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# TRAFFIC IMPACT ANALYSIS

**Singer Island Gateway  
Riviera Beach, Florida**

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## EXECUTIVE SUMMARY

Langan Engineering & Environmental Services, LLC was retained by Lake Drive Property Owner, LLC to prepare a traffic-impact analysis for the Singer Island Gateway high-rise mixed-use development that will be located at 2401, 2405, 2425, 2429 & 2525 Lake Drive in Riviera Beach, Florida. The proposed redevelopment will comprise of the construction of a 304 dwelling unit multifamily high-rise residential development with 12,143 square feet of ground floor retail use and will replace the existing vacant land and 23 total dwelling units of multifamily low-rise developments currently occupying the site. The development is expected to be built by 2029. We prepared a peak-hour traffic-impact analysis following Palm Beach County – Traffic Performance Standards and determined that the proposed development meets the requirements from Article 12 of the Palm Beach County Unified Land Development Code. The traffic analysis with the proposed development’s impacts determined the following:

- The project impacts were analyzed in accordance with Test 1 – Part 1 & 2 of the Palm Beach County Traffic Performance Standards and determined that the analysis satisfies the requirements of Test 1.
- The project impacts were analyzed in accordance with Test 2 of the Palm Beach County Traffic Performance Standards and determined that the analysis satisfies the requirements of Test 2.
- We analyzed the need for exclusive left and right-turn lanes at the driveway connections based on Palm Beach County’s *Design Standards Manual* and determined that the driveway connections to public roadways do not meet the criteria to warrant exclusive turn lanes at the proposed driveway entrances.

This report includes daily and peak hour trip generation calculations for the development, project trip distribution, roadway and intersection capacity analyses, and peak-hour driveway volumes. The proposed redevelopment is expected to generate 818 daily, 63 morning peak-hour, and 77 afternoon net-new peak-hour trips.

## 1.0 INTRODUCTION

Langan was retained by Lake Drive Property Owner, LLC to prepare this traffic impact-analysis report for the proposed Singer Island Gateway high-rise mixed use development to be built in the city of Riviera Beach, Florida. The 2.7-acre site is located on the southwest corner of the intersection of SR A1A/Blue Heron Boulevard and Lake Drive. The development is proposing to replace 23 units of low-rise multifamily residential with 304 units of high-rise multifamily residential and 12,143 square feet of retail use, expected to be built by 2029 or sooner.

We analyzed the roadway segments expected to be impacted by the proposed development in accordance with Test 1 (Part 1 & 2) and Test 2 of the Palm Beach County Traffic Performance Standards (TPS) from Article 12 of the Palm Beach County Unified Land Development Code. The analysis determined that the segments of Blue Heron Boulevard from US 1/Broadway to North Ocean Drive and North Ocean Drive from Blue Heron Boulevard to US 1/Federal Highway are expected to be significantly impacted, as the project's traffic impacts are expected to exceed the 1% Level of Service (LOS) D threshold during the AM and PM peak hours. Additionally, we analyzed the significantly impacted roadway segments in accordance with Test 1 – Part 2 and determined that no segments are expected to exceed the LOS D capacity during build conditions. The Test 2 analysis determined that none of the analyzed segments are expected to be significantly impacted by the project, as the site-generated net-new trips are less than 3% of the LOS E capacity threshold. No further analysis was required for Test 2.

We performed Critical Movement Analysis (CMA) for the signalized intersections of SR A1A at Broadway and SR A1A at Federal Highway and determined that the intersections are expected to operate under the critical volume threshold for both the morning and afternoon peak hours, except for the intersection of SR A1A and Broadway during the afternoon peak hour, which is expected to exceed the critical threshold both with and without the development impacts. The development is expected to add only six vehicles to the intersection critical volume. Therefore, the proposed development is not responsible for the expected intersection deficiency and no further analysis should be required. The development meets the requirements from Article 12 of the Palm Beach County Unified Land Development Code. This report presents the traffic-data and traffic-impact analysis for this proposed development.

## 1.1 Project Description

The development will be built on seven parcels (PCN Nos. 56-43-42-27-67-001-0000, 56-43-42-27-67-002-0010, 56-43-42-27-67-002-0020, 56-43-42-27-04-000-5290, 56-43-42-27-04-000-5300, 56-43-42-27-67-003-0000, & 56-43-42-27-54-000-0010). **Appendix A** contains the figures of this report. **Figure 1** illustrates the site location. **Appendix B** contains a copy of the site plan that shows the proposed development program and location of the development's driveways. The proposed development will demolish the existing low-rise residential buildings, totaling 23 dwelling units, to construct a 304-unit multifamily residential development with 12,143 square feet of retail. The proposed development will have access through one full access driveway connection to Lake Drive and one full access driveway connection to Island Road. The development's main driveway is to be located on the west side of Lake Drive and will provide access to the parking garage, while the driveway on the north side of Island Road will provide access to an overflow parking area meant for the retail uses on site. Additionally, a drop-off area, along the west side of Lake Drive, will be provided to service rideshare services. Palm Beach County and FDOT's adopted maximum capacity threshold is generally LOS D within the study area.

## 1.2 Study Methodology and Radius of Influence

Langan undertook the following steps to prepare this study in accordance with the Article 12 – Traffic Performance Standards requirements from Palm Beach County.

- Prepared trip-generation estimates for the existing and proposed developments, based on trip generation rates from the latest version of the *Palm Beach County Trip Generation Rates* and the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12<sup>th</sup> Edition*, when rates from Palm Beach County were not available.
- Determined a radius of development influence (1 mile) based on the net-new trip generation of peak hour trips in accordance with Table 12.B.2.D from Article 12 of the Palm Beach County Unified Land Development Code.
- Determined the project's significant impact on the links within the radius of influence, based on Test 1 and 2 of the TPS.
- Used a Peak Season Conversion Factor (PSCF) from the Florida Department of Transportation (FDOT) to convert traffic data into peak-season volumes, when not available from the TPS database.
- Calculated a growth rate for background traffic by using FDOT historical data from traffic-count stations near the project.

- Analyzed the significantly impacted roadway segments to determine if they passed the requirements of Test 1 – Part 2 and Test 2 of the TPS.
- Analyzed the major intersections in accordance with Test 1 – Part 1 of the TPS.
- Conducted turn lane analysis for the project’s driveway connections in accordance with *Section 300 Driveway and Other Turnouts* of the Palm Beach County Design Standards Manual.

## 2.0 PROJECT TRAFFIC

### 2.1 Site-Generated Trips

The proposed development is expected to generate 891 daily, 67 morning peak-hour, and 83 afternoon net-new peak-hour trips. We prepared daily, morning peak-hour and afternoon peak-hour trip estimates for the existing and proposed developments using equations and rates from the latest Palm Beach County Trip Generation Rates, when available, and the 12<sup>th</sup> Edition of the ITE *Trip Generation Manual* when information was not provided by Palm Beach County. Land Use Code (LUC) 220 – Multifamily Housing (Low-Rise) and LUC 822 – Strip Retail Plaza (<40k SF) were based on Palm Beach County rates, and LUC 222 – Multifamily Housing (High-Rise) was based on ITE. **Table 1** summarizes the trip-generation estimates for the proposed development. **Appendix C** contains the trip-generation data.

**Table 1 - Trip Generation Estimates**

| Use   | Size      | Daily      | Weekday Morning Peak Hour |           |           | Weekday Afternoon Peak Hour |           |           |
|---|-----------|------------|---------------------------|-----------|-----------|-----------------------------|-----------|-----------|
|   |           |            | In                        | Out       | Total     | In                          | Out       | Total     |
| <b>Existing Uses</b>                              |           |            |                           |           |           |                             |           |           |
| Multifamily Housing (Low-Rise)                    | 23 DU     | 155        | 2                         | 7         | 9         | 8                           | 4         | 12        |
| <b>Proposed Uses</b>                              |           |            |                           |           |           |                             |           |           |
| Multifamily Housing (High-Rise)                   | 304 DU    | 769        | 18                        | 43        | 61        | 38                          | 27        | 65        |
| Strip Retail Plaza (<40k SF)                      | 12,143 SF | 204        | 8                         | 3         | 11        | 15                          | 9         | 24        |
| Total Proposed                                    |           | 973        | 26                        | 46        | 72        | 53                          | 36        | 89        |
| <b>Net New Trips</b>                              |           | <b>818</b> | <b>24</b>                 | <b>39</b> | <b>63</b> | <b>45</b>                   | <b>32</b> | <b>77</b> |
| <i>Radius of Influence based on net-new trips</i> |           | 1 Mile     |                           |           |           |                             |           |           |

As the anticipated net-new peak-hour traffic from the proposed redevelopment will be below 100 peak-hour trips, we determined that the radius of influence for the proposed redevelopment is 1 mile in accordance with Palm Beach County standards.

### 2.2 Trip Distribution and Assignment

The project trip distribution was based on historical traffic volume information, roadway characteristics, the location of major roadways, nearby land uses, and census data. Generally, 70% of traffic was assigned west of the site, and 30% was assigned east of the site. **Figures 2** and **3** show the proposed development’s traffic distributions and peak-hour trip assignments to the study intersections, respectively.

### 3.0 DESCRIPTION OF EXISTING CONDITIONS

Langan visited the study area to collect the lane-configuration and traffic-control data.

#### 3.1 Roadway Characteristics

##### SR A1A /Blue Heron Boulevard

SR A1A/Blue Heron Boulevard is a four-lane, divided, east-west, state-maintained urban minor arterial roadway west of East Way, and an urban major collector east of East Way. The posted speed limit is generally 30 MPH east of Phil Foster Park, otherwise the posted speed limit is 35 MPH.

##### SR A1A/North Ocean Drive

SR A1A/North Ocean Drive is generally a two-lane, north-south, state-maintained urban major collector. The roadway includes center two-way left turn lanes south of Pine Point Road and is generally undivided north of Pine Point Road, with some medians to accommodate left turn lanes. The posted speed limit is generally 35 MPH north of Yacht Harbor Drive, otherwise the posted speed limit is 30 MPH.

##### Lake Drive

Lake Drive is a two-lane, undivided, north-south, city-maintained urban minor collector roadway with a 25 MPH posted speed limit.

#### 3.2 Traffic Counts and Volumes

Traffic volume data was derived from the Palm Beach County Engineering Traffic Division TPS Database and from FDOT synopsis reports available from count stations from nearby study roadways. The TPS database does not contain traffic volumes for SR A1A in the study area; therefore, FDOT synopsis report volumes were used. We applied the corresponding FDOT peak season adjustment factors based on the dates of the synopsis data to convert the traffic data into peak-season volumes. **Appendix D** contains the traffic data and seasonal adjustment factors.

To develop the 2029 volumes, we first established the background growth. Background, or no build, traffic volumes account for annual increases in traffic from approved and unbuilt land-development projects and historical increases in traffic volumes. Developing no build traffic operating conditions allows us to project what can be expected to exist in the study area without the proposed development.

We developed 2029 no build traffic volumes by applying a compounded growth rate to the existing, peak season volumes and by adding traffic from the committed developments in the area. Any committed developments used in the analysis were reported in the TPS database. We used a 1.69% annual growth rate factor to develop future background volumes based on 10-years of FDOT historical traffic volumes, excluding years 2020 and 2021 due to atypical traffic patterns caused by the COVID-19 pandemic. We projected 2029 traffic volumes for the no build condition and incorporated traffic generated by the proposed development into these volumes to create the 2029 build scenario.

### **3.3 Radius of Development Influence**

As previously mentioned, a 1-mile radius of influence was determined based on the trip generation analysis and Palm Beach County standards. Therefore, significance analysis was performed for the following links within the development radius of influence:

- Blue Heron Boulevard between Broadway and North Ocean Drive
- North Ocean Drive between Blue Heron Boulevard and Federal Highway

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than one percent (1%) of the LOS D of the link affected on a peak hour directional basis and those links outside of the radius of development influence on which its net trips are greater than five percent (5%) of the LOS D of the link affected on a peak hour two-way basis up to the limits set forth in Table 12.B.2.C - LOS D Link Service Volumes.

For Test 2, a project must address those links within the radius of development influence on which its net trips are greater than three percent (3%) of the LOS E of the link affected on a peak hour directional basis and those links outside of the radius of development influence on which its net trips are greater than five percent (5%) of the LOS E of the link affected on a peak hour two-way basis up to the limits set forth in Table 12.B.2.C - LOS E Link Service Volumes.

#### **4.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS**

We reviewed the Transportation Improvement Program (TIP 2025 through 2029) and the Palm Beach County Long Range Transportation Plan (LRTP 2050) and found no projects that are expected to affect the project.

## 5.0 LINK ANALYSIS

### 5.1 Test 1 Link Significance Analysis

We prepared a 2029 directional roadway significance analysis during the morning and afternoon peak hours for the different roadway segments within the radius of development influence. Based on the analysis, we determined that the segments of Blue Heron Boulevard from Broadway to North Ocean Drive, specifically between Broadway and Lake Drive, and North Ocean Drive from Blue Heron Boulevard to Federal Highway are significantly impacted during the morning and afternoon peak hours, as the project trips account for greater than 1% of the LOS D directional thresholds, and therefore required further analysis. **Tables 2** and **3** summarize the results of the morning and afternoon peak-hour roadway directional significance analysis.

### 5.2 Test 1 Part 1 Intersection Analysis

The major intersections in each direction nearest to the point at which the project's traffic enters each project accessed link, and where the project traffic entering or exiting the intersection from/to the project accessed link is significant, must be analyzed. Traffic volumes were obtained from the TPS database for the major intersections of SR A1A at Broadway and SR A1A at Federal Highway. Therefore, the major signalized intersections of SR A1A at Broadway and SR A1A at Federal Highway were evaluated using CMA and the most recent data from the TPS database.

Based on the results of the CMA analysis, we found that the intersection critical volumes for both intersections are less than the LOS D threshold of 1,400 vehicles, as shown in **Table 4**, with the exception of SR A1A at Broadway during the afternoon peak hour. CMA was performed for 2029 no build conditions, without the project's impact, to demonstrate that the proposed development is not causing the deficiency at the intersection and is only causing a minor increase of six vehicles (a 0.4% increase). Therefore, further analysis should not be required for Test 1 Part 1. The CMA analysis sheets are included in **Appendix E**.

**Table 2 – Test 1 - Morning Peak-Hour Roadway Significance Analysis**

| Roadway                     | From                 | To              | Facility Type | Peak Hour Directional LOS D Capacity <sup>[1]</sup> | Class              | Directional | Project Trips Assignment |        | Project Trips |       | Percentage Impact |              |       |              |
|-----------------------------|----------------------|-----------------|---------------|---|--------------------|-------------|--------------------------|--------|---------------|-------|-------------------|--------------|-------|--------------|
|                             |                      |                 |               |   |                    |             | Percent Project Traffic  | In/Out | NB/EB         | SB/WB | NB/EB             | Significance | SB/WB | Significance |
| SR A1A/Blue Heron Boulevard | Broadway             | Lake Drive      | 4LD           | 1,770   | II                 | EB          | 70%                      | In     | 17            |       | 0.95%             | NO           |       |              |
|                             |                      |                 |               |   |                    | WB          | 70%                      | Out    |               | 27    |                   | 1.54%        | YES   |              |
|                             | Lake Drive           | Ocean Drive     | 4LD           | 1,770   | II                 | EB          | 30%                      | Out    | 12            |       | 0.66%             | NO           |       |              |
|                             |                      |                 |               |   |                    | WB          | 30%                      | In     |               | 7     |                   | 0.41%        | NO    |              |
| SR A1A/North Ocean Drive    | Blue Heron Boulevard | Federal Highway | 2L            | 1,140   | Uninterrupted Flow | NB          | 30%                      | Out    | 12            |       | 1.03%             | YES          |       |              |
|                             |                      |                 |               |   |                    | SB          | 30%                      | In     |               | 7     |                   | 0.63%        | NO    |              |

[1] Peak Hour Directional Capacity based on Article 12 Traffic Performance Standards - Table 12.B.2.C LOS D Link Service Volumes and TPS Link Volume Reports

**Table 3 – Test 1 – Afternoon Peak-Hour Roadway Significance Analysis**

| Roadway                     | From                 | To              | Facility Type | Peak Hour Directional LOS D Capacity <sup>[1]</sup> | Class              | Directional | Project Trips Assignment |        | Project Trips |       | Percentage Impact |              |       |              |
|-----------------------------|----------------------|-----------------|---------------|---|--------------------|-------------|--------------------------|--------|---------------|-------|-------------------|--------------|-------|--------------|
|                             |                      |                 |               |   |                    |             | Percent Project Traffic  | In/Out | NB/EB         | SB/WB | NB/EB             | Significance | SB/WB | Significance |
| SR A1A/Blue Heron Boulevard | Broadway             | Lake Drive      | 4LD           | 1,770   | II                 | EB          | 70%                      | In     | 32            |       | 1.78%             | YES          |       |              |
|                             |                      |                 |               |   |                    | WB          | 70%                      | Out    |               | 22    |                   | 1.27%        | YES   |              |
|                             | Lake Drive           | Ocean Drive     | 4LD           | 1,770   | II                 | EB          | 30%                      | Out    | 10            |       | 0.54%             | NO           |       |              |
|                             |                      |                 |               |   |                    | WB          | 30%                      | In     |               | 14    |                   | 0.76%        | NO    |              |
| SR A1A/North Ocean Drive    | Blue Heron Boulevard | Federal Highway | 2L            | 1,140   | Uninterrupted Flow | NB          | 30%                      | Out    | 10            |       | 0.84%             | NO           |       |              |
|                             |                      |                 |               |   |                    | SB          | 30%                      | In     |               | 14    |                   | 1.18%        | YES   |              |

[1] Peak Hour Directional Capacity based on Article 12 Traffic Performance Standards - Table 12.B.2.C LOS D Link Service Volumes and TPS Link Volume Reports

**Table 4 – Critical Movement Analysis Summary**

| Intersection                 | Time Period | With Project? | Critical Volume | Status |
|------------------------------|-------------|---------------|-----------------|--------|
| SR A1A<br>at Broadway        | AM          | Yes           | 1,270           | NEAR   |
|                              | PM          | No            | 1,658           | OVER   |
|                              |             | Yes           | 1,664           | OVER   |
| SR A1A<br>at Federal Highway | AM          | Yes           | 583             | UNDER  |
|                              | PM          | Yes           | 740             | UNDER  |

### 5.3 Test 1 Part 2 Link Analysis

We analyzed each significantly impacted roadway segment for the future conditions in comparison to its LOS D service volume and found that the expected total traffic peak hour directional volumes are all within the LOS D threshold.

Link volumes for the roadway segments were not available in the TPS database; therefore, the 2025 existing morning and afternoon peak hour traffic volumes were derived from 2024 FDOT synopsis reports for count stations on the roadway segments within the radius of influence. Peak season conversion factors were applied to convert the volumes to peak-season volumes, and a historical growth rate of 1.69% was used to grow the 2024 volumes to 2025 existing volumes. To develop 2029 no-build traffic volumes, the greater value generated by applying the historical compound growth rate (1.69%) or the volume of committed development plus a 1% compound growth rate was applied to the 2025 volumes. The committed developments were reported in the TPS database.

The project meets the requirements of Test 1 Part 2. **Table 5** summarizes the results of the morning and afternoon peak-hour roadway directional capacity analysis.

**Table 5 - Morning and Afternoon Peak-Hour Roadway Segment Capacity Analysis**

| Location                    | From                 | To              | Facility Type | Peak Hour Directional LOS D Capacity <sup>[1]</sup> | Class              | Peak Hour | Dir. | 2025 Volume <sup>[2]</sup> | Historical Growth Volume | Committed Development +1% Growth Volume | Growth Volume Used <sup>[3]</sup> | 2029 Volume | Percent Project Distribution | Project Trips | Total Volume with Project | Meet Standards |
|-----------------------------|----------------------|-----------------|---------------|---|--------------------|-----------|------|----------------------------|--------------------------|---|-----------------------------------|-------------|------------------------------|---------------|---------------------------|----------------|
| SR A1A/Blue Heron Boulevard | Broadway             | Lake Drive      | 4LD           | 1,770   | II                 | AM        | WB   | 559                        | 39                       | 62                                      | 62                                | 660         | 70%                          | 27            | 687                       | YES            |
|                             |                      |                 |               |   |                    | PM        | EB   | 768                        | 53                       | 99                                      | 99                                | 920         | 70%                          | 32            | 952                       | YES            |
|                             |                      |                 |               |   |                    |           | WB   | 988                        | 69                       | 116                                     | 116                               | 1173        | 70%                          | 22            | 1,195                     | YES            |
| SR A1A/North Ocean Drive    | Blue Heron Boulevard | Federal Highway | 2L            | 1,140   | Uninterrupted Flow | AM        | NB   | 495                        | 34                       | 23                                      | 34                                | 563         | 30%                          | 12            | 575                       | YES            |
|                             |                      |                 |               |   |                    | PM        | SB   | 629                        | 44                       | 30                                      | 44                                | 717         | 30%                          | 14            | 730                       | YES            |

[1] Peak Hour Directional Capacity based on Article 12 - Traffic Performance Standards - Table 12.B.2.C LOS D Link Service Volumes

[2] Existing 2024 volume data from the latest FDOT Synopsis Report was used and projected to 2025 volumes using a 1.69% annual growth rate.

[3] Future volume growth based on the higher value between the historical growth rate and committed developments plus 1%.

## 5.5 Test 2 Link Significance Analysis

We prepared a 2029 directional roadway significance analysis during the morning and afternoon peak hours to assess the potential impacts of the proposed development on the roadway segments within the radius of influence. The analysis compared the observed impacts to a 3% threshold to evaluate the significance of the proposed development's effect on the surrounding road network. Based on this comparison, we determined whether further analysis was necessary to address any identified impacts. **Tables 6** and **7** summarize the results of the morning and afternoon peak-hour roadway directional significance analysis. As shown in the tables, no roadway segments are anticipated to be significantly impacted under Test 2.

