 2 shows the trip generation calculations for the three development scenarios, existing maximum FLU, theoretical maximum proposed FLU, and proposed (limited) maximum FLU.

Table 2: Trip Generation Determination

| Land Use | Intensity | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|--|----------------------|---------------------------------------|--------------|------------|---|--------------|------------|----------------|
| | | | Total | In | Out | Total | In | Out |
| Existing Maximum FLU | | | | | | | | |
| Single Family Detached | 29 DU | 290 | 21 | 5 | 16 | 31 | 20 | 11 |
| | <i>Subtotal</i> | 290 | 21 | 5 | 16 | 31 | 20 | 11 |
| Internal Capture | | | | | | | | |
| Single Family Detached | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | <i>Subtotal</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Capture | | | | | | | | |
| Single Family Detached | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | <i>Subtotal</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Driveway Volumes | | 290 | 21 | 5 | 16 | 31 | 20 | 11 |
| Net New External Trips | | 290 | 21 | 5 | 16 | 31 | 20 | 11 |
| Theoretical Maximum Proposed FLU | | | | | | | | |
| Hospital | 382.000 KSF | 4,095 | 340 | 231 | 109 | 371 | 119 | 252 |
| | <i>Subtotal</i> | 4,095 | 340 | 231 | 109 | 371 | 119 | 252 |
| Internal Capture | | | | | | | | |
| Hospital | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | <i>Subtotal</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Capture | | | | | | | | |
| Hospital | 10.0% | 410 | 34 | 23 | 11 | 37 | 12 | 25 |
| | <i>Subtotal</i> | 410 | 34 | 23 | 11 | 37 | 12 | 25 |
| Driveway Volumes | | 4,095 | 340 | 231 | 109 | 371 | 119 | 252 |
| Net New External Trips | | 3,685 | 306 | 208 | 98 | 334 | 107 | 227 |
| Proposed (Limited) Maximum FLU | | | | | | | | |
| Hospital | 75.559 KSF | 810 | 67 | 46 | 21 | 73 | 23 | 50 |
| | <i>Subtotal</i> | 810 | 67 | 46 | 21 | 73 | 23 | 50 |
| Internal Capture | | | | | | | | |
| Hospital | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | <i>Subtotal</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Capture | | | | | | | | |
| Hospital | 10.0% | 81 | 7 | 5 | 2 | 7 | 2 | 5 |
| | <i>Subtotal</i> | 81 | 7 | 5 | 2 | 7 | 2 | 5 |
| Driveway Volumes | | 810 | 67 | 46 | 21 | 73 | 23 | 50 |
| Net New External Trips | | 729 | 60 | 41 | 19 | 66 | 21 | 45 |
| Proposed Net External Trips-Existing Net New External Trips | | 439 | 39 | 36 | 3 | 35 | 1 | 34 |
| Short-Range RDI: | | 1 miles | | | | | | |
| Long Range RDI | | 0.5 miles | | | | | | |
| Land Use | Daily | AM Peak Hour | | | PM Peak Hour | | | Pass By |
| Single Family Detached | 10 trips/DU | 0.74 trips/DU (25% in, 75% out) | | | Ln(T) = 0.96*Ln(X)+0.20 (63% in, 37% out) | | | 0.0% |
| Hospital | 10.72 trips/1,000 sf | 0.89 trips/1,000 sf (68% in, 32% out) | | | 0.97 trips/1,000 sf (32% in, 68% out) | | | 10.0% |

Existing Designation: Residential Low (RL)

Table 3 provides a summary of the net new external trip generation calculations for the existing maximum theoretical development of the site under the residential low designation. Table 2

Table 3: Net New External Trip Generation Calculation: Residential Low Use

| Land Use Designation | Use Assumption | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|----------------------|--------------------------------|-------------|--------------|----|-----|--------------|----|-----|
| | | | Total | In | Out | Total | In | Out |
| RL | Single Family Detached @ 29 DU | 290 | 21 | 5 | 16 | 31 | 20 | 11 |

As illustrated in the table above, the evaluation of the existing RL designation permits 29 single family detached dwelling units and this value represents the existing maximum theoretical intensity from a trip generation standpoint.

Proposed Designation: Public (P)

Table 4 provides a summary of the theoretical maximum trip generation potential for the site under the requested P designation. These values were used in the short-range analysis conditions.

Table 4: Net New External Trip Generation Calculation: Public

| Land Use Designation | Use Assumption | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|----------------------|----------------------------------|-------------|--------------|-----|-----|--------------|-----|-----|
| | | | Total | In | Out | Total | In | Out |
| P | Theoretical Maximum @ 382,000 sf | 3,685 | 306 | 208 | 98 | 334 | 107 | 227 |

Table 5 provides a summary of the maximum trip generation potential for the site under the limited scenario. This limited scenario is based on the proposed development plan. As noted previously, these calculations were undertaken based upon the proposed site plan and these values were used for the long-range analysis conditions.

Table 5: Net New External Trip Generation Calculation: Public (Limited)

| Land Use Designation | Use Assumption | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|----------------------|---------------------------------|-------------|--------------|----|-----|--------------|----|-----|
| | | | Total | In | Out | Total | In | Out |
| P | Theoretical Maximum @ 75,559 sf | 729 | 60 | 41 | 19 | 66 | 21 | 45 |

Net Trip Generation Change

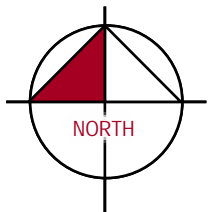
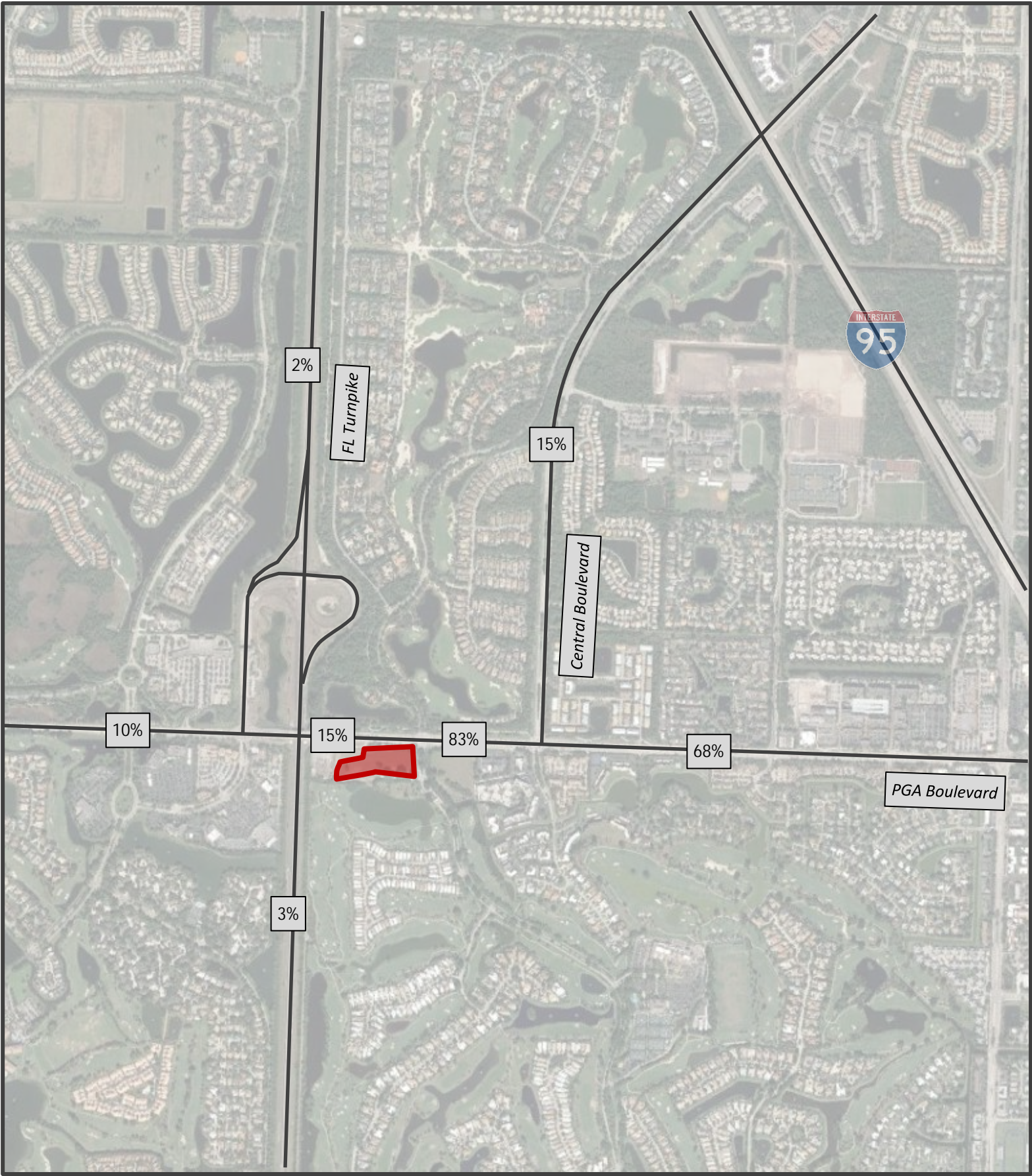
A comparison was conducted between the maximum development potential for the existing designation and the proposed limited scenario based on the site plan. *Table 6* provides a summary of these comparisons.

