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INSIGNIFICANT TRAFFIC IMPACT STATEMENT

DELRAY SWAN
CITY OF DELRAY BEACH, FLORIDA

Prepared for:

Delray Swan Holdings, LLC
2665 South Bayshore Dr
Suite 605B
Miami, Florida 33133

Job No. 21-141

Date: October 15, 2021
Revised: November 17, 2021

ANNA LAI
LICENSE
No. 78138
STATE OF
FLORIDA
NOV 30 2021

Anna Lai, P.E., PTOE
FL Reg. No. 78138

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1.0 SITE DATA

The subject parcel is generally located east of S Swinton Avenue and south of E Atlantic Avenue in the City of Delray Beach, Florida and contains approximately 2.7 acres. The Property Control Numbers (PCNs) for the subject parcel are as follows:

12-43-46-16-01-079-0010	12-43-46-16-01-079-0090
12-43-46-16-01-079-0210	12-43-46-16-01-079-0100
12-43-46-16-01-079-0200	12-43-46-16-01-079-0110
12-43-46-16-01-079-0190	12-43-46-16-01-079-0120
12-43-46-16-01-079-0170	12-43-46-16-01-079-0130
12-43-46-16-01-079-0060	12-43-46-16-01-079-0141
12-43-46-16-01-079-0080	12-43-46-16-01-079-0142

Proposed site development on the parcel consists of 195 multi-family dwelling units and 2,317 SF of commercial retail space with a project build-out of 2026. Site access is proposed via a southerly full access driveway connection to SE 2nd Avenue, and loading area access is proposed via a northerly full access driveway connection. On-street parking is proposed on the east side of SE 2nd Avenue. For additional information concerning site location and layout, please refer to the Site Plan prepared by MSA Architects.

2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards (TPS). The Traffic Performance Standards state that a Site Specific Development Order for a proposed project shall meet the standards and guidelines outlined in two separate "Tests" with regard to traffic performance. However, the proposed 195 residential dwelling units would qualify for the Coastal Residential Exception as outlined in the TPS.

Test 1, or the Build-out Test, relates to the build-out period of the project and requires that a project not add traffic within the radius of development influence which would have total traffic exceeding the adopted LOS at the end of the build-out period. This Test 1 analysis consists of two parts and no project shall be approved for a Site Specific Development Order unless it can be shown to satisfy the requirements of Parts One and Two of Test 1.

Part One – Intersections, requires the analysis of major intersections, within or beyond a project's radius of development influence, where a project's traffic is significant on a link within the radius of development influence. The intersections analyzed shall operate within the applicable threshold associated with the level of analysis addressed.

2.0 PURPOSE OF STUDY (CONTINUED)

Part Two – Links, compares the total traffic in the peak hour, peak direction on each link within a project's radius of development influence with the applicable LOS "D" link service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis period. This test requires analysis of links and major intersections as necessary within or beyond the radius of development influence, where a project's traffic is significant on a link within the radius of development influence.

This analysis shall address the total traffic anticipated to be in place at the end of the fifth year of the Florida Department of Transportation Five Year Transportation Improvement Program in effect at the time of traffic analysis submittal.

The existing roadway network as well as both the State and Palm Beach County Five Year Road Program improvements, with construction scheduled to commence prior to the end of the Five Year Analysis Period shall be the Test 2 roadway network assumed in the analysis. The total traffic in the peak hour, peak direction on each link within a project's radius of development influence shall be compared with the applicable LOS "E" service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

This study will verify that the proposed development's traffic impact will meet the above Traffic Performance Standards.

3.0 TRAFFIC GENERATION

The Palm Beach County Unified Land Development Code Article 12 requires that for any application for a site specific development order on property on which there are vested uses shall be subject to the Palm Beach County Traffic Performance Standards to the extent the traffic generation projected for the site specific development order exceeds the traffic generation of the vested uses.

The generation rates and capture rates of the vested uses shall be updated to current pro forma traffic generation and passer-by rates and shall be used to calculate vested uses/current approval traffic.

The traffic to be generated by the proposed site modifications has been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 10th Edition* and rates published by the Palm Beach County Engineering Traffic Division as shown in Tables 1, 2, and 3.