**Table 6 – Test 2 - Morning Peak-Hour Roadway Significance Analysis**

| Roadway                     | From                 | To              | Facility Type | Peak Hour Directional LOS E Capacity <sup>[1]</sup> | Class              | Directional | Project Trips Assignment |        | Project Trips |       | Percentage Impact |              |       |              |
|-----------------------------|----------------------|-----------------|---------------|---|--------------------|-------------|--------------------------|--------|---------------|-------|-------------------|--------------|-------|--------------|
|                             |                      |                 |               |   |                    |             | Percent Project Traffic  | In/Out | NB/EB         | SB/WB | NB/EB             | Significance | SB/WB | Significance |
| SR A1A/Blue Heron Boulevard | Broadway             | Lake Drive      | 4LD           | 1,870   | II                 | EB          | 70%                      | In     | 17            |       | 0.90%             | NO           |       |              |
|                             |                      |                 |               |   |                    | WB          | 70%                      | Out    |               | 27    |                   |              | 1.46% | NO           |
|                             | Lake Drive           | Ocean Drive     | 4LD           | 1,870   | II                 | EB          | 30%                      | Out    | 12            |       | 0.63%             | NO           |       |              |
|                             |                      |                 |               |   |                    | WB          | 30%                      | In     |               | 7     |                   |              | 0.39% | NO           |
| SR A1A/North Ocean Drive    | Blue Heron Boulevard | Federal Highway | 2L            | 1,440   | Uninterrupted Flow | NB          | 30%                      | Out    | 12            |       | 0.81%             | NO           |       |              |
|                             |                      |                 |               |   |                    | SB          | 30%                      | In     |               | 7     |                   |              | 0.50% | NO           |

[1] Peak Hour Directional Capacity based on Article 12 Traffic Performance Standards - Table 12.B.2.C LOS E Link Service Volumes and TPS Link Volume Reports

**Table 7 – Test 2 – Afternoon Peak-Hour Roadway Significance Analysis**

| Roadway                     | From                 | To              | Facility Type | Peak Hour Directional LOS E Capacity <sup>[1]</sup> | Class              | Directional | Project Trips Assignment |        | Project Trips |       | Percentage Impact |              |       |              |
|-----------------------------|----------------------|-----------------|---------------|---|--------------------|-------------|--------------------------|--------|---------------|-------|-------------------|--------------|-------|--------------|
|                             |                      |                 |               |   |                    |             | Percent Project Traffic  | In/Out | NB/EB         | SB/WB | NB/EB             | Significance | SB/WB | Significance |
| SR A1A/Blue Heron Boulevard | Broadway             | Lake Drive      | 4LD           | 1,870   | II                 | EB          | 70%                      | In     | 32            |       | 1.68%             | NO           |       |              |
|                             |                      |                 |               |   |                    | WB          | 70%                      | Out    |               | 22    |                   |              | 1.20% | NO           |
|                             | Lake Drive           | Ocean Drive     | 4LD           | 1,870   | II                 | EB          | 30%                      | Out    | 10            |       | 0.51%             | NO           |       |              |
|                             |                      |                 |               |   |                    | WB          | 30%                      | In     |               | 14    |                   |              | 0.72% | NO           |
| SR A1A/North Ocean Drive    | Blue Heron Boulevard | Federal Highway | 2L            | 1,440   | Uninterrupted Flow | NB          | 30%                      | Out    | 10            |       | 0.67%             | NO           |       |              |
|                             |                      |                 |               |   |                    | SB          | 30%                      | In     |               | 14    |                   |              | 0.94% | NO           |

[1] Peak Hour Directional Capacity based on Article 12 Traffic Performance Standards - Table 12.B.2.C LOS E Link Service Volumes and TPS Link Volume Reports

## 6.0 SITE CIRCULATION AND TURN LANE REQUIREMENTS

### 6.1 Driveway Volumes

The proposed development will have access through one proposed driveway connection to Lake Drive and one driveway connection to Island Road. The driveways will operate as full access, with the main driveway, located on the west side of Lake Drive, providing access to the parking garage, while the driveway on the north side of Island Road will provide access to an overflow parking mainly for the retail uses on site. According to *Section 300 Driveway and Other Turnouts* of the Palm Beach County Design Standards Manual, our project driveways are classified as intermediate as the expected average daily traffic volume will be greater than 500 vehicles but not more than 2,000 vehicles (trips). **Figure 4** shows the project site generated trips at the driveway connections to public roadways.

### 6.2 Turn Lane Analysis

We analyzed the need for exclusive left and right-turn lanes at the driveway connections, based on *Section 300 Driveway and Other Turnouts* of the Palm Beach County Design Standards Manual, and determined that neither of the driveway connections to the public roads meet the criteria to warrant exclusive turn lanes at the driveway connections. Based on the criteria, a left turn lane is required when inbound, peak hour left turning traffic is 30 vehicles or more. A right turn lane is required where the street average daily traffic volumes exceed 10,000 vehicles per day, and driveway volume exceeds 1,000 trips per day or 75 right turns inbound during the peak hour. Based on information provided by FDOT's Florida Traffic Online (2024), the 2024 AADT volume for Lake Drive was 1,850 vehicles and the 2024 AADT volume for Bamboo Road was 1,200 vehicles. Bamboo Road and Lake Drive are two roads nearby Island Road and indicate that the AADTs south of SR A1A, including along Island Road, are also below 10,000 vehicles. The AADT excerpts are included in Appendix D. Additionally, as shown in Figure 4, the project site generated, peak hour trips at the driveway connections equal, at most, zero left turns into the Lake Drive connection and four left turns into the Island Road connection. Therefore, left and right turn lanes are not warranted for the proposed driveway connections.

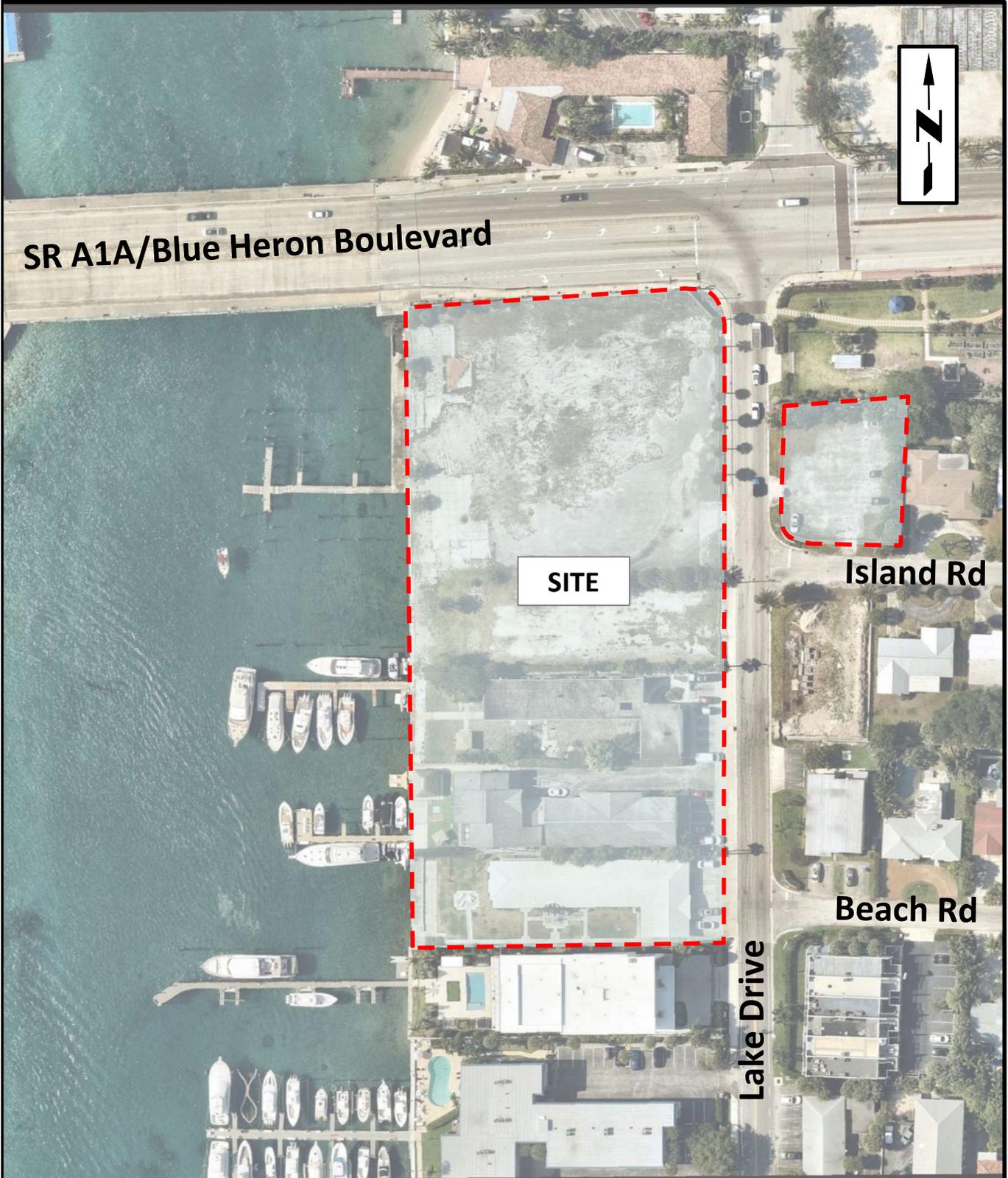
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## 7.0 CONCLUSIONS

Langan performed a traffic-impact analysis for the proposed Singer Island Gateway mixed-use high-rise development expected to be completed by 2029. The analysis shows the following results for the 2029 build conditions:

- The project impacts were analyzed in accordance with Test 1 – Part 1 & 2 of the Palm Beach County Traffic Performance Standards and determined that the analysis satisfies the requirements of Test 1.
- The project impacts were analyzed in accordance with Test 2 of the Palm Beach County Traffic Performance Standards and determined that the analysis satisfies the requirements of Test 2.
- We analyzed the need for exclusive left and right-turn lanes at the driveway connections based on the Palm Beach County's Design Standards Manual and determined that the driveway connections to the public road do not meet the criteria to warrant exclusive turn lanes at the proposed driveway entrances.

**APPENDIX A**  
**FIGURES**



**SR A1A/Blue Heron Boulevard**

**SITE**

**Island Rd**

**Beach Rd**

**Lake Drive**



**LANGAN**

ENGINEERING & ENVIRONMENTAL SERVICES

525 Okeechobee Boulevard, Suite 910  
West Palm Beach, FL 33131

P: 561.473.8300 F: 561.473.8350 www.langan.com

FL CERTIFICATE OF AUTHORIZATION No. 00006601

Project

**Singer Island Gateway**

Riviera Beach

Palm Beach County

Florida

Figure Title

**SITE LOCATION MAP**

Project No.

341033201

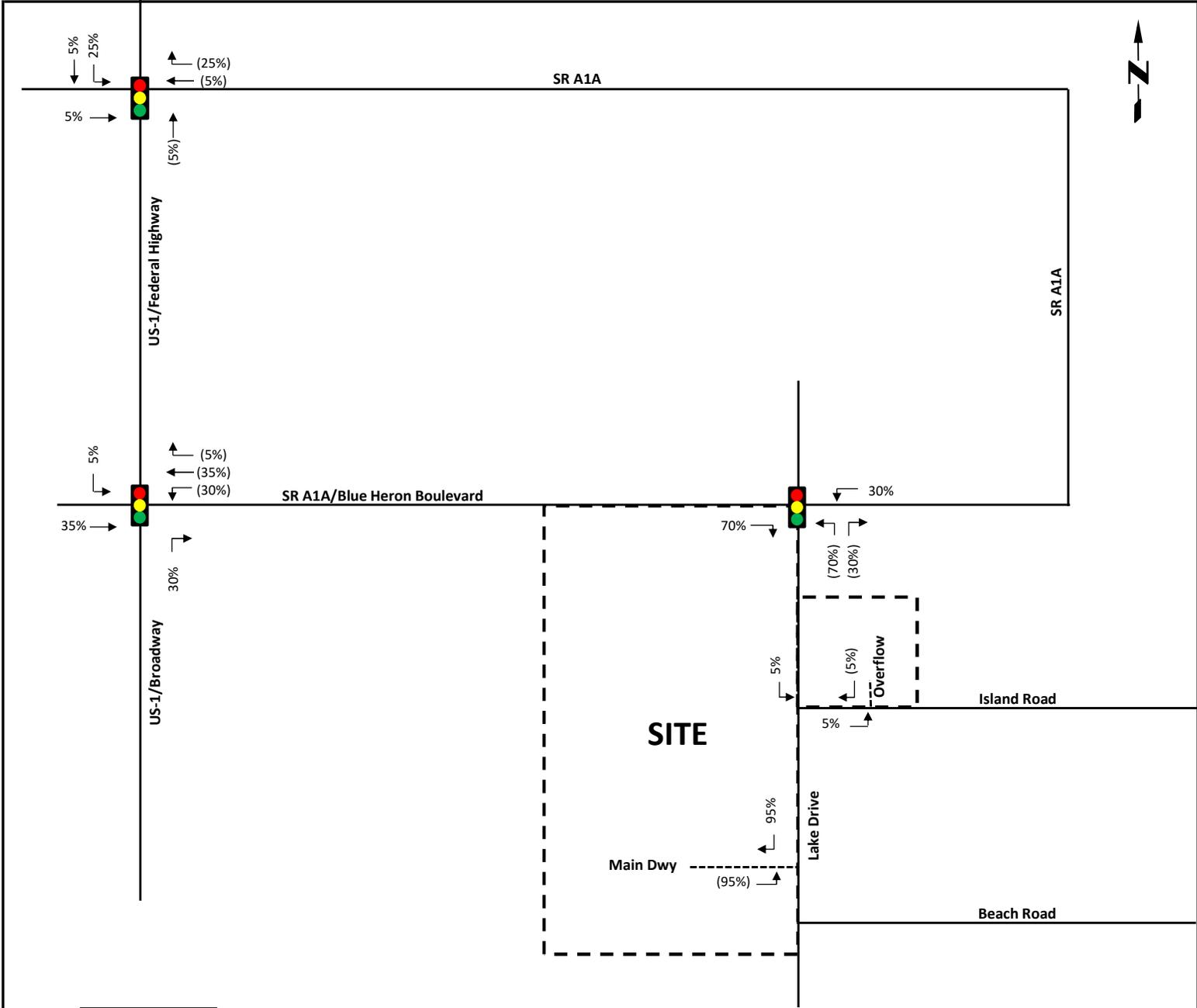
Date

1/6/2026

Scale

NTS

**FIGURE 1**



| LEGEND |         |
|--------|---------|
| #      | Ingress |
| (#)    | Egress  |

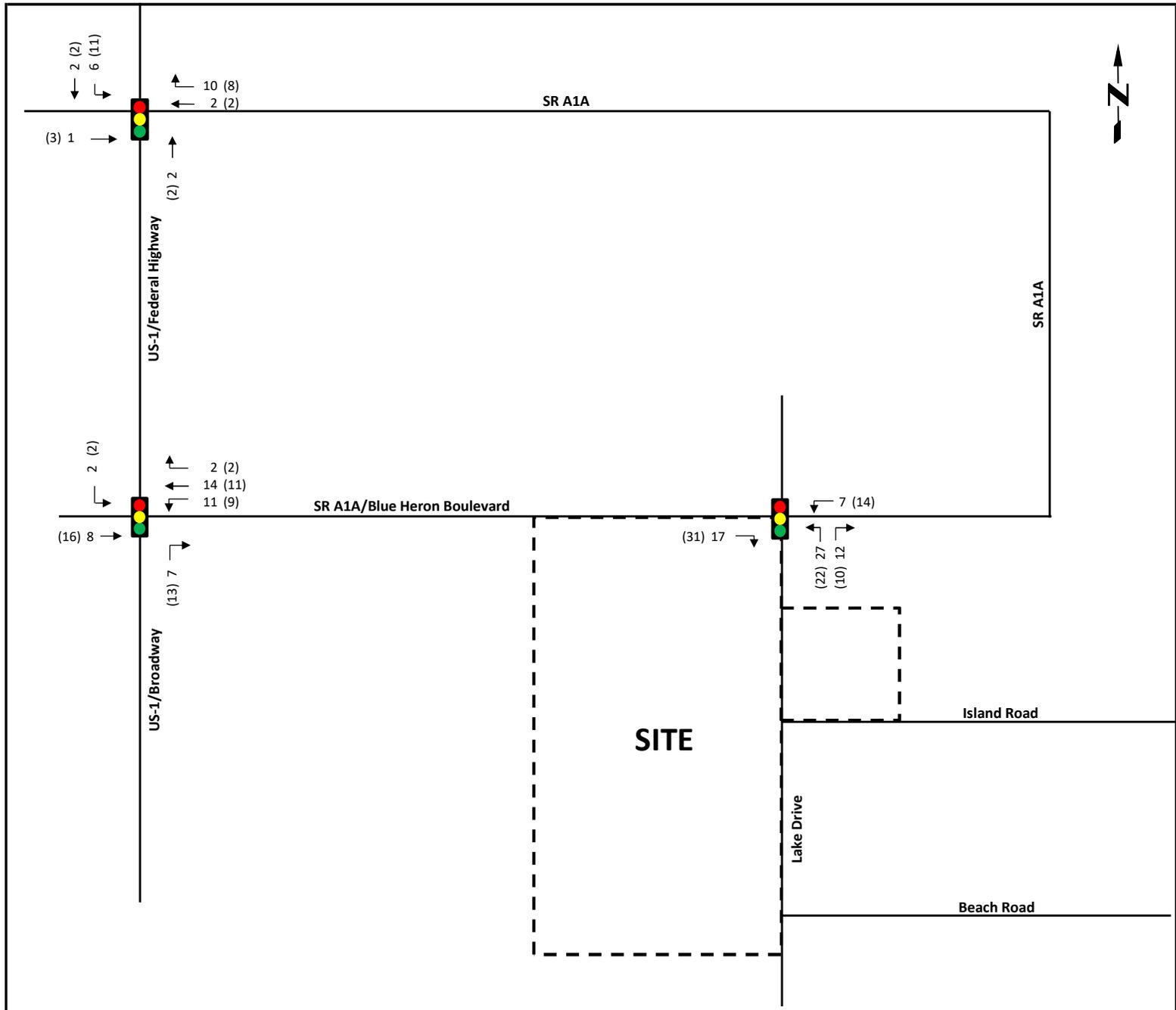
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 FL CERTIFICATE OF AUTHORIZATION No. 00006601

|                   |                       |
|-------------------|-----------------------|
| Project           | Singer Island Gateway |
|                   | Riviera Beach         |
| Palm Beach County | FLORIDA               |

|              |                              |
|--------------|------------------------------|
| Figure Title | PROJECT TRAFFIC DISTRIBUTION |
|--------------|------------------------------|

|             |           |
|-------------|-----------|
| Project No. | 341033201 |
| Date        | 1/6/2026  |
| Scale       | NTS       |

**FIGURE 2**



| LEGEND |              |
|--------|--------------|
| #      | AM Peak Hour |
| (#)    | PM Peak Hour |

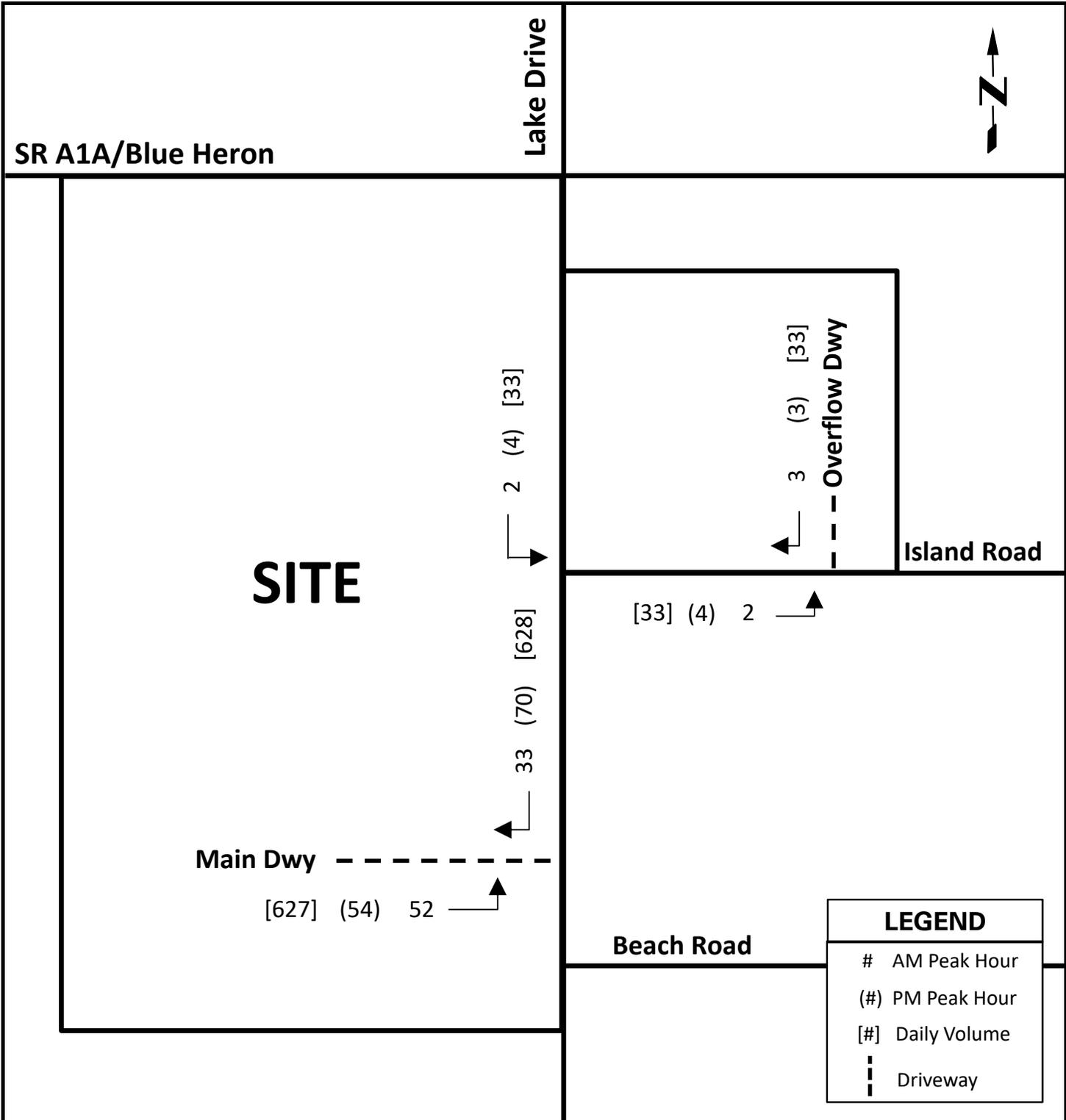
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|                       |         |
|-----------------------|---------|
| Project               |         |
| Singer Island Gateway |         |
| Riviera Beach         |         |
| Palm Beach County     | FLORIDA |

|                            |  |
|----------------------------|--|
| Figure Title               |  |
| PROJECT TRAFFIC ASSIGNMENT |  |

|             |  |
|-------------|--|
| Project No. |  |
| 341033201   |  |
| Date        |  |
| 1/6/2026    |  |
| Scale       |  |
| NTS         |  |

|          |
|----------|
| FIGURE 3 |
|----------|



|  |                       |         |                             |       |             |                 |
|--|-----------------------|---------|-----------------------------|-------|-------------|-----------------|
| <p>525 Okeechobee Boulevard, Suite 910<br/>West Palm Beach, FL 33131<br/>P: 561.473.8300 F: 561.473.8350 www.langan.com<br/>FL CERTIFICATE OF AUTHORIZATION No. 00006601</p> | Project               |         | Figure Title                |       | Project No. | <b>FIGURE 4</b> |
|  | Singer Island Gateway |         | DRIVEWAY VOLUMES ASSIGNMENT |       | 341033201   |                 |
|  | Riviera Beach         |         |                             |       | Date        |                 |
|  | Palm Beach County     | FLORIDA |                             |       | 1/6/2026    |                 |
|  |                       |         |                             | Scale |             |                 |
|  |                       |         |                             | NTS   |             |                 |

