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**Re: Crisis Center for Behavioral Health and Substance Abuse • 100 N Benoist Farms Road
PALM BEACH COUNTY TRAFFIC CONCURRENCY DUE DILIGENCE
PCN 00-42-43-27-05-006-3100**

JFO Group Inc. has been engaged to conduct a due diligence traffic analysis for the proposed development, in accordance with Palm Beach County (PBC) Traffic Performance Standards (TPS). The purpose of this analysis is to assess the potential for the project to achieve Traffic Concurrency approval. The development is planned in two phases: Phase 1 will include a 75,000 square-foot building, with 50,000 square feet designated for Hospital use and 25,000 square feet for accessory Medical Office use. Phase 2 will consist of a 30,000 square-foot Government Office building. The subject site is situated in unincorporated Palm Beach County, Florida, located north of Southern Boulevard and east of Benoist Farms Road.

This traffic due diligence analysis is organized into four (4) sections. The first section addresses trip generation for the proposed development. The second section evaluates the project's traffic impact in accordance with Palm Beach County Traffic Performance Standards (TPS). The third section reviews access management standards relevant to the proposed project driveways. Finally, the fourth section provides a summary of potential traffic concerns associated with the projected project build-out year of 2030.



Figure 1 : Project Location

Trip Generation

Phase 1 of the proposed project is expected to generate approximately 1,144 daily trips, including 93 trips during the AM peak hour (71 inbound and 22 outbound) and 99 trips during the PM peak hour (28 inbound and 71 outbound). At full buildout, encompassing both Phases 1 and 2, the project is projected to generate 1,642 daily trips, with 174 trips during the AM peak hour (134 inbound and 40 outbound) and 137 trips during the PM peak hour (36 inbound and 101 outbound).

Project trip generation rates were based on the *PBC Trip Generation Rates*, dated July 25, 2022. According to Article 12, Chapter D, Section 1(C) of PBC ULDC and given the trip generation characteristics, a 2-mile Radius of Development Influence (RDI) needs to be considered for traffic concurrency impact analysis.

Traffic Concurrency

Traffic generated by newly approved development projects in Palm Beach County is allocated from the existing capacity of the current roadway system. At the time of concurrency application, each project applicant must submit a trip distribution and assignment that reflects the characteristics of the proposed development.

Major Intersections in each direction nearest to the points at which the Project's Traffic enters each Project Accessed Link, and where the project traffic entering and exiting the intersection is significant shall be included in Test 1-Part One analysis of the PBC – TPS. Therefore, intersection analyses need to be carried out at the intersections of Southern Boulevard & Benoist Farms Road, and Belvedere Road & Benoist Farms Road.

Table 1 summarizes the AM and PM Critical Movement Analyses (CMA) results for the intersections on the nearest project accessed link. As shown in Table 1, AM and PM CMA results for the intersections on the nearest project accessed link would be expected to meet the adopted LOS at the assumed project buildout in the year 2030.

Table 1: Test 1 - Part One - Intersections – CMA Summary

Intersection	Year	Critical Volume AM Peak		Critical Volume PM Peak	
		Without Project	With Project	Without Project	With Project
50,000 SF Hospital + 25,000 SF Medical Office					
Southern Blvd & Benoist Farms Rd	2030	1,374	1,376	1,283	1,300
Belvedere Road & Benoist Farms Road	2030	1,164	1,189	1,051	1,072
50,000 SF Hospital + 25,000 SF Medical Office + 30,000 SF Government Office					
Southern Blvd & Benoist Farms Rd	2030	1,374	1,379	1,283	1,306
Belvedere Road & Benoist Farms Road	2030	1,164	1,212	1,051	1,081

Likewise, Roadway Links projected to carry project traffic higher than one percent (1%) of the adopted Level of Service (LOS) within the RDI shall be included in Test 1-Part Two analysis. The Crisis Center for Behavioral Health and Substance Abuse project will generate a significant impact on Benoist Farms Road from Southern Boulevard to Okeechobee Boulevard. Table 2 includes link analyses summarizing Volume/Capacity ratios in 2030 taking into account all vested projects in Palm Beach County with Traffic Concurrency approval as of April 2025 and directional counts calculated from the turning movement counts collected on April 10, 2025. As shown in Table 2, all roads significantly impacted would be expected to meet the adopted LOS at the assumed project buildout in the year 2030.