3.0 TRAFFIC GENERATION (CONTINUED)

Table 1 shows the daily traffic generation associated with the proposed development in trips per day (tpd). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The traffic to be generated by the proposed plan of development may be summarized as follows:

Proposed Plan of Development

Daily Traffic Generation	=	1,163 tpd
AM Peak Hour Traffic Generation (In/Out)	=	71 pht (18 In/53 Out)
PM Peak Hour Traffic Generation (In/Out)	=	94 pht (56 In/38 Out)

The proposed 195 residential dwelling units would qualify for the Coastal Residential Exception as outlined in the TPS.

4.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 12.B.2.D-7 3A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards, for a net trip generation of 8 commercial retail peak hour trips, the radius of development influence shall be the directly accessed link(s).

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than one percent of the LOS "D" of the link affected on a peak hour, peak direction basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS "D" of the link affected on a peak hour, peak direction basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS "D" Link Service Volumes.

For Test 2, a project must address those links within the radius of development influence on which its net trips are greater than three percent of the LOS "E" of the link affected on a peak hour, peak direction basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS "E" of the link affected on a peak hour, peak direction basis up to the limits set forth in Table 12.B.2.C-4 2A: LOS "E" Link Service Volumes.

5.0 TRIP DISTRIBUTION

The project trips were distributed and assigned on the links within the radius of development influence based on the existing and anticipated traffic patterns. Figure 1 presents the trip distribution percentages.

6.0 TEST 1 BUILD-OUT ANALYSIS

Test 1, or the Build-Out Analysis, relates to the build-out period of the project and requires that a project not add traffic within the radius of development influence which would have total traffic exceeding the adopted LOS at the end of the build-out period. Tables 4 and 5 show the project's assignment is less than 1% of the applicable LOS "D" threshold and is insignificant for all links within the project's radius of development influence. This project therefore meets the requirements of Test 1.

7.0 TEST 2 BUILD-OUT ANALYSIS

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis Period. Tables 6 and 7 show the project's net trip generation is less than 3% of the applicable LOS "E" threshold for all links within the projects radius of development influence. This project therefore meets the requirements of Test 2.

8.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour volumes at the project entrances for the overall development with no reduction for pass by credits are shown in Tables 2 and 3 and may be summarized as follows:

Directional Distribution (Trips IN/OUT)

AM = 19 / 53
PM = 62 / 45

Figure 2 presents the AM and PM peak turning movement volume assignments at the project driveway based on the directional distributions. As previously mentioned, site access is proposed via a southerly full access driveway connection to SE 2nd Avenue, and loading area access is proposed via a northerly full access driveway connection. On-street parking is proposed on the east side of SE 2nd Avenue. Based on the peak hour volumes shown above and the Palm Beach County Engineering Guideline used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, additional turn lanes are not warranted or recommended.

9.0 CONCLUSION

The proposed development has been estimated to generate 1,163 trips per day, 71 AM peak hour trips, and 94 PM peak hour trips at project build-out in 2026. The proposed 195 residential dwelling units would qualify for the Coastal Residential Exception as outlined in the TPS. A brief review of the links within the project's radius of development influence reveals that the proposed commercial retail development will have an insignificant project assignment and will therefore meet the requirements of the Palm Beach County Traffic Performance Standards.