**APPENDIX B**  
**SITE PLAN**

# SINGER ISLAND

## RIVERA BEACH, FLORIDA

### **ARQUITECTONICA**

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SINGER ISLAND  
RIVERA BEACH, FL

DATE:  
01/16/2026

|             |                                  | F-F      | HGT                    | UNITS | 1BR | 2BR | 3BR | 4BR | NSF       | GSF       | FLR       | CGSF      | AMENITY   | RETAIL    | PARKING | PARKING GSF |
|-------------|----------------------------------|----------|------------------------|-------|-----|-----|-----|-----|-----------|-----------|-----------|-----------|-----------|-----------|---------|-------------|
| Roof        | Mechanical                       | 30.00 ft | 328.42 ft<br>298.42 ft |       |     |     |     |     |           |           |           |           |           |           |         |             |
| Level 25    | Units                            | 13.17 ft | 285.25 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF |           | 39,263 SF |           |           |         |             |
| Level 24    | Units                            | 11.17 ft | 274.08 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF |           | 39,263 SF |           |           |         |             |
| Level 23    | Units                            | 11.17 ft | 262.91 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF |           | 39,263 SF |           |           |         |             |
| Level 22    | Units                            | 11.17 ft | 251.74 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF |           | 39,263 SF |           |           |         |             |
| Level 21    | Units                            | 11.17 ft | 240.57 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF |           | 39,263 SF |           |           |         |             |
| Level 20    | Units                            | 11.17 ft | 229.40 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 19    | Units                            | 11.17 ft | 218.23 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 18    | Units                            | 11.17 ft | 207.06 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 17    | Units                            | 11.17 ft | 195.89 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 16    | Units                            | 11.17 ft | 184.72 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 15    | Units                            | 11.17 ft | 173.55 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 14    | Units                            | 11.17 ft | 162.38 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 13    | Units                            | 11.17 ft | 151.21 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 12    | Units                            | 11.17 ft | 140.04 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 11    | Units                            | 11.17 ft | 128.87 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 10    | Units                            | 11.17 ft | 117.70 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 9     | Units                            | 11.17 ft | 106.53 ft              | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 8     | Units                            | 11.17 ft | 95.36 ft               | 14    | 2   | 10  | 2   |     | 29,526 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 7     | Amenity / Units                  | 11.17 ft | 84.19 ft               | 14    | 2   | 10  | 2   |     | 15,288 SF | 32,528 SF | 32,528 SF | 39,263 SF |           |           |         |             |
| Level 6     | Amenity / Units                  | 11.17 ft | 73.02 ft               | 8     | 4   | 2   | 2   |     | 15,288 SF | 42,573 SF | 42,573 SF | 78,420 SF | 13,984 SF |           |         |             |
| Level 5     | Parking / Liner                  | 17.17 ft | 55.85 ft               |       |     |     |     |     | 12,761 SF | 15,160 SF | 15,160 SF | 18,803 SF |           |           | 132     | 48,916 SF   |
| Level 4     | Parking / Liner                  | 11.17 ft | 44.68 ft               | 11    |     | 9   |     | 2   | 12,761 SF | 15,160 SF | 15,160 SF | 18,803 SF |           |           | 172     | 59,824 SF   |
| Level 3     | Parking / Liner                  | 11.17 ft | 33.51 ft               |       |     |     |     |     | 12,761 SF | 15,160 SF | 15,160 SF | 18,803 SF |           |           | 172     | 59,824 SF   |
| Level 2     | Parking / Liner                  | 11.17 ft | 22.34 ft               | 11    |     | 9   |     | 2   | 12,761 SF | 15,160 SF | 15,160 SF | 18,803 SF |           |           | 145     | 52,640 SF   |
| Level Mezz. | Town House                       | 11.17 ft |                        |       |     |     |     |     | 8,776 SF  | 8,776 SF  | 8,776 SF  | 8,776 SF  |           |           |         |             |
| Level 1     | Parking/Lobby /Amenity/TH/Retail | 22.34 ft |                        | 8     |     | 8   |     |     | 8,776 SF  | 45,855 SF | 45,855 SF | 63,540 SF | 2,888 SF  | 12,143 SF | 24      | 9,117 SF    |

| UNITS | 1BR | 2BR | 3BR | 4BR | NSF        | GSF        | FLR        | CGSF       | AMENITY   | RETAIL    | PARKING    | PARKING GSF |
|-------|-----|-----|-----|-----|------------|------------|------------|------------|-----------|-----------|------------|-------------|
| 304   | 42  | 218 | 40  | 4   | 630,640 SF | 775,876 SF | 613,236 SF | 971,945 SF | 16,872 SF | 12,143 SF | 645 spaces | 230,321 SF  |
|       | 14% | 72% | 13% | 10% |            |            |            |            |           |           | 2.12       |             |

|                              |            |
|------------------------------|------------|
| RESIDENTIAL GSF              | 775,876 SF |
| COMMERCIAL GSF               | 12,143 SF  |
| FLR                          | 613,236 SF |
| RESIDENTIAL NSF              | 630,640 SF |
| AVG. UNIT SIZE               | 2,074 SF   |
| TOTAL FLOORPLATE             | 971,945 SF |
| PARKING RESIDENTIAL PROVIDED | 645 Spaces |
| PARKING RETAIL REQUIRED      | 36 Spaces  |
| TOTAL PARKING COUNT          | 645 Spaces |

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## SINGER ISLAND RIVIERA BEACH, FL

## PROJECT DATA



DATE:  
01/16/2026

# A-000



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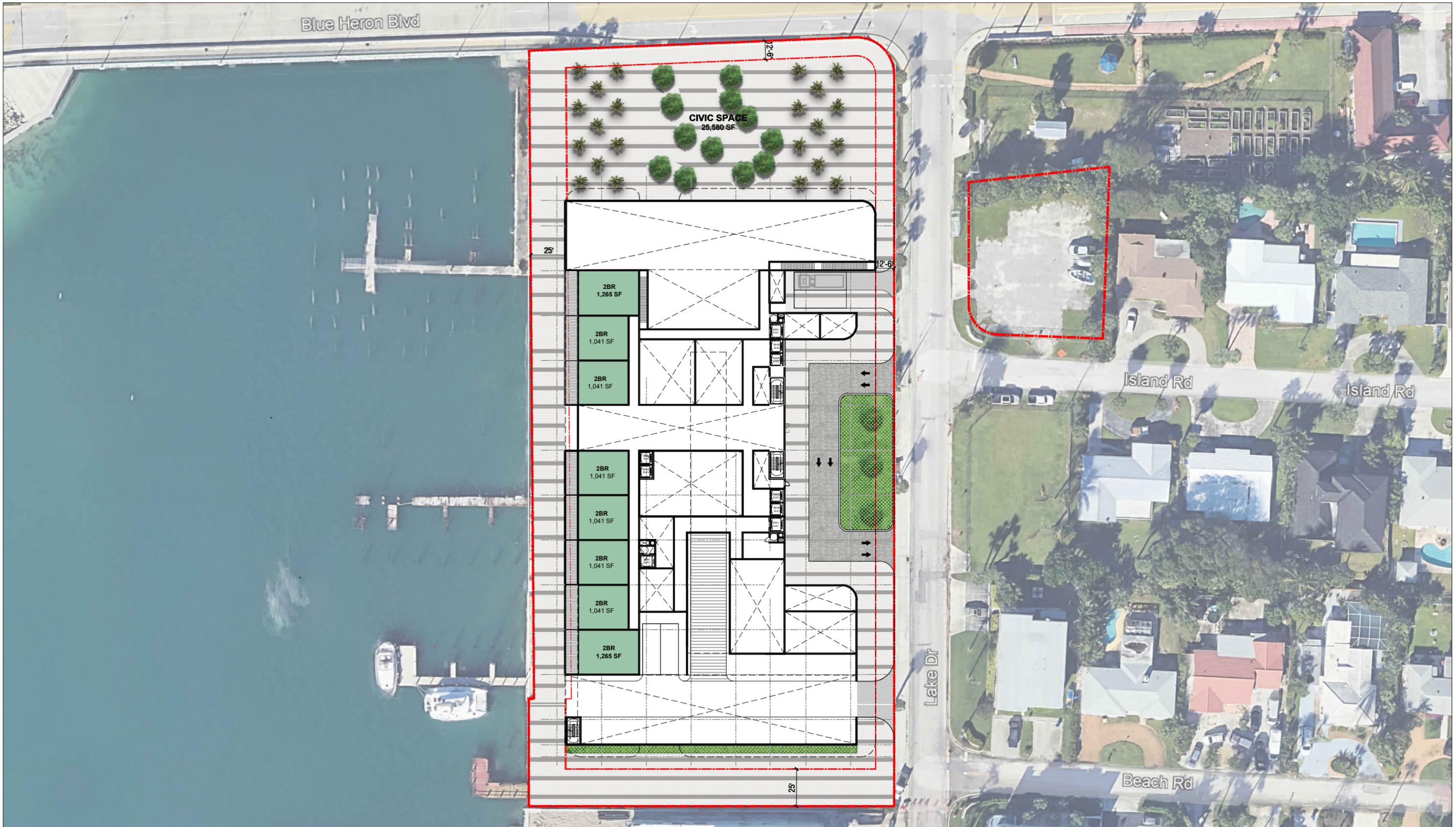
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**GROUND LEVEL**



DATE:  
 01/16/2026

**A-101**



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**LEVEL MEZZ**



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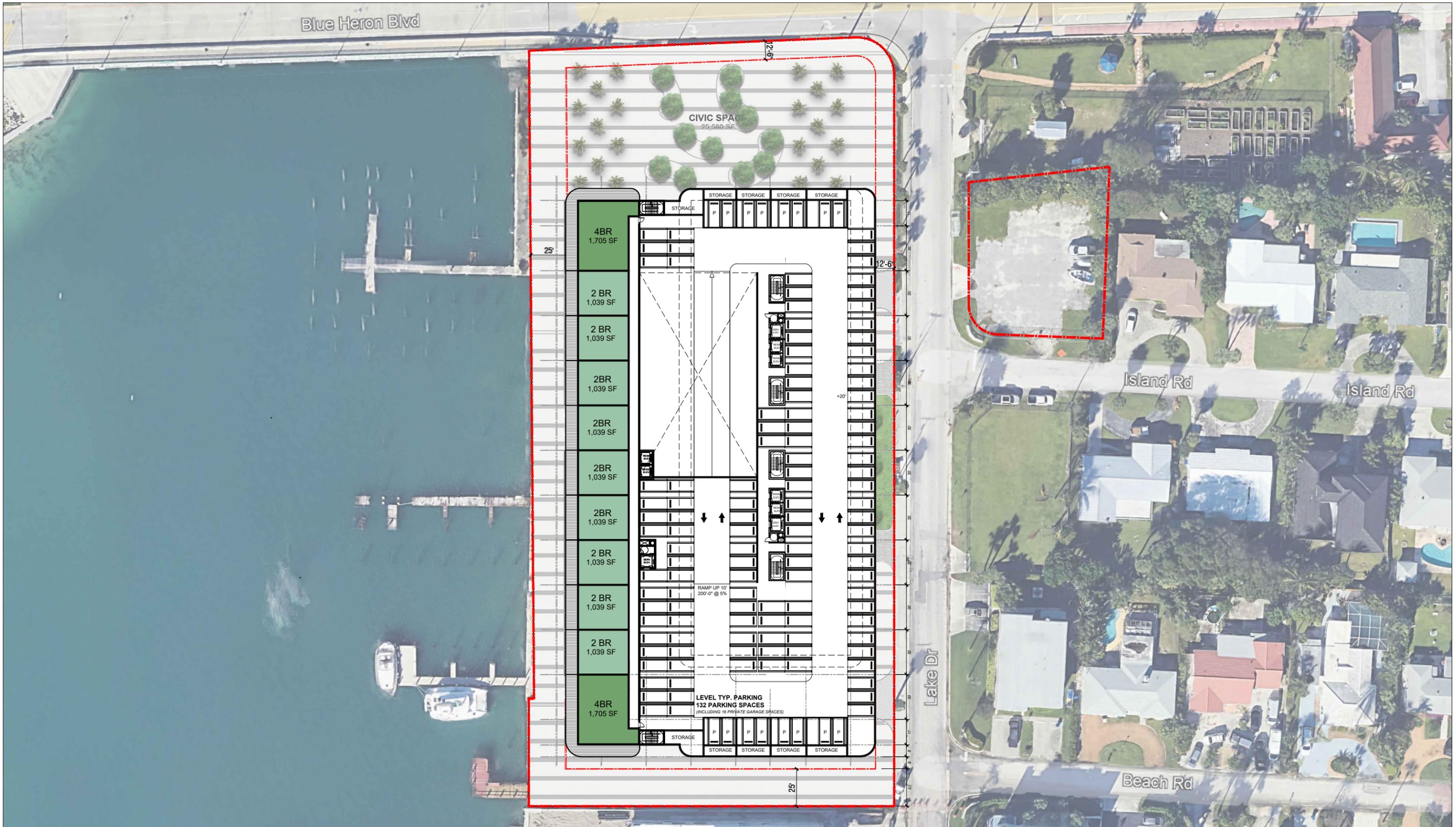
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**LEVEL TYP. PARKING**



DATE:  
 01/16/2026

**A-104**



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**LEVEL 05**



DATE:  
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**A-105**



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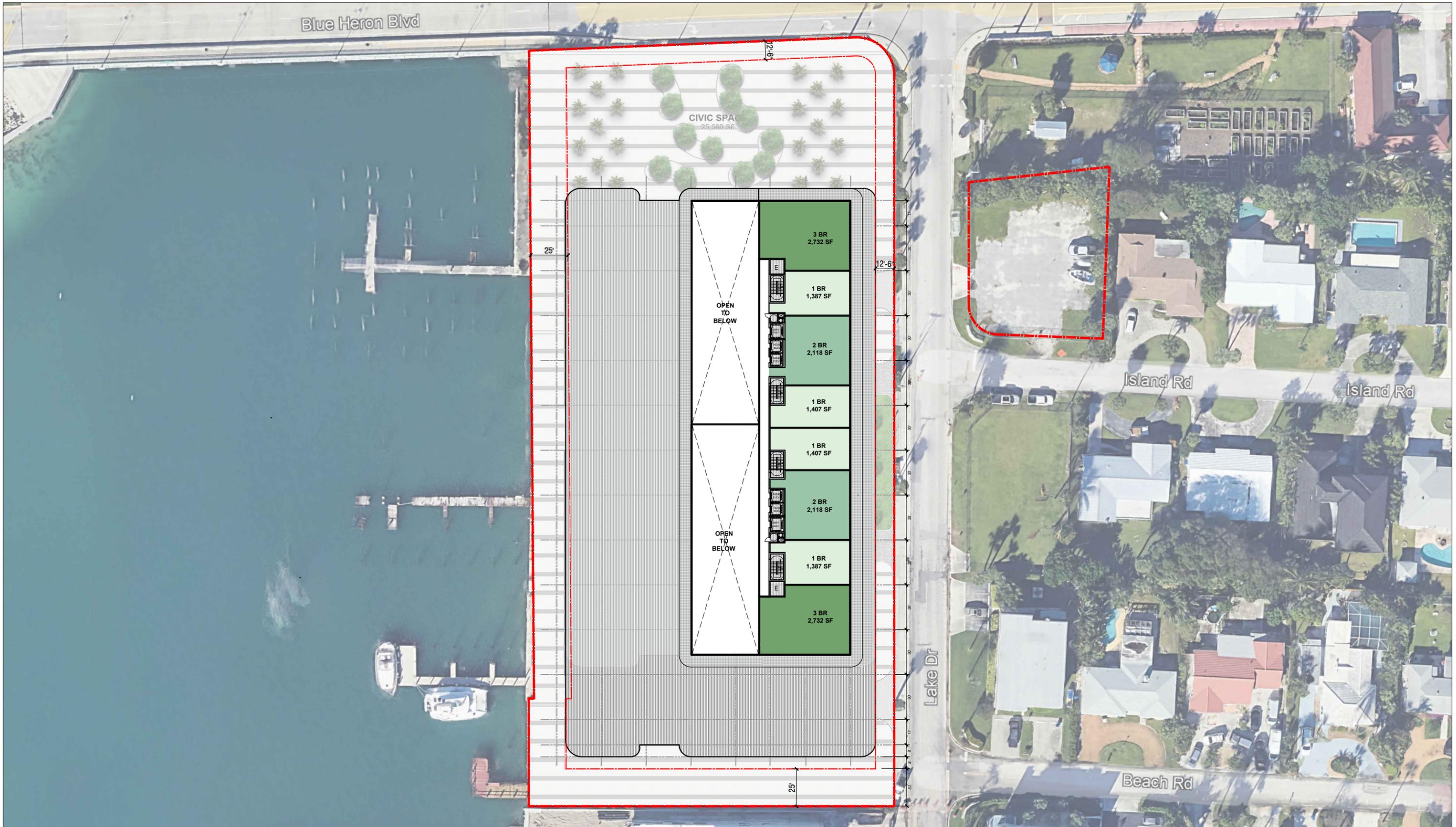
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 RIVIERA BEACH, FL**

**LEVEL 06 - AMENITY**



DATE:  
 01/07/2026

**A-106**



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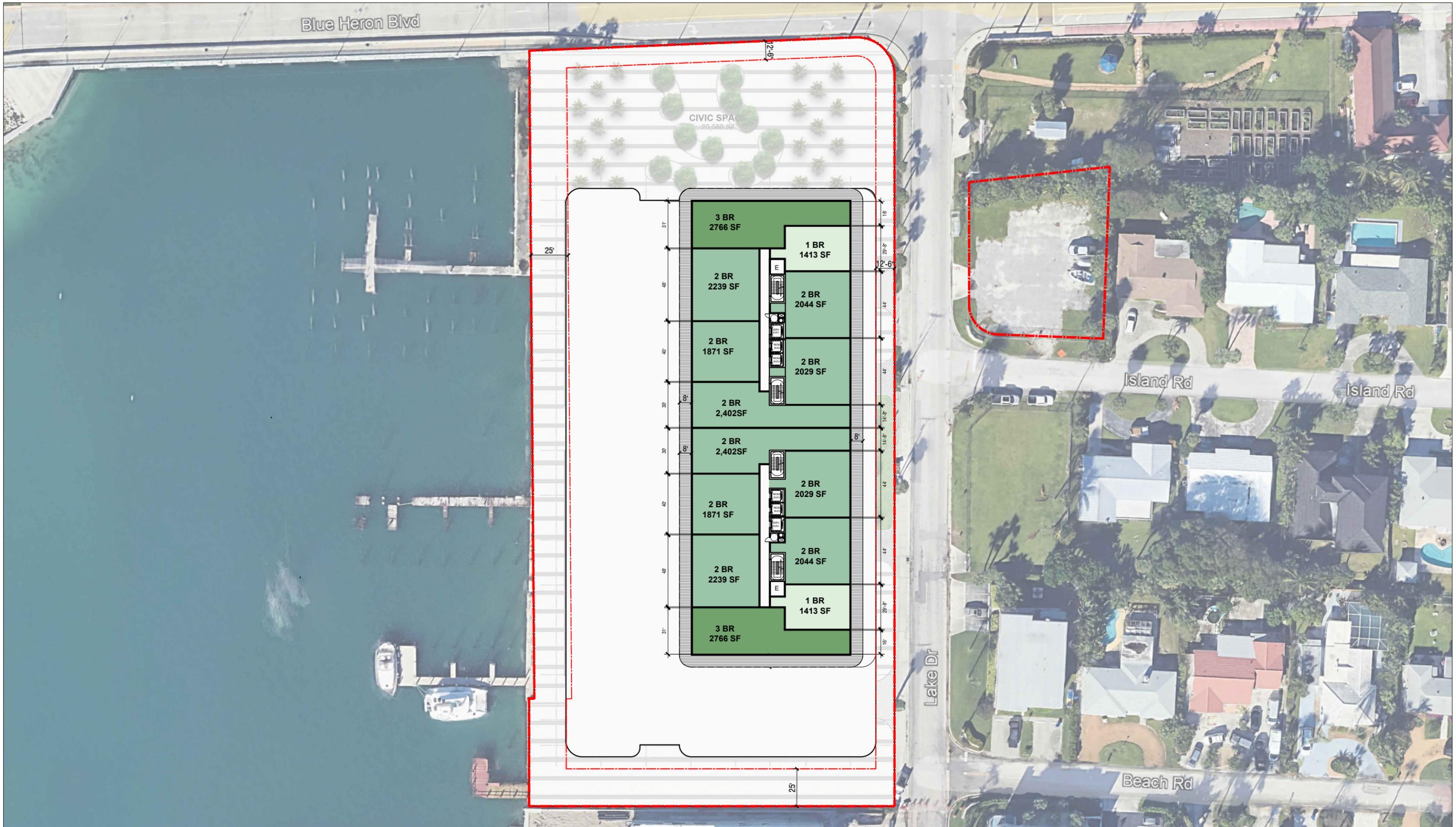
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**LEVEL 07**



