

INSIGNIFICANT TRAFFIC IMPACT STATEMENT

**210 SE 3RD AVENUE
CITY OF DELRAY BEACH, FLORIDA**

Prepared for:

The Knight Group, LLC
10 SE 1st Avenue
2nd Floor
Delray Beach, Florida 33444

Job No. 21-151

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1.0 SITE DATA

The subject parcel is located on the west side of SE 3rd Avenue, just south of SE 2nd Street in the City of Delray Beach, Florida and contains approximately 0.2054 acres. The Property Control Number (PCN) for the subject parcel is 12-43-46-16-04-087-0160. The purpose of this statement is to summarize the following three (3) analyses:

1. A proposed future land use change from Low Density Residential (LD) to Commercial Core (CC);
2. A proposed rezoning for the subject parcel from Single Family Residential (R-1-A) with 1 single family dwelling unit to Central Business District – Railroad Corridor (CBD-RC) that will have a maximum development potential of 14 multi-family dwelling units; and
3. A proposed development of 11 multi-family dwelling units.

The project build-out is proposed for 2026. Site access will be addressed upon the preparation of a formal Site Plan but is anticipated to be via SE 3rd Avenue and/or the alleyway along the west side of the subject parcel.

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. 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.

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. 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.

2.0 PURPOSE OF STUDY (CONTINUED)

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 build out year. 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. Trip generation has been calculated in accordance with the ITE Trip Generation Manual, 10th Edition and the Palm Beach County Trip Generation Rates.

4.0 RADIUS OF DEVELOPMENT INFLUENCE

The development of influence shall be based on the Table 12.B.2.D-7 3A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards and the net peak hour trip generation.

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than 1% 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 3% 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 FLUM AMENDMENT FROM LC TO CC

The analyses are included in Appendix A for the proposed future land use change from Low Density Residential (LD) to Commercial Core (CC)

Traffic Generation

The increase in daily traffic generation due to the requested change in the 0.2054 acre parcel's land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing land use designation LD at 5 dwelling units/acre to the future land use designation CC at 100 dwelling units/acres.

Table 1 calculates the daily, AM peak hour, and PM peak hour traffic generation for the property under the existing LD land use designation, with a maximum development potential of 1 dwelling unit, and may be summarized as follows:

Low Density Residential (1 Dwelling Unit)

| | | |
|--|---|--------------------|
| Daily Traffic Generation | = | 5 tpd |
| AM Peak Hour Traffic Generation (IN/OUT) | = | 0 pht (0 In/0 Out) |
| PM Peak Hour Traffic Generation (IN/OUT) | = | 0 pht (0 In/0 Out) |

Table 2 calculates the daily, AM peak hour, and PM peak hour traffic generation for the property under the proposed CC land use designation, with a maximum development potential of 20 dwelling units, and may be summarized as follows:

Commercial Core (20 Dwelling Units)

| | | |
|--|---|--------------------|
| Daily Traffic Generation | = | 109 tpd |
| AM Peak Hour Traffic Generation (IN/OUT) | = | 7 pht (2 In/5 Out) |
| PM Peak Hour Traffic Generation (IN/OUT) | = | 9 pht (5 In/4 Out) |

The increase in traffic generation due to the requested change in the parcels' land use designations may be calculated as follows (as shown in Table 3):

Increase

| | | |
|---------------------------------|---|------------------|
| Daily Traffic Generation | = | 104 tpd INCREASE |
| AM Peak Hour Traffic Generation | = | 7 pht INCREASE |
| PM Peak Hour Traffic Generation | = | 9 pht INCREASE |

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

Radius of Development Influence

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a total trip generation increase of 104 trips per day, analysis is required for Year 2045 for the directly accessed link on the first accessed major thoroughfare. Based on

5.0 FLUM AMENDMENT FROM LC TO CC (CONTINUED)

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 9 peak hour trips, the development of influence shall be the directly accessed link(s).

Trip Distribution

Figure 1 shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed CC land use designation.

Year 2045 Analysis

Table 4 represents the required Year 2045 Analysis. The total anticipated Year 2045 traffic meets the adopted Level of Service requirements within the project's radius of influence. Therefore, the proposed land use change meets the Year 2045 requirements of the Palm Beach County Comprehensive Plan.

Test 2 – Five Year 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 5 and 6 show the project's net trip generation is less than 3% of the applicable LOS "E" threshold for all links within the project's radius of development influence. Therefore, the proposed land use change meets the requirements of Test 2 of the Palm Beach County Traffic Performance Standards.

6.0 REZONING FROM R-1-A TO CBD-RC

The analyses are included in Appendix B for the proposed zoning change from Single Family Residential (R-1-A) with 1 single family dwelling unit to Central Business District – Railroad Corridor (CBD-RC) that will have a maximum development potential of 14 multi-family dwelling units.

Traffic Generation

The increase in daily traffic generation due to the requested change in the 0.2054 acre parcel's zoning designation may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing R-1-A to the proposed CBD-RC zoning designation.

Table 7 calculates the daily, AM peak hour, and PM peak hour traffic generation for the property under the existing R-1-A zoning designation, with a maximum development potential of 1 dwelling unit, and may be summarized as follows:

6.0 REZONING FROM R-1-A TO CBD-RC (CONTINUED)

Single Family Residential (1 Dwelling Unit)

| | | |
|--|---|--------------------|
| Daily Traffic Generation | = | 5 tpd |
| AM Peak Hour Traffic Generation (IN/OUT) | = | 0 pht (0 In/0 Out) |
| PM Peak Hour Traffic Generation (IN/OUT) | = | 0 pht (0 In/0 Out) |

Table 8 calculates the daily, AM peak hour, and PM peak hour traffic generation for the property under the proposed CBD-RC land use designation, with a maximum development potential of 20 dwelling units, and may be summarized as follows:

Central Business District – Railroad Corridor (14 Dwelling Units)

| | | |
|--|---|--------------------|
| Daily Traffic Generation | = | 76 tpd |
| AM Peak Hour Traffic Generation (IN/OUT) | = | 5 pht (1 In/4 Out) |
| PM Peak Hour Traffic Generation (IN/OUT) | = | 6 pht (4 In/2 Out) |

The increase in traffic generation due to the requested change in the parcels' land use designations may be calculated as follows (as shown in Table 9):

Increase

| | | |
|---------------------------------|---|-----------------|
| Daily Traffic Generation | = | 71 tpd INCREASE |
| AM Peak Hour Traffic Generation | = | 5 pht INCREASE |
| PM Peak Hour Traffic Generation | = | 6 pht INCREASE |

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

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 6 peak hour trips, the development of influence shall be the directly accessed link(s).

Trip Distribution

Figure 1 shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed CBD-RC zoning designation.

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

6.0 REZONING FROM R-1-A TO CBD-RC (CONTINUED)

which would have total traffic exceeding the adopted LOS at the end of the build-out period. Tables 10 and 11 indicate 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. Therefore, the proposed zoning change meets the requirements of Test 1 of the Palm Beach County Traffic Performance Standards.

Test 2 – Five Year 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 12 and 13 show the project's net trip generation is less than 3% of the applicable LOS "E" threshold for all links within the project's radius of development influence. Therefore, the proposed zoning change meets the requirements of Test 2 of the Palm Beach County Traffic Performance Standards.

7.0 PROPOSED DEVELOPMENT

The analyses are included in Appendix C for the proposed 11 multi-family dwelling units.

Traffic Generation

Table 14 shows the daily traffic generation associated with the proposed car wash. Tables 15 and 16 show the AM and PM peak hour traffic generation, respectively. The net traffic to be generated by 11 multi-family dwelling units may be summarized as follows:

Proposed Development (11 Dwelling Units)

| | | |
|--|---|--------------------|
| Daily Traffic Generation | = | 60 tpd |
| AM Peak Hour Traffic Generation (IN/OUT) | = | 4 pht (1 In/3 Out) |
| PM Peak Hour Traffic Generation (IN/OUT) | = | 5 pht (3 In/2 Out) |

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

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 5 peak hour trips, the development of influence shall be the directly accessed link(s).

7.0 PROPOSED DEVELOPMENT (CONTINUED)

Trip Distribution

Figure 1 shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and on the existing and anticipated traffic patterns.

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 17 and 18 indicate 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. Therefore, this project meets the requirements of Test 1 of the Palm Beach County Traffic Performance Standards.

Test 2 – Five Year 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 19 and 20 show the project's net trip generation is less than 3% of the applicable LOS "E" threshold for all links within the project's radius of development influence. Therefore, this project meets the requirements of Test 2 of the Palm Beach County Traffic Performance Standards.