Table 6: Change in Net New External Trip Generation Calculation

| Land Use Designation | Use Assumption | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|-----------------------------------|----------------------------------|-------------|--------------|-----|-----|--------------|-----|-----|
| | | | Total | In | Out | Total | In | Out |
| RL | Single Family Detached @ 29 DU | 290 | 21 | 5 | 16 | 31 | 20 | 11 |
| P | Theoretical Maximum @ 382,000 sf | 3,685 | 306 | 208 | 98 | 334 | 107 | 227 |
| P | Theoretical Maximum @ 75,559 sf | 729 | 60 | 41 | 19 | 66 | 21 | 45 |
| Net Change (Short Range Scenario) | | 729 | 60 | 41 | 19 | 66 | 21 | 45 |
| Net Change (Long Range Scenario) | | 439 | 39 | 36 | 3 | 35 | 1 | 34 |

As shown in *Table 6*, the requested Future Land Use change from RL to P represents an increase in the maximum theoretical trip generation potential of the site during AM, PM, and daily conditions. The proposed land use change is expected to generate an increase of 439 Daily trips for the long-range analysis and an increase of 60 (+41 in, +19 out) AM Peak Hour trips, and 66 (+21 in, +45 out) PM Peak Hour trips for the short-range analysis.

Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, the radius of development influence was determined to be one half mile for the long-range analysis and one mile for the short-range analysis. These project trips were then assigned to the surrounding road network based on the current roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with other complimentary uses to the requested Public Future Land Use designation. *Figure 2* illustrates the assumed project distribution for the Future Land Use designation.



LEGEND




-  SITE LOCATION
-  TRAFFICWAYS EVALUATED
-  % PROJECT TRAFFIC

FIGURE 2
 BallenIsles West Parcel FLUPA
 KH #040828008
 Traffic Distribution

YEAR 2045 ANALYSIS (LONG-RANGE)

Table 7 illustrates the Year 2045 Analysis. As shown in the table the proposed project will have not have a significant impact on the surrounding roadway network based on Palm Beach County’s 2045 MPO model volumes. Therefore, the proposed land use change meets the Year 2045 requirements of the Palm Beach County Comprehensive Plan.

Table 7: Year 2045 Significance Analysis

| ROADWAY | FROM | TO | COMMITTED NUMBER OF LANES | LOS D DAILY GEN. SVC. VOLUME | LRTP 2045 MODEL VOLUME | 2045 MODEL V/C | PROJECT % ASSIGNMENT | PROJECT TRIPS | | |
|--------------------|-----------------|-----------------|---------------------------|------------------------------|------------------------|----------------|----------------------|---------------|-------|----|
| | | | | | | | | 2045 DAILY | | |
| | | | | | | | | PROJECT TRIPS | | |
| 2-Way | % Impact | Sig? | | | | | | | | |
| PGA Blvd. | Ryder Cup Blvd. | TPK Ramps | 4LD | 35,100 | 30,800 | 0.88 | 10% | 44 | 0.13% | No |
| PGA Blvd. | TPK Ramps | BallenIsles Dr. | 6LD | 50,300 | 75,300 | 1.50 | 15% | 66 | 0.13% | No |
| PGA Blvd. | BallenIsles Dr. | Central Blvd. | 6LD | 50,300 | 52,000 | 1.03 | 83% | 364 | 0.72% | No |
| PGA Blvd. | Central Blvd. | Military Trl. | 6LD | 50,300 | 44,900 | 0.89 | 68% | 299 | 0.59% | No |
| Central Blvd. | Hood Road | PGA Blvd. | 4LD | 35,100 | 33,500 | 0.95 | 15% | 66 | 0.19% | No |
| Floridas Turnpike* | N of PGA Blvd. | PGA Blvd. | 4LX | 73,600 | 69,500 | 0.94 | 2% | 9 | 0.01% | No |
| Floridas Turnpike* | PGA Blvd. | S of PGA Blvd. | 6LX | 110,300 | 110,100 | 0.79 | 3% | 13 | 0.01% | No |

FIVE YEAR ANALYSIS (SHORT-RANGE)

Table 8 and Table 9 summarize the results of the Level of Service (LOS) E significance analysis for the AM and PM peak hours, respectively. The tables below summarize how the proposed land use designation change will have an insignificant impact on the surrounding roadway network for the links within the project’s radius of development influence. The proposed land use change therefore meets the Level of Service requirements for Test 2 of the Palm Beach County Traffic Performance Standards.

Table 8: Short-Range AM Peak Hour Significance Analysis

| ROADWAY | FROM | TO | COMMITTED NUMBER OF LANES | LOS E GEN. SVC. VOLUME | PROJECT % ASSIGNMENT | NB/EB IN/OUT? | PROJECT TRIPS | | | | | |
|-------------------|-----------------|-----------------|---------------------------|------------------------|----------------------|---------------|---------------|-------|--------------|------|-------|------|
| | | | | | | | TRIPS | | AM PEAK HOUR | | | |
| | | | | | | | NB/EB | SB/WB | NB/EB | Sig? | SB/WB | Sig? |
| PGA Blvd. | Ryder Cup Blvd. | TPK Ramps | 4LD | 1,960 | 10% | i | 4 | 2 | 0.20% | No | 0.10% | No |
| PGA Blvd. | TPK Ramps | BallenIsles Dr. | 6LD | 2,830 | 15% | i | 6 | 3 | 0.21% | No | 0.11% | No |
| PGA Blvd. | BallenIsles Dr. | Central Blvd. | 6LD | 2,830 | 83% | o | 16 | 34 | 0.57% | No | 1.20% | No |
| PGA Blvd. | Central Blvd. | Military Trl. | 6LD | 2,940 | 68% | o | 13 | 28 | 0.44% | No | 0.95% | No |
| Central Blvd. | Hood Road | PGA Blvd. | 4LD | 1,960 | 15% | o | 3 | 6 | 0.15% | No | 0.31% | No |
| Floridas Turnpike | N of PGA Blvd. | PGA Blvd. | 4LX | 4,020 | 2% | o | 0 | 1 | 0.00% | No | 0.02% | No |
| Floridas Turnpike | PGA Blvd. | S of PGA Blvd. | 4LX | 6,200 | 3% | i | 1 | 1 | 0.02% | No | 0.02% | No |