DATE:  
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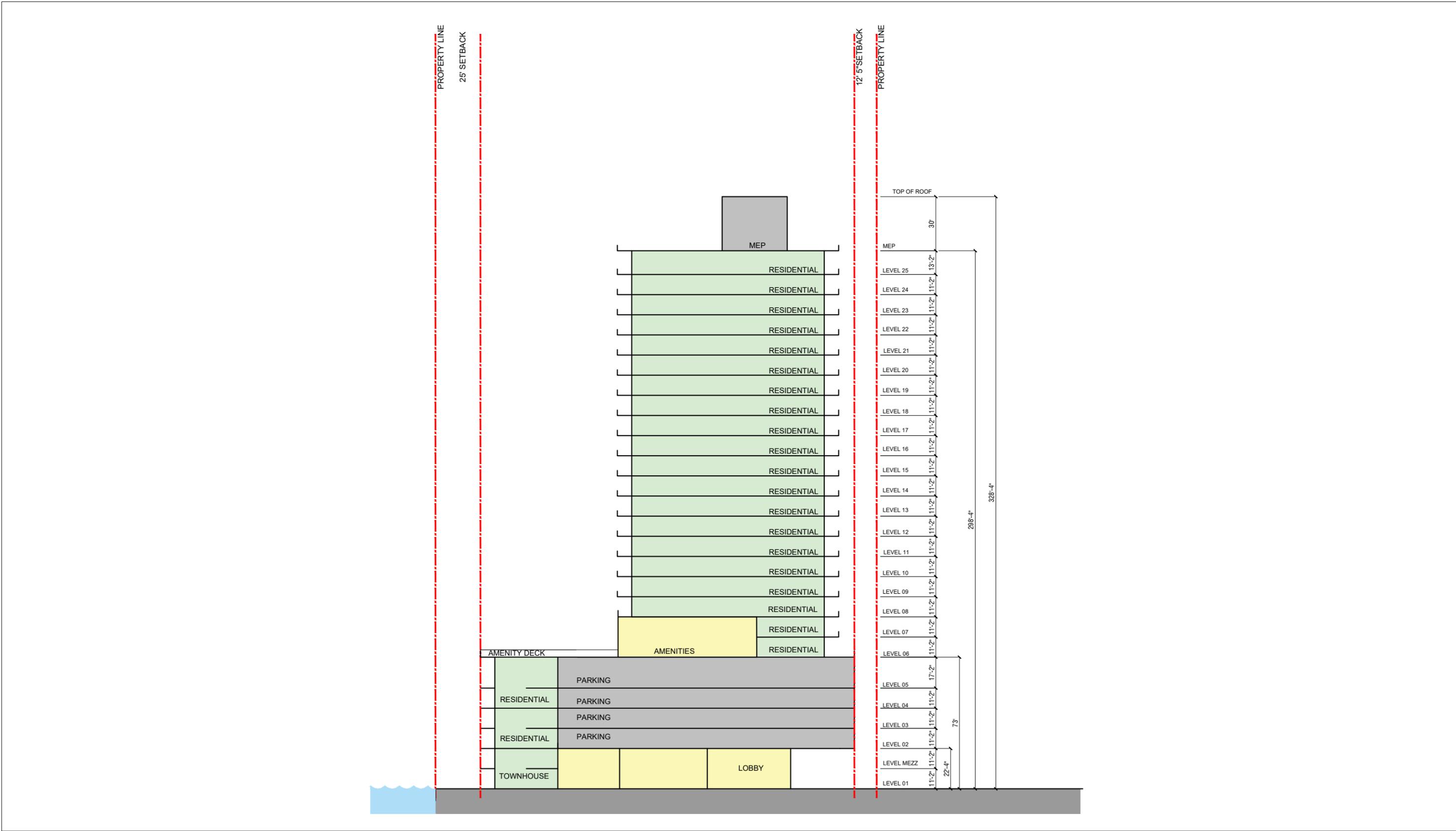
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**LEVEL TYP. UNITS**



DATE:  
 01/16/2026

**A-108**



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**SINGER ISLAND  
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**SECTION**



DATE:  
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**A-301**



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SINGER ISLAND  
RIVIERA BEACH, FL

RENDERING

DATE:  
01/16/2026



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SINGER ISLAND  
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RENDERING

DATE:  
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SINGER ISLAND  
RIVIERA BEACH, FL

RENDERING - CIVIC SPACE

DATE:  
01/16/2026

**Property Detail****Location Address :****Municipality :** RIVIERA BEACH**Parcel Control Number :** 56-43-42-27-67-001-0000**Subdivision :** SINGER ISLAND GATEWAY**Official Records Book/Page :** 30753 / 1248**Sale Date :** 07/12/2019**Legal Description :** SINGER ISLAND GATEWAY PAR A & PALM BEACH SHORES PB23P29 NLY 41.02 FT OF W 3 FT OF LT 525**Owner Information****Owner(s)**

2429 2525 LAKE DRIVE LLC

**Mailing Address**1314 E LAS OLAS BLVD # 1084  
FORT LAUDERDALE FL 33301 2334**Sales Information**

| Sales Date | Price        | OR Book/Page  | Sale Type     | Owner                    |
|------------|--------------|---------------|---------------|--------------------------|
| 07/12/2019 | \$13,000,000 | 30753 / 01248 | WARRANTY DEED | 2429 2525 LAKE DRIVE LLC |

**Exemption Information**

No Exemption Information Available.

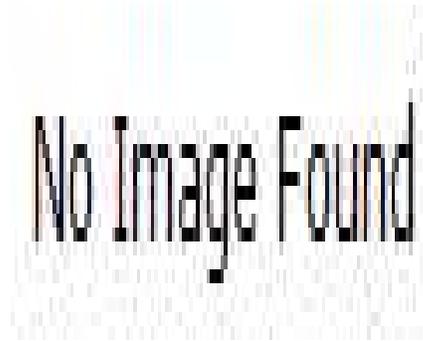
**Property Information****Number of Units :****\*Total Square Feet :** 0**Acres :** .23**Property Use Code :** 1000—VACANT COMMERCIAL LAND**Zoning :** DC—DOWNTOWN CORE (56-RIVIERA BEACH)**Building Details****Structural Details**

Structural Element for Building 1

Sketch for Building 1

Subarea and Square Footage for Building 1

| Code Description | square Footage |
|------------------|----------------|
| No data found    |                |

**Property Extra Feature**

| Description | Year Built | Units |
|-------------|------------|-------|
|-------------|------------|-------|

**Property Land Details**

| Land Line # | Description  | Zoning | Acres  |
|-------------|--------------|--------|--------|
| 1           | INTRACOASTAL | DC     | 0.2336 |

**Appraisals**

| Tax Year           | 2025        | 2024        | 2023        | 2022        | 2021        |
|--------------------|-------------|-------------|-------------|-------------|-------------|
| Improvement Value  | \$0         | \$0         | \$0         | \$0         | \$0         |
| Land Value         | \$1,496,019 | \$1,424,780 | \$1,526,550 | \$1,628,320 | \$1,373,895 |
| Total Market Value | \$1,496,019 | \$1,424,780 | \$1,526,550 | \$1,628,320 | \$1,373,895 |

**Assessed and Taxable Values**

| Tax Year         | 2025        | 2024        | 2023        | 2022        | 2021        |
|------------------|-------------|-------------|-------------|-------------|-------------|
| Assessed Value   | \$1,496,019 | \$1,424,780 | \$1,526,550 | \$1,511,285 | \$1,373,895 |
| Exemption Amount | \$0         | \$0         | \$0         | \$0         | \$0         |
| Taxable Value    | \$1,496,019 | \$1,424,780 | \$1,526,550 | \$1,511,285 | \$1,373,895 |

**Taxes**

| Tax Year       | 2025     | 2024     | 2023     | 2022     | 2021     |
|----------------|----------|----------|----------|----------|----------|
| AD VALOREM     | \$30,830 | \$29,364 | \$31,678 | \$32,730 | \$29,924 |
| NON AD VALOREM | \$0      | \$0      | \$0      | \$0      | \$0      |
| TOTAL TAX      | \$30,830 | \$29,364 | \$31,678 | \$32,730 | \$29,924 |

## Property Detail

**Location Address :** 2525 LAKE DR  
**Municipality :** RIVIERA BEACH  
**Parcel Control Number :** 56-43-42-27-67-002-0010  
**Subdivision :** SINGER ISLAND GATEWAY  
**Official Records Book/Page :** 30753 / 1248  
**Sale Date :** 07/12/2019  
**Legal Description :** SINGER ISLAND GATEWAY PAR B (LESS S 72 FT) & PALM BEACH SHORES PB23P29 W 3 FT OF LT 525 (LESS NLY 41.02 FT) & NLY 24.78 FT OF W 3 FT OF LT 526

## Owner Information

### Owner(s)

2429 2525 LAKE DRIVE LLC

### Mailing Address

1314 E LAS OLAS BLVD # 1084  
FORT LAUDERDALE FL 33301 2334

## Sales Information

| Sales Date | Price        | OR Book/Page  | Sale Type     | Owner                    |
|------------|--------------|---------------|---------------|--------------------------|
| 07/12/2019 | \$13,000,000 | 30753 / 01248 | WARRANTY DEED | 2429 2525 LAKE DRIVE LLC |

## Exemption Information

No Exemption Information Available.

## Property Information

**Number of Units :**  
**\*Total Square Feet :** 0  
**Acres :** 1.01  
**Property Use Code :** 1000—VACANT COMMERCIAL LAND  
**Zoning :** DC—DOWNTOWN CORE (56-RIVIERA BEACH)

## Building Details

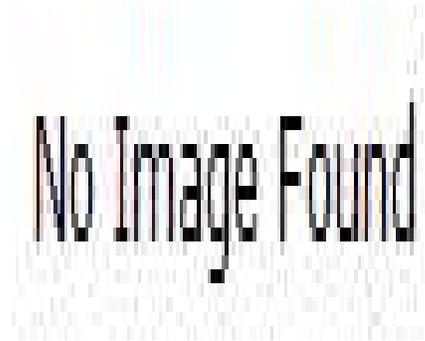
### Structural Details

Structural Element for Building 1

Sketch for Building 1

Subarea and Square Footage for Building 1

| Code Description | square Footage |
|------------------|----------------|
| No data found    |                |



## Property Extra Feature

| Description | Year Built | Units |
|-------------|------------|-------|
|-------------|------------|-------|

**Property Land Details**

| Land Line # | Description  | Zoning | Acres  |
|-------------|--------------|--------|--------|
| 1           | INTRACOASTAL | DC     | 1.0073 |

**Appraisals**

| Tax Year           | 2025        | 2024        | 2023        | 2022        | 2021        |
|--------------------|-------------|-------------|-------------|-------------|-------------|
| Improvement Value  | \$0         | \$0         | \$0         | \$0         | \$0         |
| Land Value         | \$6,450,066 | \$6,142,920 | \$6,581,700 | \$7,020,480 | \$5,923,530 |
| Total Market Value | \$6,450,066 | \$6,142,920 | \$6,581,700 | \$7,020,480 | \$5,923,530 |

**Assessed and Taxable Values**

| Tax Year         | 2025        | 2024        | 2023        | 2022        | 2021        |
|------------------|-------------|-------------|-------------|-------------|-------------|
| Assessed Value   | \$6,450,066 | \$6,142,920 | \$6,581,700 | \$6,515,883 | \$5,923,530 |
| Exemption Amount | \$0         | \$0         | \$0         | \$0         | \$0         |
| Taxable Value    | \$6,450,066 | \$6,142,920 | \$6,581,700 | \$6,515,883 | \$5,923,530 |

**Taxes**

| Tax Year       | 2025      | 2024      | 2023      | 2022      | 2021      |
|----------------|-----------|-----------|-----------|-----------|-----------|
| AD VALOREM     | \$132,923 | \$126,602 | \$136,581 | \$141,113 | \$129,017 |
| NON AD VALOREM | \$0       | \$0       | \$0       | \$0       | \$0       |
| TOTAL TAX      | \$132,923 | \$126,602 | \$136,581 | \$141,113 | \$129,017 |

## Property Detail

**Location Address :** 2429 LAKE DR  
**Municipality :** RIVIERA BEACH  
**Parcel Control Number :** 56-43-42-27-67-002-0020  
**Subdivision :** SINGER ISLAND GATEWAY  
**Official Records Book/Page :** 30753 / 1248  
**Sale Date :** 07/12/2019  
**Legal Description :** SINGER ISLAND GATEWAY S 72 FT OF PAR B

## Owner Information

### Owner(s)

2429 2525 LAKE DRIVE LLC

### Mailing Address

SCHecter LAW C/O 101 NE 3RD AVE STE 1250  
FORT LAUDERDALE FL 33301 1185

## Sales Information

| Sales Date | Price        | OR Book/Page  | Sale Type     | Owner                    |
|------------|--------------|---------------|---------------|--------------------------|
| 07/12/2019 | \$13,000,000 | 30753 / 01248 | WARRANTY DEED | 2429 2525 LAKE DRIVE LLC |

## Exemption Information

No Exemption Information Available.

## Property Information

**Number of Units :**  
**\*Total Square Feet :** 0  
**Acres :** .40  
**Property Use Code :** 1000—VACANT COMMERCIAL LAND  
**Zoning :** RMH-15—MULTI-FAMILY/HOTEL (RMH-15) (56-RIVIERA BEACH)

## Building Details

### Structural Details

Structural Element for Building 1

Sketch for Building 1

Subarea and Square Footage for Building 1

| Code Description | square Footage |
|------------------|----------------|
| No data found    |                |

No Image Found

## Property Extra Feature

| Description                | Year Built | Units |
|----------------------------|------------|-------|
| No Extra Feature Available |            |       |

**Property Land Details**

| Land Line # | Description  | Zoning | Acres  |
|-------------|--------------|--------|--------|
| 1           | INTRACOASTAL | RMH-15 | 0.4014 |

**Appraisals**

| Tax Year           | 2025        | 2024        | 2023        | 2022        | 2021        |
|--------------------|-------------|-------------|-------------|-------------|-------------|
| Improvement Value  | \$0         | \$0         | \$0         | \$0         | \$0         |
| Land Value         | \$2,570,295 | \$2,447,900 | \$2,622,750 | \$2,797,600 | \$2,360,475 |
| Total Market Value | \$2,570,295 | \$2,447,900 | \$2,622,750 | \$2,797,600 | \$2,360,475 |

**Assessed and Taxable Values**

| Tax Year         | 2025        | 2024        | 2023        | 2022        | 2021        |
|------------------|-------------|-------------|-------------|-------------|-------------|
| Assessed Value   | \$2,570,295 | \$2,447,900 | \$2,622,750 | \$2,596,523 | \$2,360,475 |
| Exemption Amount | \$0         | \$0         | \$0         | \$0         | \$0         |
| Taxable Value    | \$2,570,295 | \$2,447,900 | \$2,622,750 | \$2,596,523 | \$2,360,475 |

**Taxes**

| Tax Year       | 2025     | 2024     | 2023     | 2022     | 2021     |
|----------------|----------|----------|----------|----------|----------|
| AD VALOREM     | \$52,969 | \$50,450 | \$54,426 | \$56,232 | \$51,412 |
| NON AD VALOREM | \$0      | \$0      | \$0      | \$0      | \$0      |
| TOTAL TAX      | \$52,969 | \$50,450 | \$54,426 | \$56,232 | \$51,412 |

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER [www.pbcpa.gov](http://www.pbcpa.gov)

**Property Detail**

**Location Address** : 2425 LAKE DR 1  
**Municipality** : RIVIERA BEACH  
**Parcel Control Number** : 56-43-42-27-04-000-5290  
**Subdivision** : PALM BEACH SHORES IN PB 23 PGS 29 TO 32 INC  
**Official Records Book/Page** : 32153 / 445  
**Sale Date** : 01/29/2021  
**Legal Description** : PALM BEACH SHORES LT 529

**Owner Information**

**Owner(s)**  
2429 2525 LAKE DRIVE LLC

**Mailing Address**  
1314 E LAS OLAS BLVD # 1084  
FORT LAUDERDALE FL 33301 2334

**Sales Information**

| Sales Date | Price       | OR Book/Page  | Sale Type     | Owner                    |
|------------|-------------|---------------|---------------|--------------------------|
| 01/29/2021 | \$3,400,000 | 32153 / 00445 | WARRANTY DEED | 2429 2525 LAKE DRIVE LLC |
| 04/28/1960 | \$32,000    | 501 / 00673   | WARRANTY DEED | YACHT HAVEN INC          |

**Exemption Information**

No Exemption Information Available.

**Property Information**

**Number of Units** : 8  
**\*Total Square Feet** : 0  
**Acres** : .41  
**Property Use Code** : 0810—MFR 5 TO 9 UNITS  
**Zoning** : RMH-15—MULTI-FAMILY/HOTEL (RMH-15) (56-RIVIERA BEACH)

**Building Details**

**Structural Details**

Structural Element for Building 1

Sketch for Building 1

Subarea and Square Footage for Building 1

| Code Description | square Footage |
|------------------|----------------|
| No data found    |                |



**Property Extra Feature**

| Description | Year Built | Units |
|-------------|------------|-------|
|-------------|------------|-------|

|                     |      |      |
|---------------------|------|------|
| Paving- Asphalt     | 1968 | 660  |
| Walkway-Concrete    | 1968 | 1073 |
| Fence- Wrought Iron | 1968 | 170  |
| Shelter Picnic      | 1968 | 143  |
| Boat Dock           | 1968 | 822  |
| Paving- Asphalt     | 1968 | 990  |

### Property Land Details

| Land Line # | Description      | Zoning | Acres  |
|-------------|------------------|--------|--------|
| 1           | MFR 5 to 9 UNITS | RMH-15 | 0.4071 |

### Appraisals

| Tax Year           | 2025        | 2024        | 2023        | 2022        | 2021 |
|--------------------|-------------|-------------|-------------|-------------|------|
| Improvement Value  | \$729,040   | \$724,070   | \$739,306   | \$678,028   | \$0  |
| Land Value         | \$2,659,800 | \$2,659,800 | \$2,659,800 | \$2,269,696 | \$0  |
| Total Market Value | \$3,388,840 | \$3,383,870 | \$3,399,106 | \$2,947,724 | \$0  |

### Assessed and Taxable Values

| Tax Year         | 2025        | 2024        | 2023        | 2022        | 2021 |
|------------------|-------------|-------------|-------------|-------------|------|
| Assessed Value   | \$3,388,840 | \$3,383,870 | \$3,242,496 | \$2,947,724 | \$0  |
| Exemption Amount | \$0         | \$0         | \$0         | \$0         | \$0  |
| Taxable Value    | \$3,388,840 | \$3,383,870 | \$3,242,496 | \$2,947,724 | \$0  |

### Taxes

| Tax Year       | 2025     | 2024     | 2023     | 2022     | 2021 |
|----------------|----------|----------|----------|----------|------|
| AD VALOREM     | \$69,837 | \$69,740 | \$68,298 | \$62,350 | \$0  |
| NON AD VALOREM | \$912    | \$856    | \$824    | \$800    | \$0  |
| TOTAL TAX      | \$70,749 | \$70,596 | \$69,122 | \$63,150 | \$0  |

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER [www.pbcpao.gov](http://www.pbcpao.gov)

## Property Detail

**Location Address :** 2405 LAKE DR 1  
**Municipality :** RIVIERA BEACH  
**Parcel Control Number :** 56-43-42-27-04-000-5300  
**Subdivision :** PALM BEACH SHORES IN PB 23 PGS 29 TO 32 INC  
**Official Records Book/Page :** 32408 / 1285  
**Sale Date :** 04/07/2021  
**Legal Description :** PALM BEACH SHORES LT 530 & PT OF FILLED LANDS LYG WLY OF & ADJ TO IN OR21871P952

## Owner Information

### Owner(s)

2429 2525 LAKE DRIVE LLC

### Mailing Address

1314 E LAS OLAS BLVD # 1084  
FORT LAUDERDALE FL 33301 2334

## Sales Information

| Sales Date | Price       | OR Book/Page  | Sale Type     | Owner                       |
|------------|-------------|---------------|---------------|-----------------------------|
| 04/07/2021 | \$3,900,000 | 32408 / 01285 | WARRANTY DEED | 2429 2525 LAKE DRIVE LLC    |
| 05/01/2013 | \$1,400,000 | 26007 / 00622 | WARRANTY DEED | AMERICANA OF LAKE DRIVE LLC |
| 01/29/2013 | \$1,110,200 | 25755 / 00948 | CERT OF TITLE | ACJ LLC                     |
| 06/14/2007 | \$3,550,000 | 21871 / 00952 | DEED OF TRUST | 2405 LAKE DRIVE LLC         |
| 04/17/2002 | \$10        | 13632 / 00389 | WARRANTY DEED | LONG HAZEL TRUST EST        |
| 10/01/1995 | \$100       | 08944 / 01921 | WARRANTY DEED | LONG GERALD                 |
| 10/01/1995 | \$100       | 08944 / 01919 | WARRANTY DEED |                             |
| 12/01/1986 | \$100       | 05155 / 00556 | WARRANTY DEED |                             |

## Exemption Information

No Exemption Information Available.