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 15 and 16 and may be summarized as follows:

DIRECTIONAL DISTRIBUTION (TRIPS IN/OUT)

AM = 1 / 3
PM = 3 / 2

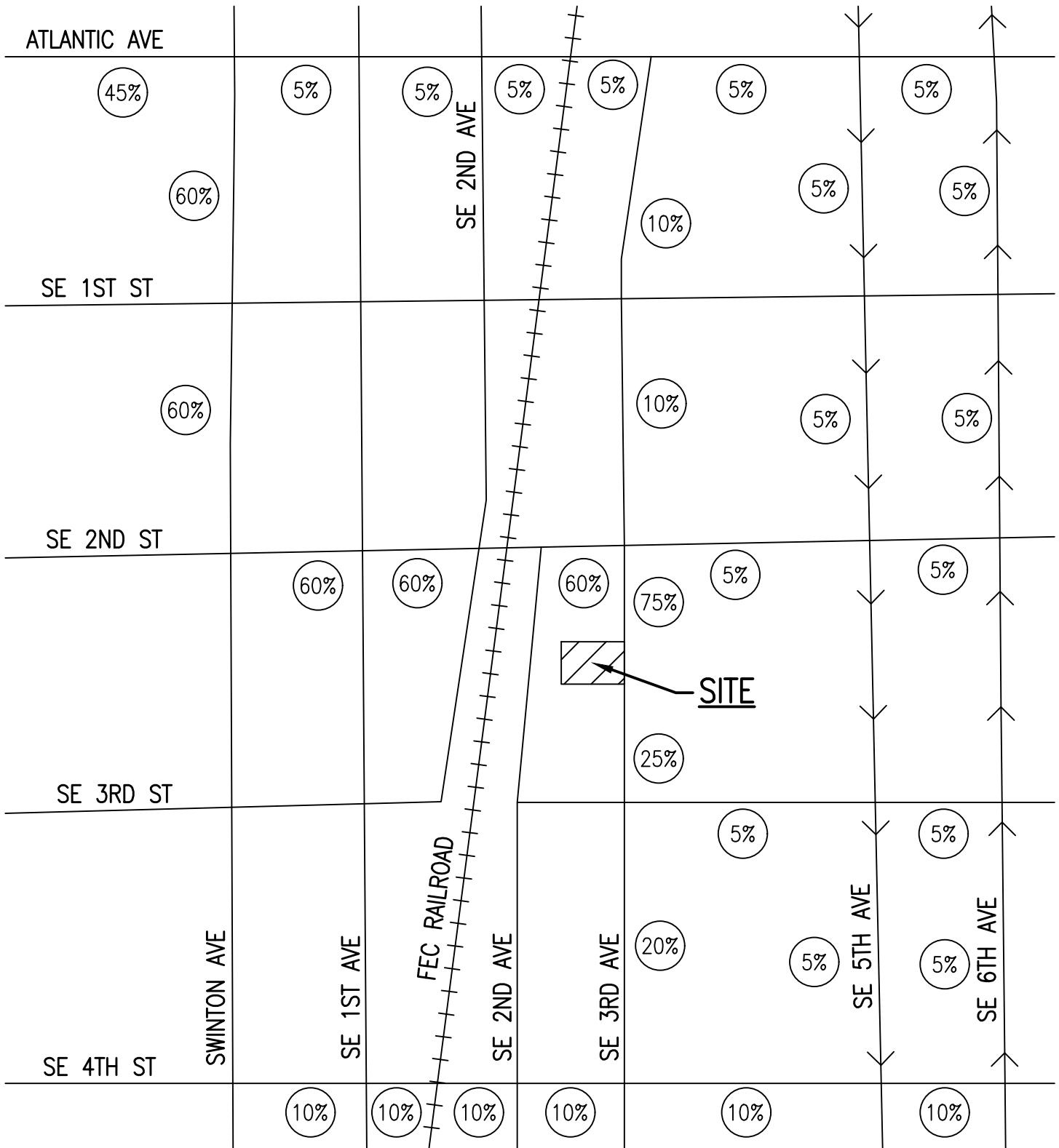
As previously mentioned, site access will be addressed upon the preparation of a formal Site Plan but is anticipated to be via SE 3rd Avenue and/or the alleyway along the west side of the subject parcel. Based on the Palm Beach County Engineering Guidelines used in determining the need for turn lanes 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 future land use plan designation modification Low Density Residential (LD) to Commercial Core (CC) will result in an increase in intensity of development and will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2045 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

The proposed rezoning from Single Family Residential (R-1-A) to Central Business District – Railroad Corridor (CBD-RC) and corresponding development potential has been estimated to generate 71 net trips per day, 5 net AM peak hour trip, and 6 net PM peak hour trips at project build-out in 2026. The proposed 14 residential dwelling units would qualify for the Coastal Residential Exception as outlined in the TPS. A minimal increase in traffic is expected. A brief review of the directly accessed links within the project's radius of development influence reveals the proposed rezoning will have an insignificant project assignment and will therefore meet the requirements of the Palm Beach County Traffic Performance Standards.

The proposed development of 11 multi-family dwelling units has been estimate to generate 60 trips per day, 4 AM peak hour trips, and 5 PM peak hour trips at project build-out in 2026. A brief review of the directly accessed links within the project's radius of development influence reveals the proposed development will have an insignificant project assignment and will therefore meet the requirements of the Palm Beach County Traffic Performance Standards.



LEGEND



-  PROJECT DISTRIBUTION
-  ONE-WAY STREET

FIGURE 1
PROJECT DISTRIBUTION

210 SE 3RD AVENUE
 21-151 AL 10-15-21

APPENDIX A

ANALYSES FOR **FLUM AMENDMENT FROM LD TO CC**

TABLE 1
FLUM AMENDMENT FROM LD TO CC
EXISTING LD FUTURE LAND USE DESIGNATION - 1 DWELLING UNIT

Daily Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | Internalization | | External Trips | Pass-by | | Net Trips | |
|--|----------|-----------|----------------|-----------|-----|-------------|-----------------|-------|----------------|---------|-------|-----------|---|
| | | | | In | Out | | % | Total | | % | Trips | | |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 1 | Dwelling Units | 5.44 | | | 5 | | 0 | 5 | 0% | 0 | 5 |
| Grand Totals: | | | | | | 5 | 0.0% | 0 | 5 | 0% | 0 | 5 | |

AM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|--|----------|-----------|----------------|---------------|-----------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 1 | Dwelling Units | 0.36 | 0.26 | 0.74 | 0 | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0 | 0 |
| Grand Totals: | | | | | | | 0 | 0 | 0 | #DIV/0! | 0 | 0 | 0 | 0 | 0 | 0 | #DIV/0! | 0 | 0 | 0 | 0 |

PM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|--|----------|-----------|----------------|---------------|-----------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 1 | Dwelling Units | 0.44 | 0.61 | 0.39 | 0 | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0 | 0 |
| Grand Totals: | | | | | | | 0 | 0 | 0 | #DIV/0! | 0 | 0 | 0 | 0 | 0 | 0 | #DIV/0! | 0 | 0 | 0 | 0 |

TABLE 2
FLUM AMENDMENT FROM LD TO CC
PROPOSED CC FUTURE LAND USE DESIGNATION - 20 DWELLING UNITS

Daily Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split In Out | | Gross Trips | | Internalization | | | External Trips | | Pass-by | | Net Trips | |
|--|----------|-----------|----------------|---------------|---------------------|--|-------------|--|-----------------|-------|--|----------------|--|---------|-------|-----------|--|
| | | | | | | | | | % | Total | | | | % | Trips | | |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 20 | Dwelling Units | 5.44 | | | 109 | | | 0 | | 109 | | 0% | 0 | 109 | |
| Grand Totals: | | | | | | | 109 | | 0.0% | 0 | | 109 | | 0% | 0 | 109 | |

AM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split In Out | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|--|----------|-----------|----------------|---------------|---------------------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | | | | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 20 | Dwelling Units | 0.36 | 0.26 | 0.74 | 2 | 5 | 7 | 0.0% | 0 | 0 | 0 | 2 | 5 | 7 | 0% | 0 | 2 | 5 | 7 |
| Grand Totals: | | | | | | | 2 | 5 | 7 | 0.0% | 0 | 0 | 0 | 2 | 5 | 7 | 0% | 0 | 2 | 5 | 7 |

PM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split In Out | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|--|----------|-----------|----------------|---------------|---------------------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | | | | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 20 | Dwelling Units | 0.44 | 0.61 | 0.39 | 5 | 4 | 9 | 0.0% | 0 | 0 | 0 | 5 | 4 | 9 | 0% | 0 | 5 | 4 | 9 |
| Grand Totals: | | | | | | | 5 | 4 | 9 | 0.0% | 0 | 0 | 0 | 5 | 4 | 9 | 0% | 0 | 5 | 4 | 9 |