Block 79 Redevelopment

May 27, 2021

1:2,257

0 0.0175 0.035 0.07 mi

0 0.03 0.06 0.12 km

EXHIBIT "A"
DELRAY SWAN

CLASS V SITE PLAN

DELRAY BEACH, FL 33444

ADDRESSES, PROPERTY CONTROL NUMBERS, OWNERSHIP

Property Address	Property Control Number	Property Owner	Property Owner Address
215 SE 1st Avenue	12-43-46-16-01-079-0060	DELRAY HMH, LLC	2665 S. Bayshore Dr, Suite 605B Miami, FL33133.
219 SE 1st Avenue	12-43-46-16-01-079-0080	Aglantine & Alies LaFond	219 SE 1st Ave. Delray Beach, FL 33444
223 SE 1st Avenue	12-43-46-16-01-079-0090	Marie C. Desrosiers & Onance Seme	223 SE 1st Ave, Delray Beach, FL, 33444
227 SE 1st Avenue	12-43-46-16-01-079-0100	Avilus Pierre	227 SE 1st Ave., Delray Beach, FL 33444
231 SE 1st Avenue	12-43-46-16-01-079-0110	Jean B & Marie K Seme	231 SE 1st Ave., Delray Beach, FL 33444
237 SE 1st Avenue	12-43-46-16-01-079-0120	Cinelia Joseph	237 SE 1st Ave. Delray Beach, FL 33444
243 SE 1st Avenue	12-43-46-16-01-079-0130	TAH 2017 2 Borrower, LLC	1508 Brookhollow Dr. Santa Ana, CA 92705
251 SE 1st Avenue	12-43-46-16-01-079-0141	Richard Reading	1520 SE 36th St. Cape Coral, FL 33904
253 SE 1st Avenue	12-43-46-16-01-079-0142	Rodney Karstetter	253 SE 1st Ave. Delray Beach, FL 33444
118 SE 2nd Street	12-43-46-16-01-079-0010	DELRAY HMH, LLC	2665 S. Bayshore Dr, Suite 605B Miami, FL 33133
240 SE 2nd Avenue	12-43-46-16-01-079-0210	DELRAY HMH, LLC	2665 S. Bayshore Dr, Suite 605B Miami, FL 33133
258 SE 2nd Avenue	12-43-46-16-01-079-0200	Anissa Ali & Melvin Madan	7089 NW 65th Terrace Pompano Beach, FL 33067
264 SE 2nd Avenue	12-43-46-16-01-079-0190	Delray Swan Holdings, LLC	2665 S. Bayshore Dr, Suite 605B Miami, FL 33133
280 SE 2nd Avenue	12-43-46-16-01-079-0170	Delray Swan Holdings, LLC	2665 S. Bayshore Dr, Suite 605B Miami, FL 33133

DELRAY SWAN

10/14/21

PROPOSED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	195	Dwelling Units	5.44			1,061		0	1,061	0%	0	1,061
Gen. Commercial[e]	820	2,137	S.F.	Ln(T) = 0.68 Ln(X) + 5.57[d]			268		0	268	62%	166	102
			Grand Totals:				**1,329**	**0.0%**	**0**	**1,329**	**12%**	**166**	**1,163**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	195	Dwelling Units	0.36	0.26	0.74	18	52	70	0.0%	0	0	0	18	52	70	0%	0	18	52	70
Gen. Commercial[e]	820	2,137	S.F.	0.94	0.62	0.38	1	1	2	0.0%	0	0	0	1	1	2	62%	1	0	1	1
			Grand Totals:				**19**	**53**	**72**	**0.0%**	**0**	**0**	**0**	**19**	**53**	**72**	**1%**	**1**	**18**	**53**	**71**

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	195	Dwelling Units	0.44	0.61	0.39	52	34	86	0.0%	0	0	0	52	34	86	0%	0	52	34	86
Gen. Commercial[e]	820	2,137	S.F.	Ln(T) = 0.74 Ln(X) + 2.89[f]	0.48	0.52	10	11	21	0.0%	0	0	0	10	11	21	62%	13	4	4	8
			Grand Totals:				**62**	**45**	**107**	**0.0%**	**0**	**0**	**0**	**62**	**45**	**107**	**12%**	**13**	**56**	**38**	**94**

Notes:

d.) For intensities under 10,000 s.f., use a rate of 125.61 / 1,000 SF instead of the equation.

e.) Pass-by percent = 62% for 10,000 s.f. or less, otherwise = 83.18 - 9.30 * Ln(A) where A is 1,000 s.f. of leasable area.

f.) For densities under 10,000 s.f., use a rate of 9.9 / 1,000 s.f. instead of the equation.

