

# **INSIGNIFICANT TRAFFIC IMPACT STATEMENT**

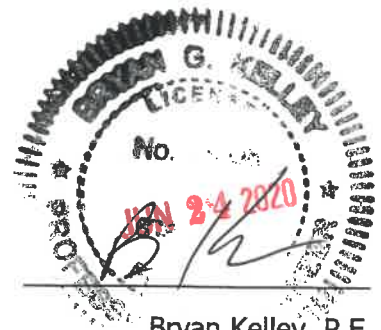
## **NEW GENERATION MONTESSORI SCHOOL CITY OF DELRAY BEACH, FLORIDA**

### **Prepared for:**

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Job No. 20-034A

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# TABLE OF CONTENTS

1.0	SITE DATA .....	2
2.0	PURPOSE OF STUDY .....	2
3.0	TRAFFIC GENERATION .....	4
4.0	RADIUS OF DEVELOPMENT INFLUENCE .....	5
5.0	TRIP DISTRIBUTION .....	5
6.0	TEST 1 BUILD-OUT ANALYSIS .....	5
7.0	TEST 2 BUILD-OUT ANALYSIS .....	5
8.0	SITE RELATED IMPROVEMENTS .....	6
9.0	CONCLUSION .....	6

## 1.0 SITE DATA

The subject parcel is located on the west side of NW 7<sup>th</sup> Avenue, north of NW 3<sup>rd</sup> Street in the City of Delray Beach, Palm Beach County, Florida and contains approximately 0.6 acres. The Property Control Numbers (PCN) for the subject parcel are 12-43-46-16-01-001-0040 and 12-43-46-16-01-001-0050. Figure 1 presents a vicinity map. The site is currently developed/vested with 67-student daycare space. Proposed site modifications consist of expanding to a total of 120-student daycare space with a project build-out of 2022. Site access is proposed via a northerly egress only driveway connection and a southerly ingress only driveway connection to NW 7<sup>th</sup> Avenue. Site access for employees is proposed via a full access driveway connection to NW 8<sup>th</sup> Avenue. For additional information concerning site location and layout, refer to the Site Plan prepared by Urban Design Studio.