TABLE 3
FLUM AMENDMENT FROM LD TO CC
TRAFFIC GENERATION INCREASE

| | DAILY | AM PEAK HOUR | | | PM PEAK HOUR | | |
|--|-------|--------------|----|-----|--------------|----|-----|
| | | TOTAL | IN | OUT | TOTAL | IN | OUT |
| EXISTING FUTURE LAND USE DESIGNATION = | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| PROPOSED FUTURE LAND USE DESIGNATION = | 109 | 7 | 2 | 5 | 9 | 5 | 4 |
| INCREASE = | 104 | 7 | 2 | 5 | 9 | 5 | 4 |

TABLE 4
FLUM AMENDMENT FROM LC TO CC
(YEAR 2045)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: 210 SE 3RD AVENUE
 EXISTING FUTURE LAND USE DESIGNATION: LD
 EXISTING UNDERLYING FUTURE LAND USE DESIGNATION: NONE
 TRIPS PER DAY = 5
 PROPOSED FUTURE LAND USE DESIGNATION: CC
 PROPOSED UNDERLYING FUTURE LAND USE DESIGNATION: NONE
 TRIPS PER DAY = 109
 TRIP INCREASE = 104

| ROADWAY | FROM | TO | DISTRIBUTION (%) | PROJECT TRAFFIC | LANES | LOS D CAPACITY | TRIP INCREASE | 2045 PBC MPO TRAFFIC VOLUME | TOTAL 2045 TRAFFIC | V/C RATIO | PROJECT SIGNIFICANCE* |
|-----------------|-----------------|----------------|------------------|-----------------|-------|----------------|---------------|-----------------------------|--------------------|-----------|-----------------------|
| ATLANTIC AVENUE | SWINTON AVENUE | US 1 | 5% | 5 | 2 | 15,200 | 0.03% | 12,900 | 12,905 | 0.85 | NO |
| SWINTON AVENUE | ATLANTIC AVENUE | SW 10TH STREET | 60% | 62 | 2 | 15,200 | 0.41% | 16,900 | 16,962 | 1.12 | NO |

* Project is significant when net trip increase is greater than 1% for v/c of 1.4 or more, 2% for v/c of 1.2 or more and 3% for v/c less than 1.2.

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 |
|-------------|--------------|----------------|----------------------|----------------------|----------------|---------------------|-------------|------------|------------|------------|------------|------------|---------------|
| 3886 | 935131 | A1A | SR-80 | Ocean Blvd | 2 | 2 | 17,445 | 12,657 | 14,911 | 13,600 | 12,897 | 13,727 | 15,900 |
| 3918 | 935131 | A1A | Ocean Blvd | Worth Ave | 4 | 4 | 12,421 | 15,200 | 12,123 | 13,600 | 12,897 | 13,727 | 12,900 |
| 3884 | 938526 | A1A | Worth Ave | Royal Palm Way | 2 | 2 | 17,445 | - | 6,900 | 10,200 | 5,791 | 6,676 | 8,000 |
| 3916 | 935138 | A1A | Royal Palm Way | US 1 | 4 | 4 | 15,180 | 10,505 | 13,750 | 11,000 | 7,211 | 8,157 | 14,700 |
| 2801 | 930328 | A1A | US 1 | S Harbor Dr | 4 | 4 | 22,338 | 14,700 | 22,954 | 15,800 | 13,642 | 18,166 | 27,500 |
| 2846 | 935134 | A1A | S Harbor Dr | Bimini Ln | 2 | 2 | 10,000 | 10,085 | 15,204 | 12,600 | 4,731 | 5,749 | 16,200 |
| 2842 | 935134 | A1A | Bimini Ln | Island Dr | 2 | 2 | 12,363 | - | 11,400 | 12,600 | 4,731 | 5,749 | 12,400 |
| 2816 | 930666 | A1A | Island Dr | Lost Tree Village | 2 | 2 | 10,920 | 10,278 | 9,117 | 10,300 | 4,771 | 5,732 | 10,100 |
| 2809 | 935290 | A1A | Lost Tree Village | US 1 | 2 | 2 | 16,711 | 16,729 | 18,492 | 13,900 | 7,980 | 9,285 | 19,800 |
| 1314 | 938549 | A1A | Donald Ross Rd | Marcinski Rd | 2 | 2 | 5,742 | 5,466 | 4,210 | 4,257 | 3,214 | 3,274 | 4,300 |
| 1818 | 930088 | A1A | Marcinski Rd | Ocean Way | 2 | 2 | 6,000 | - | 4,867 | 5,339 | 1,267 | 1,310 | 4,900 |
| 1812 | 930088 | A1A | Ocean Way | Indiantown Rd | 2 | 2 | 9,047 | 7,801 | 6,475 | 6,789 | 1,267 | 1,310 | 6,500 |
| 1804 | 937366 | A1A | Indiantown Rd | US 1 | 2 | 2 | 10,915 | 10,087 | 9,079 | 10,172 | 5,616 | 6,057 | 9,500 |
| 1809 | 935232 | A1A | US 1 | Jupiter Inlet Colony | 2 | 2 | 6,993 | 6,920 | 7,322 | 7,957 | 6,054 | 6,799 | 8,200 |
| 1306 | 930746 | A1A | Jupiter Inlet Colony | Martin County Line | 2 | 2 | 2,203 | 2,341 | 2,501 | 2,200 | 2,228 | 3,167 | 3,600 |
| | 937495 | AIRPORT RD | Main St | Duda Rd | 2 | 2 | | | - | - | 2,394 | 2,929 | 2,900 |
| 7017 | 930080 | AIRPORT RD | SR-715 | Main St | 2 | 2 | | - | 5,800 | 5,700 | 2,529 | 3,443 | 6,700 |
| | 937471 | AIRPORT RD | Duda Road | Cr-880 | 2 | 2 | | | - | - | 598 | 893 | 900 |
| 6880 | 937414 | AIRPORT RD | Glades Rd | Spanish River Blvd | 2 | 2 | 7,225 | 8,060 | 10,661 | 9,836 | 11,851 | 12,160 | 10,900 |
| 6908 | 937414 | AIRPORT RD | Spanish River Blvd | Section Line | 4 | 4 | | - | 7,400 | 11,000 | 11,851 | 12,160 | 7,700 |
| | 937680 | ALEMEDA DR | Kirk Rd | Congress Ave | 2 | 2 | | | - | - | 2,354 | 2,996 | 3,000 |
| 5403 | 930427 | ATLANTIC AVE | SR-7 | Lyons Rd | 2 | 4 | 14,702 | 13,478 | 16,435 | 18,896 | 11,391 | 11,007 | 16,100 |
| 5101 | 935210 | ATLANTIC AVE | Lyons Rd | Turnpike | 4 | 6 | 21,156 | 18,619 | 29,886 | 34,770 | 20,653 | 26,919 | 36,200 |
| 5209 | 935209 | ATLANTIC AVE | Turnpike | Hagen Ranch Rd | 4 | 6 | 34,081 | 32,206 | 38,529 | 45,436 | 32,617 | 37,813 | 44,700 |
| 5643 | 937199 | ATLANTIC AVE | Hagen Ranch Rd | Jog Rd | 4 | 6 | 36,415 | 32,777 | 36,572 | 39,360 | 32,830 | 45,914 | 51,100 |
| 5631 | 937198 | ATLANTIC AVE | Jog Rd | El Clair Ranch Rd | 6 | 6 | 40,036 | 33,426 | 40,737 | 42,426 | 29,335 | 34,319 | 45,700 |
| 5637 | 930424 | ATLANTIC AVE | El Clair Ranch Rd | Military Tr | 6 | 6 | 42,199 | 36,522 | 44,644 | 46,963 | 34,278 | 42,575 | 52,900 |
| 5609 | 930423 | ATLANTIC AVE | Military Tr | Barwick Rd | 6 | 6 | 40,873 | 36,580 | 41,810 | 43,458 | 33,882 | 44,143 | 54,500 |
| 5659 | 937200 | ATLANTIC AVE | Barwick Rd | Congress Ave | 6 | 6 | 38,363 | 40,012 | 44,038 | 44,682 | 42,099 | 51,601 | 54,000 |
| 5211 | 935017 | ATLANTIC AVE | Congress Ave | I-95 | 6 | 6 | 37,485 | 44,769 | 49,366 | 47,500 | 48,708 | 55,612 | 56,400 |
| 5309 | 930052 | ATLANTIC AVE | I-95 | SW 11th Ave | 4 | 4 | 34,140 | 41,904 | 46,557 | 42,500 | 37,449 | 43,268 | 53,800 |
| | 935019 | ATLANTIC AVE | SW 11th Ave | SW 8th Ave | 4 | 4 | | | - | - | 28,450 | 31,020 | 31,000 |
| 5815 | 935021 | ATLANTIC AVE | SW 8th Ave | Swinton Ave | 4 | 4 | 28,429 | 23,780 | 27,464 | - | 27,038 | 29,467 | 29,900 |
| 5817 | 935022 | ATLANTIC AVE | Swinton Ave | US-1 | 2 | 2 | 12,252 | 13,213 | 12,015 | 9,000 | 5,215 | 6,111 | 12,900 |
| 5805 | 935023 | ATLANTIC AVE | US-1 | ICWW | 4 | 4 | 16,098 | 15,267 | 15,106 | - | 6,472 | 7,626 | 16,300 |
| | 930681 | ATLANTIC AVE | ICWW | A1A | 4 | 4 | | | - | - | 6,017 | 6,285 | 6,300 |
| 3658 | 935124 | AUSTRALIAN AVE | Southern Blvd | PBIA (Turnage Blvd) | 6 | 6 | 42,688 | 34,200 | 34,707 | 33,411 | 39,675 | 49,799 | 43,600 |
| 3610 | 937361 | AUSTRALIAN AVE | PBIA (Turnage Blvd) | Belvedere Rd | 6 | 6 | 40,651 | 30,963 | 33,550 | 40,365 | 46,637 | 55,927 | 42,800 |
| 3309 | 937360 | AUSTRALIAN AVE | Belvedere Rd | Okeechobee Bl | 4 | 4 | 32,970 | 25,329 | 28,309 | 33,481 | 32,248 | 43,762 | 38,400 |
| 3850 | 937190 | AUSTRALIAN AVE | Okeechobee Bl | Banyan Blvd | 6 | 6 | 44,002 | 33,311 | 33,703 | 38,000 | 34,116 | 43,395 | 42,900 |