Table 9: Short-Range PM Peak Hour Significance Analysis

| ROADWAY | FROM | TO | COMMITTED NUMBER OF LANES | LOS E GEN. SVC. VOLUME | PROJECT % ASSIGNMENT | NB/EB IN/OUT? | PROJECT TRIPS | | | | | |
|-------------------|-----------------|-----------------|---------------------------|------------------------|----------------------|---------------|---------------|-------|--------------|------|-------|------|
| | | | | | | | TRIPS | | PM PEAK HOUR | | | |
| | | | | | | | NB/EB | SB/WB | NB/EB | Sig? | SB/WB | Sig? |
| PGA Blvd. | Ryder Cup Blvd. | TPK Ramps | 4LD | 1,960 | 10% | i | 2 | 5 | 0.10% | No | 0.26% | No |
| PGA Blvd. | TPK Ramps | BallenIsles Dr. | 6LD | 2,830 | 15% | i | 3 | 7 | 0.11% | No | 0.25% | No |
| PGA Blvd. | BallenIsles Dr. | Central Blvd. | 6LD | 2,830 | 83% | o | 37 | 17 | 1.31% | No | 0.60% | No |
| PGA Blvd. | Central Blvd. | Military Trl. | 6LD | 2,940 | 68% | o | 31 | 14 | 1.05% | No | 0.48% | No |
| Central Blvd. | Hood Road | PGA Blvd. | 4LD | 1,960 | 15% | o | 7 | 3 | 0.36% | No | 0.15% | No |
| Floridas Turnpike | N of PGA Blvd. | PGA Blvd. | 4LX | 4,020 | 2% | o | 1 | 0 | 0.02% | No | 0.00% | No |
| Floridas Turnpike | PGA Blvd. | S of PGA Blvd. | 4LX | 6,200 | 3% | i | 1 | 1 | 0.02% | No | 0.02% | No |

CONCLUSION

The proposed change to the Future Land Use designation of the subject site reflects a net increase of 439 daily trips, a net increase of 39 (+36 in, +3 out) AM peak hour trips, and a net increase of 35 (+1 in, +34 out) PM peak hour trips. This proposed future land use plan change from Residential Low (RL) to Public (P) will not significantly impact the surrounding transportation network in the short-range (Year 2026) or long-range (Year 2045) analysis scenarios. Therefore, the relevant goals and objectives of the Palm Beach Gardens Comprehensive Plan, Future Land Element are satisfied with respect to impacts on the transportation network.

Please contact me via telephone at (561) 840-0852 or via e-mail at stephanie.kinlen@kimley-horn.com should you have any questions regarding this evaluation.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Stephanie A. Kinlen, P.E.
Transportation Engineer

Florida Registration
Number 84302
Certificate of Authorization
Number CA0000069

Attachments

k:\wpb_tpt\0480\048028008 - ballenises drive site\lupa\2021-03-31 encompass lupa.docx

Site Data

Petition No. P-PUD-20-03-000060
 Project Name Encompass Health
 Existing Future Land Use RL- Residential Low
 Proposed Future Land Use P- Public
 Existing Zoning RL-3 - Residential Low - 3 Du's / Ac
 Proposed Zoning PUD - Planned Unit Development
 (with Underlying Public Institutional (PI) Zoning)
 Section - Township - Range 511-T42-R42
 PCN # 52-42-42-11-00-Q00-3120
 Total Site Area 7.31c; 318,460.4 s.f.
 Existing Use Vacant

Building Data

Proposed Use Private Hospital
 Phase I 56,007 s.f.
 Phase II 19,552 s.f.
 75,559 s.f. Total
 Building Height Required Provided
 PUD 36' Max 35'; 2 Stories
 P/I 45' Max 35'; 2 Stories
 Building Lot Coverage
 PUD Set by PUD 23.7%
 P/I 40% Max 23.7%

Building Setbacks

| | Required | Provided |
|---------------------------|----------|----------|
| North (Front) PGA Overlay | 40' | 103.5' |
| South (Rear) PUD | 20' | 41.5' |
| East (Side Street) PUD | 15' | 41.5' |
| East (Side Street) P/I | 20' | 51.6' |
| West (Side) PUD | 15' | 51.6' |
| West (Side) P/I | 15' | 53.3' |

Open Space Data

| | Required | Provided |
|-----------------------|----------|------------------------|
| Total Open Space | 15% Min. | 108,224 s.f.; 35.9% |
| Total Impervious Area | N/A | 1210,236.4 s.f.; 66.1% |

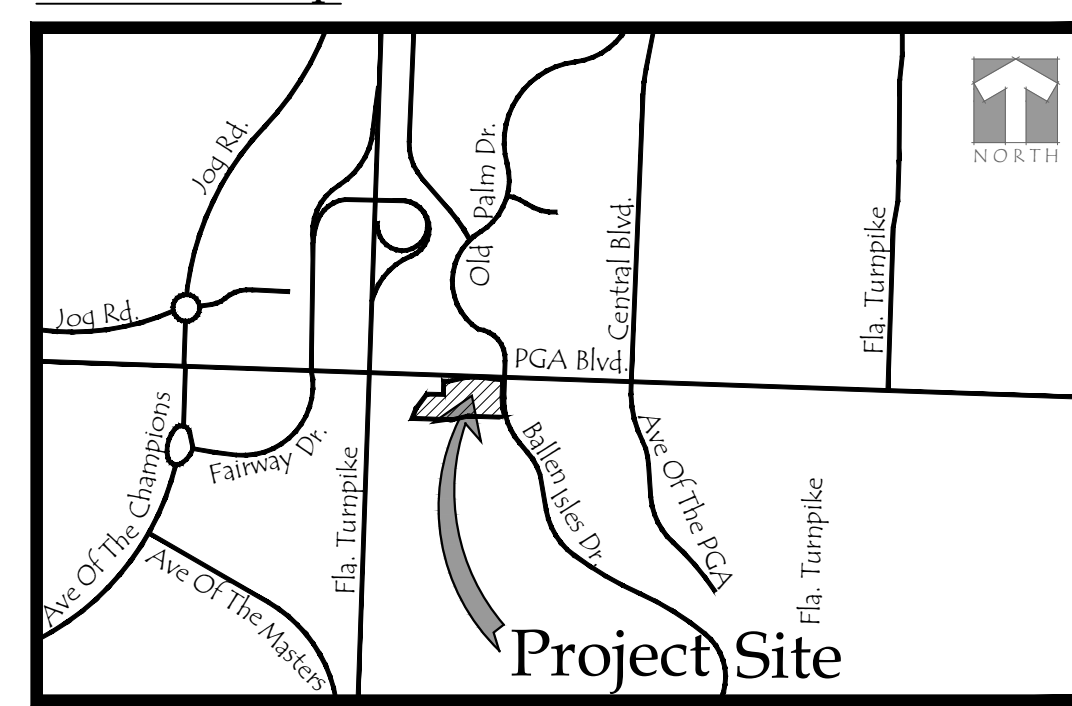
Parking Data

| | Required | Provided |
|--------------------------|------------------------|------------|
| Hospital, Public/Private | 160 Spaces (2 Per Bed) | 155 Spaces |
| Handicap Parking | 6 Spaces | 6 Spaces |
| Bicycle Parking | 8 Spaces (5% of req'd) | 8 Spaces |
| Loading Spaces | 2 Spaces | 2 Spaces |