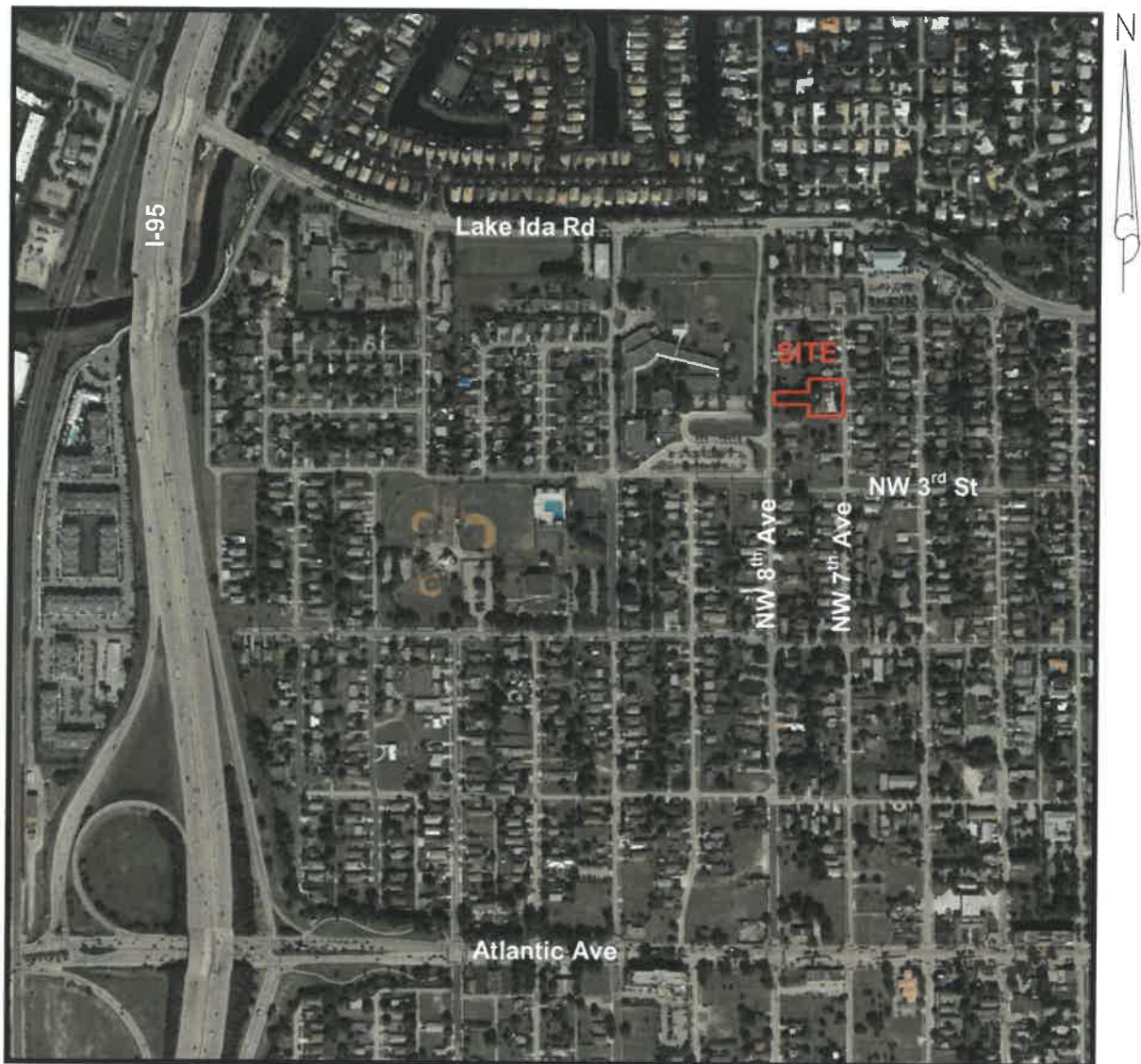
## 2.0 PURPOSE OF STUDY

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.

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.



**FIGURE 1. Vicinity Map**  
New Generation Montessori School  
Source: Google 2020 ©

## 2.0 PURPOSE OF STUDY (CONTINUED)

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, 10<sup>th</sup> Edition and the Palm Beach County Trip Generation Rates.

Table 1 shows the daily traffic generation associated with the existing/vested 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 net traffic to be generated may be summarized as follows:

### Existing/Vested Development

Daily Traffic Generation	=	137 tpd
AM Peak Hour Traffic Generation (In/Out)	=	26 pht (14 In/12 Out)
PM Peak Hour Traffic Generation (In/Out)	=	26 pht (13 In/13 Out)

Table 4 shows the daily traffic generation associated with the proposed development. Tables 5 and 6 show the AM and PM peak hour traffic generation, respectively. The net traffic to be generated may be summarized as follows:

### Proposed Development

Daily Traffic Generation	=	245 tpd
AM Peak Hour Traffic Generation (In/Out)	=	47 pht (25 In/22 Out)
PM Peak Hour Traffic Generation (In/Out)	=	47 pht (23 In/24 Out)

The change in traffic generation as a result of the proposed site modifications is shown in Table 7 and may be summarized as follows:

### Increase in Traffic Generation

Daily Traffic Generation	=	108 tpd
AM Peak Hour Traffic Generation (In/Out)	=	21 pht (11 In/10 Out)
PM Peak Hour Traffic Generation (In/Out)	=	21 pht (10 In/11 Out)



#### **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 21 peak hour trips, the development of influence shall be a 0.5 mile radius.

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 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 2 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 8 and 9 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 10 and 11 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. 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 5 and 6 and may be summarized as follows:

**DIRECTIONAL  
DISTRIBUTION  
(TRIPS IN/OUT)**

AM = 50 / 44  
PM = 45 / 50

Figure 3 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 northerly egress only driveway connection and a southerly ingress only driveway connection to NW 7<sup>th</sup> Avenue. Site access for employees is proposed via a full access driveway connection to NW 8<sup>th</sup> Avenue. 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 redevelopment has been estimated to generate an increase of 108 trips per day, 21 AM peak hour trips, and 21 PM peak hour trips above the existing/vested development at project build-out in 2022. A brief review of the 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.