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 |
|-------------|--------------|-----------------|-----------------------|-----------------------|----------------|---------------------|-------------|------------|------------|------------|------------|------------|---------------|
| 6620 | 937729 | ST ANDREWS BLVD | Palmetto Park Rd | Glades Rd | 4 | 4 | 23,864 | 20,950 | 23,129 | 23,519 | 35,428 | 40,853 | 28,600 |
| 6610 | 937729 | ST ANDREWS BLVD | Glades Rd | Potomac Rd | 4 | 4 | 24,124 | 20,950 | 20,425 | 22,103 | 35,428 | 40,853 | 25,900 |
| 6624 | 937729 | ST ANDREWS BLVD | Potomac Rd | Yamato Rd | 4 | 4 | 17,163 | 15,510 | 15,326 | 16,555 | 35,428 | 40,853 | 20,800 |
| 4415 | 937480 | STRIBLING WAY | Fairlane Farms | SR-7 | 2 | 2 | | 8,516 | 14,430 | 13,400 | 5,520 | 11,201 | 20,100 |
| 4413 | 937480 | STRIBLING WAY | SR-7 | Lyons Rd | 2 | 2 | | 3,137 | 4,940 | 13,400 | 5,520 | 11,201 | 10,000 |
| | 937695 | SUGARHOUSE RD | Ave L | SR-80 | 2 | 2 | | | - | - | 16 | 80 | 100 |
| 3657 | 937034 | SUMMIT BLVD | Jog Rd | Haverhill Rd | 4 | 4 | 18,278 | 13,419 | 11,893 | 14,421 | 16,831 | 22,325 | 17,400 |
| 3611 | 937032 | SUMMIT BLVD | Haverhill Rd | Military Tr | 5 | 5 | 26,132 | 21,828 | 21,105 | 21,687 | 24,939 | 31,725 | 26,800 |
| 3613 | 937033 | SUMMIT BLVD | Military Tr | Kirk Rd | 5 | 5 | 31,106 | 27,496 | 21,366 | 21,873 | 26,503 | 30,138 | 25,000 |
| 3615 | 937097 | SUMMIT BLVD | Kirk Rd | Davis Rd | 5 | 5 | 28,407 | 25,098 | 20,332 | 21,181 | 28,373 | 32,672 | 24,600 |
| 3617 | 938527 | SUMMIT BLVD | Davis Rd | Congress Ave | 5 | 5 | 34,174 | 27,204 | 22,896 | 24,136 | 29,025 | 33,187 | 27,100 |
| 3619 | 937098 | SUMMIT BLVD | Congress Ave | Florida Mango Rd | 5 | 5 | 17,543 | 13,440 | 12,801 | 13,700 | 8,098 | 10,655 | 15,400 |
| 3621 | 937099 | SUMMIT BLVD | Florida Mango Rd | I-95 | 4 | 5 | 17,276 | 12,673 | 11,122 | 12,737 | 6,695 | 10,468 | 14,900 |
| 3315 | 937096 | SUMMIT BLVD | I-95 | Parker Ave | 5 | 5 | 17,275 | 10,536 | 9,856 | 11,200 | 6,938 | 10,772 | 13,700 |
| 6401 | 937392 | SW 18TH ST | SR-7 | Lyons Rd | 4 | 4 | 16,988 | 15,375 | 15,091 | 17,466 | 14,055 | 21,490 | 23,100 |
| 6419 | 937393 | SW 18TH ST | Lyons Rd | Boca Rio Rd | 4 | 4 | 26,837 | 20,920 | 20,758 | 22,856 | 25,676 | 29,991 | 25,100 |
| 6213 | 937391 | SW 18TH ST | Boca Rio Rd | Powerline Rd | 6 | 6 | 32,554 | 24,151 | 24,352 | 28,004 | 26,772 | 31,785 | 28,900 |
| 6613 | 938552 | SW 18TH ST | Powerline Rd | Military Tr | 4 | 4 | 27,894 | 27,997 | 24,062 | 23,358 | 22,165 | 24,971 | 27,100 |
| 6313 | 937490 | SW 18TH ST | Military Tr | 12th Ave SW | 2 | 2 | 12,282 | 8,995 | 11,351 | 12,063 | 10,967 | 12,438 | 12,900 |
| 6863 | 937491 | SW 18TH ST | 12th Ave SW | Old Dixie Hwy | 2 | 2 | 11,571 | 8,901 | 11,665 | 13,066 | 12,560 | 11,398 | 10,600 |
| 6841 | 937491 | SW 18TH ST | Old Dixie Hwy | Federal Hwy | 4 | 4 | 11,424 | 9,786 | 12,001 | 13,211 | 12,560 | 11,398 | 10,900 |
| | 937503 | SW 8TH ST | Woolbright Rd | Boynton Beach Blvd | 2 | 2 | | | - | - | 7,891 | 7,498 | 7,500 |
| 5808 | 937189 | SWINTON AVE | SW 10th St | Atlantic Ave | 2 | 2 | 11,719 | 9,757 | 13,837 | 12,300 | 6,578 | 9,675 | 16,900 |
| 5806 | 937175 | SWINTON AVE | Atlantic Ave | George Bush Blvd | 2 | 2 | 12,465 | 10,960 | 16,531 | 14,900 | 14,321 | 16,334 | 18,900 |
| | 937502 | SYCAMORE DR | Cabbage Palm Way | S. Pratt Whitney Rd | 2 | 2 | | | - | - | 8,544 | 14,135 | 14,100 |
| 3842 | 933503 | TAMARIND AVE | Banyan St | Lakeview Ave | 5 | 5 | 17,984 | 15,601 | 17,480 | 19,500 | 21,084 | 24,887 | 21,300 |
| 3826 | 933503 | TAMARIND AVE | Banyan Blvd | Palm Beach Lakes Blvd | 2 | 2 | 8,500 | - | 17,100 | 19,500 | 21,084 | 24,887 | 20,900 |
| 3818 | 937602 | TAMARIND AVE | Palm Beach Lakes Blvd | 25TH St | 2 | 2 | 8,147 | - | 6,100 | 13,900 | 5,759 | 8,240 | 8,700 |
| | 938555 | TECHNOLOGY WAY | Broken Sound Blvd | Yamato Rd | 2 | 2 | | | - | - | 1,537 | 2,152 | 2,200 |
| | 937516 | TEMPLE BLVD | Pratt Whitney Rd | Coconut Blvd | 2 | 2 | | | - | - | 2,361 | 2,787 | 2,800 |
| 1207 | 937090 | TEQUESTA DR | Riverside Dr | Old Dixie Hwy | 2 | 2 | 13,687 | 9,264 | 12,055 | 12,400 | 16,272 | 15,907 | 11,700 |
| 1607 | 937352 | TONEY PENNA RD | Maplewood Dr | Military Tr | 2 | 2 | 11,552 | 11,780 | 11,784 | 13,600 | 3,168 | 3,727 | 12,300 |
| 1609 | 937353 | TONEY PENNA RD | SR-811 | Old Dixie Hwy | 3 | 3 | 10,722 | 8,775 | 8,883 | 10,700 | 536 | 1,353 | 9,700 |
| 6629 | 938550 | TOWN CENTER RD | Butts Rd | Military Tr | 4 | 4 | 11,409 | 10,252 | 11,054 | 12,033 | 15,789 | 24,347 | 19,600 |
| 3677 | 937247 | TURNAGE BLVD | PBIA | I-95 | 2 | 2 | | 15,933 | 17,379 | 21,476 | 12,903 | 12,764 | 17,200 |
| | 937508 | UNIVERSE BLVD | Ellison Wilson Rd | US-1 | 2 | 2 | | | - | - | 48 | 249 | 200 |
| | 937560 | UNIVERSITY BLVD | Parkside Dr | Central Blvd | 2 | 2 | | | - | - | 463 | 1,205 | 1,200 |
| 6312 | 935001 | US-1 | Broward County Line | SW 18th St | 6 | 6 | 31,785 | 26,591 | 32,482 | 31,500 | 41,791 | 52,816 | 43,500 |
| 6828 | 935001 | US-1 | SW 18th St | Camino Real | 6 | 6 | 28,416 | 24,981 | 28,115 | 31,500 | 41,791 | 52,816 | 39,100 |
| 6810 | 935003 | US-1 | Camino Real | Palmetto Park Rd | 4 | 4 | 28,120 | 26,191 | 28,120 | 26,000 | 31,237 | 36,392 | 32,800 |