## Property Information

**Number of Units :** 9  
**\*Total Square Feet :** 5709  
**Acres :** .41  
**Property Use Code :** 0810—MFR 5 TO 9 UNITS  
**Zoning :** RMH-15—MULTI-FAMILY/HOTEL (RMH-15) (56-RIVIERA BEACH)

## Building Details

### Structural Details

#### Structural Element for Building 1

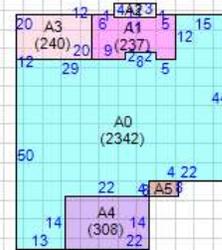
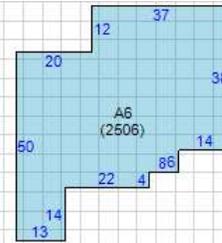
#### Sketch for Building 1

|                     |                     |
|---------------------|---------------------|
| Bldg Type           | SFR                 |
| Exterior Wall 1     | MSY: CB STUCCO      |
| Year Built          | 1966                |
| Air Condition Desc. | HTG & AC            |
| Heat Type           | FORCED AIR DUCT     |
| Heat Fuel           | ELECTRIC            |
| Bed Rooms           | 2                   |
| Full Baths          | 3                   |
| Half Baths          | 0                   |
| Exterior Wall 2     | WSF: VINLY/STL/ALUM |
| Roof Structure      | GABLE/HIP           |
| Roof Cover          | ASPHALT/COMPOSITION |
| Interior Wall 1     | PLASTER             |
| Interior Wall 2     | N/A                 |
| Floor Type 1        | CERAMIC/QUARRY TILE |
| Stories             | 2                   |

#### Subarea and Square Footage for Building 1

| Code Description | square Footage |
|------------------|----------------|
|------------------|----------------|

|                             |      |
|-----------------------------|------|
| UOP Unfinished Open Porch   | 240  |
| UOP Unfinished Open Porch   | 44   |
| FUS Finished Upper Story    | 2506 |
| FSP Finished Screened Porch | 237  |
| FOP Finished Open Porch     | 32   |
| BAS Base Area               | 2342 |
| FGR Finished Garage         | 308  |
| Total Square Footage        | 5709 |
| Area Under Air              | 4848 |



### Property Extra Feature

| Description     | Year Built | Units |
|-----------------|------------|-------|
| Paving- Asphalt | 1966       | 3446  |
| Paving- Asphalt | 1966       | 447   |
| Paving- Asphalt | 1966       | 550   |
| Boat Dock       | 2018       | 750   |

### Property Land Details

| Land Line # | Description      | Zoning | Acres  |
|-------------|------------------|--------|--------|
| 1           | MFR 5 to 9 UNITS | RMH-15 | 0.4074 |

### Appraisals

| Tax Year           | 2025        | 2024        | 2023        | 2022        | 2021        |
|--------------------|-------------|-------------|-------------|-------------|-------------|
| Improvement Value  | \$849,634   | \$849,362   | \$863,693   | \$542,072   | \$353,241   |
| Land Value         | \$2,662,050 | \$2,662,050 | \$2,662,050 | \$2,271,616 | \$1,510,003 |
| Total Market Value | \$3,511,684 | \$3,511,412 | \$3,525,743 | \$2,813,688 | \$1,863,244 |

### Assessed and Taxable Values

| Tax Year         | 2025        | 2024        | 2023        | 2022        | 2021        |
|------------------|-------------|-------------|-------------|-------------|-------------|
| Assessed Value   | \$3,511,684 | \$3,404,563 | \$3,095,057 | \$2,813,688 | \$1,833,062 |
| Exemption Amount | \$0         | \$0         | \$0         | \$0         | \$0         |
| Taxable Value    | \$3,511,684 | \$3,404,563 | \$3,095,057 | \$2,813,688 | \$1,833,062 |

### Taxes

| Tax Year       | 2025     | 2024     | 2023     | 2022     | 2021     |
|----------------|----------|----------|----------|----------|----------|
| AD VALOREM     | \$72,369 | \$70,841 | \$67,008 | \$59,515 | \$40,133 |
| NON AD VALOREM | \$1,117  | \$1,050  | \$1,012  | \$984    | \$946    |
| TOTAL TAX      | \$73,486 | \$71,891 | \$68,020 | \$60,499 | \$41,079 |

## Property Information

Owner Name : 2429 2525 LAKE DRIVE LLC  
 Parcel Control Number : 56-43-42-27-04-000-5300  
 Location Address : 2405 LAKE DR 1

## Structural Details

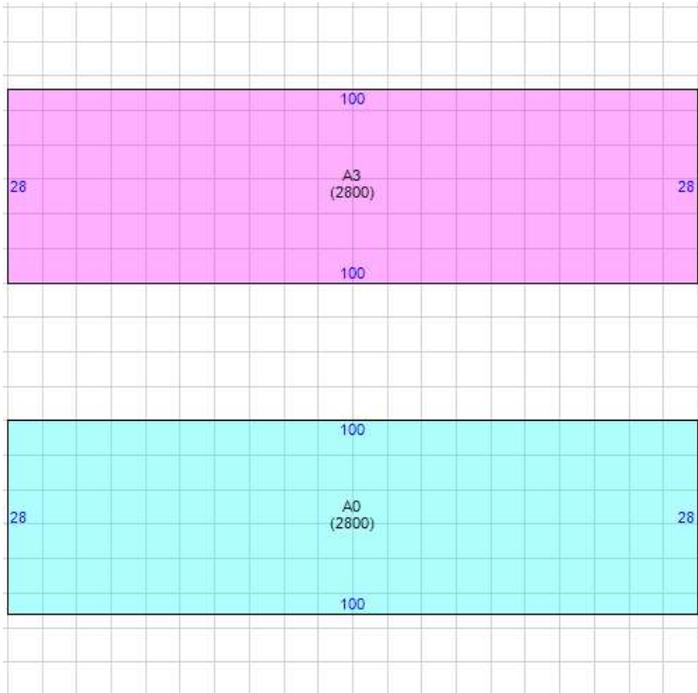
### Structural Element for Building 3

Year Built 1967  
 APARTMENTS LOW RISE 5600

### Subarea and Square Footage for Building 3

| Code Description            | square Footage |
|-----------------------------|----------------|
| APARTMENT                   | 2800           |
| APARTMENT                   | 2800           |
| <b>Total Square Footage</b> | <b>5600</b>    |

### Sketch for Building 3



## Property Extra Feature

| Description     | Year Built | Units |
|-----------------|------------|-------|
| Paving- Asphalt | 1966       | 3446  |
| Paving- Asphalt | 1966       | 447   |
| Paving- Asphalt | 1966       | 550   |
| Boat Dock       | 2018       | 750   |

## Property Land Details

| Land Line # | Description      | Zoning | Acres  |
|-------------|------------------|--------|--------|
| 1           | MFR 5 to 9 UNITS | RMH-15 | 0.4074 |

**Property Detail**

**Location Address** : 2401 LAKE DR 1  
**Municipality** : RIVIERA BEACH  
**Parcel Control Number** : 56-43-42-27-54-000-0010  
**Subdivision** : LAKE BREEZE COND DECL FILED 9-1-83 IN  
**Official Records Book/Page** : 35497 / 1373  
**Sale Date** : 01/08/2025  
**Legal Description** : LAKE BREEZE COND UNIT 1

**Owner Information**

|                 |  |
|-----------------|--|
| <b>Owner(s)</b> | <b>Mailing Address</b>   |
| 03022022 INC    | 1314 E LAS OLAS BLVD STE 1084<br>FORT LAUDERDALE FL 33301 2391 |

**Sales Information**

| <b>Sales Date</b> | <b>Price</b> | <b>OR Book/Page</b> | <b>Sale Type</b> | <b>Owner</b>        |
|-------------------|--------------|---------------------|------------------|---------------------|
| 01/08/2025        | \$2,550,000  | 35497 / 01373       | WARRANTY DEED    | 03022022 INC        |
| 11/06/2015        | \$10         | 27959 / 01763       | WARRANTY DEED    | HUTCHINS THOMAS T & |

**Exemption Information**

No Exemption Information Available.

**Property Information**

**Number of Units** : 1  
**\*Total Square Feet** : 1584  
**Acres** :  
**Property Use Code** : 0400—CONDOMINIUM  
**Zoning** : RMH-15—MULTI-FAMILY/HOTEL (RMH-15) (56-RIVIERA BEACH)

**Building Details****Structural Details**

## Structural Element for Building 1

|                    |                     |
|--------------------|---------------------|
| Name               | LAKE BREEZE CONDO   |
| Area               | 1584                |
| Year Built         | 1984                |
| No of Bedroom(s)   | 3                   |
| No of Bath(s)      | 1                   |
| No of Half Bath(s) | 1                   |
| Exterior Wall 1    | MSY: CB STUCCO      |
| Air Condition DESC | HTG & AC            |
| Heat Type          | FORCED AIR DUCT     |
| Exterior Wall 2    | NONE                |
| Roof Structure     | WOOD TRUSS          |
| Roof Cover         | CONCRETE TILE       |
| Interior Wall 1    | DRYWALL             |
| Interior Wall 2    | N/A                 |
| Floor Type 1       | CARPETING           |
| Floor Type 2       | CERAMIC/QUARRY TILE |
| Stories            | 1                   |

## Sketch for Building 1



## Subarea and Square Footage for Building 1

|                  |                |
|------------------|----------------|
| Code Description | square Footage |
| No data found    |                |

**Property Extra Feature**

|             |            |       |
|-------------|------------|-------|
| Description | Year Built | Units |
| Boat Slip   | 1983       | 17    |

**Property Land Details**

| Land Line #               | Description | Zoning | Acres |
|---------------------------|-------------|--------|-------|
| No Land Details Available |             |        |       |

**Appraisals**

| Tax Year           | 2025        | 2024        | 2023        | 2022      | 2021      |
|--------------------|-------------|-------------|-------------|-----------|-----------|
| Improvement Value  | \$1,265,500 | \$1,140,500 | \$1,140,500 | \$347,400 | \$280,500 |
| Land Value         | \$0         | \$0         | \$0         | \$0       | \$0       |
| Total Market Value | \$1,265,500 | \$1,140,500 | \$1,140,500 | \$347,400 | \$280,500 |

**Assessed and Taxable Values**

| Tax Year         | 2025      | 2024      | 2023      | 2022      | 2021      |
|------------------|-----------|-----------|-----------|-----------|-----------|
| Assessed Value   | \$234,167 | \$227,568 | \$220,940 | \$214,505 | \$208,257 |
| Exemption Amount | \$50,722  | \$50,000  | \$50,000  | \$50,000  | \$50,000  |
| Taxable Value    | \$183,445 | \$177,568 | \$170,940 | \$164,505 | \$158,257 |

**Taxes**

| Tax Year       | 2025    | 2024    | 2023    | 2022    | 2021    |
|----------------|---------|---------|---------|---------|---------|
| AD VALOREM     | \$3,943 | \$3,817 | \$3,709 | \$3,643 | \$3,619 |
| NON AD VALOREM | \$114   | \$107   | \$103   | \$100   | \$96    |
| TOTAL TAX      | \$4,057 | \$3,924 | \$3,812 | \$3,743 | \$3,715 |

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER [www.pbcpar.com](http://www.pbcpar.com)

## Property Detail

**Location Address** : 2401 LAKE DR 2  
**Municipality** : RIVIERA BEACH  
**Parcel Control Number** : 56-43-42-27-54-000-0020  
**Subdivision** : LAKE BREEZE COND DECL FILED 9-1-83 IN  
**Official Records Book/Page** : 35497 / 1373  
**Sale Date** : 01/08/2025  
**Legal Description** : LAKE BREEZE COND UNIT 2

## Owner Information

| Owner(s)     | Mailing Address  |
|--------------|--|
| 03022022 INC | 1314 E LAS OLAS BLVD STE 1084<br>FORT LAUDERDALE FL 33301 2391 |

## Sales Information

| Sales Date | Price       | OR Book/Page  | Sale Type     | Owner                 |
|------------|-------------|---------------|---------------|-----------------------|
| 01/08/2025 | \$2,550,000 | 35497 / 01373 | WARRANTY DEED | 03022022 INC          |
| 11/16/2015 | \$10        | 27959 / 01763 | WARRANTY DEED | HUTCHINS FAMILY TRUST |

## Exemption Information

No Exemption Information Available.

## Property Information

**Number of Units** : 1  
**\*Total Square Feet** : 624  
**Acres** :  
**Property Use Code** : 0400—CONDOMINIUM  
**Zoning** : RMH-15—MULTI-FAMILY/HOTEL (RMH-15) (56-RIVIERA BEACH)

## Building Details

### Structural Details

#### Structural Element for Building 1

|                    |                     |
|--------------------|---------------------|
| Name               | LAKE BREEZE CONDO   |
| Area               | 624                 |
| Year Built         | 1984                |
| No of Bedroom(s)   | 1                   |
| No of Bath(s)      | 1                   |
| No of Half Bath(s) |                     |
| Exterior Wall 1    | MSY: CB STUCCO      |
| Air Condition DESC | HTG & AC            |
| Heat Type          | FORCED AIR DUCT     |
| Exterior Wall 2    | NONE                |
| Roof Structure     | WOOD TRUSS          |
| Roof Cover         | CONCRETE TILE       |
| Interior Wall 1    | DRYWALL             |
| Interior Wall 2    | N/A                 |
| Floor Type 1       | CARPETING           |
| Floor Type 2       | CERAMIC/QUARRY TILE |
| Stories            | 1                   |

#### Sketch for Building 1



#### Subarea and Square Footage for Building 1

| Code Description | square Footage |
|------------------|----------------|
| No data found    |                |

## Property Extra Feature

Description  
No Extra Feature Available

Year Built

Units

**Property Land Details**

| Land Line #               | Description | Zoning | Acres |
|---------------------------|-------------|--------|-------|
| No Land Details Available |             |        |       |

**Appraisals**

| Tax Year           | 2025      | 2024      | 2023      | 2022      | 2021      |
|--------------------|-----------|-----------|-----------|-----------|-----------|
| Improvement Value  | \$580,000 | \$520,000 | \$520,000 | \$138,750 | \$110,000 |
| Land Value         | \$0       | \$0       | \$0       | \$0       | \$0       |
| Total Market Value | \$580,000 | \$520,000 | \$520,000 | \$138,750 | \$110,000 |

**Assessed and Taxable Values**

| Tax Year         | 2025      | 2024      | 2023      | 2022      | 2021      |
|------------------|-----------|-----------|-----------|-----------|-----------|
| Assessed Value   | \$161,051 | \$146,410 | \$133,100 | \$121,000 | \$110,000 |
| Exemption Amount | \$0       | \$0       | \$0       | \$0       | \$0       |
| Taxable Value    | \$161,051 | \$146,410 | \$133,100 | \$121,000 | \$110,000 |

**Taxes**

| Tax Year       | 2025    | 2024    | 2023    | 2022    | 2021    |
|----------------|---------|---------|---------|---------|---------|
| AD VALOREM     | \$5,967 | \$5,376 | \$5,260 | \$2,675 | \$2,396 |
| NON AD VALOREM | \$114   | \$107   | \$103   | \$100   | \$96    |
| TOTAL TAX      | \$6,081 | \$5,483 | \$5,363 | \$2,775 | \$2,492 |

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER [www.pbcypo.gov](http://www.pbcypo.gov)

## Property Detail

**Location Address :** 2401 LAKE DR 3  
**Municipality :** RIVIERA BEACH  
**Parcel Control Number :** 56-43-42-27-54-000-0030  
**Subdivision :** LAKE BREEZE COND DECL FILED 9-1-83 IN  
**Official Records Book/Page :** 33478 / 338  
**Sale Date :** 04/11/2022  
**Legal Description :** LAKE BREEZE COND UNIT 3

## Owner Information

| Owner(s)     | Mailing Address  |
|--------------|--|
| 03022022 INC | 1314 E LAS OLAS BLVD # 1084<br>FORT LAUDERDALE FL 33301 2334 |

## Sales Information

| Sales Date | Price       | OR Book/Page  | Sale Type     | Owner         |
|------------|-------------|---------------|---------------|---------------|
| 04/11/2022 | \$1,300,000 | 33478 / 00338 | WARRANTY DEED | 03022022 INC  |
| 10/29/2001 | \$73,750    | 13040 / 01237 | WARRANTY DEED | RYAN PATRICIA |
| 12/01/1987 | \$100       | 05526 / 00953 | QUIT CLAIM    |               |
| 06/01/1987 | \$64,000    | 05333 / 00429 | WARRANTY DEED |               |

## Exemption Information

No Exemption Information Available.

## Property Information

**Number of Units :** 1  
**\*Total Square Feet :** 624  
**Acres :**  
**Property Use Code :** 0400—CONDOMINIUM  
**Zoning :** RMH-15—MULTI-FAMILY/HOTEL (RMH-15) (56-RIVIERA BEACH)

## Building Details

### Structural Details

#### Structural Element for Building 1

|                    |                     |
|--------------------|---------------------|
| Name               | LAKE BREEZE CONDO   |
| Area               | 624                 |
| Year Built         | 1984                |
| No of Bedroom(s)   | 1                   |
| No of Bath(s)      | 1                   |
| No of Half Bath(s) |                     |
| Exterior Wall 1    | MSY: CB STUCCO      |
| Air Condition DESC | HTG & AC            |
| Heat Type          | FORCED AIR DUCT     |
| Roof Structure     | WOOD TRUSS          |
| Roof Cover         | CONCRETE TILE       |
| Interior Wall 1    | DRYWALL             |
| Floor Type 1       | CARPETING           |
| Floor Type 2       | CERAMIC/QUARRY TILE |
| Stories            | 1                   |

#### Sketch for Building 1

No Image Found

#### Subarea and Square Footage for Building 1

| Code Description | square Footage |
|------------------|----------------|
| No data found    |                |

**Property Extra Feature**

|                            |            |       |
|----------------------------|------------|-------|
| Description                | Year Built | Units |
| No Extra Feature Available |            |       |

**Property Land Details**

|                           |             |        |       |
|---------------------------|-------------|--------|-------|
| Land Line #               | Description | Zoning | Acres |
| No Land Details Available |             |        |       |

**Appraisals**

| Tax Year           | 2025      | 2024      | 2023      | 2022      | 2021      |
|--------------------|-----------|-----------|-----------|-----------|-----------|
| Improvement Value  | \$580,000 | \$520,000 | \$520,000 | \$138,750 | \$110,000 |
| Land Value         | \$0       | \$0       | \$0       | \$0       | \$0       |
| Total Market Value | \$580,000 | \$520,000 | \$520,000 | \$138,750 | \$110,000 |

**Assessed and Taxable Values**

| Tax Year         | 2025      | 2024      | 2023      | 2022      | 2021      |
|------------------|-----------|-----------|-----------|-----------|-----------|
| Assessed Value   | \$572,000 | \$520,000 | \$520,000 | \$121,000 | \$110,000 |
| Exemption Amount | \$0       | \$0       | \$0       | \$0       | \$0       |
| Taxable Value    | \$572,000 | \$520,000 | \$520,000 | \$121,000 | \$110,000 |

**Taxes**

| Tax Year       | 2025     | 2024     | 2023     | 2022    | 2021    |
|----------------|----------|----------|----------|---------|---------|
| AD VALOREM     | \$11,838 | \$10,717 | \$10,791 | \$2,675 | \$2,396 |
| NON AD VALOREM | \$114    | \$107    | \$103    | \$100   | \$96    |
| TOTAL TAX      | \$11,952 | \$10,824 | \$10,894 | \$2,775 | \$2,492 |

**Property Detail**

**Location Address :** 2401 LAKE DR 4  
**Municipality :** RIVIERA BEACH  
**Parcel Control Number :** 56-43-42-27-54-000-0040  
**Subdivision :** LAKE BREEZE COND DECL FILED 9-1-83 IN  
**Official Records Book/Page :** 33478 / 338  
**Sale Date :** 04/11/2022  
**Legal Description :** LAKE BREEZE COND UNIT 4

**Owner Information**

|                 |  |
|-----------------|--|
| <b>Owner(s)</b> | <b>Mailing Address</b>                                       |
| 03022022 INC    | 1314 E LAS OLAS BLVD # 1084<br>FORT LAUDERDALE FL 33301 2334 |

**Sales Information**

| <b>Sales Date</b> | <b>Price</b> | <b>OR Book/Page</b> | <b>Sale Type</b> | <b>Owner</b>  |
|-------------------|--------------|---------------------|------------------|---------------|
| 04/11/2022        | \$1,300,000  | 33478 / 00338       | WARRANTY DEED    | 03022022 INC  |
| 10/29/2001        | \$73,750     | 13040 / 01239       | WARRANTY DEED    | RYAN PATRICIA |
| 10/29/2001        | \$73,750     | 13040 / 01237       | WARRANTY DEED    | RYAN PATRICIA |
| 06/01/1995        | \$67,600     | 08816 / 01451       | WARRANTY DEED    |               |
| 06/01/1993        | \$65,000     | 07768 / 00243       | WARRANTY DEED    |               |
| 04/01/1984        | \$65,000     | 04225 / 00598       | WARRANTY DEED    |               |

**Exemption Information**

No Exemption Information Available.

**Property Information**

**Number of Units :**  
**\*Total Square Feet :** 624  
**Acres :**  
**Property Use Code :** 0400—CONDOMINIUM  
**Zoning :** RMH-15—MULTI-FAMILY/HOTEL (RMH-15) (56-RIVIERA BEACH)

**Building Details****Structural Details**

## Structural Element for Building 1

|                    |                     |
|--------------------|---------------------|
| Name               | LAKE BREEZE CONDO   |
| Area               | 624                 |
| Year Built         | 1984                |
| No of Bedroom(s)   | 1                   |
| No of Bath(s)      | 1                   |
| No of Half Bath(s) |                     |
| Exterior Wall 1    | MSY: CB STUCCO      |
| Air Condition DESC | HTG & AC            |
| Heat Type          | FORCED AIR DUCT     |
| Roof Structure     | WOOD TRUSS          |
| Roof Cover         | CONCRETE TILE       |
| Interior Wall 1    | DRYWALL             |
| Floor Type 1       | CARPETING           |
| Floor Type 2       | CERAMIC/QUARRY TILE |
| Stories            | 1                   |

## Sketch for Building 1



## Subarea and Square Footage for Building 1

|                  |                |
|------------------|----------------|
| Code Description | square Footage |
| No data found    |                |

## Property Extra Feature

| Description                | Year Built | Units |
|----------------------------|------------|-------|
| No Extra Feature Available |            |       |

## Property Land Details

| Land Line #               | Description | Zoning | Acres |
|---------------------------|-------------|--------|-------|
| No Land Details Available |             |        |       |

## Appraisals

| Tax Year           | 2025      | 2024      | 2023      | 2022      | 2021      |
|--------------------|-----------|-----------|-----------|-----------|-----------|
| Improvement Value  | \$580,000 | \$520,000 | \$520,000 | \$138,750 | \$110,000 |
| Land Value         | \$0       | \$0       | \$0       | \$0       | \$0       |
| Total Market Value | \$580,000 | \$520,000 | \$520,000 | \$138,750 | \$110,000 |

## Assessed and Taxable Values

| Tax Year         | 2025      | 2024      | 2023      | 2022      | 2021      |
|------------------|-----------|-----------|-----------|-----------|-----------|
| Assessed Value   | \$572,000 | \$520,000 | \$520,000 | \$113,300 | \$110,000 |
| Exemption Amount | \$0       | \$0       | \$0       | \$50,000  | \$50,000  |
| Taxable Value    | \$572,000 | \$520,000 | \$520,000 | \$63,300  | \$60,000  |

## Taxes

| Tax Year       | 2025     | 2024     | 2023     | 2022    | 2021    |
|----------------|----------|----------|----------|---------|---------|
| AD VALOREM     | \$11,838 | \$10,717 | \$10,791 | \$1,502 | \$1,479 |
| NON AD VALOREM | \$114    | \$107    | \$103    | \$100   | \$96    |
| TOTAL TAX      | \$11,952 | \$10,824 | \$10,894 | \$1,602 | \$1,575 |

**Property Detail**

**Location Address** : 2401 LAKE DR 5  
**Municipality** : RIVIERA BEACH  
**Parcel Control Number** : 56-43-42-27-54-000-0050  
**Subdivision** : LAKE BREEZE COND DECL FILED 9-1-83 IN  
**Official Records Book/Page** : 33478 / 349  
**Sale Date** : 04/08/2022  
**Legal Description** : LAKE BREEZE COND UNIT 5

**Owner Information**

| <b>Owner(s)</b> | <b>Mailing Address</b>                                       |
|-----------------|--|
| 03022022 INC    | 1314 E LAS OLAS BLVD # 1084<br>FORT LAUDERDALE FL 33301 2334 |

**Sales Information**

| <b>Sales Date</b> | <b>Price</b> | <b>OR Book/Page</b> | <b>Sale Type</b> | <b>Owner</b>        |
|-------------------|--------------|---------------------|------------------|---------------------|
| 04/08/2022        | \$650,000    | 33478 / 00349       | WARRANTY DEED    | 03022022 INC        |
| 02/01/2011        | \$10         | 24359 / 01047       | REP DEED         | CONSTANTINE CAROL E |
| 10/01/1999        | \$100        | 11416 / 01810       | QUIT CLAIM       |                     |
| 01/01/1996        | \$100        | 09102 / 01245       | QUIT CLAIM       |                     |
| 04/01/1990        | \$100        | 06432 / 00430       | QUIT CLAIM       |                     |
| 08/01/1985        | \$60,000     | 04639 / 01056       | WARRANTY DEED    |                     |

**Exemption Information**

No Exemption Information Available.