Table 2: 2030 Volume/Capacity Ratios

Road	From	To	Ln	AM				PM			
				W/O Project		W/ Project		W/O Project		W/ Project	
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
50,000 SF Hospital + 25,000 SF Medical Office											
Benoist Farms Rd	Southern Blvd	Site	3	0.37	0.28	0.41	0.29	0.25	0.35	0.27	0.40
Benoist Farms Rd	Site	Belvedere Rd	3	0.25	0.37	0.27	0.41	0.25	0.27	0.29	0.29
Benoist Farms Rd	Belvedere Rd	Okeechobee Bl	2	0.51	0.61	0.51	0.61	0.53	0.42	0.54	0.42
50,000 SF Hospital + 25,000 SF Medical Office + 30,000 SF Government Office											
Benoist Farms Rd	Southern Blvd	Site	3	0.37	0.28	0.45	0.30	0.25	0.35	0.27	0.41
Benoist Farms Rd	Site	Belvedere Rd	3	0.25	0.37	0.28	0.45	0.25	0.27	0.31	0.29
Benoist Farms Rd	Belvedere Rd	Okeechobee Bl	2	0.51	0.61	0.51	0.62	0.53	0.42	0.54	0.42

Access Management

The proposed driveway on Benoist Farms Road, as depicted in the conceptual site plan dated April 4, 2025, will comply with Palm Beach County's Access Management Standards for driveway separation. It will be designated as an Intermediate Driveway. As such, a minimum distance of 50 feet must be maintained between the street right-of-way and any internal service drive or parking space, measured perpendicularly from the right-of-way line. Intermediate Driveways must also have a minimum single-lane width of 12 feet and a minimum pavement return radius of 30 feet. Additionally, left and right turn lanes and/or median modifications may be required, in accordance with Palm Beach County Land Development regulations.

According to the Palm Beach County Land Development Design Standards Manual, a left-turn lane is required at any driveway where inbound peak-hour left-turning traffic reaches 30 vehicles or more. A right-turn lane is required where the street's Average Daily Traffic (ADT) exceeds 10,000 vehicles, the driveway generates more than 1,000 daily trips, and inbound peak-hour right-turning traffic is at least 75 vehicles. During Phase 1 of the project, a southbound left-turn lane into the site will be warranted. In Phase 2, the need for a northbound right-turn lane at the project driveway will also be justified.

Traffic Concurrency Considerations and Conclusion

This analysis is based upon the best of our knowledge, the latest data published by PBC and should not be taken as a definite traffic study determining Traffic Concurrency. It is only a preliminary analysis that allows clients and consultants to have an initial understanding of traffic conditions in the area of impact. More detailed analyses will need to be carried out and submitted to Palm Beach County to evaluate traffic concurrency and access requirements.

New approved project traffic is updated every time a new project is submitted to the PBC-Traffic Division. This due diligence analysis considered the latest approved traffic information available from the PBC-Traffic Division as of April 2025. Therefore, analyses performed in the future may yield different results.

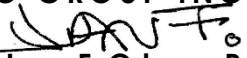
Links and intersections on Benoist Farms Road from Southern Boulevard to Okeechobee Boulevard will be expected to meet the adopted LOS at the assumed project buildout in the year 2030.

At the July 17, 2024, Palm Beach County Board of County Commissioners (BCC) Zoning Hearing, County Commissioners received a presentation from PBC staff on how developers are utilizing PropShare to satisfy Traffic Concurrency requirements. The presentation also included an overview of impact fees and alternative mobility funding mechanisms, such as mobility and multimodal fees. Following the discussion, the Commissioners directed staff to further explore the potential implementation of multimodal fees in Palm Beach County. It remains unclear whether these fees would replace existing road impact fees or be added to the current fee schedule. The above mentioned BCC zoning hearing is available online at <https://youtu.be/9-F6i1fQbak?si=zmc6zCGhA7-yVZFl>.

All things considered, it is likely that the project as proposed will meet Palm Beach County (PBC) Traffic Performance Standards (TPS) at the assumed buildout year in 2030 where a southbound left turn lane and a northbound right turn lane will be required at the proposed access on Benoist Farms Road. These turn lanes will need to be designed to include 280 feet of stacking and a 50-foot taper. It is unlikely that the project will need to enter into proportionate share agreements with Palm Beach County or the Florida Department of Transportation.

Sincerely,

JFO GROUP INC


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