TABLE 5
FLUM AMENDMENT FROM LD TO CC
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PROPOSED DEVELOPMENT PLAN
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS**DIRECTLY ACCESSED LINK(S)****TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 2****TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 5**

| | | | | AM PEAK HOUR DIRECTIONAL | | | | TOTAL | | |
|---------|-----------------|-----------------|----------------|--------------------------|----------------|----------------|-------|----------------|-----------------|---------------------|
| STATION | ROADWAY | FROM | TO | PROJECT DISTRIBUTION | PROJECT TRIPS* | EXISTING LANES | CLASS | LOS E STANDARD | PROJECT IMPACT* | PROJECT SIGNIFICANT |
| 5808 | SWINTON AVENUE | ATLANTIC AVENUE | SE 1ST AVENUE | 60% | 3 | 2 | II | 860 | 0.35% | NO |
| 5808 | SWINTON AVENUE | SE 1ST AVENUE | SE 2ND STREET | 60% | 3 | 2 | II | 860 | 0.35% | NO |
| 5808 | SWINTON AVENUE | SE 2ND STREET | SE 3RD STREET | 0% | 0 | 2 | II | 860 | 0.00% | NO |
| 5808 | SWINTON AVENUE | SE 3RD STREET | SW 10TH STREET | 0% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 10% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SE 1ST STREET | SE 2ND STREET | 10% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SE 2ND STREET | SITE | 75% | 4 | 2 | II | 860 | 0.47% | NO |
| N/A | SE 3RD AVENUE | SITE | SW 3RD STREET | 25% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SW 3RD STREET | SW 10TH STREET | 20% | 1 | 2 | II | 860 | 0.12% | NO |
| 5844 | SE 5TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5815 | ATLANTIC AVENUE | I-95 | SWINTON AVENUE | 45% | 2 | 4D | II | 1870 | 0.11% | NO |
| 5817 | ATLANTIC AVENUE | SWINTON AVENUE | SE 3RD AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| 5817 | ATLANTIC AVENUE | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | ATLANTIC AVENUE | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 2ND STREET | SWINTON AVENUE | SE 2ND AVENUE | 60% | 3 | 2 | II | 860 | 0.35% | NO |
| N/A | SE 2ND STREET | SE 2ND AVENUE | SE 3RD AVENUE | 60% | 3 | 2 | II | 860 | 0.35% | NO |
| N/A | SE 2ND STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 2ND STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SWINTON AVENUE | SE 2ND AVENUE | 10% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 4TH STREET | SE 2ND AVENUE | SE 3RD AVENUE | 10% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 4TH STREET | SE 3RD AVENUE | SE 5TH AVENUE | 10% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 4TH STREET | SE 5TH AVENUE | SE 6TH AVENUE | 10% | 1 | 2 | II | 860 | 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
FLUM AMENDMENT FROM LD TO CC
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PROPOSED DEVELOPMENT PLAN
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS**DIRECTLY ACCESSED LINK(S)****TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 5****TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 4**

| | | | | PM PEAK HOUR DIRECTIONAL | | | | | | |
|---------|-----------------|-----------------|----------------|--------------------------|----------------|----------------|-------|----------------|-----------------------|---------------------|
| STATION | ROADWAY | FROM | TO | PROJECT DISTRIBUTION | PROJECT TRIPS* | EXISTING LANES | CLASS | LOS E STANDARD | TOTAL PROJECT IMPACT* | PROJECT SIGNIFICANT |
| 5808 | SWINTON AVENUE | ATLANTIC AVENUE | SE 1ST AVENUE | 60% | 3 | 2 | II | 860 | 0.35% | NO |
| 5808 | SWINTON AVENUE | SE 1ST AVENUE | SE 2ND STREET | 60% | 3 | 2 | II | 860 | 0.35% | NO |
| 5808 | SWINTON AVENUE | SE 2ND STREET | SE 3RD STREET | 0% | 0 | 2 | II | 860 | 0.00% | NO |
| 5808 | SWINTON AVENUE | SE 3RD STREET | SW 10TH STREET | 0% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 10% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SE 1ST STREET | SE 2ND STREET | 10% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SE 2ND STREET | SITE | 75% | 4 | 2 | II | 860 | 0.47% | NO |
| N/A | SE 3RD AVENUE | SITE | SW 3RD STREET | 25% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SW 3RD STREET | SW 10TH STREET | 20% | 1 | 2 | II | 860 | 0.12% | NO |
| 5844 | SE 5TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5815 | ATLANTIC AVENUE | I-95 | SWINTON AVENUE | 45% | 2 | 4D | II | 1870 | 0.11% | NO |
| 5817 | ATLANTIC AVENUE | SWINTON AVENUE | SE 3RD AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| 5817 | ATLANTIC AVENUE | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | ATLANTIC AVENUE | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 2ND STREET | SWINTON AVENUE | SE 2ND AVENUE | 60% | 3 | 2 | II | 860 | 0.35% | NO |
| N/A | SE 2ND STREET | SE 2ND AVENUE | SE 3RD AVENUE | 60% | 3 | 2 | II | 860 | 0.35% | NO |
| N/A | SE 2ND STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 2ND STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SWINTON AVENUE | SE 2ND AVENUE | 10% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 4TH STREET | SE 2ND AVENUE | SE 3RD AVENUE | 10% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 4TH STREET | SE 3RD AVENUE | SE 5TH AVENUE | 10% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 4TH STREET | SE 5TH AVENUE | SE 6TH AVENUE | 10% | 1 | 2 | II | 860 | 0.12% | NO |

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APPENDIX B

ANALYSES FOR **REZONING FROM R-1-A TO CBD-RC**

TABLE 7
REZONING FROM R-1-A TO CBD-RC
EXISTING/VESTED R-1-A DEVELOPMENT - 1 DWELLING UNIT

Daily Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | | Dir Split In Out | | Gross Trips | Internalization % Total | | External Trips | Pass-by % Trips | | Net Trips |
|--|----------|-----------|----------------|---------------|--|-----------------------|--|-------------|------------------------------|---|----------------|----------------------|---|-----------|
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 1 | Dwelling Units | 5.44 | | | | 5 | | 0 | 5 | 0% | 0 | 5 |
| | | | Grand Totals: | | | | | 5 | 0.0% | 0 | 5 | 0% | 0 | 5 |

AM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|--|----------|-----------|----------------|---------------|-----------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 1 | Dwelling Units | 0.36 | 0.26 | 0.74 | 0 | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0 | 0 |
| Grand Totals: | | | | | | | 0 | 0 | 0 | #DIV/0! | 0 | 0 | 0 | 0 | 0 | 0 | #DIV/0! | 0 | 0 | 0 | 0 |

PM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|--|----------|-----------|----------------|---------------|-----------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 1 | Dwelling Units | 0.44 | 0.61 | 0.39 | 0 | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0 | 0 |
| Grand Totals: | | | | | | | 0 | 0 | 0 | #DIV/0! | 0 | 0 | 0 | 0 | 0 | 0 | #DIV/0! | 0 | 0 | 0 | 0 |