**Property Information**

**Number of Units** : 1  
**\*Total Square Feet** : 624  
**Acres** :  
**Property Use Code** : 0400—CONDOMINIUM  
**Zoning** : RMH-15—MULTI-FAMILY/HOTEL (RMH-15) (56-RIVIERA BEACH)

**Building Details****Structural Details**

|                    |                     |
|--------------------|---------------------|
| Name               | LAKE BREEZE CONDO   |
| Area               | 624                 |
| Year Built         | 1984                |
| No of Bedroom(s)   | 1                   |
| No of Bath(s)      | 1                   |
| No of Half Bath(s) |                     |
| Exterior Wall 1    | MSY: CB STUCCO      |
| Air Condition DESC | HTG & AC            |
| Heat Type          | FORCED AIR DUCT     |
| Exterior Wall 2    | NONE                |
| Roof Structure     | WOOD TRUSS          |
| Roof Cover         | CONCRETE TILE       |
| Interior Wall 1    | DRYWALL             |
| Interior Wall 2    | N/A                 |
| Floor Type 1       | CARPETING           |
| Floor Type 2       | CERAMIC/QUARRY TILE |
| Stories            | 1                   |



## Subarea and Square Footage for Building 1

|                  |                |
|------------------|----------------|
| Code Description | square Footage |
| No data found    |                |

**Property Extra Feature**

| Description                | Year Built | Units |
|----------------------------|------------|-------|
| No Extra Feature Available |            |       |

**Property Land Details**

| Land Line #               | Description | Zoning | Acres |
|---------------------------|-------------|--------|-------|
| No Land Details Available |             |        |       |

**Appraisals**

| Tax Year           | 2025      | 2024      | 2023      | 2022      | 2021      |
|--------------------|-----------|-----------|-----------|-----------|-----------|
| Improvement Value  | \$580,000 | \$520,000 | \$520,000 | \$138,750 | \$110,000 |
| Land Value         | \$0       | \$0       | \$0       | \$0       | \$0       |
| Total Market Value | \$580,000 | \$520,000 | \$520,000 | \$138,750 | \$110,000 |

**Assessed and Taxable Values**

| Tax Year         | 2025      | 2024      | 2023      | 2022      | 2021      |
|------------------|-----------|-----------|-----------|-----------|-----------|
| Assessed Value   | \$572,000 | \$520,000 | \$520,000 | \$121,000 | \$110,000 |
| Exemption Amount | \$0       | \$0       | \$0       | \$0       | \$0       |
| Taxable Value    | \$572,000 | \$520,000 | \$520,000 | \$121,000 | \$110,000 |

**Taxes**

| Tax Year       | 2025     | 2024     | 2023     | 2022    | 2021    |
|----------------|----------|----------|----------|---------|---------|
| AD VALOREM     | \$11,838 | \$10,717 | \$10,791 | \$2,675 | \$2,396 |
| NON AD VALOREM | \$114    | \$107    | \$103    | \$100   | \$96    |
| TOTAL TAX      | \$11,952 | \$10,824 | \$10,894 | \$2,775 | \$2,492 |

## Property Detail

**Location Address :** 2401 LAKE DR 6  
**Municipality :** RIVIERA BEACH  
**Parcel Control Number :** 56-43-42-27-54-000-0060  
**Subdivision :** LAKE BREEZE COND DECL FILED 9-1-83 IN  
**Official Records Book/Page :** 35497 / 1324  
**Sale Date :** 01/07/2025  
**Legal Description :** LAKE BREEZE COND UNIT 6

## Owner Information

| Owner(s)     | Mailing Address  |
|--------------|--|
| 03022022 INC | 1314 E LAS OLAS BLVD STE 1084<br>FORT LAUDERDALE FL 33301 2391 |

## Sales Information

| Sales Date | Price     | OR Book/Page  | Sale Type     | Owner               |
|------------|-----------|---------------|---------------|---------------------|
| 01/07/2025 | \$750,000 | 35497 / 01324 | WARRANTY DEED | 03022022 INC        |
| 12/13/2017 | \$10      | 29559 / 01958 | WARRANTY DEED | ALEXANDRE SALLY H & |
| 01/27/2004 | \$10      | 16622 / 00914 | QUIT CLAIM    | ALEXANDRE SALLY H   |
| 06/01/1987 | \$63,000  | 05333 / 00434 | WARRANTY DEED |                     |

## Exemption Information

No Exemption Information Available.

## Property Information

**Number of Units :** 1  
**\*Total Square Feet :** 624  
**Acres :**  
**Property Use Code :** 0400—CONDOMINIUM  
**Zoning :** RMH-15—MULTI-FAMILY/HOTEL (RMH-15) (56-RIVIERA BEACH)

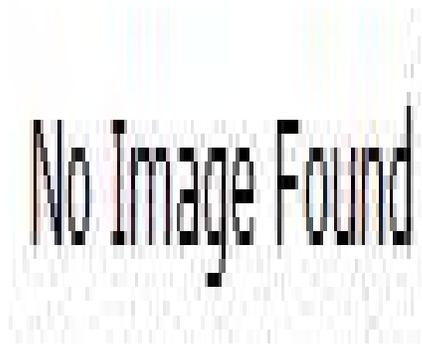
## Building Details

### Structural Details

#### Structural Element for Building 1

|                    |                     |
|--------------------|---------------------|
| Name               | LAKE BREEZE CONDO   |
| Area               | 624                 |
| Year Built         | 1984                |
| No of Bedroom(s)   | 1                   |
| No of Bath(s)      | 1                   |
| No of Half Bath(s) |                     |
| Exterior Wall 1    | MSY: CB STUCCO      |
| Air Condition DESC | HTG & AC            |
| Heat Type          | FORCED AIR DUCT     |
| Exterior Wall 2    | NONE                |
| Roof Structure     | WOOD TRUSS          |
| Roof Cover         | CONCRETE TILE       |
| Interior Wall 1    | DRYWALL             |
| Interior Wall 2    | N/A                 |
| Floor Type 1       | CARPETING           |
| Floor Type 2       | CERAMIC/QUARRY TILE |
| Stories            | 1                   |

#### Sketch for Building 1



#### Subarea and Square Footage for Building 1

| Code Description | square Footage |
|------------------|----------------|
| No data found    |                |

**Property Extra Feature**

|             |            |       |
|-------------|------------|-------|
| Description | Year Built | Units |
| Boat Slip   | 1983       | 17    |

**Property Land Details**

|                           |             |        |       |
|---------------------------|-------------|--------|-------|
| Land Line #               | Description | Zoning | Acres |
| No Land Details Available |             |        |       |

**Appraisals**

| Tax Year           | 2025      | 2024      | 2023      | 2022      | 2021      |
|--------------------|-----------|-----------|-----------|-----------|-----------|
| Improvement Value  | \$615,500 | \$555,500 | \$555,500 | \$169,800 | \$140,500 |
| Land Value         | \$0       | \$0       | \$0       | \$0       | \$0       |
| Total Market Value | \$615,500 | \$555,500 | \$555,500 | \$169,800 | \$140,500 |

**Assessed and Taxable Values**

| Tax Year         | 2025      | 2024      | 2023      | 2022      | 2021      |
|------------------|-----------|-----------|-----------|-----------|-----------|
| Assessed Value   | \$205,707 | \$187,006 | \$170,005 | \$154,550 | \$140,500 |
| Exemption Amount | \$0       | \$0       | \$0       | \$0       | \$0       |
| Taxable Value    | \$205,707 | \$187,006 | \$170,005 | \$154,550 | \$140,500 |

**Taxes**

| Tax Year       | 2025    | 2024    | 2023    | 2022    | 2021    |
|----------------|---------|---------|---------|---------|---------|
| AD VALOREM     | \$6,830 | \$6,181 | \$6,017 | \$3,368 | \$3,060 |
| NON AD VALOREM | \$114   | \$107   | \$103   | \$100   | \$96    |
| TOTAL TAX      | \$6,944 | \$6,288 | \$6,120 | \$3,468 | \$3,156 |

**Property Detail**

**Location Address :**  
**Municipality :** RIVIERA BEACH  
**Parcel Control Number :** 56-43-42-27-67-003-0000  
**Subdivision :** SINGER ISLAND GATEWAY  
**Official Records Book/Page :** 30753 / 1248  
**Sale Date :** 07/12/2019  
**Legal Description :** SINGER ISLAND GATEWAY PAR C

**Owner Information**

**Owner(s)**  
 2429 2525 LAKE DRIVE LLC

**Mailing Address**  
 1314 E LAS OLAS BLVD # 1084  
 FORT LAUDERDALE FL 33301 2334

**Sales Information**

| Sales Date | Price        | OR Book/Page  | Sale Type     | Owner                    |
|------------|--------------|---------------|---------------|--------------------------|
| 07/12/2019 | \$13,000,000 | 30753 / 01248 | WARRANTY DEED | 2429 2525 LAKE DRIVE LLC |

**Exemption Information**

No Exemption Information Available.

**Property Information**

**Number of Units :**  
**\*Total Square Feet :** 0  
**Acres :** .23  
**Property Use Code :** 1000—VACANT COMMERCIAL LAND  
**Zoning :** RMH-15—MULTI-FAMILY/HOTEL (RMH-15) (56-RIVIERA BEACH)

**Building Details****Structural Details**

Structural Element for Building 1

Sketch for Building 1

Subarea and Square Footage for Building 1

| Code Description | square Footage |
|------------------|----------------|
| No data found    |                |

**Property Extra Feature**

| Description                | Year Built | Units |
|----------------------------|------------|-------|
| No Extra Feature Available |            |       |

**Property Land Details**

| Land Line # | Description        | Zoning | Acres  |
|-------------|--------------------|--------|--------|
| 1           | VACANT RESIDENTIAL | RMH-15 | 0.2263 |

**Appraisals**

| Tax Year           | 2025        | 2024      | 2023      | 2022      | 2021      |
|--------------------|-------------|-----------|-----------|-----------|-----------|
| Improvement Value  | \$0         | \$0       | \$0       | \$0       | \$0       |
| Land Value         | \$1,035,090 | \$985,800 | \$975,942 | \$887,220 | \$788,640 |
| Total Market Value | \$1,035,090 | \$985,800 | \$975,942 | \$887,220 | \$788,640 |

**Assessed and Taxable Values**

| Tax Year         | 2025        | 2024      | 2023      | 2022      | 2021      |
|------------------|-------------|-----------|-----------|-----------|-----------|
| Assessed Value   | \$1,035,090 | \$985,800 | \$954,254 | \$867,504 | \$788,640 |
| Exemption Amount | \$0         | \$0       | \$0       | \$0       | \$0       |
| Taxable Value    | \$1,035,090 | \$985,800 | \$954,254 | \$867,504 | \$788,640 |

**Taxes**

| Tax Year       | 2025     | 2024     | 2023     | 2022     | 2021     |
|----------------|----------|----------|----------|----------|----------|
| AD VALOREM     | \$21,331 | \$20,317 | \$19,942 | \$18,478 | \$17,177 |
| NON AD VALOREM | \$0      | \$0      | \$0      | \$0      | \$0      |
| TOTAL TAX      | \$21,331 | \$20,317 | \$19,942 | \$18,478 | \$17,177 |

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER [www.pbcprao.gov](http://www.pbcprao.gov)

**APPENDIX C**  
**TRIP GENERATION DATA**

**Trip Generation Analysis  
Singer Island Gateway**

**Daily**

| Land Use                        | ITE Code | Size      | Trip Generation Rate <sup>[1]</sup> | In  | Out | Total Site Trips |            |              | Internal Trips |            |            |              | External Trips |            |              | Pass-by Trips |            |            |       | Primary Trips |            |            |
|---------------------------------|----------|-----------|-------------------------------------|-----|-----|------------------|------------|--------------|----------------|------------|------------|--------------|----------------|------------|--------------|---------------|------------|------------|-------|---------------|------------|------------|
|                                 |          |           |                                     |     |     | In               | Out        | Total        | In             | Out        | Total      | %            | In             | Out        | Total        | In            | Out        | Total      | %     | In            | Out        | Total      |
| <b>Existing Uses</b>            |          |           |                                     |     |     |                  |            |              |                |            |            |              |                |            |              |               |            |            |       |               |            |            |
| Multifamily Housing (Low-Rise)  | 220      | 23 DU     | T = 6.74 (X)                        | 50% | 50% | 78               | 77         | 155          | 0              | 0          | 0          | 0.0%         | 78             | 77         | 155          | 0             | 0          | 0          | 0.0%  | 78            | 77         | 155        |
| <b>Proposed Uses</b>            |          |           |                                     |     |     |                  |            |              |                |            |            |              |                |            |              |               |            |            |       |               |            |            |
| Multifamily Housing (High-Rise) | 222      | 304 DU    | N/A <sup>[2]</sup>                  | 50% | 50% | 439              | 439        | 878          | 66             | 43         | 109        | 12.4%        | 373            | 396        | 769          | 0             | 0          | 0          | 0.0%  | 373           | 396        | 769        |
| Strip Retail Plaza (<40k SF)    | 822      | 12,143 SF | T = 54.45 (X)                       | 50% | 50% | 330              | 331        | 661          | 43             | 66         | 109        | 16.5%        | 287            | 265        | 552          | 174           | 174        | 348        | 63.0% | 113           | 91         | 204        |
| <b>Total</b>                    |          |           |                                     |     |     | <b>769</b>       | <b>770</b> | <b>1,539</b> | <b>109</b>     | <b>109</b> | <b>218</b> | <b>14.2%</b> | <b>660</b>     | <b>661</b> | <b>1,321</b> | <b>174</b>    | <b>174</b> | <b>348</b> |       | <b>486</b>    | <b>487</b> | <b>973</b> |
| <b>Net-New Trips</b>            |          |           |                                     |     |     | <b>691</b>       | <b>693</b> | <b>1,384</b> | <b>109</b>     | <b>109</b> | <b>218</b> |              | <b>582</b>     | <b>584</b> | <b>1,166</b> | <b>174</b>    | <b>174</b> | <b>348</b> |       | <b>408</b>    | <b>410</b> | <b>818</b> |

**Morning Peak Hour**

| Land Use                        | ITE Code | Size      | Trip Generation Rate <sup>[1]</sup> | In  | Out | Total Site Trips |           |           | Internal Trips |          |          |      | External Trips |           |           | Pass-by Trips |          |           |       | Primary Trips |           |           |
|---------------------------------|----------|-----------|-------------------------------------|-----|-----|------------------|-----------|-----------|----------------|----------|----------|------|----------------|-----------|-----------|---------------|----------|-----------|-------|---------------|-----------|-----------|
|                                 |          |           |                                     |     |     | In               | Out       | Total     | In             | Out      | Total    | %    | In             | Out       | Total     | In            | Out      | Total     | %     | In            | Out       | Total     |
| <b>Existing Uses</b>            |          |           |                                     |     |     |                  |           |           |                |          |          |      |                |           |           |               |          |           |       |               |           |           |
| Multifamily Housing (Low-Rise)  | 220      | 23 DU     | T = 0.40 (X)                        | 24% | 76% | 2                | 7         | 9         | 0              | 0        | 0        | 0.0% | 2              | 7         | 9         | 0             | 0        | 0         | 0.0%  | 2             | 7         | 9         |
| <b>Proposed Uses</b>            |          |           |                                     |     |     |                  |           |           |                |          |          |      |                |           |           |               |          |           |       |               |           |           |
| Multifamily Housing (High-Rise) | 222      | 304 DU    | T = 0.20 (X)                        | 29% | 71% | 18               | 43        | 61        | 0              | 0        | 0        | 0.0% | 18             | 43        | 61        | 0             | 0        | 0         | 0.0%  | 18            | 43        | 61        |
| Strip Retail Plaza (<40k SF)    | 822      | 12,143 SF | T = 2.36 (X)                        | 60% | 40% | 17               | 12        | 29        | 0              | 0        | 0        | 0.0% | 17             | 12        | 29        | 9             | 9        | 18        | 63.0% | 8             | 3         | 11        |
| <b>Total</b>                    |          |           |                                     |     |     | <b>35</b>        | <b>55</b> | <b>90</b> | <b>0</b>       | <b>0</b> | <b>0</b> |      | <b>35</b>      | <b>55</b> | <b>90</b> | <b>9</b>      | <b>9</b> | <b>18</b> |       | <b>26</b>     | <b>46</b> | <b>72</b> |
| <b>Net-New Trips</b>            |          |           |                                     |     |     | <b>33</b>        | <b>48</b> | <b>81</b> | <b>0</b>       | <b>0</b> | <b>0</b> |      | <b>33</b>      | <b>48</b> | <b>81</b> | <b>9</b>      | <b>9</b> | <b>18</b> |       | <b>24</b>     | <b>39</b> | <b>63</b> |

**Afternoon Peak Hour**

| Land Use                        | ITE Code | Size      | Trip Generation Rate <sup>[1]</sup> | In  | Out | Total Site Trips |           |            | Internal Trips |           |           |              | External Trips |           |            | Pass-by Trips |           |           |       | Primary Trips |           |           |
|---------------------------------|----------|-----------|-------------------------------------|-----|-----|------------------|-----------|------------|----------------|-----------|-----------|--------------|----------------|-----------|------------|---------------|-----------|-----------|-------|---------------|-----------|-----------|
|                                 |          |           |                                     |     |     | In               | Out       | Total      | In             | Out       | Total     | %            | In             | Out       | Total      | In            | Out       | Total     | %     | In            | Out       | Total     |
| <b>Existing Uses</b>            |          |           |                                     |     |     |                  |           |            |                |           |           |              |                |           |            |               |           |           |       |               |           |           |
| Multifamily Housing (Low-Rise)  | 220      | 23 DU     | T = 0.51 (X)                        | 63% | 37% | 8                | 4         | 12         | 0              | 0         | 0         | 0.0%         | 8              | 4         | 12         | 0             | 0         | 0         | 0.0%  | 8             | 4         | 12        |
| <b>Proposed Uses</b>            |          |           |                                     |     |     |                  |           |            |                |           |           |              |                |           |            |               |           |           |       |               |           |           |
| Multifamily Housing (High-Rise) | 222      | 304 DU    | T = 0.26 (X)                        | 61% | 39% | 48               | 31        | 79         | 10             | 4         | 14        | 17.7%        | 38             | 27        | 65         | 0             | 0         | 0         | 0.0%  | 38            | 27        | 65        |
| Strip Retail Plaza (<40k SF)    | 822      | 12,143 SF | T = 6.59 (X)                        | 50% | 50% | 40               | 40        | 80         | 4              | 10        | 14        | 17.5%        | 36             | 30        | 66         | 21            | 21        | 42        | 63.0% | 15            | 9         | 24        |
| <b>Total</b>                    |          |           |                                     |     |     | <b>88</b>        | <b>71</b> | <b>159</b> | <b>14</b>      | <b>14</b> | <b>28</b> | <b>17.6%</b> | <b>74</b>      | <b>57</b> | <b>131</b> | <b>21</b>     | <b>21</b> | <b>42</b> |       | <b>53</b>     | <b>36</b> | <b>89</b> |
| <b>Net-New Trips</b>            |          |           |                                     |     |     | <b>80</b>        | <b>67</b> | <b>147</b> | <b>14</b>      | <b>14</b> | <b>28</b> |              | <b>66</b>      | <b>53</b> | <b>119</b> | <b>21</b>     | <b>21</b> | <b>42</b> |       | <b>45</b>     | <b>32</b> | <b>77</b> |

[1] Trip Generation Rates based on Palm Beach County except for ITE LUC 222, which is based on the 12th edition of the ITE Trip Generation Manual.

[2] Daily trip generation for LUC 222 is based on the conservative assumption that the PM peak hour represents 9% of the daily traffic.

## Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

| Gr            | Landuse  | ITE Code | Unit          | Daily Rate/Equation                       | Pass-By % | AM Peak Hour |  | PM Peak Hour |               |
|---------------|--|----------|---------------|---|-----------|--------------|--|--------------|---------------|
|               |  |          |               |   |           | In/Out       | Rate/Equation                            | In/Out       | Rate/Equation |
| Industrial    | General Light Industrial                                       | 110      | 1000 S.F.     | 4.87                                      | 10%       | 88/12        | 0.74                                     | 14/86        | 0.65          |
|               | Manufacturing  | 140      | 1000 S.F.     | 4.75                                      | 10%       | 76/24        | 0.68                                     | 31/69        | 0.74          |
|               | Warehouse  | 150      | 1000 S.F.     | 1.71                                      | 10%       | 77/23        | 0.17                                     | 28/72        | 0.18          |
|               | Mini-Warehouse/SS  | 151      | 1000 S.F.     | 1.45                                      | 10%       | 59/41        | 0.09                                     | 47/53        | 0.15          |
|               | HCF Center Warehouse - Non Sort                                | 155      | 1000 S.F.     | 1.81                                      | 10%       | 81/19        | 0.15                                     | 39/61        | 0.16          |
| Residential   | Single Family Detached   | 210      | Dwelling Unit | 10  | 0%        | 26/74        | 0.7                                      | 63/37        | 0.94          |
|               | Multifamily Low-Rise Housing upto 3 story (Apartment/Condo/TH) | 220      | Dwelling Unit | 6.74                                      | 0%        | 24/76        | 0.4                                      | 63/37        | 0.51          |
|               | Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)   | 221      | Dwelling Unit | 4.54                                      | 0%        | 23/77        | 0.37                                     | 61/39        | 0.39          |
|               | 55+ SF Detached  | 251      | Dwelling Unit | 4.31                                      | 0%        | 33/67        | 0.24                                     | 61/39        | 0.30          |
|               | 55+ SF Attached  | 252      | Dwelling Unit | 3.24                                      | 0%        | 34/66        | 0.2                                      | 56/44        | 0.25          |
|               | Congregate Care Facility                                       | 253      | Dwelling Unit | 2.21                                      | 0%        | 58/42        | 0.08                                     | 49/51        | 0.18          |
|               | Assisted Living Facility                                       | 254      | Beds          | 2.6                                       | 0%        | 60/40        | 0.18                                     | 39/61        | 0.24          |
| Ldg           | Hotel  | 310      | Rooms         | 7.99                                      | 10%       | 56/44        | 0.46                                     | 51/49        | 0.59          |
| Rec           | Golf Course  | 430      | Holes         | 30.38                                     | 5%        | 79/21        | 1.76                                     | 53/47        | 2.91          |
|               | Health/Fitness Club  | 492      | 1000 S.F.     | 32.93                                     | 5%        | 51/49        | 1.31                                     | 57/43        | 3.45          |
| Institutional | Elementary School  | 520      | Students      | 2.27                                      | 0%        | 54/46        | 0.74                                     | 46/54        | 0.16          |
|               | Middle/Junior School   | 522      | Students      | 2.1                                       | 0%        | 54/46        | 0.67                                     | 48/52        | 0.15          |
|               | High School  | 525      | Students      | 1.94                                      | 0%        | 68/32        | 0.52                                     | 48/52        | 0.14          |
|               | Private School (K-8)   | 530      | Students      | 3.17 <sup>a</sup>                         | 0%        | 56/44        | 1.01                                     | 46/54        | 0.26          |
|               | Private School (K-12)  | 532      | Students      | 2.48                                      | 0%        | 63/37        | 0.79                                     | 43/57        | 0.17          |
|               | Church/Synagogue <sup>p</sup>                                  | 560      | 1000 S.F.     | 7.6                                       | 5%        | 62/38        | 0.32                                     | 44/56        | 0.49          |
|               | Day Care   | 565      | Students      | 4.09                                      | 50%       | 53/47        | 0.78                                     | 47/53        | 0.79          |
|               | Library  | 590      | 1000 S.F.     | 72.05                                     | 10%       | 71/29        | 1  | 48/52        | 8.16          |
| Med           | Hospital   | 610      | 1000 S.F.     | 10.77                                     | 10%       | 67/33        | 0.82                                     | 35/65        | 0.86          |
|               | Nursing Home   | 620      | Beds          | 3.06                                      | 10%       | 72/28        | 0.14                                     | 33/67        | 0.14          |
| Office        | General Office (10k-250k SF GFA) <sup>h</sup>                  | 710      | 1000 S.F.     | 10.84                                     | 10%       | 88/12        | 1.52                                     | 17/83        | 1.44          |
|               | General Office (>250k SF GFA) <sup>h</sup>                     | 710      | 1000 S.F.     | $\text{Ln}(T) = 0.87 \text{Ln}(X) + 3.05$ | 10%       | 88/12        | $\text{Ln}(T) = 0.86\text{Ln}(X) + 1.16$ | 17/83        | 1.44          |
|               | Small Office Building (<=10k SF GFA)                           | 712      | 1000 S.F.     | 14.39                                     | 10%       | 82/18        | 1.67                                     | 34/66        | 2.16          |
|               | Medical Office (Stand-Alone)                                   | 720      | 1000 S.F.     | $T=42.97(X)-108.01$                       | 10%       | 79/21        | 3.10                                     | 30/70        | 3.93          |
|               | Medical Office (Near Hospital)                                 | 720      | 1000 S.F.     | 31.86                                     | 10%       | 81/19        | 2.68                                     | 25/75        | 2.84          |
|               | Government Office  | 730      | 1000 S.F.     | 22.59                                     | 10%       | 75/25        | 3.34                                     | 25/75        | 1.71          |

## Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

| Gr   | Landuse                                 | ITE Code      | Unit              | Daily Rate/Equation | Pass-By % | AM Peak Hour |               | PM Peak Hour     |               |
|--|---|---------------|-------------------|---------------------|-----------|--------------|---------------|------------------|---------------|
|  |   |               |                   |                     |           | In/Out       | Rate/Equation | In/Out           | Rate/Equation |
| Retail                                       | Nursery (Garden Center)                 | 817           | Acre              | 108.1               | 0%        | 50/50        | 2.82          | 50/50            | 8.06          |
|  | Nursery (Wholesale)                     | 818           | Acre              | 19.50               | 0%        | 50/50        | 0.23          | 50/50            | 0.36          |
|  | Landscape Services                      | PBC           | Acre <sup>c</sup> | 121.70              | 0%        | 40/60        | 34.4          | 58/42            | 15.1          |
|  | Shop Center (>150ksf)                   | 820           | 1000 S.F.         | 37.01               | 24%       | 62/38        | 0.84          | 48/52            | 3.4           |
|  | Shop Plaza (40-150ksf) w/Sup Market     | 821           | 1000 S.F.         | 94.49               | 39%       | 62/38        | 3.53          | 48/52            | 9.03          |
|  | Shop Plaza (40-150ksf) w/out Sup Market | 821           | 1000 S.F.         | 67.52               | 39%       | 62/38        | 1.73          | 49/51            | 5.19          |
|  | Strip Retail Plaza (<40ksf)             | 822           | 1000 S.F.         | 54.45               | 63%       | 60/40        | 2.36          | 50/50            | 6.59          |
|  | Automobile Sales (New)                  | 840           | 1000 S.F.         | 27.84               | 15%       | 73/27        | 1.86          | 40/60            | 2.42          |
|  | Automobile Parts Sales                  | 843           | 1000 S.F.         | 54.57               | 28%       | 55/45        | 2.51          | 48/52            | 4.9           |
|  | Tire Store                              | 848           | 1000 S.F.         | 27.69               | 28%       | 64/36        | 2.61          | 43/57            | 3.75          |
| Services                                     | Supermarket                             | 850           | 1000 S.F.         | 93.84               | 36%       | 59/41        | 2.86          | 50/50            | 8.95          |
|  | Pharmacy + DT                           | 881           | 1000 S.F.         | 108.40              | 50%       | 52/48        | 3.74          | 50/50            | 10.25         |
|  | Drive-In Bank                           | 912           | 1000 S.F.         | 100.35              | 47%       | 58/42        | 9.95          | 50/50            | 21.01         |
|  | Fine Dining Restaurant                  | 931           | 1000 S.F.         | 83.84               | 44%       | 50/50        | 0.73          | 67/33            | 7.8           |
|  | High Turnover Sit-Down Rest.            | 932           | 1000 S.F.         | 107.2               | 43%       | 55/45        | 9.57          | 61/39            | 9.05          |
|  | Fast Food Restaurant w/o DT             | 933           | 1000 S.F.         | 450.49              | 45%       | 58/42        | 43.18         | 50/50            | 33.21         |
|  | Fast Food Restaurant + DT               | 934           | 1000 S.F.         | 467.48              | 49%       | 51/49        | 44.61         | 52/48            | 33.03         |
|  | Coffee/Donut Shop w/o DT                | 936           | 1000 S.F.         | 441.88 <sup>d</sup> | 45%       | 51/49        | 93.08         | 50/50            | 32.29         |
|  | Coffee/Donut Shop + DT                  | 937           | 1000 S.F.         | 533.57              | 49%       | 51/49        | 85.88         | 50/50            | 38.99         |
|  | Coffee/Donut Shop + DT w/No Seat        | 938           | DT Lanes          | 179                 | 49%       | 50/50        | 39.81         | 50/50            | 15.08         |
| Gas Station w/Convenience Store <sup>e</sup> | FDOT                                    | FP, 1000 S.F. | 14.3*PM Trips     | 61%                 | 50/50     | Note f       | 50/50         | 12.3*FP+15.5*(X) |               |
| Carwash (Automated) <sup>g</sup>             | PBC                                     | Lane          | 166.00            | 0%                  | 50/50     | 11.97        | 50/50         | 13.65            |               |

Footnotes

- a) Based on Daily to AM peak ratio for LUC 532 (Private School (K-12))
- b) Weekend peak hour rate = 10.36 per 1,000 s.f. with a 48/52 directional split
- c) Landscape Services acreage consists of overnight vehicle and equipment storage as well as areas (covered or uncovered) for chemicals, fertilizers, landscape materials (excluding plants) and other items needed for day-to-day operations. Not included are drive aisles, customer/employee parking, structures shared by nursery and landscape services, facilities that solely serve the onsite landscape activities or any nursery growing areas.
- d) Based on Daily to PM ratio for ITE Code 937 (Coffee Donut Shop + DT)
- e) FP=Fueling Position. Use both FP and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Article 12, should be applied to estimate the net trips.
- f) Use PM rates
- g) Daily rate taken from PBC trip gen. study. Peak hour rates derived by applying peak to daily ratios for gas station to daily carwash rate from older ITE TGM. New PBC rate study underway.
- h) Based on PBC analysis of ITE TGM data plots

**Modification History**  
**3/2/2020:** Added Landscape Services, modification history, edited formatting  
**7/25/2022:** Updated with ITE TG Manual 11th ed information

# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 23

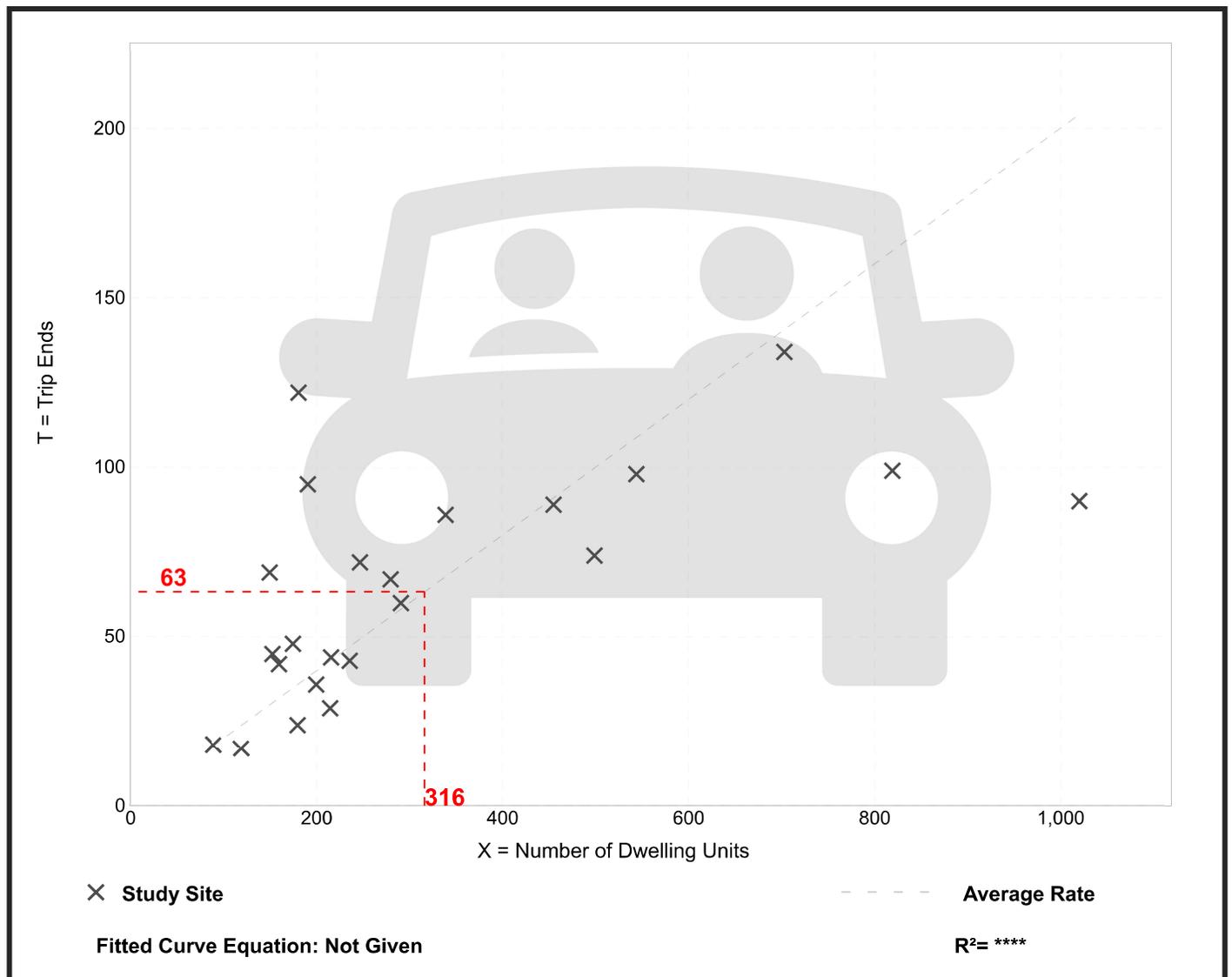
Avg. Num. of Dwelling Units: 324

Directional Distribution: 29% entering, 71% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.20         | 0.09 - 0.67    | 0.12               |

## Data Plot and Equation



# Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 23

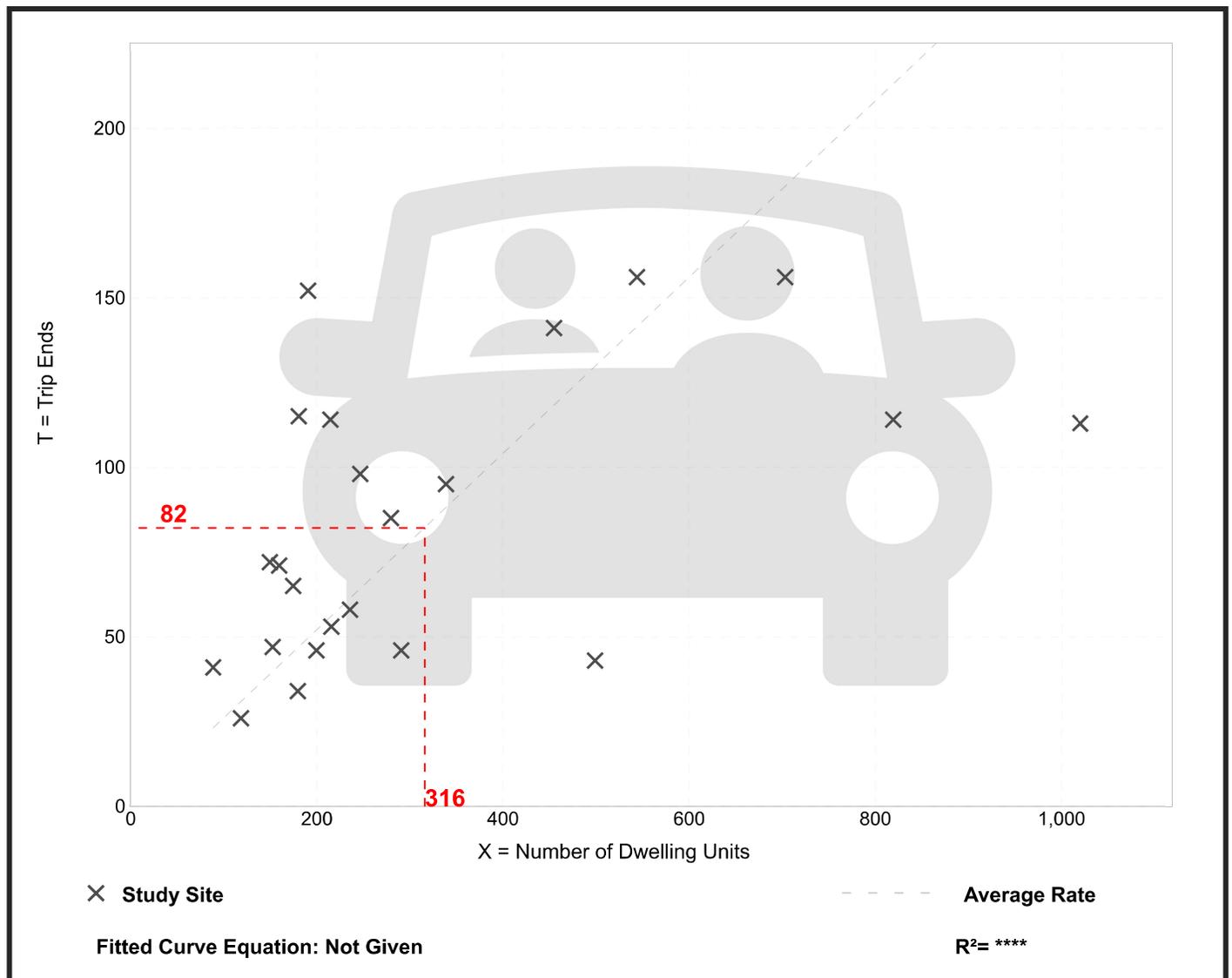
Avg. Num. of Dwelling Units: 324

Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.26         | 0.09 - 0.80    | 0.16               |

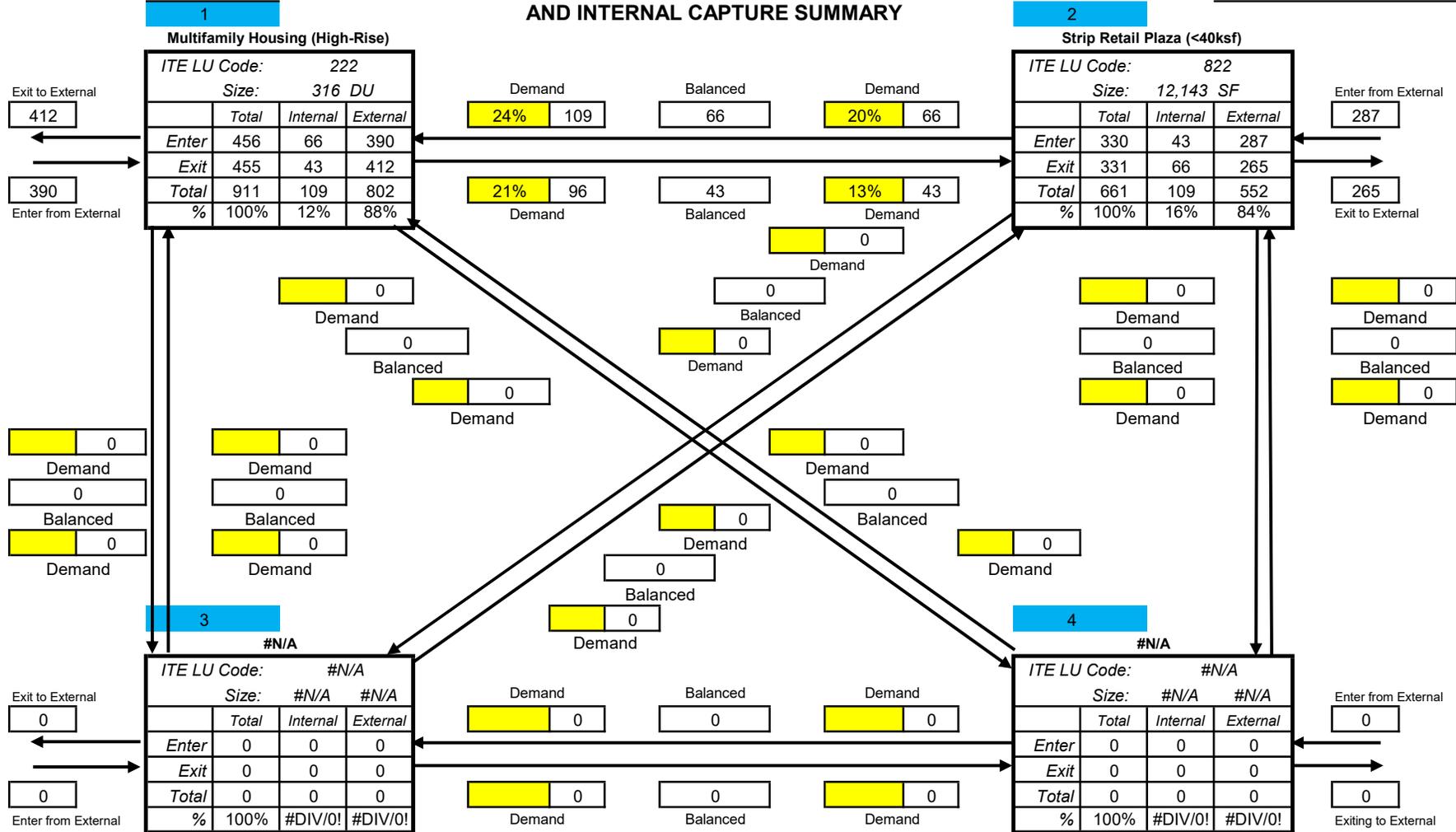
## Data Plot and Equation



Analyst: KAL  
Data: 1/6/2026

### MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: Strip Retail Plaza (<40ksf)  
Time Period: Daily



|                         | Multifamily Housing (High-Rise) | Strip Retail Plaza (<40ksf) | #N/A | #N/A | TOTAL |
|-------------------------|---------------------------------|-----------------------------|------|------|-------|
| Enter                   | 390                             | 287                         | 0    | 0    | 677   |
| Exit                    | 412                             | 265                         | 0    | 0    | 677   |
| Total                   | 802                             | 552                         | 0    | 0    | 1354  |
| Single-Use Trip Gen.Est | 911                             | 661                         | 0    | 0    | 1572  |

Source: Kaku Associates, Inc.