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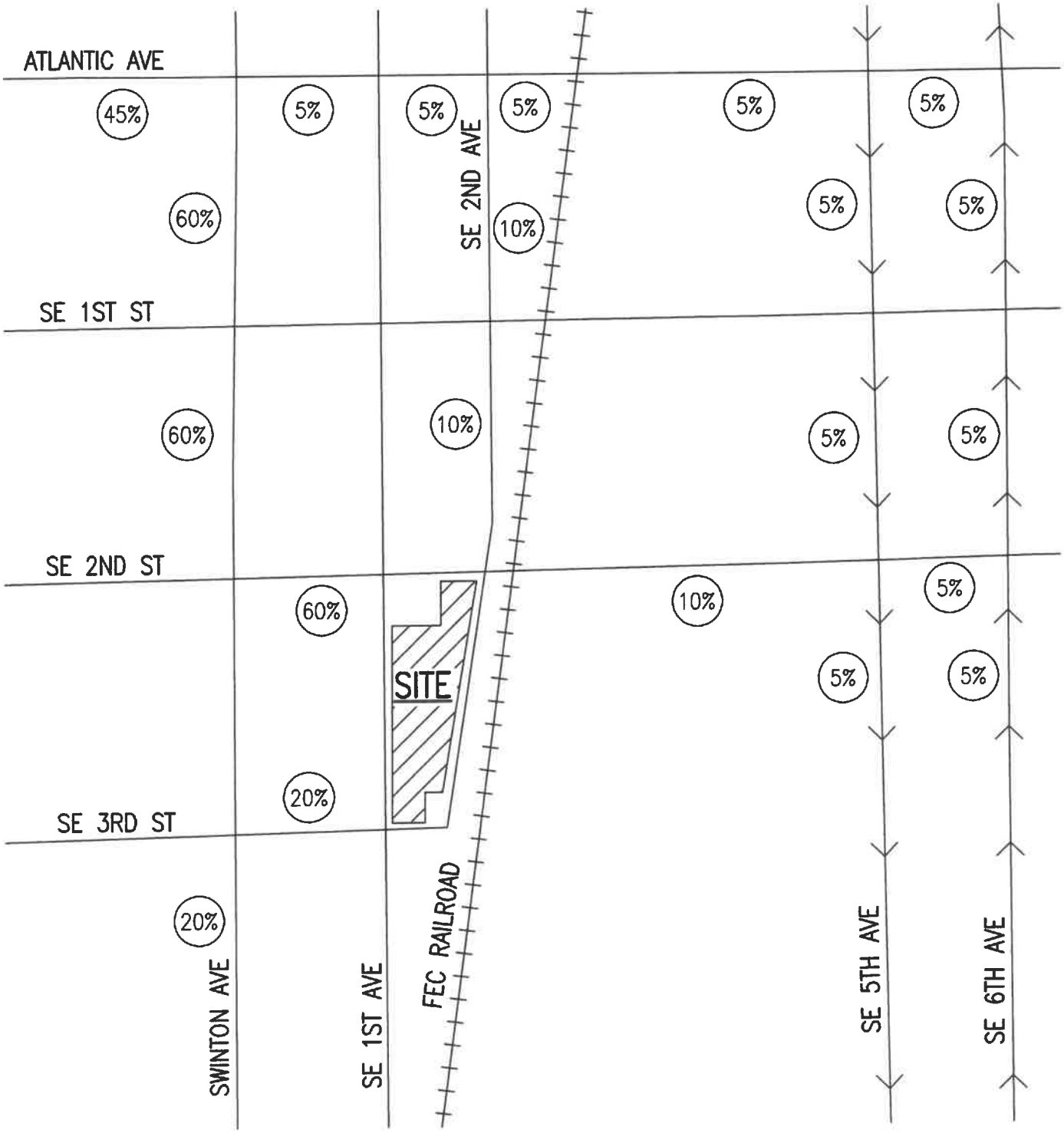