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06/12/20

## **EXISTING/VESTED DEVELOPMENT**

**TABLE 1 - Daily Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	%	Internalization Total	External Trips	Pass-by % Trips	Net Trips
Day Care	565	67	Students	4.09						
					274		0	274	50%	137
			Grand Totals:		274	0.0%	0	274	50%	137

**TABLE 2 - AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	%	Internalization In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
Day Care	565	67	Students	0.78	0.53 0.47					
					28 24 52	0.0%	0 0 0	28 24 52	50%	26 14 12
			Grand Totals:		28 24 52	0.0%	0 0 0	28 24 52	50%	26 14 12

**TABLE 3 - PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	%	Internalization In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
Day Care	565	67	Students	0.79	0.47 0.53					
					25 28 53	0.0%	0 0 0	25 28 53	50%	27 13 13
			Grand Totals:		25 28 53	0.0%	0 0 0	25 28 53	51%	27 13 13

# **NEW GENERATION MONTESSORI SCHOOL**

06/12/20

## **PROPOSED DEVELOPMENT**

**TABLE 4 - Daily 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	In	Out	Total	%	Trips	In	Out	Total
Day Care	565	120	Students					491				491			50%	246			245
Grand Totals:								491	0.0%			491			50%	246			245

**TABLE 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	In	Out	Total	%	Trips	In	Out	Total
Day Care	565	120	Students	0.53	0.47	50	44	94	0.0%	0	0	50	44	94	50%	47	25	22	47
Grand Totals:						50	44	94	0.0%	0	0	50	44	94	50%	47	25	22	47

**TABLE 6 - PM Peak Hour Traffic Generation**

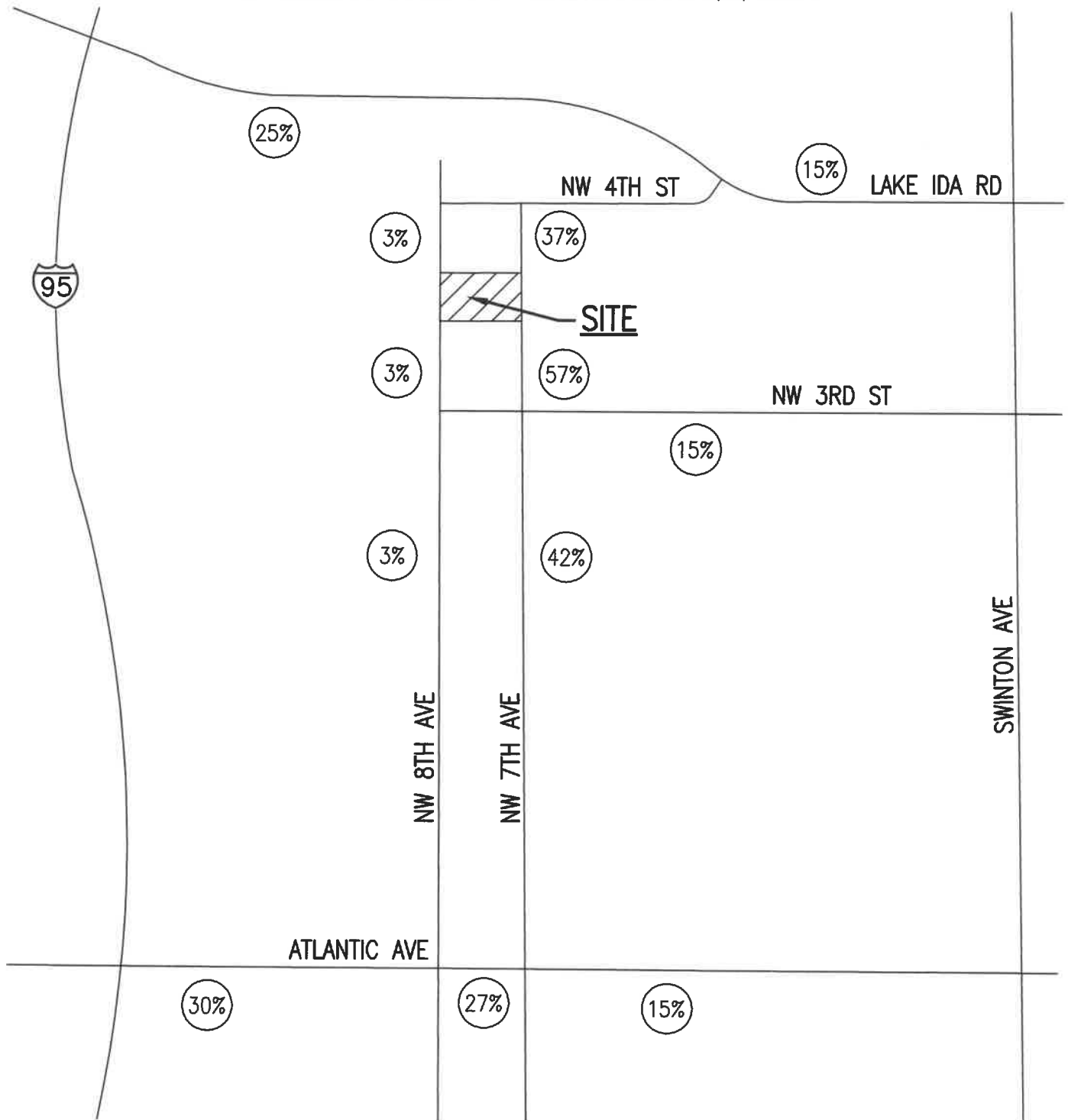
Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	In	Out	Total	%	Trips	In	Out	Total
Day Care	565	120	Students	0.47	0.53	45	50	95	0.0%	0	0	45	50	95	50%	48	23	24	47
Grand Totals:						45	50	95	0.0%	0	0	45	50	95	51%	48	23	24	47