TABLE 8
REZONING FROM R-1-A TO CBD-RC
PROPOSED CBD-RC DEVELOPMENT - 14 DWELLING UNITS

Daily Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split In Out | | Gross Trips | | Internalization | | | External Trips | | Pass-by | | Net Trips | |
|--|----------|-----------|----------------|---------------|---------------------|--|-------------|--|-----------------|-------|--|----------------|--|---------|-------|-----------|--|
| | | | | | | | | | % | Total | | | | % | Trips | | |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 14 | Dwelling Units | 5.44 | | | 76 | | | 0 | | 76 | | 0% | 0 | 76 | |
| Grand Totals: | | | | | | | 76 | | 0.0% | 0 | | 76 | | 0% | 0 | 76 | |

AM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split In Out | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|--|----------|-----------|----------------|---------------|---------------------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | | | | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 14 | Dwelling Units | 0.36 | 0.26 | 0.74 | 1 | 4 | 5 | 0.0% | 0 | 0 | 0 | 1 | 4 | 5 | 0% | 0 | 1 | 4 | 5 |
| Grand Totals: | | | | | | | 1 | 4 | 5 | 0.0% | 0 | 0 | 0 | 1 | 4 | 5 | 0% | 0 | 1 | 4 | 5 |

PM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | | Rate/Equation | Dir Split In Out | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|--|----------|-----------|----------------|---------------|---------------------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | | | | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 14 | Dwelling Units | 0.44 | 0.61 | 0.39 | 4 | 2 | 6 | 0.0% | 0 | 0 | 0 | 4 | 2 | 6 | 0% | 0 | 4 | 2 | 6 |
| Grand Totals: | | | | | | | 4 | 2 | 6 | 0.0% | 0 | 0 | 0 | 4 | 2 | 6 | 0% | 0 | 4 | 2 | 6 |

TABLE 9
REZONING FROM R-1-A TO CBD-RC
TRAFFIC GENERATION INCREASE

| | DAILY | AM PEAK HOUR | | | PM PEAK HOUR | | |
|------------------------|-------|--------------|----|-----|--------------|----|-----|
| | | TOTAL | IN | OUT | TOTAL | IN | OUT |
| EXISTING DEVELOPMENT = | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| PROPOSED DEVELOPMENT = | 76 | 5 | 1 | 4 | 6 | 4 | 2 |
| INCREASE = | 71 | 5 | 1 | 4 | 6 | 4 | 2 |

TABLE 10
REZONING FROM R-1-A TO CBD-RC
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2026 BUILD OUT

DIRECTLY ACCESSED LINK(S)

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 1

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 4

| STATION | ROADWAY | FROM | TO | PROJECT DISTRIBUTION | AM PEAK HOUR DIRECTIONAL PROJECT TRIPS* | | EXISTING LANES | CLASS | LOS D STANDARD | TOTAL PROJECT IMPACT* | PROJECT SIGNIFICANT |
|---------|-----------------|-----------------|----------------|-------------------------|---|--|-------------------|-------|-------------------|-----------------------------|------------------------|
| | | | | | | | | | | | |
| 5808 | SWINTON AVENUE | ATLANTIC AVENUE | SE 1ST AVENUE | 60% | 2 | | 2 | II | 810 | 0.25% | NO |
| 5808 | SWINTON AVENUE | SE 1ST AVENUE | SE 2ND STREET | 60% | 2 | | 2 | II | 810 | 0.25% | NO |
| 5808 | SWINTON AVENUE | SE 2ND STREET | SE 3RD STREET | 0% | 0 | | 2 | II | 810 | 0.00% | NO |
| 5808 | SWINTON AVENUE | SE 3RD STREET | SW 10TH STREET | 0% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 10% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 1ST STREET | SE 2ND STREET | 10% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 2ND STREET | SITE | 75% | 3 | | 2 | II | 810 | 0.37% | NO |
| N/A | SE 3RD AVENUE | SITE | SW 3RD STREET | 25% | 1 | | 2 | II | 810 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SW 3RD STREET | SW 10TH STREET | 20% | 1 | | 2 | II | 810 | 0.12% | NO |
| 5844 | SE 5TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5815 | ATLANTIC AVENUE | I-95 | SWINTON AVENUE | 45% | 2 | | 4D | II | 1770 | 0.11% | NO |
| 5817 | ATLANTIC AVENUE | SWINTON AVENUE | SE 3RD AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| 5817 | ATLANTIC AVENUE | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | ATLANTIC AVENUE | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 2ND STREET | SWINTON AVENUE | SE 2ND AVENUE | 60% | 2 | | 2 | II | 810 | 0.25% | NO |
| N/A | SE 2ND STREET | SE 2ND AVENUE | SE 3RD AVENUE | 60% | 2 | | 2 | II | 810 | 0.25% | NO |
| N/A | SE 2ND STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 2ND STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SWINTON AVENUE | SE 2ND AVENUE | 10% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 2ND AVENUE | SE 3RD AVENUE | 10% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 3RD AVENUE | SE 5TH AVENUE | 10% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 5TH AVENUE | SE 6TH AVENUE | 10% | 0 | | 2 | II | 810 | 0.00% | NO |

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TABLE 11
REZONING FROM R-1-A TO CBD-RC
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

2026 BUILD OUT

DIRECTLY ACCESSED LINK(S)

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 4

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 2

| | | | | PM PEAK HOUR DIRECTIONAL | | | | | | |
|---------|-----------------|-----------------|----------------|--------------------------|----------------|----------------|-------|----------------|-----------------------|---------------------|
| STATION | ROADWAY | FROM | TO | PROJECT DISTRIBUTION | PROJECT TRIPS* | EXISTING LANES | CLASS | LOS D STANDARD | TOTAL PROJECT IMPACT* | PROJECT SIGNIFICANT |
| 5808 | SWINTON AVENUE | ATLANTIC AVENUE | SE 1ST AVENUE | 60% | 2 | 2 | II | 810 | 0.25% | NO |
| 5808 | SWINTON AVENUE | SE 1ST AVENUE | SE 2ND STREET | 60% | 2 | 2 | II | 810 | 0.25% | NO |
| 5808 | SWINTON AVENUE | SE 2ND STREET | SE 3RD STREET | 0% | 0 | 2 | II | 810 | 0.00% | NO |
| 5808 | SWINTON AVENUE | SE 3RD STREET | SW 10TH STREET | 0% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 10% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 1ST STREET | SE 2ND STREET | 10% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 2ND STREET | SITE | 75% | 3 | 2 | II | 810 | 0.37% | NO |
| N/A | SE 3RD AVENUE | SITE | SW 3RD STREET | 25% | 1 | 2 | II | 810 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SW 3RD STREET | SW 10TH STREET | 20% | 1 | 2 | II | 810 | 0.12% | NO |
| 5844 | SE 5TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5815 | ATLANTIC AVENUE | I-95 | SWINTON AVENUE | 45% | 2 | 4D | II | 1770 | 0.11% | NO |
| 5817 | ATLANTIC AVENUE | SWINTON AVENUE | SE 3RD AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| 5817 | ATLANTIC AVENUE | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | ATLANTIC AVENUE | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 2ND STREET | SWINTON AVENUE | SE 2ND AVENUE | 60% | 2 | 2 | II | 810 | 0.25% | NO |
| N/A | SE 2ND STREET | SE 2ND AVENUE | SE 3RD AVENUE | 60% | 2 | 2 | II | 810 | 0.25% | NO |
| N/A | SE 2ND STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 2ND STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SWINTON AVENUE | SE 2ND AVENUE | 10% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 2ND AVENUE | SE 3RD AVENUE | 10% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 3RD AVENUE | SE 5TH AVENUE | 10% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 5TH AVENUE | SE 6TH AVENUE | 10% | 0 | 2 | II | 810 | 0.00% | NO |