Waiver Data

| | CODE | WAIVER REQUIRED | PROPOSED | REQUESTED WAIVERS |
|-----------------------|------------|-----------------|----------|-------------------|
| 1. Landscape Easement | 78-306 (d) | | | YES |
| 2. Overlap | | | | |

Location Map



General Notes

ALL HANDICAP ACCESSIBLE RAMPS SHALL MEET ALL APPLICABLE LOCAL, REGIONAL, STATE, AND FEDERAL ACCESSIBILITY GUIDELINES AND REGULATIONS. ANY MODIFICATIONS SHALL BE PROVIDED BY THE ENGINEER OF RECORD.
 ALL LIGHT POLES SHALL BE FIELD LOCATED SO AS TO AVOID CONFLICT WITH ANY EXISTING UTILITIES AND PROPOSED FOR EXISTING VEGETATION.
 ALL ENTRIES AND SIDEWALKS SHALL BE LIGHTED BY A TIMER CLOCK OR PHOTOCELL SENSOR ENGAGED LIGHTING.
 ALL STRIPING SHALL BE THERMOPLASTIC MATERIAL, AS APPROVED BY THE CITY OF P.B.G., ALL PAVEMENT AREAS REQUIRING STRIPING SHALL USE WHITE PAVER BRICK.
 SIDEWALKS TO HAVE A FIBROUS EXPANSION JOINT @ 20' O.C.; ALL SIDEWALKS SHALL BE A MINIMUM OF 5' WIDTH.
 ALL CURBS TO BE "D" CURB UNLESS OTHERWISE NOTED.
 CURB RAMPS SHALL CONFORM TO F.D.O.T. INDEX 304 AND A.D.A. REQUIREMENTS FOR TRUNCATED DOME SURFACE.
 HANDICAP PARKING SIGNS SHALL BE PLACED BEHIND THE SIDEWALK IN AREAS WHERE SIDEWALK ABUTS THE STALL AND OUTSIDE THE TWO AND A HALF (2-1/2) FOOT OVERHANG AREA WHERE WHEEL STOPS ARE NOT PROVIDED.
 REGULATORY SIGNS, DIRECTIONAL SIGNS, PAVEMENT MARKINGS AND PEDESTRIAN CROSSWALKS ARE CONCEPTUAL ONLY AND WILL BE FINALIZED WITH CONSTRUCTION PLANS.
 THE PROPOSED SITE SPECIFIC STORM WATER DRAINAGE SYSTEM IS CONCEPTUAL ONLY AND DETAILED PLANS & CALC. SHALL BE SUBMITTED BY THE APPLICANT FOR REVIEW AND BE APPROVED BY THE CITY OF P.B.G. DURING THE CONSTRUCTION REVIEW PROCESS.
 REFER TO ARCHITECTURAL DRAWINGS FOR ALL BUILDING, DETAILS FOR COLORS, TYPE AND MATERIALS.



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

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

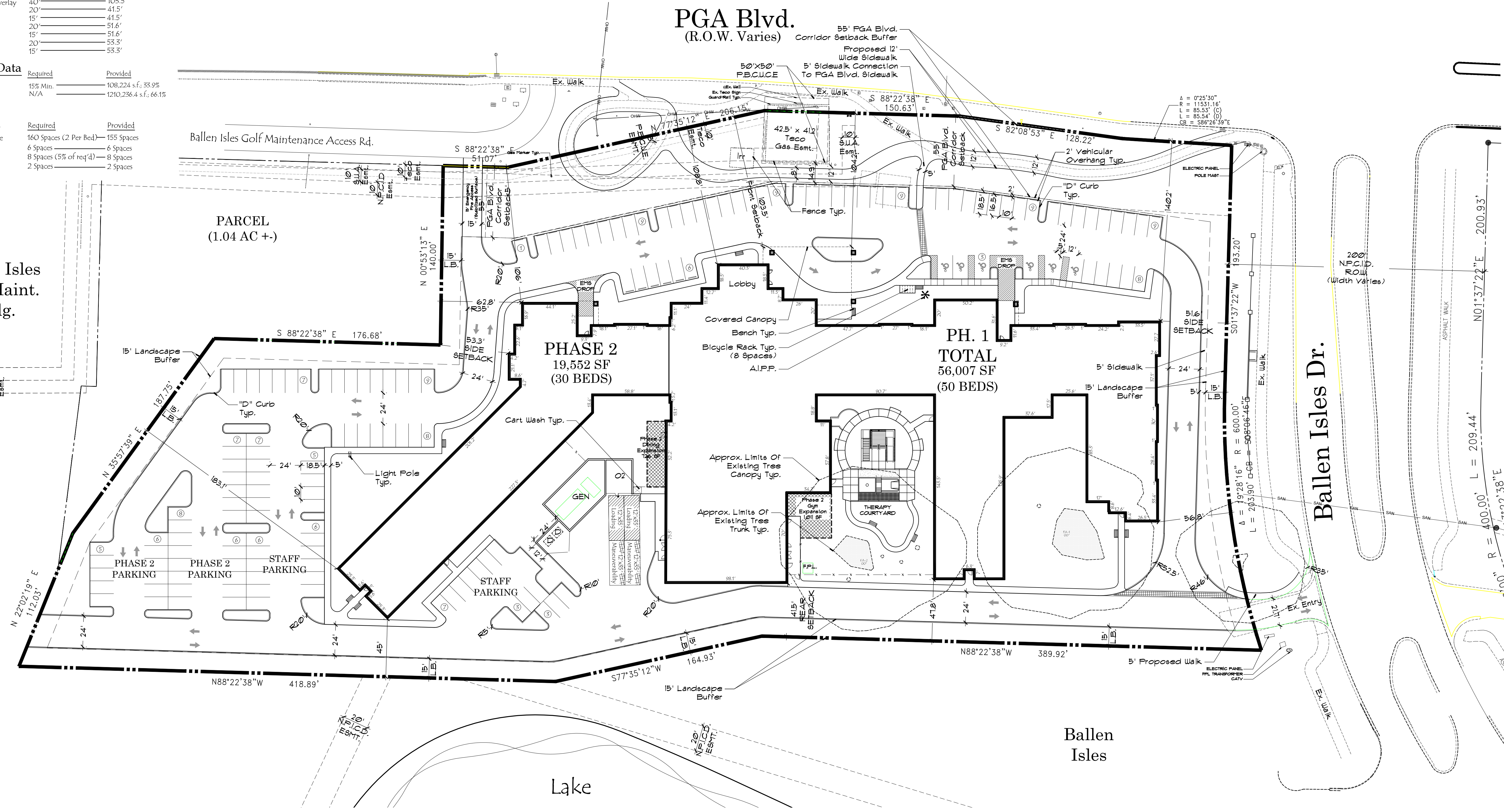
Concept Plan
Ballen Isles West Parcel
 Palm beach Gardens, Florida

Designed: GGG/BBB
 Drawn: BBB
 Approved: GGG/EOM/MBH
 Date: DRAFT - 12.02.20
 Job no: 20-00000
 Revisions: DRAFT - 01.20.21
 DRAFT - 02.25.21
 DRAFT# 03.02.21

LC 0000111
 Sheet Title:
Conceptual Development Plan

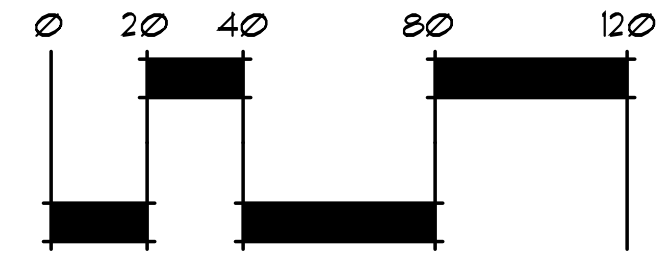
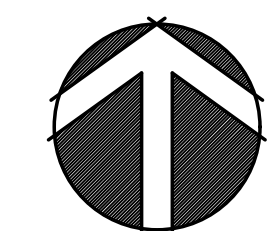
Scale: 1"=40'
 Sheet No.