LEGEND

(20%) PROJECT DISTRIBUTION

ONE-WAY STREET

FIGURE 1
PROJECT DISTRIBUTION

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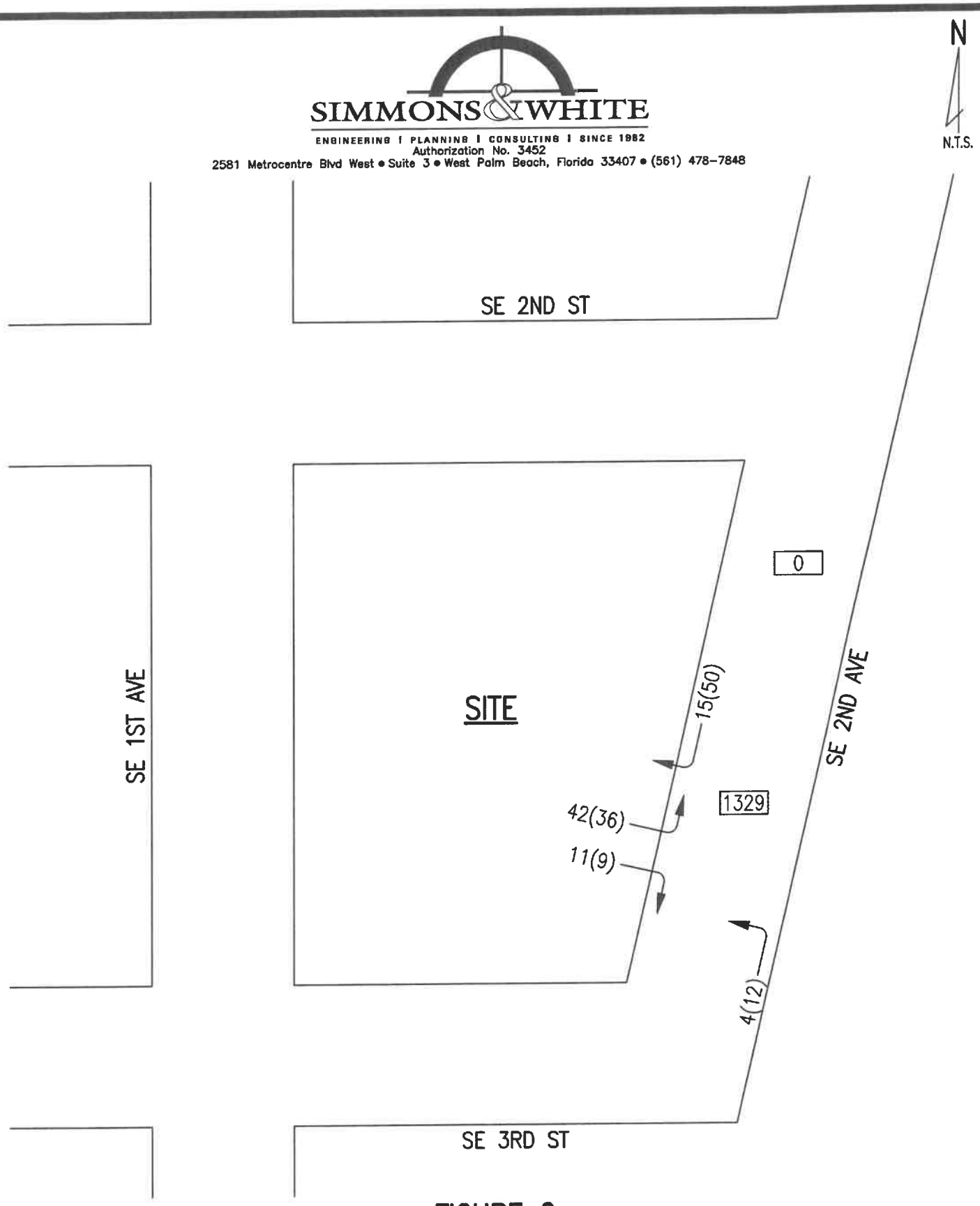

FIGURE 2
PROJECT TURNING MOVEMENTS

LEGEND

11	A.M. PEAK HOUR TURNING MOVEMENT
(9)	P.M. PEAK HOUR TURNING MOVEMENT
1329	A.A.D.T.

DELRAY SWAN
21-141 AL 10-14-21

TABLE 4
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2026 BUILD OUT
DIRECTLY ACCESSED LINK(S)
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 18
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 53
RETAIL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 0
RETAIL AM PEAK HOUR PROJECT TRIPS (EXITING) = 1