**NEW GENERATION MONTESSORI SCHOOL**

06/12/20

**TABLE 7**  
**TRAFFIC GENERATION INCREASE**

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	137	26	14	12	26	13	13
PROPOSED DEVELOPMENT =	245	47	25	22	47	23	24
INCREASE =	108	21	11	10	21	10	11



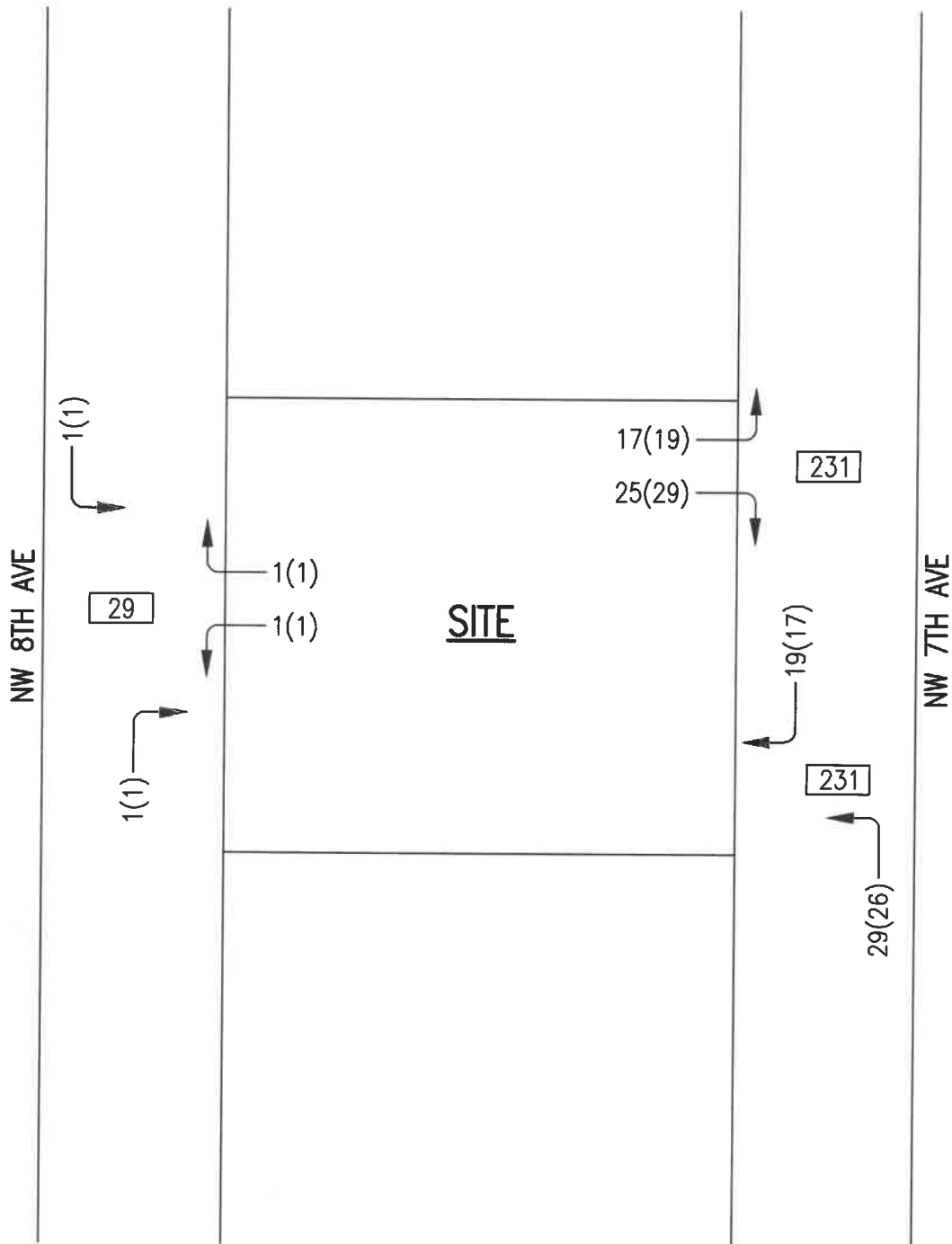
**LEGEND**

 PROJECT DISTRIBUTION

**FIGURE 2**  
**PROJECT DISTRIBUTION**

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20-034A AL 06-16-20



**FIGURE 3**  
**TURNING MOVEMENT WORKSHEET**

**LEGEND**

- 19 A.M. PEAK HOUR TURNING MOVEMENT
- (17) P.M. PEAK HOUR TURNING MOVEMENT
- 231 A.A.D.T.

**NEW GENERATION**  
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20-034A AL 06-16-20

**NEW GENERATION MONTESSORI SCHOOL**

08/12/20

**TABLE 8**  
**TEST 1 - PROJECT SIGNIFICANCE CALCULATION**  
**AM PEAK HOUR**

2022 BUILD OUT  
0.5 MILE RADIUS OF DEVELOPMENT INFLUENCE  
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 11  
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 10