CP-1
 13-0000



FILE: N:\BALLEN ISLES WEST 20-03-000060\DRAWINGS\CURRENT\COMPASS BALLEN ISLES WEST SITE PLAN 02.23.21.DWG
 PLOTTED: 3/3/21 AT 11:11 AM BY: BEN
 XREFS

DRAFT



Property Detail

Parcel Control Number: 52-42-42-11-00-000-3120 Location Address:
 Owners: WEST OUTPARCEL LLC
 Mailing Address: JOHN C BILLS PROP LLC C/O 3910 RCA BLVD STE 1015, PALM BCH GDNS FL 33410 4284
 Last Sale: SEP-2009 Book/Page#: 23443 / 653 Price: \$996,300
 Property Use Code: 0000 - VACANT Zoning: RL3 - RESIDENTIAL LOW DENSITY-3 (52-PALM BEACH GARDENS)
 Legal Description: 11-42-42, PT OF NW 1/4 LYG S OF & ADJ TO PGA BLVD & W OF & ADJ TO BALLENISLES DR IN OR23443P653 Total SF: 0 Acres 7.2634

2020 Values (Current)

Improvement Value \$0
 Land Value \$1,819,564
 Total Market Value \$1,819,564
 Assessed Value \$1,707,423
 Exemption Amount \$0
 Taxable Value \$1,707,423

All values are as of January 1st each year.

2020 Taxes

Ad Valorem \$34,305
 Non Ad Valorem \$0
 Total Tax \$34,305

2021 Qualified Exemptions

No Details Found

Applicants

No Details Found

Building Footprint (Building 0)



Subarea and Square Footage (Building 0)

| Description | Area | Sq. Footage |
|-------------|------|-------------|
|-------------|------|-------------|

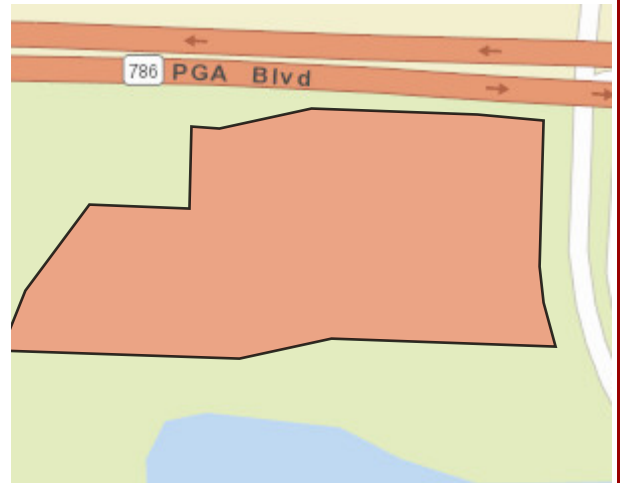
Extra Features

| Description | Year Built | Unit |
|----------------------------|------------|------|
| No Extra Feature Available | | |

Structural Details (Building 0)