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TABLE 12
REZONING FROM R-1-A TO CBD-RC
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS**DIRECTLY ACCESSED LINK(S)****TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 1****TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 4**

| STATION | ROADWAY | FROM | TO | PROJECT DISTRIBUTION | AM PEAK HOUR DIRECTIONAL PROJECT | | EXISTING LANES | CLASS | LOS E STANDARD | TOTAL PROJECT IMPACT* | PROJECT SIGNIFICANT |
|---------|-----------------|-----------------|----------------|-------------------------|--|--|-------------------|-------|-------------------|-----------------------------|------------------------|
| | | | | | TRIPS* | | | | | | |
| 5808 | SWINTON AVENUE | ATLANTIC AVENUE | SE 1ST AVENUE | 60% | 2 | | 2 | II | 860 | 0.23% | NO |
| 5808 | SWINTON AVENUE | SE 1ST AVENUE | SE 2ND STREET | 60% | 2 | | 2 | II | 860 | 0.23% | NO |
| 5808 | SWINTON AVENUE | SE 2ND STREET | SE 3RD STREET | 0% | 0 | | 2 | II | 860 | 0.00% | NO |
| 5808 | SWINTON AVENUE | SE 3RD STREET | SW 10TH STREET | 0% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 10% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 1ST STREET | SE 2ND STREET | 10% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 2ND STREET | SITE | 75% | 3 | | 2 | II | 860 | 0.35% | NO |
| N/A | SE 3RD AVENUE | SITE | SW 3RD STREET | 25% | 1 | | 2 | II | 860 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SW 3RD STREET | SW 10TH STREET | 20% | 1 | | 2 | II | 860 | 0.12% | NO |
| 5844 | SE 5TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5815 | ATLANTIC AVENUE | I-95 | SWINTON AVENUE | 45% | 2 | | 4D | II | 1870 | 0.11% | NO |
| 5817 | ATLANTIC AVENUE | SWINTON AVENUE | SE 3RD AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| 5817 | ATLANTIC AVENUE | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | ATLANTIC AVENUE | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 2ND STREET | SWINTON AVENUE | SE 2ND AVENUE | 60% | 2 | | 2 | II | 860 | 0.23% | NO |
| N/A | SE 2ND STREET | SE 2ND AVENUE | SE 3RD AVENUE | 60% | 2 | | 2 | II | 860 | 0.23% | NO |
| N/A | SE 2ND STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 2ND STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SWINTON AVENUE | SE 2ND AVENUE | 10% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 2ND AVENUE | SE 3RD AVENUE | 10% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 3RD AVENUE | SE 5TH AVENUE | 10% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 5TH AVENUE | SE 6TH AVENUE | 10% | 0 | | 2 | II | 860 | 0.00% | NO |

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TABLE 13
REZONING FROM R-1-A TO CBD-RC
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

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

| STATION | ROADWAY | FROM | TO | PROJECT DISTRIBUTION | PM PEAK HOUR DIRECTIONAL PROJECT | | EXISTING LANES | CLASS | LOS E STANDARD | TOTAL PROJECT IMPACT* | PROJECT SIGNIFICANT |
|---------|-----------------|-----------------|----------------|-------------------------|--|--|-------------------|-------|-------------------|-----------------------------|------------------------|
| | | | | | TRIPS* | | | | | | |
| 5808 | SWINTON AVENUE | ATLANTIC AVENUE | SE 1ST AVENUE | 60% | 2 | | 2 | II | 860 | 0.23% | NO |
| 5808 | SWINTON AVENUE | SE 1ST AVENUE | SE 2ND STREET | 60% | 2 | | 2 | II | 860 | 0.23% | NO |
| 5808 | SWINTON AVENUE | SE 2ND STREET | SE 3RD STREET | 0% | 0 | | 2 | II | 860 | 0.00% | NO |
| 5808 | SWINTON AVENUE | SE 3RD STREET | SW 10TH STREET | 0% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 10% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 1ST STREET | SE 2ND STREET | 10% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 2ND STREET | SITE | 75% | 3 | | 2 | II | 860 | 0.35% | NO |
| N/A | SE 3RD AVENUE | SITE | SW 3RD STREET | 25% | 1 | | 2 | II | 860 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SW 3RD STREET | SW 10TH STREET | 20% | 1 | | 2 | II | 860 | 0.12% | NO |
| 5844 | SE 5TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | | 2LO | II | 2240 | 0.00% | NO |
| 5815 | ATLANTIC AVENUE | I-95 | SWINTON AVENUE | 45% | 2 | | 4D | II | 1870 | 0.11% | NO |
| 5817 | ATLANTIC AVENUE | SWINTON AVENUE | SE 3RD AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| 5817 | ATLANTIC AVENUE | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | ATLANTIC AVENUE | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 2ND STREET | SWINTON AVENUE | SE 2ND AVENUE | 60% | 2 | | 2 | II | 860 | 0.23% | NO |
| N/A | SE 2ND STREET | SE 2ND AVENUE | SE 3RD AVENUE | 60% | 2 | | 2 | II | 860 | 0.23% | NO |
| N/A | SE 2ND STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 2ND STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SWINTON AVENUE | SE 2ND AVENUE | 10% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 2ND AVENUE | SE 3RD AVENUE | 10% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 3RD AVENUE | SE 5TH AVENUE | 10% | 0 | | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 5TH AVENUE | SE 6TH AVENUE | 10% | 0 | | 2 | II | 860 | 0.00% | NO |

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APPENDIX C

ANALYSES FOR **PROPOSED DEVELOPMENT**

PROPOSED DEVELOPMENT - 11 DWELLING UNITS

TABLE 14 - Daily Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | Internalization | | External Trips | Pass-by | | Net Trips |
|--|----------|---------------|----------------|-----------|-----|-------------|-----------------|-------|----------------|---------|-------|-----------|
| | | | | In | Out | | % | Total | | % | Trips | |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 11 | Dwelling Units | 5.44 | | 60 | | 0 | 60 | 0% | 0 | 60 |
| | | Grand Totals: | | | | 60 | 0.0% | 0 | 60 | 0% | 0 | 60 |

TABLE 15 - AM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|--|----------|-----------|----------------|-----------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 11 | Dwelling Units | 0.36 | 0.26 | 1 | 3 | 4 | 0.0% | 0 | 0 | 0 | 1 | 3 | 4 | 0% | 0 | 1 | 3 | 4 |
| Grand Totals: | | | | | | 1 | 3 | 4 | 0.0% | 0 | 0 | 0 | 1 | 3 | 4 | 0% | 0 | 1 | 3 | 4 |

TABLE 16 - PM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|--|----------|-----------|----------------|-----------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) | 221 | 11 | Dwelling Units | 0.44 | 0.61 | 3 | 2 | 5 | 0.0% | 0 | 0 | 0 | 3 | 2 | 5 | 0% | 0 | 3 | 2 | 5 |
| Grand Totals: | | | | | | 3 | 2 | 5 | 0.0% | 0 | 0 | 0 | 3 | 2 | 5 | 0% | 0 | 3 | 2 | 5 |

TABLE 17
PROPOSED DEVELOPMENT
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2026 BUILD OUT

DIRECTLY ACCESSED LINK(S)

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 1

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 3

| STATION | ROADWAY | FROM | TO | PROJECT DISTRIBUTION | AM PEAK HOUR DIRECTIONAL PROJECT | | EXISTING LANES | CLASS | LOS D STANDARD | TOTAL PROJECT IMPACT* | PROJECT SIGNIFICANT |
|---------|-----------------|-----------------|----------------|-------------------------|--|--|-------------------|-------|-------------------|-----------------------------|------------------------|
| | | | | | TRIPS* | | | | | | |
| 5808 | SWINTON AVENUE | ATLANTIC AVENUE | SE 1ST AVENUE | 60% | 2 | | 2 | II | 810 | 0.25% | NO |
| 5808 | SWINTON AVENUE | SE 1ST AVENUE | SE 2ND STREET | 60% | 2 | | 2 | II | 810 | 0.25% | NO |
| 5808 | SWINTON AVENUE | SE 2ND STREET | SE 3RD STREET | 0% | 0 | | 2 | II | 810 | 0.00% | NO |
| 5808 | SWINTON AVENUE | SE 3RD STREET | SW 10TH STREET | 0% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 10% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 1ST STREET | SE 2ND STREET | 10% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 2ND STREET | SITE | 75% | 2 | | 2 | II | 810 | 0.25% | NO |
| N/A | SE 3RD AVENUE | SITE | SW 3RD STREET | 25% | 1 | | 2 | II | 810 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SW 3RD STREET | SW 10TH STREET | 20% | 1 | | 2 | II | 810 | 0.12% | NO |
| 5844 | SE 5TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | | 2LO | II | 2120 | 0.00% | NO |
| 5815 | ATLANTIC AVENUE | I-95 | SWINTON AVENUE | 45% | 1 | | 4D | II | 1770 | 0.06% | NO |
| 5817 | ATLANTIC AVENUE | SWINTON AVENUE | SE 3RD AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| 5817 | ATLANTIC AVENUE | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | ATLANTIC AVENUE | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 2ND STREET | SWINTON AVENUE | SE 2ND AVENUE | 60% | 2 | | 2 | II | 810 | 0.25% | NO |
| N/A | SE 2ND STREET | SE 2ND AVENUE | SE 3RD AVENUE | 60% | 2 | | 2 | II | 810 | 0.25% | NO |
| N/A | SE 2ND STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 2ND STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SWINTON AVENUE | SE 2ND AVENUE | 10% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 2ND AVENUE | SE 3RD AVENUE | 10% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 3RD AVENUE | SE 5TH AVENUE | 10% | 0 | | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 5TH AVENUE | SE 6TH AVENUE | 10% | 0 | | 2 | II | 810 | 0.00% | NO |