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS*	AM PEAK HOUR DIRECTIONAL RETAIL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD	COMMERCIAL TOTAL PROJECT IMPACT*	COMMERCIAL RETAIL PROJECT IMPACT	PROJECT SIGNIFICANT
5808	SWINTON AVENUE	ATLANTIC AVENUE	SE 1ST AVENUE	60%	32	1	2	II	810	3.95%	0.12%	NO
5808	SWINTON AVENUE	SE 1ST AVENUE	SE 2ND STREET	60%	32	1	2	II	810	3.95%	0.12%	NO
5808	SWINTON AVENUE	SE 2ND STREET	SW 10TH STREET	20%	11	0	2	II	810	1.36%	0.00%	NO
5844	SE 5TH AVENUE	ATLANTIC AVENUE	SE 1ST STREET	5%	3	0	2LO	II	2120	0.14%	0.00%	NO
5844	SE 5TH AVENUE	SE 1ST STREET	SE 2ND STREET	5%	3	0	2LO	II	2120	0.14%	0.00%	NO
5844	SE 5TH AVENUE	SE 2ND STREET	SW 10TH STREET	5%	3	0	2LO	II	2120	0.14%	0.00%	NO
5842	SE 6TH AVENUE	ATLANTIC AVENUE	SE 1ST STREET	5%	3	0	2LO	II	2120	0.14%	0.00%	NO
5842	SE 6TH AVENUE	SE 1ST STREET	SE 2ND STREET	5%	3	0	2LO	II	2120	0.14%	0.00%	NO
5842	SE 6TH AVENUE	SE 2ND STREET	SW 10TH STREET	5%	3	0	2LO	II	2120	0.14%	0.00%	NO
5815	ATLANTIC AVENUE	I-95	SWINTON AVENUE	45%	24	0	4D	II	1770	1.36%	0.00%	NO
5817	ATLANTIC AVENUE	SWINTON AVENUE	SE 2ND AVENUE	5%	3	0	2	II	810	0.37%	0.00%	NO
5817	ATLANTIC AVENUE	SE 2ND AVENUE	SE 5TH AVENUE	5%	3	0	2	II	810	0.37%	0.00%	NO
N/A	ATLANTIC AVENUE	SE 5TH AVENUE	SE 6TH AVENUE	5%	3	0	2	II	810	0.37%	0.00%	NO
N/A	SE 2ND STREET	SWINTON AVENUE	SE 2ND AVENUE	60%	32	1	2	II	810	3.95%	0.12%	NO
N/A	SE 2ND STREET	SE 2ND AVENUE	SE 5TH AVENUE	10%	5	0	2	II	810	0.62%	0.00%	NO
N/A	SE 2ND STREET	SE 5TH AVENUE	SE 6TH AVENUE	5%	3	0	2	II	810	0.37%	0.00%	NO
N/A	SE 3RD STREET	SWINTON AVENUE	SE 2ND AVENUE	20%	11	0	2	II	810	1.36%	0.00%	NO

* NOTE: THE RESIDENTIAL PROJECT DISTRIBUTION DETAILED IN THIS TABLE IS FOR INFORMATIONAL PURPOSES ONLY. THE PROPOSED PROJECT IS LOCATED IN A COASTAL RESIDENTIAL EXCEPTION AREA AND THE RESIDENTIAL PORTION IS THEREFORE NOT REQUIRED TO MEET THE PALM BEACH COUNTY TRAFFIC PERFORMANCE STANDARDS.

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TABLE 5

TEST 1 - PROJECT SIGNIFICANCE CALCULATION

PM PEAK HOUR

2026 BUILD OUT
DIRECTLY ACCESSED LINK(S)
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 56
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 38
RETAIL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 4
RETAIL PM PEAK HOUR PROJECT TRIPS (EXITING) = 4