Description

MAP



| Station | Roadway | From | To | Owner | Cost Feasible Lanes | Observed 2005 Counts | Observed 2010 Counts | Observed 2015 Counts | 2040 SERPM 6.5 Adjusted Volume | 2040 SERPM7+ Adjusted Volume |
|---------|------------------------|-----------------------|-----------------------|-------|---------------------|----------------------|----------------------|----------------------|--------------------------------|------------------------------|
| 4635 | CRESTHAVEN BLVD | Haverhill Rd | Military Tr | PBC | 2 | 9,195 | 7,357 | 7,753 | 10,700 | 11,900 |
| 3428 | CRESTWOOD BLVD | Southern Blvd | Folsom Rd | PBC | 6D | 30,361 | 28,340 | 28,120 | 40,900 | 34,300 |
| 3444 | CRESTWOOD BLVD | Folsom Rd | Sparrow Rd | PBC | 4D | 23,291 | N/A | 0 | 32,300 | 24,700 |
| 3440 | CRESTWOOD BLVD | Folsom Rd | Okeechobee Bl | PBC | 4D | 23,291 | 17,994 | 18,563 | 31,800 | 23,100 |
| 3464 | CRESTWOOD BLVD | Okeechobee Bl | Royal Palm Beach Bl | RPB | 4D | 17,443 | 14,955 | 15,327 | 20,600 | 22,200 |
| 1105 | DONALD ROSS RD | Jog Rd | I-95 Interchange | PBC | 4D | 13,058 | 12,542 | 16,037 | 17,000 | 14,900 |
| 1219 | DONALD ROSS RD | I-95 | Parkside Dr | PBC | 6D | N/A | 31,621 | 39,132 | 48,700 | 57,000 |
| 1205 | DONALD ROSS RD | Parkside Dr | Central Blvd | PBC | 6D | 29,489 | 29,532 | 32,270 | 48,400 | 39,000 |
| 1211 | DONALD ROSS RD | Central Blvd | SR 811 | PBC | 6D | 30,818 | 29,830 | 30,092 | 43,700 | 44,200 |
| 1805 | DONALD ROSS RD | SR 811 | Prosperity Farms Rd | PBC | 6D | 27,409 | 27,372 | 28,848 | 36,800 | 33,500 |
| 1801 | DONALD ROSS RD | Prosperity Farms Rd | Ellison-Wilson Rd | PBC | 4D | 27,337 | 26,081 | 27,134 | 34,500 | 31,600 |
| 3638 | DREXEL RD | Okeechobee Bl | Belvedere Rd | PBC | 2 | 10,638 | 10,286 | 9,989 | 10,100 | 11,600 |
| 5634 | EL CLAIR RANCH RD | Lake Ida Rd | W Atlantic Ave | PBC | 2 | 6,566 | 5,120 | 5,585 | 7,900 | 5,100 |
| 5636 | EL CLAIR RANCH RD | Woolbright Rd | Piper's Glen Blvd | PBC | 2 | 8,001 | 7,414 | 7,080 | 9,500 | 7,200 |
| 5632 | EL CLAIR RANCH RD | Boynton Beach Blvd | Woolbright Rd | PBC | 2 | 5,562 | 5,359 | 4,998 | 7,700 | 6,700 |
| 2844 | ELLISON-WILSON RD | PGA Blvd | Universe Blvd | PBC | 2 | 11,653 | 13,804 | 10,237 | 14,500 | 14,700 |
| 2304 | ELLISON-WILSON RD | Universe Blvd | Donald Ross Rd | PBC | 2 | 6,147 | 5,669 | 6,291 | 13,400 | 7,800 |
| 3661 | ELMHURST RD | Haverhill Rd | Military Tr | PBC | 2 | 10,363 | 7,776 | 8,269 | 5,000 | 10,800 |
| 6850 | FAU BLVD | Glades Rd | 20th St NW | BR | 4D | 9,953 | N/A | 0 | 10,700 | 900 |
| 6876 | FAU BLVD | 20th St NW | Spanish River Blvd | BR | 2 | 11,757 | 13,691 | 0 | 19,500 | 22,500 |
| 4824 | FEDERAL HWY | 6th Ave S | Lake Ave (LW) | FDOT | 2 | 13,121 | 9,333 | 9,428 | 12,900 | 11,400 |
| 4802 | FEDERAL HWY | Lucerne Ave | 6th Ave N | FDOT | 2 | 14,217 | 9,925 | 10,693 | 13,700 | 10,600 |
| 3912 | FLAGLER DR | Forest Hill Blvd | Plymouth Rd | WPB | 2 | 2,609 | N/A | 0 | 3,500 | 1,100 |
| 3894 | FLAGLER DR | Plymouth Rd | Southern Blvd | WPB | 2 | 3,162 | N/A | 0 | 4,100 | 500 |
| 3870 | FLAGLER DR | Southern Blvd | Barcelona Rd | WPB | 2 | 7,006 | N/A | 0 | 12,000 | 3,300 |
| 3854 | FLAGLER DR | Barcelona Rd | Okeechobee Bl | WPB | 4 | 13,375 | N/A | 0 | 17,000 | 7,500 |
| 3852 | FLAGLER DR | Okeechobee Bl | Banyan Blvd | WPB | 4 | 17,558 | N/A | 0 | 21,000 | 2,900 |
| 3838 | FLAGLER DR | Banyan Blvd | Loftin St | WPB | 4 | 15,587 | N/A | 0 | 18,300 | 4,900 |
| 3832 | FLAGLER DR | Loftin St | Palm Beach Lakes Blvd | WPB | 4 | 17,980 | N/A | 0 | 18,300 | 8,900 |
| 3824 | FLAGLER DR | Palm Beach Lakes Blvd | 26th St | WPB | 4 | 17,973 | N/A | 0 | 20,200 | 7,100 |
| 3808 | FLAGLER DR | 26th St | 26th St | WPB | 2 | 11,294 | N/A | 0 | 12,100 | 2,200 |
| | FLAVOR PICT RD | SR-7 | Lyons Rd | PBC | 2 | N/A | N/A | #N/A | 10,300 | 10,400 |
| | FLAVOR PICT RD | Lyons Rd | Hagen Ranch Rd | PBC | 2 | N/A | N/A | #N/A | 16,100 | 13,400 |
| 5663 | FLAVOR PICT RD | Hagen Ranch Rd | Jog Rd | PBC | 2 | N/A | 5,343 | 6,827 | 12,500 | 10,000 |
| 5654 | FLAVOR PICT RD | Jog Rd | Military Tr | PBC | 2 | 5,725 | 6,947 | 6,768 | 11,000 | 9,700 |
| 3840 | FLORIDA AVE / ROSEMARY | Banyan Blvd | Lakeview Ave | WPB | 2 | 5,119 | N/A | 0 | 1,400 | 2,000 |
| 4212 | FLORIDA MANGO RD | 10th Ave N | Forest Hill Blvd | PBC | 2 | 14,340 | 10,014 | 10,995 | 14,300 | 11,100 |
| 3646 | FLORIDA MANGO RD | Forest Hill Blvd | Summit Blvd | PBC | 2 | 8,650 | 6,565 | 6,289 | 8,600 | 9,100 |
| 6108 | FLORIDA TURNPIKE | Broward County Line | Glades Rd | FDOT | 8X | 98,400 | 85,200 | 0 | 184,000 | 133,600 |
| 6104 | FLORIDA TURNPIKE | Glades Rd | Atlantic Ave | FDOT | 8X | 91,400 | 78,800 | 0 | 164,600 | 120,700 |
| 5106 | FLORIDA TURNPIKE | Atlantic Ave | Boynton Beach Blvd | FDOT | 8X | 84,600 | 73,600 | 0 | 147,700 | 110,800 |
| 5104 | FLORIDA TURNPIKE | Boynton Beach Blvd | Lake Worth Rd | FDOT | 6X | 71,900 | 61,900 | 0 | 126,200 | 109,300 |
| 4104 | FLORIDA TURNPIKE | Lake Worth Rd | Southern Blvd | FDOT | 6X | 69,800 | 60,200 | 0 | 121,400 | 115,100 |
| 971940 | FLORIDA TURNPIKE | Southern Blvd | Jog Rd | FDOT | 6X | N/A | N/A | #N/A | 121,300 | 136,800 |
| 971942 | FLORIDA TURNPIKE | Jog Rd | Okeechobee Blvd | FDOT | 6X | 66,900 | N/A | #N/A | 112,100 | 128,900 |
| 3102 | FLORIDA TURNPIKE | Okeechobee Bl | Beeline Highway | FDOT | 6X | 63,739 | 57,200 | 0 | 101,500 | 105,100 |
| 971946 | FLORIDA TURNPIKE | Beeline Highway | PGA Blvd | FDOT | 6X | N/A | N/A | #N/A | 106,900 | 110,100 |
| 2102 | FLORIDA TURNPIKE | PGA Blvd | Indiantown Rd | FDOT | 4X | 46,641 | 40,400 | 0 | 65,200 | 69,500 |

SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County

| PBC Station | FDOT Station | Roadway | From | To | Existing Lanes | Cost Feasible Lanes | 2005 Counts | 2010 Count | 2015 Count | 2018 Count | 2015 Model | 2045 Model | 2045 Adjusted |
|-------------|--------------|----------------|----------------------|----------------------|----------------|---------------------|-------------|------------|------------|------------|------------|------------|---------------|
| 1603 | 937013 | CENTER ST | Indiantown Rd | Loxahatchee River Rd | 2 | 2 | 16,388 | 14,538 | 15,079 | 16,010 | 15,919 | 17,825 | 16,900 |
| 1803 | 937014 | CENTER ST | Loxahatchee River Rd | Alt. A1A | 2 | 2 | 18,228 | 14,949 | 16,138 | 17,521 | 15,731 | 17,889 | 18,400 |
| 2608 | 937380 | CENTRAL BLVD | PGA Blvd | I-95 | 4 | 4 | 14,647 | 14,338 | 16,027 | 16,086 | 23,255 | 40,702 | 33,500 |
| 2198 | 937380 | CENTRAL BLVD | I-95 | Hood Rd | 4 | 4 | | | - | - | 23,255 | 40,702 | 40,700 |
| 2210 | 937379 | CENTRAL BLVD | Hood Rd | Donald Ross Rd | 4 | 4 | 13,761 | 16,373 | 16,725 | 18,117 | 31,339 | 45,551 | 30,900 |
| 1206 | 937386 | CENTRAL BLVD | Donald Ross Rd | Frederick Small Rd | 4 | 4 | 15,708 | 16,682 | 17,486 | 20,089 | 19,928 | 29,924 | 26,300 |
| 1614 | 937387 | CENTRAL BLVD | Frederick Small Rd | Indian Creek Pkwy | 4 | 4 | 10,954 | 12,750 | 13,914 | 15,889 | 17,592 | 28,709 | 25,000 |
| 1606 | 937377 | CENTRAL BLVD | Indian Creek Pkwy | Indiantown Rd | 4 | 4 | 27,217 | 26,285 | 26,931 | 27,091 | 17,254 | 10,218 | 19,900 |
| 1612 | 937378 | CENTRAL BLVD | Indiantown Rd | Church St | 3 | 3 | 19,245 | 13,034 | 15,746 | 16,741 | 9,394 | 11,287 | 17,600 |
| 6403 | 937001 | CLINT MOORE RD | SR-7 | Lyons Rd | 4 | 4 | 13,291 | 15,148 | 18,460 | 18,919 | 11,401 | 16,025 | 23,100 |
| 6201 | 938508 | CLINT MOORE RD | Lyons Rd | Jog Rd | 4 | 4 | 21,809 | 21,525 | 24,350 | 26,298 | 19,182 | 27,815 | 33,000 |
| 6607 | 937002 | CLINT MOORE RD | Jog Rd | Military Tr | 4 | 4 | 29,949 | 28,767 | 30,959 | 34,229 | 15,501 | 20,927 | 36,400 |
| 6601 | 938509 | CLINT MOORE RD | Military Tr | Congress Ave | 6 | 6 | 30,737 | 29,298 | 27,719 | 33,500 | 23,850 | 26,946 | 31,300 |
| 6301 | 938509 | CLINT MOORE RD | Congress Ave | NW 2nd Ave | 4 | 4 | 13,712 | 10,637 | 12,136 | 14,643 | 23,850 | 26,946 | 15,200 |
| | 938506 | COCONUT ROW | Okeechobee Blvd | Clarke Ave | 2 | 2 | | | - | - | 3,708 | 4,304 | 4,300 |
| 2104 | 937329 | COCONUT BLVD | Persimmon Bl | Orange Bl | 2 | 2 | 3,986 | 2,791 | 2,952 | 3,400 | 3,284 | 3,167 | 2,800 |
| 2412 | 937331 | COCONUT BLVD | Orange Bl | Temple Blvd | 2 | 2 | 13,365 | 10,796 | 11,459 | 12,686 | 11,015 | 20,999 | 21,800 |
| 2404 | 937330 | COCONUT BLVD | Temple Blvd | Northlake Blvd | 2 | 2 | 14,104 | 11,665 | 11,937 | 13,288 | 12,485 | 21,931 | 21,000 |
| | PBC111a | COCONUT BLVD | Northlake Blvd | 100th Ln N (Avenir) | 0 | 4 | | | - | - | - | 22,182 | 22,200 |
| 3641 | 937336 | COMMUNITY DR | Haverhill Rd | Military Tr | 5 | 5 | 16,206 | 15,110 | 13,454 | 14,678 | 4,477 | 7,886 | 16,900 |
| 3659 | 937337 | COMMUNITY DR | Military Tr | Village Blvd | 3 | 3 | 17,204 | 15,076 | 17,683 | 18,412 | 15,247 | 17,139 | 19,900 |
| 6614 | 938509 | CONGRESS AVE | Yamato Rd | Clint Moore Rd | 6 | 6 | 25,198 | 25,740 | 27,629 | 29,864 | 23,850 | 26,946 | 31,200 |
| 6644 | 938543 | CONGRESS AVE | Clint Moore Rd | NW 82nd St | 6 | 6 | 28,805 | 28,300 | 34,731 | 30,621 | 28,389 | 33,896 | 41,500 |
| 6204 | 937672 | CONGRESS AVE | NW 82nd St | SW 29th St | 6 | 6 | 24,665 | 17,757 | 21,315 | 23,273 | 15,989 | 22,633 | 28,000 |
| | 938544 | CONGRESS AVE | SW 29th St | Linton Blvd | 6 | 6 | | | - | - | 9,156 | 14,643 | 14,600 |
| 5650 | 933500 | CONGRESS AVE | Linton Blvd | Lowson Blvd | 6 | 6 | 26,965 | 23,248 | 24,774 | 26,539 | 11,525 | 17,497 | 30,700 |
| 5612 | 933500 | CONGRESS AVE | Lowson Blvd | Atlantic Ave | 6 | 6 | 30,312 | 26,151 | 29,209 | 29,325 | 11,525 | 17,497 | 35,200 |
| 5630 | 937340 | CONGRESS AVE | Atlantic Ave | Lake Ida Rd | 6 | 6 | 32,662 | 32,658 | 34,768 | 36,689 | 24,598 | 32,597 | 42,800 |
| 5602 | 937341 | CONGRESS AVE | Lake Ida Rd | 35th Ave SW | 6 | 6 | 31,948 | 29,740 | 30,608 | 31,428 | 28,207 | 39,710 | 43,100 |
| 5626 | 937342 | CONGRESS AVE | 35th Ave SW | Golf Rd | 6 | 6 | 38,852 | 34,332 | 36,139 | 38,738 | 31,175 | 42,173 | 48,900 |
| 5624 | 937348 | CONGRESS AVE | Golf Rd | Woolbright Rd | 6 | 6 | 41,510 | 35,627 | 37,827 | 40,974 | 29,121 | 38,224 | 46,900 |
| 5610 | 937347 | CONGRESS AVE | Woolbright Rd | Boynton Beach Blvd | 6 | 6 | 38,259 | 32,543 | 33,549 | 33,115 | 22,390 | 29,798 | 41,000 |
| 5658 | 937345 | CONGRESS AVE | Boynton Beach Blvd | Old Boynton Rd | 6 | 6 | | 47,139 | 38,263 | 40,960 | 28,939 | 40,714 | 50,000 |
| 5206 | 937344 | CONGRESS AVE | Old Boynton Rd | Gateway Blvd | 6 | 6 | 48,285 | 36,788 | 36,914 | 39,958 | 56,185 | 60,016 | 40,700 |
| 4610 | 937343 | CONGRESS AVE | Gateway Blvd | Hypoluxo Rd | 6 | 6 | 36,348 | 28,826 | 28,960 | 30,883 | 37,864 | 46,519 | 37,600 |
| 4600 | 937346 | CONGRESS AVE | Hypoluxo Rd | Lantana Rd | 4 | 4 | 29,993 | 25,175 | 23,246 | 28,120 | 35,142 | 39,809 | 27,900 |
| 4624 | 930022 | CONGRESS AVE | Lantana Rd | JFK Dr | 6 | 6 | 41,814 | 31,730 | 35,206 | 37,851 | 31,598 | 38,329 | 42,700 |
| 4626 | 937173 | CONGRESS AVE | JFK Dr | 6th Ave S | 6 | 6 | 44,492 | 33,615 | 35,163 | 36,766 | 31,616 | 38,412 | 42,700 |
| 4622 | 930489 | CONGRESS AVE | 6th Ave S | Lake Worth Rd | 6 | 6 | 43,176 | 35,682 | 35,712 | 39,282 | 38,642 | 48,003 | 44,400 |
| 4620 | 930490 | CONGRESS AVE | Lake Worth Rd | French Ave | 6 | 6 | 45,274 | 36,622 | 35,400 | 37,189 | 24,015 | 31,421 | 42,800 |

SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County

| PBC Station | FDOT Station | Roadway | From | To | Existing Lanes | Cost Feasible Lanes | 2005 Counts | 2010 Count | 2015 Count | 2018 Count | 2015 Model | 2045 Model | 2045 Adjusted |
|-------------|--------------|---------------------|---------------------------|-------------------------|----------------|---------------------|-------------|------------|------------|------------|------------|------------|---------------|
| NEW | PBC093 | PARK AVE | Congress Ave | Old Dixie Hwy | 0 | 3 | | | - | - | - | 31,875 | 31,900 |
| 2833 | 935223 | PARK AVE | Old Dixie Hwy | Federal Hwy | 2 | 2 | 6,645 | 5,608 | 5,427 | 5,533 | 6,593 | 9,421 | 8,300 |
| 3902 | 930038 | PARKER AVE | Georgia Ave | Summit Blvd | 2 | 2 | 7,111 | - | 7,100 | 9,600 | 7,635 | 10,274 | 9,600 |
| 3896 | 930038 | PARKER AVE | Summit Blvd | Southern Blvd | 4 | 4 | 14,731 | - | 7,100 | 9,600 | 7,635 | 10,274 | 9,600 |
| 3872 | 938533 | PARKER AVE | Southern Blvd | Belvedere Rd | 4 | 4 | 9,957 | - | 5,400 | 7,200 | 5,308 | 8,438 | 8,600 |
| 3856 | 933503 | PARKER AVE | Belvedere Rd | Okeechobee Blvd | 4 | 4 | 19,454 | - | 17,100 | 19,500 | 21,084 | 24,887 | 20,900 |
| | 937561 | PARKSIDE DR | Donald Ross Rd | Frederick Small Rd | 2 | 2 | | | - | - | 9,793 | 10,663 | 10,700 |
| | 3447a | PERSIMMON BLVD | Seminole Pratt Whitney Rd | 140th Ave N | 0 | 2 | | | - | - | - | 38,300 | 38,300 |
| 3447 | 3447 | PERSIMMON BLVD | 140th Ave N | Royal Palm Beach Bl | 2 | 2 | 7,621 | 5,874 | 6,223 | - | 7,212 | 18,976 | 16,400 |
| | 937259 | PERSIMMON BLVD | Royal Palm Beach Bl | SR-7 | 2 | 2 | | | - | - | 17,983 | 39,682 | 39,700 |
| 2405 | 935401 | PGA BLVD | Bee Line Hwy | Ryder Cup Blvd (Jog Rd) | 2 | 2 | 5,801 | 3,479 | 3,717 | 4,161 | 3,369 | 8,498 | 9,400 |
| 2103 | 930072 | PGA BLVD | Ryder Cup Blvd (Jog Rd) | Florida Turnpike | 4 | 4 | 24,751 | 22,995 | 26,216 | 26,500 | 24,854 | 29,187 | 30,800 |
| 2201 | 930073 | PGA BLVD | Florida Turnpike | Central Blvd | 6 | 6 | 46,848 | 41,282 | 49,281 | 48,000 | 44,546 | 68,086 | 75,300 |
| 2609 | 937164 | PGA BLVD | Central Blvd | Military Tr | 6 | 6 | 47,793 | 44,296 | 48,298 | 48,497 | 31,140 | 34,887 | 52,000 |
| 2203 | 930074 | PGA BLVD | Military Tr | I-95 | 6 | 6 | 49,342 | 42,478 | 47,349 | 50,500 | 60,099 | 57,658 | 44,900 |
| 2303 | 935300 | PGA BLVD | I-95 | SR-811 | 8 | 8 | 61,761 | 59,950 | 71,477 | 68,500 | 86,658 | 76,786 | 61,600 |
| 2829 | 935402 | PGA BLVD | SR-811 | Gardens Mall | 6 | 6 | 57,253 | 51,677 | 57,047 | 56,265 | 28,348 | 68,044 | 96,700 |
| 2805 | 937165 | PGA BLVD | Gardens Mall | Prosperity Farms Rd | 6 | 6 | 44,137 | 38,076 | 41,615 | 45,250 | 26,491 | 31,240 | 46,400 |
| 2803 | 930712 | PGA BLVD | Prosperity Farms Rd | Ellison Wilson Rd | 6 | 6 | 45,667 | 39,880 | 41,927 | 42,864 | 41,015 | 47,541 | 48,600 |
| 2837 | 937166 | PGA BLVD | Ellison Wilson Rd | Federal Hwy | 6 | 6 | 30,962 | 26,470 | 28,710 | 28,141 | 32,635 | 38,067 | 33,500 |
| | 937525 | PIERSON RD | South Shore Blvd | Fairlane Farms Rd | 2 | 2 | | | - | - | 786 | 3,081 | 3,100 |
| 3448 | 937125 | PIKE RD | Southern Blvd | Fla Turnpike Entrance | 4 | 4 | 13,697 | 14,392 | 16,781 | 19,259 | 15,885 | 20,655 | 21,800 |
| 3450 | 937126 | PIKE RD | Fla Turnpike Entrance | Belvedere Rd | 2 | 2 | 5,745 | 4,703 | 5,212 | 6,977 | 5,269 | 3,301 | 3,300 |
| 4662 | 937313 | PINEHURST DR | 10th Ave N | Lake Worth Rd | 2 | 2 | 10,323 | 8,789 | 8,896 | 10,694 | 11,910 | 12,643 | 9,600 |
| 4202 | 937312 | PINEHURST DR | Forest Hill Blvd | 10TH Ave N | 2 | 2 | 10,475 | 9,276 | 9,334 | 11,252 | 13,044 | 14,570 | 10,900 |
| 5657 | 937162 | PIPERS GLEN BLVD | El Clair Ranch Rd | Military Tr | 2 | 2 | 5,869 | 5,429 | 5,468 | 5,940 | 6,863 | 8,544 | 7,100 |
| 3814 | 938554 | POINSETTIA AVE | 36TH St | 25TH St | 2 | 2 | 4,725 | - | 5,200 | 5,500 | 3,532 | 5,260 | 6,900 |
| 3806 | 938554 | POINSETTIA AVE | 45th St | 36th St | 2 | 2 | 11,188 | - | 5,200 | 5,500 | 3,532 | 5,260 | 6,900 |
| 3800 | 938554 | POINSETTIA AVE | 45TH St | N End | 2 | 2 | 2,837 | - | 5,200 | 5,500 | 3,532 | 5,260 | 6,900 |
| 6423 | 937282 | PONDEROSA DR | Oriole Country Rd | Glades Rd | 2 | 2 | 4,734 | 4,307 | 4,210 | 4,701 | 2,340 | 2,785 | 4,700 |
| 6625 | 937635 | POTOMAC RD | Jog Rd | St Andrews Blvd | 4 | 4 | 7,812 | 7,242 | 8,172 | 8,967 | 7,284 | 14,066 | 15,800 |
| 6623 | 937727 | POTOMAC RD | St Andrews Blvd | Military Tr | 4 | 4 | 10,902 | 9,999 | 11,175 | 11,786 | 8,732 | 12,753 | 15,200 |
| 6210 | 930016 | POWERLINE RD | Broward County Line | SW 18th St | 4 | 6 | 37,025 | - | 33,798 | 34,000 | 33,393 | 48,576 | 49,200 |
| 6632 | 930016 | POWERLINE RD | SW 18th St | Camino Real | 4 | 6 | 35,270 | - | 34,635 | 34,000 | 33,393 | 48,576 | 50,400 |
| 6626 | 930016 | POWERLINE RD | Camino Real | Palmetto Park Rd | 4 | 6 | 43,555 | - | 33,771 | 34,000 | 33,393 | 48,576 | 49,100 |
| 6622 | 930017 | POWERLINE RD | Palmetto Park Rd | Sunstream Blvd | 4 | 4 | 29,310 | - | 28,371 | 27,000 | 23,632 | 31,362 | 37,700 |
| 6602 | 930020 | POWERLINE RD | Sunstream Blvd | Glades Rd | 4 | 4 | 31,736 | - | 27,254 | 27,500 | 24,379 | 32,531 | 36,400 |
| 1402 | 937015 | PRATT-WHITNEY RD | Indiantown Rd | Bee Line Hwy | 2 | 2 | 3,556 | 4,228 | 5,005 | 6,322 | 5,191 | 10,271 | 9,900 |
| 1104 | 937285 | PRATT-WHITNEY RD | Indiantown Rd | Martin County Line | 2 | 2 | 2,711 | 2,994 | 4,215 | 4,819 | 4,137 | 5,941 | 6,100 |
| 2806 | 937053 | PROSPERITY FARMS RD | Northlake Blvd | Lighthouse Dr | 3 | 3 | 19,199 | 17,866 | 16,364 | 17,020 | 16,025 | 19,396 | 19,800 |