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TABLE 18
PROPOSED DEVELOPMENT
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

2026 BUILD OUT

DIRECTLY ACCESSED LINK(S)

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 3

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 2

| | | | | PM PEAK HOUR DIRECTIONAL | | | | TOTAL | | |
|---------|-----------------|-----------------|----------------|--------------------------|----------------|----------------|-------|----------------|-----------------|---------------------|
| STATION | ROADWAY | FROM | TO | PROJECT DISTRIBUTION | PROJECT TRIPS* | EXISTING LANES | CLASS | LOS D STANDARD | PROJECT IMPACT* | PROJECT SIGNIFICANT |
| 5808 | SWINTON AVENUE | ATLANTIC AVENUE | SE 1ST AVENUE | 60% | 2 | 2 | II | 810 | 0.25% | NO |
| 5808 | SWINTON AVENUE | SE 1ST AVENUE | SE 2ND STREET | 60% | 2 | 2 | II | 810 | 0.25% | NO |
| 5808 | SWINTON AVENUE | SE 2ND STREET | SE 3RD STREET | 0% | 0 | 2 | II | 810 | 0.00% | NO |
| 5808 | SWINTON AVENUE | SE 3RD STREET | SW 10TH STREET | 0% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 10% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 1ST STREET | SE 2ND STREET | 10% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 2ND STREET | SITE | 75% | 2 | 2 | II | 810 | 0.25% | NO |
| N/A | SE 3RD AVENUE | SITE | SW 3RD STREET | 25% | 1 | 2 | II | 810 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SW 3RD STREET | SW 10TH STREET | 20% | 1 | 2 | II | 810 | 0.12% | NO |
| 5844 | SE 5TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | 2LO | II | 2120 | 0.00% | NO |
| 5815 | ATLANTIC AVENUE | I-95 | SWINTON AVENUE | 45% | 1 | 4D | II | 1770 | 0.06% | NO |
| 5817 | ATLANTIC AVENUE | SWINTON AVENUE | SE 3RD AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| 5817 | ATLANTIC AVENUE | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | ATLANTIC AVENUE | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 2ND STREET | SWINTON AVENUE | SE 2ND AVENUE | 60% | 2 | 2 | II | 810 | 0.25% | NO |
| N/A | SE 2ND STREET | SE 2ND AVENUE | SE 3RD AVENUE | 60% | 2 | 2 | II | 810 | 0.25% | NO |
| N/A | SE 2ND STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 2ND STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SWINTON AVENUE | SE 2ND AVENUE | 10% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 2ND AVENUE | SE 3RD AVENUE | 10% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 3RD AVENUE | SE 5TH AVENUE | 10% | 0 | 2 | II | 810 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 5TH AVENUE | SE 6TH AVENUE | 10% | 0 | 2 | II | 810 | 0.00% | NO |

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TABLE 19
PROPOSED DEVELOPMENT
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS**DIRECTLY ACCESSED LINK(S)****TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 1****TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 3**

| | | | | AM PEAK HOUR DIRECTIONAL | | | | TOTAL | | |
|---------|-----------------|-----------------|----------------|--------------------------|----------------|----------------|-------|----------------|-----------------|---------------------|
| STATION | ROADWAY | FROM | TO | PROJECT DISTRIBUTION | PROJECT TRIPS* | EXISTING LANES | CLASS | LOS E STANDARD | PROJECT IMPACT* | PROJECT SIGNIFICANT |
| 5808 | SWINTON AVENUE | ATLANTIC AVENUE | SE 1ST AVENUE | 60% | 2 | 2 | II | 860 | 0.23% | NO |
| 5808 | SWINTON AVENUE | SE 1ST AVENUE | SE 2ND STREET | 60% | 2 | 2 | II | 860 | 0.23% | NO |
| 5808 | SWINTON AVENUE | SE 2ND STREET | SE 3RD STREET | 0% | 0 | 2 | II | 860 | 0.00% | NO |
| 5808 | SWINTON AVENUE | SE 3RD STREET | SW 10TH STREET | 0% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 10% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 1ST STREET | SE 2ND STREET | 10% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 2ND STREET | SITE | 75% | 2 | 2 | II | 860 | 0.23% | NO |
| N/A | SE 3RD AVENUE | SITE | SW 3RD STREET | 25% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SW 3RD STREET | SW 10TH STREET | 20% | 1 | 2 | II | 860 | 0.12% | NO |
| 5844 | SE 5TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5815 | ATLANTIC AVENUE | I-95 | SWINTON AVENUE | 45% | 1 | 4D | II | 1870 | 0.05% | NO |
| 5817 | ATLANTIC AVENUE | SWINTON AVENUE | SE 3RD AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| 5817 | ATLANTIC AVENUE | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | ATLANTIC AVENUE | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 2ND STREET | SWINTON AVENUE | SE 2ND AVENUE | 60% | 2 | 2 | II | 860 | 0.23% | NO |
| N/A | SE 2ND STREET | SE 2ND AVENUE | SE 3RD AVENUE | 60% | 2 | 2 | II | 860 | 0.23% | NO |
| N/A | SE 2ND STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 2ND STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SWINTON AVENUE | SE 2ND AVENUE | 10% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 2ND AVENUE | SE 3RD AVENUE | 10% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 3RD AVENUE | SE 5TH AVENUE | 10% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 5TH AVENUE | SE 6TH AVENUE | 10% | 0 | 2 | II | 860 | 0.00% | NO |

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TABLE 20
PROPOSED DEVELOPMENT
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS**DIRECTLY ACCESSED LINK(S)****TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 3****TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 2**

| | | | | PM PEAK HOUR DIRECTIONAL | | | | TOTAL | | |
|---------|-----------------|-----------------|----------------|--------------------------|----------------|----------------|-------|----------------|-----------------|---------------------|
| STATION | ROADWAY | FROM | TO | PROJECT DISTRIBUTION | PROJECT TRIPS* | EXISTING LANES | CLASS | LOS E STANDARD | PROJECT IMPACT* | PROJECT SIGNIFICANT |
| 5808 | SWINTON AVENUE | ATLANTIC AVENUE | SE 1ST AVENUE | 60% | 2 | 2 | II | 860 | 0.23% | NO |
| 5808 | SWINTON AVENUE | SE 1ST AVENUE | SE 2ND STREET | 60% | 2 | 2 | II | 860 | 0.23% | NO |
| 5808 | SWINTON AVENUE | SE 2ND STREET | SE 3RD STREET | 0% | 0 | 2 | II | 860 | 0.00% | NO |
| 5808 | SWINTON AVENUE | SE 3RD STREET | SW 10TH STREET | 0% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 10% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 1ST STREET | SE 2ND STREET | 10% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD AVENUE | SE 2ND STREET | SITE | 75% | 2 | 2 | II | 860 | 0.23% | NO |
| N/A | SE 3RD AVENUE | SITE | SW 3RD STREET | 25% | 1 | 2 | II | 860 | 0.12% | NO |
| N/A | SE 3RD AVENUE | SW 3RD STREET | SW 10TH STREET | 20% | 1 | 2 | II | 860 | 0.12% | NO |
| 5844 | SE 5TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5844 | SE 5TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | ATLANTIC AVENUE | SE 1ST STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 1ST STREET | SE 2ND STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SE 2ND STREET | SW 3RD STREET | 0% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5842 | SE 6TH AVENUE | SW 3RD STREET | SW 10TH STREET | 5% | 0 | 2LO | II | 2240 | 0.00% | NO |
| 5815 | ATLANTIC AVENUE | I-95 | SWINTON AVENUE | 45% | 1 | 4D | II | 1870 | 0.05% | NO |
| 5817 | ATLANTIC AVENUE | SWINTON AVENUE | SE 3RD AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| 5817 | ATLANTIC AVENUE | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | ATLANTIC AVENUE | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 2ND STREET | SWINTON AVENUE | SE 2ND AVENUE | 60% | 2 | 2 | II | 860 | 0.23% | NO |
| N/A | SE 2ND STREET | SE 2ND AVENUE | SE 3RD AVENUE | 60% | 2 | 2 | II | 860 | 0.23% | NO |
| N/A | SE 2ND STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 2ND STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 3RD AVENUE | SE 5TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 3RD STREET | SE 5TH AVENUE | SE 6TH AVENUE | 5% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SWINTON AVENUE | SE 2ND AVENUE | 10% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 2ND AVENUE | SE 3RD AVENUE | 10% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 3RD AVENUE | SE 5TH AVENUE | 10% | 0 | 2 | II | 860 | 0.00% | NO |
| N/A | SE 4TH STREET | SE 5TH AVENUE | SE 6TH AVENUE | 10% | 0 | 2 | II | 860 | 0.00% | NO |

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