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS*	PM PEAK HOUR DIRECTIONAL RETAIL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD	COMMERCIAL TOTAL PROJECT IMPACT*	COMMERCIAL RETAIL PROJECT IMPACT	PROJECT SIGNIFICANT
5808	SWINTON AVENUE	ATLANTIC AVENUE	SE 1ST AVENUE	60%	34	2	2	II	810	4.20%	0.25%	NO
5808	SWINTON AVENUE	SE 1ST AVENUE	SE 2ND STREET	60%	34	2	2	II	810	4.20%	0.25%	NO
5808	SWINTON AVENUE	SE 2ND STREET	SW 10TH STREET	20%	11	1	2	II	810	1.36%	0.12%	NO
5844	SE 5TH AVENUE	ATLANTIC AVENUE	SE 1ST STREET	5%	3	0	2LO	II	2120	0.14%	0.00%	NO
5844	SE 5TH AVENUE	SE 1ST STREET	SE 2ND STREET	5%	3	0	2LO	II	2120	0.14%	0.00%	NO
5844	SE 5TH AVENUE	SE 2ND STREET	SW 10TH STREET	5%	3	0	2LO	II	2120	0.14%	0.00%	NO
5842	SE 6TH AVENUE	ATLANTIC AVENUE	SE 1ST STREET	5%	3	0	2LO	II	2120	0.14%	0.00%	NO
5842	SE 6TH AVENUE	SE 1ST STREET	SE 2ND STREET	5%	3	0	2LO	II	2120	0.14%	0.00%	NO
5842	SE 6TH AVENUE	SE 2ND STREET	SW 10TH STREET	5%	3	0	2LO	II	2120	0.14%	0.00%	NO
5815	ATLANTIC AVENUE	I-95	SWINTON AVENUE	45%	25	2	4D	II	1770	1.41%	0.11%	NO
5817	ATLANTIC AVENUE	SWINTON AVENUE	SE 2ND AVENUE	5%	3	0	2	II	810	0.37%	0.00%	NO
5817	ATLANTIC AVENUE	SE 2ND AVENUE	SE 5TH AVENUE	5%	3	0	2	II	810	0.37%	0.00%	NO
N/A	ATLANTIC AVENUE	SE 5TH AVENUE	SE 6TH AVENUE	5%	3	0	2	II	810	0.37%	0.00%	NO
N/A	SE 2ND STREET	SWINTON AVENUE	SE 2ND AVENUE	60%	34	2	2	II	810	4.20%	0.25%	NO
N/A	SE 2ND STREET	SE 2ND AVENUE	SE 5TH AVENUE	10%	6	0	2	II	810	0.74%	0.00%	NO
N/A	SE 2ND STREET	SE 5TH AVENUE	SE 6TH AVENUE	5%	3	0	2	II	810	0.37%	0.00%	NO
N/A	SE 3RD STREET	SWINTON AVENUE	SE 2ND AVENUE	20%	11	1	2	II	810	1.36%	0.12%	NO

* NOTE: THE RESIDENTIAL PROJECT DISTRIBUTION DETAILED IN THIS TABLE IS FOR INFORMATIONAL PURPOSES ONLY. THE PROPOSED PROJECT IS LOCATED IN A COASTAL RESIDENTIAL EXCEPTION AREA AND THE RESIDENTIAL PORTION IS THEREFORE NOT REQUIRED TO MEET THE PALM BEACH COUNTY TRAFFIC PERFORMANCE STANDARDS.

TABLE 6
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
DIRECTLY ACCESSED LINK(S)
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 18
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 53
RETAIL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 0
RETAIL AM PEAK HOUR PROJECT TRIPS (EXITING) = 1

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS*	AM PEAK HOUR DIRECTIONAL RETAIL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT*	COMMERCIAL RETAIL PROJECT IMPACT	PROJECT SIGNIFICANT
5808	SWINTON AVENUE	ATLANTIC AVENUE	SE 1ST AVENUE	60%	32	1	2	II	860	3.72%	0.12%	NO
5808	SWINTON AVENUE	SE 1ST AVENUE	SE 2ND STREET	60%	32	1	2	II	860	3.72%	0.12%	NO
5808	SWINTON AVENUE	SE 2ND STREET	SW 10TH STREET	20%	11	0	2	II	860	1.28%	0.00%	NO
5844	SE 5TH AVENUE	ATLANTIC AVENUE	SE 1ST STREET	5%	3	0	2LO	II	2240	0.13%	0.00%	NO
5844	SE 5TH AVENUE	SE 1ST STREET	SE 2ND STREET	5%	3	0	2LO	II	2240	0.13%	0.00%	NO
5844	SE 5TH AVENUE	SE 2ND STREET	SW 10TH STREET	5%	3	0	2LO	II	2240	0.13%	0.00%	NO
5842	SE 6TH AVENUE	ATLANTIC AVENUE	SE 1ST STREET	5%	3	0	2LO	II	2240	0.13%	0.00%	NO
5842	SE 6TH AVENUE	SE 1ST STREET	SE 2ND STREET	5%	3	0	2LO	II	2240	0.13%	0.00%	NO
5842	SE 6TH AVENUE	SE 2ND STREET	SW 10TH STREET	5%	3	0	2LO	II	2240	0.13%	0.00%	NO
5815	ATLANTIC AVENUE	I-95	SWINTON AVENUE	45%	24	0	4D	II	1870	1.28%	0.00%	NO
5817	ATLANTIC AVENUE	SWINTON AVENUE	SE 2ND AVENUE	5%	3	0	2	II	860	0.35%	0.00%	NO
5817	ATLANTIC AVENUE	SE 2ND AVENUE	SE 5TH AVENUE	5%	3	0	2	II	860	0.35%	0.00%	NO
N/A	ATLANTIC AVENUE	SE 5TH AVENUE	SE 6TH AVENUE	5%	3	0	2	II	860	0.35%	0.00%	NO
N/A	SE 2ND STREET	SWINTON AVENUE	SE 2ND AVENUE	60%	32	1	2	II	860	3.72%	0.12%	NO
N/A	SE 2ND STREET	SE 2ND AVENUE	SE 5TH AVENUE	10%	5	0	2	II	860	0.58%	0.00%	NO
N/A	SE 2ND STREET	SE 5TH AVENUE	SE 6TH AVENUE	5%	3	0	2	II	860	0.35%	0.00%	NO
N/A	SE 3RD STREET	SWINTON AVENUE	SE 2ND AVENUE	20%	11	0	2	II	860	1.28%	0.00%	NO

