

July 9, 2018

Gentile Glas Holloway O'mahoney & Associates, Inc.
1907 Commerce Lane
Suite 101
Jupiter, Florida 33458

Attn: Emily M. O'Mahoney

**Re: Traffic Impact Assessment
Proposed Lifestyle Center
22 Country Road
Parcel #: 66434531000007020
Village of Golf, Palm Beach County, FL**

Dear Ms. O'Mahoney:

Dynamic Traffic has prepared the following assessment to determine the traffic impact associated with the construction of a new Lifestyle Center at the Country Club of Florida in the Village of Golf, Palm Beach County, FL. ("Project"). Specifically, the Project will consist of two-story building that will house a fitness center, locker rooms, spas, massage rooms, etc. Additionally, an outdoor swimming pool and deck are proposed.

The Project will be an additional amenity serving the membership of the Country Club of Florida ("Country Club") which is primarily accessed via a full-movement driveway on Golf Road and will remain in its existing configuration. As part of the development, the existing 4,080 square foot fitness center will be closed.

Trip Generation Comparison

Trip generation projections were prepared utilizing trip generation research data as published in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 10th Edition*. This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the country. Trip generation projections for the Project were prepared utilizing Land Use Code (LUC) 492 – Health/Fitness Club. ITE defines this land use as follow:

A health/fitness club is a privately-owned facility that primarily focuses on individual fitness or training. It typically provides exercise classes, weightlifting, fitness and gymnastics equipment, spas, locker rooms, and small restaurants or snack bars. This land use may also include ancillary facilities, such as swimming pools, whirlpools, saunas, tennis, racquetball and handball courts, and limited retail.

The following compares the ITE site generated trip projections for the existing and proposed fitness centers for the critical weekday morning, weekday evening and Saturday midday peak hours.

Table I
Trip Generation Comparison

Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
4,080 SF Fitness Center (Existing to Close)	3	2	5	8	6	14	6	7	13
12,704 SF Fitness Center (Proposed)	9	8	17	25	19	44	20	21	41
Difference	+6	+6	+12	+17	+13	+30	+14	+14	+28

It should be noted that approximately 38% of the existing Country Club membership live on-site and will likely visit the Project by walking or biking. Taking this into consideration, Table II below displays the vehicular trip generation projections to/from the adjacent roadway network.

Table II
External Trip Generation Comparison

Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
4,080 SF Fitness Center (Existing to Close)	2	1	3	5	4	9	4	4	8
12,704 SF Fitness Center (Proposed)	6	5	11	16	12	28	12	13	25
Difference	+4	+4	+8	+11	+8	+19	+8	+9	+17

The trip generation projections shown above are representative of a “**worst case**” scenario as they relate to a stand-alone health/fitness center. As previously mentioned, the Project is being proposed as an additional amenity for the Country Club and its existing membership. Therefore, rather than generating a new vehicular trip, in many cases, users of the Project would have already been visiting the Country Club for golf or other activities and then choose to avail themselves of the Project. Alternatively, the Project will be an attractive feature for existing member’s and golfer’s families who would join a member in the same vehicle for a visit to the Country Club. Considering this unique setting, the ITE projections, which are representative of the maximum trip generation potential, will certainly be reduced. However, in the unlikely scenario that the maximum potential trip generation is realized, a total of 30 hourly trips with 19 of those external to the Country Club, would not create a detrimental traffic impact.

The maximum potential additional trip generation potential, as detailed above, falls below the industry accepted standard of a significant increase in traffic of 100 trips. Based on *Transportation Impact Analysis for Site Development* published by the ITE, “it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways’ peak hour or the development’s peak hour.” Hence, it is not anticipated that the Project will have any perceptible impact on traffic operations within the Country Club or on the surrounding roadway network. This level of trip generation will not create any discernible impact on existing traffic flows. Realistically, traffic flows are likely to be much lower.

Conclusion

Based upon our Trip Generation Comparison as detailed in the body of this report, it is the professional opinion of Dynamic Traffic that the adjacent street system of the Village of Golf and Palm Beach County will not experience any noticeable degradation in operating conditions with the development of the site.

If you have any questions on the above, please do not hesitate to contact the undersigned.

Sincerely,

Dynamic Traffic, LLC

A handwritten signature in black ink, appearing to read 'CWP', with a long horizontal flourish extending to the right.

Craig W. Peregoy, PE
FL PE License #78893

Cc: Christine Thrower – Village Manager