STATION	ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS					
5307	LAKE IDA ROAD	CONGRESS AVENUE	NW 5TH AVENUE	25%	3	4D	II	1770	0.17%	NO
5307	LAKE IDA ROAD	NW 5TH AVENUE	SWINTON AVENUE	15%	2	5	II	1770	0.11%	NO
N/A	NW 4TH STREET	NW 8TH AVENUE	NW 7TH AVENUE	3%	0	2	I	880	0.00%	NO
N/A	NW 4TH STREET	NW 7TH AVENUE	LAKE IDA ROAD	40%	4	2	I	880	0.45%	NO
N/A	NW 3RD STREET	NW 8TH AVENUE	NW 7TH AVENUE	0%	0	2	I	880	0.00%	NO
N/A	NW 3RD STREET	NW 7TH AVENUE	SWINTON AVENUE	15%	2	2	I	880	0.23%	NO
N/A	ATLANTIC AVENUE	INTERSTATE 95	NW 8TH AVENUE	30%	3	4D	II	1770	0.17%	NO
N/A	ATLANTIC AVENUE	NW 8TH AVENUE	NW 7TH AVENUE	27%	3	4D	II	1770	0.17%	NO
N/A	ATLANTIC AVENUE	NW 7TH AVENUE	SWINTON AVENUE	15%	2	4D	II	1770	0.11%	NO
N/A	NW 8TH AVENUE	NW 4TH STREET	SITE	3%	0	2	I	880	0.00%	NO
N/A	NW 8TH AVENUE	SITE	ATLANTIC AVENUE	3%	0	2	I	880	0.00%	NO
N/A	NW 7TH AVENUE	NW 4TH STREET	SITE	37%	4	2	I	880	0.45%	NO
N/A	NW 7TH AVENUE	SITE	NW 3RD STREET	57%	6	2	I	880	0.68%	NO
N/A	NW 7TH AVENUE	NW 3RD STREET	ATLANTIC AVENUE	42%	5	2	I	880	0.57%	NO