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TABLE 7

TEST 2 - PROJECT SIGNIFICANCE CALCULATION

PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
DIRECTLY ACCESSED LINK(S)
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 56
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 38
RETAIL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 4
RETAIL PM PEAK HOUR PROJECT TRIPS (EXITING) = 4

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS*	PM PEAK HOUR DIRECTIONAL RETAIL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT*	COMMERCIAL RETAIL PROJECT IMPACT	PROJECT SIGNIFICANT
5808	SWINTON AVENUE	ATLANTIC AVENUE	SE 1ST AVENUE	60%	34	2	2	II	860	3.95%	0.23%	NO
5808	SWINTON AVENUE	SE 1ST AVENUE	SE 2ND STREET	60%	34	2	2	II	860	3.95%	0.23%	NO
5808	SWINTON AVENUE	SE 2ND STREET	SW 10TH STREET	20%	11	1	2	II	860	1.28%	0.12%	NO
5844	SE 5TH AVENUE	ATLANTIC AVENUE	SE 1ST STREET	5%	3	0	2LO	II	2240	0.13%	0.00%	NO
5844	SE 5TH AVENUE	SE 1ST STREET	SE 2ND STREET	5%	3	0	2LO	II	2240	0.13%	0.00%	NO
5844	SE 5TH AVENUE	SE 2ND STREET	SW 10TH STREET	5%	3	0	2LO	II	2240	0.13%	0.00%	NO
5842	SE 6TH AVENUE	ATLANTIC AVENUE	SE 1ST STREET	5%	3	0	2LO	II	2240	0.13%	0.00%	NO
5842	SE 6TH AVENUE	SE 1ST STREET	SE 2ND STREET	5%	3	0	2LO	II	2240	0.13%	0.00%	NO
5842	SE 6TH AVENUE	SE 2ND STREET	SW 10TH STREET	5%	3	0	2LO	II	2240	0.13%	0.00%	NO
5815	ATLANTIC AVENUE	I-95	SWINTON AVENUE	45%	25	2	4D	II	1870	1.34%	0.11%	NO
5817	ATLANTIC AVENUE	SWINTON AVENUE	SE 2ND AVENUE	5%	3	0	2	II	860	0.35%	0.00%	NO
5817	ATLANTIC AVENUE	SE 2ND AVENUE	SE 5TH AVENUE	5%	3	0	2	II	860	0.35%	0.00%	NO
N/A	ATLANTIC AVENUE	SE 5TH AVENUE	SE 6TH AVENUE	5%	3	0	2	II	860	0.35%	0.00%	NO
N/A	SE 2ND STREET	SWINTON AVENUE	SE 2ND AVENUE	60%	34	2	2	II	860	3.95%	0.23%	NO
N/A	SE 2ND STREET	SE 2ND AVENUE	SE 5TH AVENUE	10%	6	0	2	II	860	0.70%	0.00%	NO
N/A	SE 2ND STREET	SE 5TH AVENUE	SE 6TH AVENUE	5%	3	0	2	II	860	0.35%	0.00%	NO
N/A	SE 3RD STREET	SWINTON AVENUE	SE 2ND AVENUE	20%	11	1	2	II	860	1.28%	0.12%	NO

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