**NEW GENERATION MONTESSORI SCHOOL**

06/12/20

**TABLE 9**  
**TEST 1 - PROJECT SIGNIFICANCE CALCULATION**  
**PM PEAK HOUR**

2022 BUILD OUT

0.5 MILE RADIUS OF DEVELOPMENT INFLUENCE

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 10

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 11

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS					
5307	LAKE IDA ROAD	CONGRESS AVENUE	NW 5TH AVENUE	25%	3	4D	II	1770	0.17%	NO
5307	LAKE IDA ROAD	NW 5TH AVENUE	SWINTON AVENUE	15%	2	5	II	1770	0.11%	NO
N/A	NW 4TH STREET	NW 8TH AVENUE	NW 7TH AVENUE	3%	0	2	I	880	0.00%	NO
N/A	NW 4TH STREET	NW 7TH AVENUE	LAKE IDA ROAD	40%	4	2	I	880	0.45%	NO
N/A	NW 3RD STREET	NW 8TH AVENUE	NW 7TH AVENUE	0%	0	2	I	880	0.00%	NO
N/A	NW 3RD STREET	NW 7TH AVENUE	SWINTON AVENUE	15%	2	2	I	880	0.23%	NO
N/A	ATLANTIC AVENUE	INTERSTATE 95	NW 8TH AVENUE	30%	3	4D	II	1770	0.17%	NO
N/A	ATLANTIC AVENUE	NW 8TH AVENUE	NW 7TH AVENUE	27%	3	4D	II	1770	0.17%	NO
N/A	ATLANTIC AVENUE	NW 7TH AVENUE	SWINTON AVENUE	15%	2	4D	II	1770	0.11%	NO
N/A	NW 8TH AVENUE	NW 4TH STREET	SITE	3%	0	2	I	880	0.00%	NO
N/A	NW 8TH AVENUE	SITE	ATLANTIC AVENUE	3%	0	2	I	880	0.00%	NO
N/A	NW 7TH AVENUE	NW 4TH STREET	SITE	37%	4	2	I	880	0.45%	NO
N/A	NW 7TH AVENUE	SITE	NW 3RD STREET	57%	6	2	I	880	0.68%	NO
N/A	NW 7TH AVENUE	NW 3RD STREET	ATLANTIC AVENUE	42%	5	2	I	880	0.57%	NO

**NEW GENERATION MONTESSORI SCHOOL**

06/12/20

**TABLE 10**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**AM PEAK HOUR**

**TEST 2 - FIVE YEAR ANALYSIS**

**0.5 MILE RADIUS OF DEVELOPMENT INFLUENCE**

**TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 11**

**TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 10**

STATION	ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS					
5307	LAKE IDA ROAD	CONGRESS AVENUE	NW 5TH AVENUE	25%	3	4D	II	1870	0.16%	NO
5307	LAKE IDA ROAD	NW 5TH AVENUE	SWINTON AVENUE	15%	2	5	II	1870	0.11%	NO
N/A	NW 4TH STREET	NW 8TH AVENUE	NW 7TH AVENUE	3%	0	2	I	880	0.00%	NO
N/A	NW 4TH STREET	NW 7TH AVENUE	LAKE IDA ROAD	40%	4	2	I	880	0.45%	NO
N/A	NW 3RD STREET	NW 8TH AVENUE	NW 7TH AVENUE	0%	0	2	I	880	0.00%	NO
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**NEW GENERATION MONTESSORI SCHOOL**

06/12/20

**TABLE 11**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS

0.5 MILE RADIUS OF DEVELOPMENT INFLUENCE

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 10

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 11

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS					
5307	LAKE IDA ROAD	CONGRESS AVENUE	NW 5TH AVENUE	25%	3	4D	II	1870	0.18%	NO
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