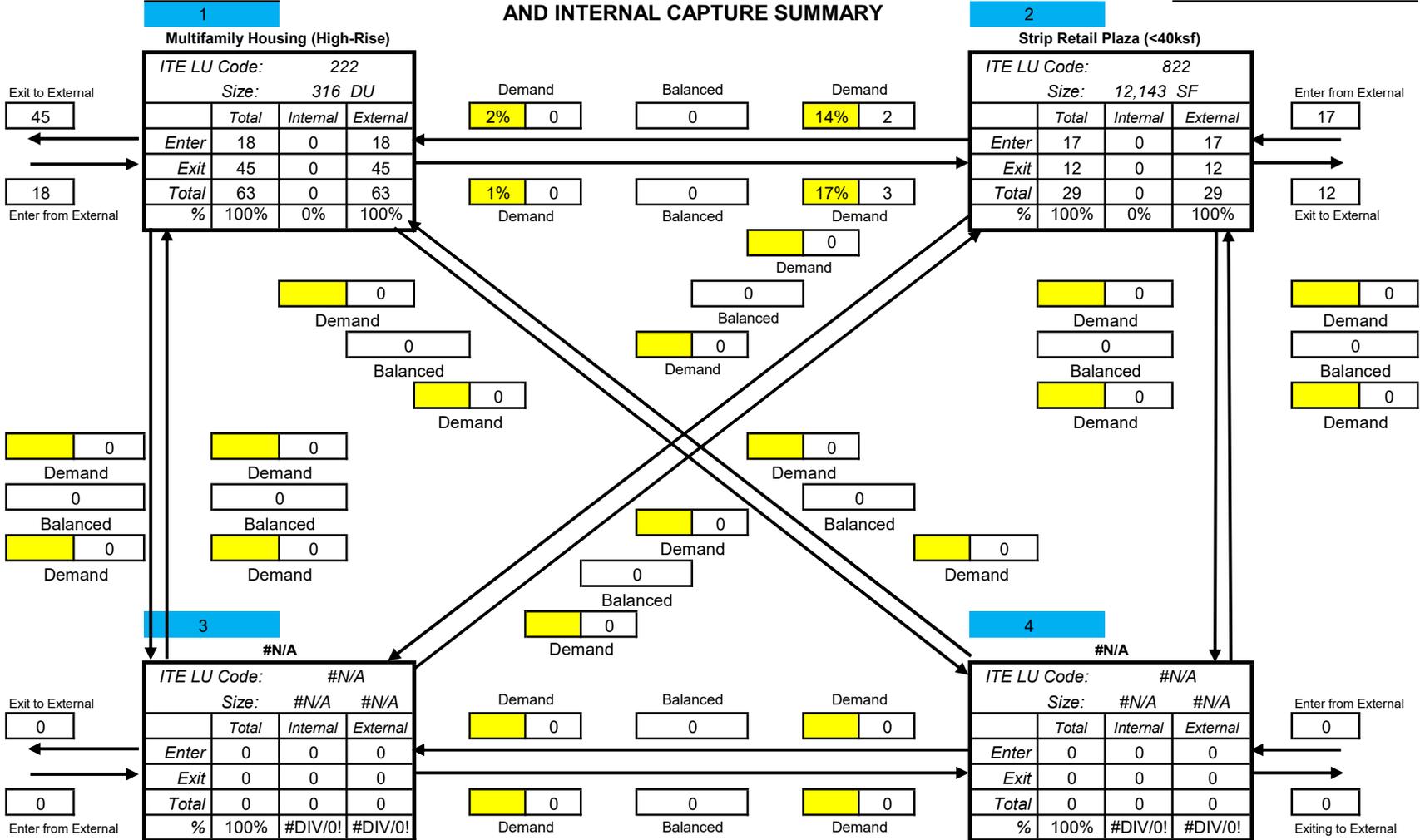
INTERNAL CAPTURE

|                                   | In  | Out | TOTAL |
|-----------------------------------|-----|-----|-------|
| 1 Multifamily Housing (High-Rise) | 66  | 43  | 109   |
| 2 Strip Retail Plaza (<40ksf)     | 43  | 66  | 109   |
| Total                             | 109 | 109 | 218   |

Analyst: KAL  
 Date: 1/6/2026

### MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: Singer Island Gateway  
 Time Period: AM Peak Hour



|                         | Multifamily Housing (High-Rise) | Strip Retail Plaza (<40ksf) | #N/A | #N/A | TOTAL            |
|-------------------------|---------------------------------|-----------------------------|------|------|------------------|
| Enter                   | 18                              | 17                          | 0    | 0    | 35               |
| Exit                    | 45                              | 12                          | 0    | 0    | 57               |
| Total                   | 63                              | 29                          | 0    | 0    | 92               |
| Single-Use Trip Gen.Est | 63                              | 29                          | 0    | 0    | 92               |
|                         |                                 |                             |      |      | INTERNAL CAPTURE |
|                         |                                 |                             |      |      | 0.0%             |

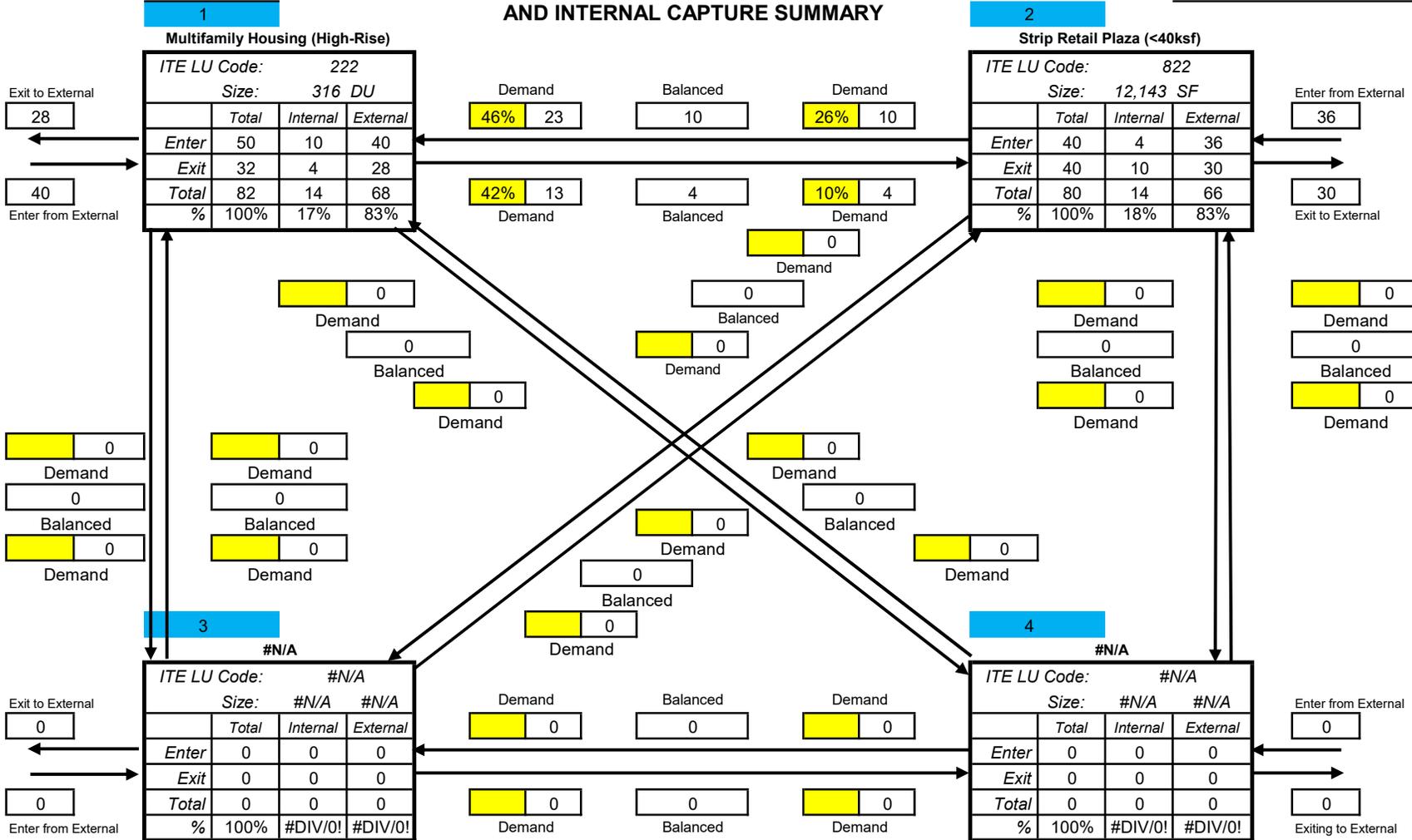
Source: Kaku Associates, Inc.

|                                   | In | Out | TOTAL |
|-----------------------------------|----|-----|-------|
| 1 Multifamily Housing (High-Rise) | 0  | 0   | 0     |
| 2 Strip Retail Plaza (<40ksf)     | 0  | 0   | 0     |
| Total                             | 0  | 0   | 0     |

Analyst: KAL  
 Date: 1/6/2026

### MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: Singer Island Gateway  
 Time Period: PM Peak Hour



|                         | Multifamily Housing (High-Rise) | Strip Retail Plaza (<40ksf) | #N/A | #N/A | TOTAL                   |
|-------------------------|---------------------------------|-----------------------------|------|------|-------------------------|
| Enter                   | 40                              | 36                          | 0    | 0    | 76                      |
| Exit                    | 28                              | 30                          | 0    | 0    | 58                      |
| Total                   | 68                              | 66                          | 0    | 0    | 134                     |
| Single-Use Trip Gen.Est | 82                              | 80                          | 0    | 0    | 162                     |
|                         |                                 |                             |      |      | INTERNAL CAPTURE: 17.3% |

Source: Kaku Associates, Inc.

|                                   | In | Out | TOTAL |
|-----------------------------------|----|-----|-------|
| 1 Multifamily Housing (High-Rise) | 10 | 4   | 14    |
| 2 Strip Retail Plaza (<40ksf)     | 4  | 10  | 14    |
| Total                             | 14 | 14  | 28    |

**APPENDIX D**  
**TRAFFIC DATA & FDOT TABLES**

Input Data

E-W Street: Blue Heron Blvd W      COUNT DATE: 10/16/2023      Report Created  
N-S STREET: Broadway      CURRENT YEAR: 2023      1/8/2026  
TIME PERIOD: AM      ANALYSIS YEAR: 2029  
GROWTH RATE: 1.69%      PSF: 1.03  
SIGNAL ID: 20270

Intersection Volume Development

|                                 | Eastbound |      |       | Westbound |      |       | Northbound |      |       | Southbound |      |       | Type | % Complete |
|---------------------------------|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|
|                                 | Left      | Thru | Right | Left      | Thru | Right | Left       | Thru | Right | Left       | Thru | Right |      |            |
| Existing Volume                 | 160       | 452  | 108   | 159       | 301  | 113   | 120        | 506  | 169   | 186        | 770  | 79    |      |            |
| Diversions                      | 0%        | 0%   | 0%    | 0%        | 0%   | 0%    | 0%         | 0%   | 0%    | 0%         | 0%   | 0%    |      |            |
| Peak Season Volume              | 165       | 466  | 111   | 164       | 310  | 116   | 124        | 521  | 174   | 192        | 793  | 81    |      |            |
| Committed Developments          |           |      |       |           |      |       |            |      |       |            |      |       |      |            |
| Blue Heron Commercial           | 0         | 0    | 0     | 0         | 1    | 0     | 0          | 0    | 0     | 0          | 0    | 0     | NR   | 0%         |
| Australian Plaza                | 0         | 0    | 0     | 0         | 1    | 0     | 1          | 0    | 0     | 0          | 0    | 1     | NR   | 0%         |
| New Beginnings daycare          | 0         | 0    | 3     | 3         | 0    | 0     | 3          | 3    | 3     | 0          | 3    | 0     | NR   | 0%         |
| Oculina                         | 10        | 0    | 0     | 0         | 0    | 3     | 0          | 5    | 0     | 6          | 12   | 23    | NR   | 0%         |
| Village Place                   | 5         | 0    | 0     | 0         | 0    | 3     | 0          | 3    | 0     | 6          | 6    | 13    | NR   | 30%        |
| Northlake Promenade             | 0         | 3    | 0     | 4         | 4    | 0     | 0          | 0    | 3     | 0          | 0    | 0     | NR   | 47%        |
| Crab Pot                        | 0         | 4    | 0     | 3         | 3    | 3     | 0          | 0    | 4     | 4          | 0    | 0     | NR   | 0%         |
| Found Care Riviera Beach        | 15        | 0    | 0     | 0         | 0    | 2     | 0          | 7    | 0     | 1          | 2    | 4     | NR   | 0%         |
| The Waterway West               | 13        | 0    | 0     | 0         | 0    | 3     | 0          | 8    | 0     | 9          | 17   | 31    | Res  | 0%         |
| Lake Park Harbor Marina PUD     | 11        | 0    | 0     | 0         | 0    | 4     | 0          | 7    | 0     | 3          | 6    | 9     | Res  | 0%         |
| Marina Village Residential      | 0         | 0    | 10    | 1         | 0    | 0     | 33         | 21   | 3     | 0          | 7    | 0     | Res  | 0%         |
| Berkeley Landing                | 3         | 0    | 0     | 0         | 0    | 2     | 0          | 3    | 0     | 8          | 11   | 10    | Res  | 0%         |
| Marina Annex Housing            | 0         | 0    | 1     | 1         | 0    | 0     | 1          | 3    | 1     | 0          | 2    | 0     | NR   | 65%        |
| The Waterway-East               | 6         | 0    | 0     | 0         | 0    | 3     | 0          | 4    | 0     | 7          | 14   | 18    | Res  | 0%         |
| Palm Beach Outlets              | 2         | 1    | 0     | 1         | 1    | 0     | 0          | 2    | 1     | 0          | 2    | 2     | NR   | 72%        |
| Island Plaza                    | 2         | 0    | 0     | 0         | 0    | 1     | 0          | 1    | 0     | 2          | 2    | 3     | NR   | 70%        |
| Nautilus 211                    | 19        | 0    | 0     | 0         | 0    | 3     | 0          | 6    | 0     | 5          | 9    | 28    | Res  | 0%         |
| Total Committed Developments    | 86        | 8    | 14    | 13        | 10   | 27    | 38         | 73   | 15    | 51         | 93   | 142   |      |            |
| Total Committed Residential     | 52        | 0    | 10    | 1         | 0    | 15    | 33         | 49   | 3     | 32         | 64   | 96    |      |            |
| Total Committed Non-Residential | 34        | 8    | 4     | 12        | 10   | 12    | 5          | 24   | 12    | 19         | 29   | 46    |      |            |
| Double Count Reduction          | 7         | 0    | 1     | 0         | 0    | 2     | 1          | 5    | 1     | 4          | 6    | 9     |      |            |
| Total Discounted Committed      | 79        | 8    | 13    | 13        | 10   | 25    | 37         | 68   | 14    | 47         | 87   | 133   |      |            |
| Historical Growth               | 17        | 49   | 12    | 17        | 33   | 12    | 13         | 55   | 18    | 20         | 84   | 9     |      |            |
| Comm Dev+1% Growth              | 89        | 37   | 20    | 23        | 29   | 32    | 45         | 100  | 25    | 59         | 136  | 138   |      |            |
| Growth Volume Used              | 89        | 49   | 20    | 23        | 33   | 32    | 45         | 100  | 25    | 59         | 136  | 138   |      |            |
| Total Volume                    | 254       | 515  | 131   | 187       | 343  | 148   | 169        | 621  | 199   | 251        | 929  | 219   |      |            |

Input Data

E-W Street: Blue Heron Blvd W      COUNT DATE: 10/16/2023      Report Created  
N-S STREET: Broadway      CURRENT YEAR: 2023      1/8/2026  
TIME PERIOD: PM      ANALYSIS YEAR: 2029  
GROWTH RATE: 1.69%      PSF: 1.03  
SIGNAL ID: 20270

Intersection Volume Development

|                                 | Eastbound |      |       | Westbound |      |       | Northbound |      |       | Southbound |      |       | Type | % Complete |
|---------------------------------|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|
|                                 | Left      | Thru | Right | Left      | Thru | Right | Left       | Thru | Right | Left       | Thru | Right |      |            |
| Existing Volume                 | 210       | 386  | 85    | 238       | 500  | 171   | 156        | 746  | 168   | 168        | 731  | 162   |      |            |
| Diversions                      | 0%        | 0%   | 0%    | 0%        | 0%   | 0%    | 0%         | 0%   | 0%    | 0%         | 0%   | 0%    |      |            |
| Peak Season Volume              | 216       | 398  | 88    | 245       | 515  | 176   | 161        | 768  | 173   | 173        | 753  | 167   |      |            |
| Committed Developments          |           |      |       |           |      |       |            |      |       |            |      |       |      |            |
| Blue Heron Commercial           | 1         | 2    | 1     | 0         | 1    | 0     | 0          | 0    | 0     | 0          | 0    | 0     | NR   | 0%         |
| Australian Plaza                | 3         | 3    | 3     | 0         | 3    | 0     | 3          | 0    | 0     | 0          | 0    | 3     | NR   | 0%         |
| New Beginnings daycare          | 0         | 0    | 3     | 3         | 0    | 0     | 3          | 3    | 3     | 0          | 3    | 0     | NR   | 0%         |
| Oculina                         | 30        | 0    | 0     | 0         | 0    | 8     | 0          | 15   | 0     | 5          | 10   | 20    | NR   | 0%         |
| Village Place                   | 11        | 0    | 0     | 0         | 0    | 5     | 0          | 5    | 0     | 4          | 4    | 8     | NR   | 30%        |
| Northlake Promenade             | 0         | 6    | 0     | 6         | 6    | 0     | 0          | 0    | 6     | 0          | 0    | 0     | NR   | 47%        |
| Crab Pot                        | 0         | 4    | 0     | 3         | 3    | 3     | 0          | 0    | 4     | 4          | 0    | 0     | NR   | 0%         |
| Found Care Riviera Beach        | 7         | 0    | 0     | 0         | 0    | 1     | 0          | 3    | 0     | 3          | 8    | 16    | NR   | 0%         |
| The Waterway West               | 32        | 0    | 0     | 0         | 0    | 9     | 0          | 18   | 0     | 6          | 12   | 21    | Res  | 0%         |
| Lake Park Harbor Marina PUD     | 28        | 0    | 0     | 0         | 0    | 9     | 0          | 19   | 0     | 6          | 13   | 19    | Res  | 0%         |
| Marina Village Residential      | 0         | 0    | 29    | 3         | 0    | 0     | 19         | 12   | 2     | 0          | 19   | 0     | Res  | 0%         |
| Berkeley Landing                | 9         | 0    | 0     | 0         | 0    | 8     | 0          | 10   | 0     | 4          | 6    | 5     | Res  | 0%         |
| Marina Annex Housing            | 0         | 0    | 1     | 1         | 0    | 0     | 1          | 2    | 1     | 0          | 3    | 0     | NR   | 65%        |
| The Waterway-East               | 17        | 0    | 0     | 0         | 0    | 7     | 0          | 14   | 0     | 4          | 9    | 11    | Res  | 0%         |
| Palm Beach Outlets              | 10        | 5    | 0     | 5         | 5    | 0     | 0          | 10   | 5     | 0          | 9    | 9     | NR   | 72%        |
| Island Plaza                    | 17        | 0    | 0     | 0         | 0    | 10    | 0          | 10   | 0     | 11         | 11   | 17    | NR   | 70%        |
| Nautilus 211                    | 35        | 0    | 0     | 0         | 0    | 6     | 0          | 12   | 0     | 4          | 8    | 23    | Res  | 0%         |
| Total Committed Developments    | 200       | 20   | 37    | 21        | 18   | 66    | 26         | 133  | 21    | 51         | 115  | 152   |      |            |
| Total Committed Residential     | 121       | 0    | 29    | 3         | 0    | 39    | 19         | 85   | 2     | 24         | 67   | 79    |      |            |
| Total Committed Non-Residential | 79        | 20   | 8     | 18        | 18   | 27    | 7          | 48   | 19    | 27         | 48   | 73    |      |            |
| Double Count Reduction          | 16        | 0    | 2     | 1         | 0    | 5     | 1          | 10   | 1     | 5          | 10   | 15    |      |            |
| Total Discounted Committed      | 184       | 20   | 35    | 20        | 18   | 61    | 25         | 123  | 20    | 46         | 105  | 137   |      |            |
| Historical Growth               | 23        | 42   | 9     | 26        | 54   | 19    | 17         | 81   | 18    | 18         | 80   | 18    |      |            |
| Comm Dev+1% Growth              | 197       | 44   | 40    | 35        | 50   | 72    | 35         | 170  | 31    | 57         | 151  | 147   |      |            |
| Growth Volume Used              | 197       | 44   | 40    | 35        | 54   | 72    | 35         | 170  | 31    | 57         | 151  | 147   |      |            |
| Total Volume                    | 413       | 442  | 128   | 280       | 569  | 248   | 196        | 938  | 204   | 230        | 904  | 314   |      |            |

|              |             |                |           |                |  |  |
|--------------|-------------|----------------|-----------|----------------|--|--|
|              |             | Input Data     |           |                |  |  |
| E-W Street:  | PGA Blvd    | COUNT DATE:    | 3/11/2024 | Report Created |  |  |
| N-S STREET:  | Federal Hwy | CURRENT YEAR:  | 2024      | 1/8/2026       |  |  |
| TIME PERIOD: | AM          | ANALYSIS YEAR: | 2029      |                |  |  |
| GROWTH RATE: | 1.69%       | PSF:           | 1         |                |  |  |
| SIGNAL ID:   | 14500       |                |           |                |  |  |

Intersection Volume Development

|                                 | Eastbound |      |       | Westbound |      |       | Northbound |      |       | Southbound |      |       | Type | % Complete |
|---------------------------------|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|
|                                 | Left      | Thru | Right | Left      | Thru | Right | Left       | Thru | Right | Left       | Thru | Right |      |            |
| Existing Volume                 | 513       | 301  | 222   | 129       | 179  | 136   | 98         | 527  | 102   | 132        | 549  | 160   |      |            |
| Diversions                      | 0%        | 0%   | 0%    | 0%        | 0%   | 0%    | 0%         | 0%   | 0%    | 0%         | 0%   | 0%    |      |            |
| Peak Season Volume              | 513       | 301  | 222   | 129       | 179  | 136   | 98         | 527  | 102   | 132        | 549  | 160   |      |            |
| Committed Developments          |           |      |       |           |      |       |            |      |       |            |      |       | Type | % Complete |
| Village Place                   | 0         | 0    | 2     | 1         | 0    | 0     | 4          | 12   | 2     | 0          | 5    | 0     | NR   | 30%        |
| 200 Yacht Club Drive            | 0         | 0    | 0     | 0         | 2    | 2     | 9          | 4    | 0     | 0          | 0    | 0     | Res  | 0%         |
| PGA Waterfront Residential PUD  | 4         | 1    | 0     | 0         | 0    | 0     | 0          | 1    | 1     | 0          | 1    | 2     | Res  | 0%         |
| Total Committed Developments    | 4         | 1    | 2     | 1         | 2    | 2     | 13         | 17   | 3     | 0          | 6    | 2     |      |            |
| Total Committed Residential     | 4         | 1    | 0     | 0         | 2    | 2     | 9          | 5    | 1     | 0          | 1    | 2     |      |            |
| Total Committed Non-Residential | 0         | 0    | 2     | 1         | 0    | 0     | 4          | 12   | 2     | 0          | 5    | 0     |      |            |
| Double Count Reduction          | 0         | 0    | 0     | 0         | 0    | 0     | 1          | 1    | 0     | 0          | 0    | 0     |      |            |
| Total Discounted Committed      | 4         | 1    | 2     | 1         | 2    | 2     | 12         | 16   | 3     | 0          | 6    | 2     |      |            |
| Historical Growth               | 45        | 26   | 19    | 11        | 16   | 12    | 9          | 46   | 9     | 12         | 48   | 14    |      |            |
| Comm Dev+1% Growth              | 30        | 16   | 13    | 8         | 11   | 9     | 17         | 43   | 8     | 7          | 34   | 10    |      |            |
| Growth Volume Used              | 45        | 26   | 19    | 11        | 16   | 12    | 17         | 46   | 9     | 12         | 48   | 14    |      |            |
| Total Volume                    | 558       | 327  | 241   | 140       | 195  | 148   | 115        | 573  | 111   | 144        | 597  | 174   |      |            |

|              |             |                |           |                |  |  |
|--------------|-------------|----------------|-----------|----------------|--|--|
|              |             | Input Data     |           |                |  |  |
| E-W Street:  | PGA Blvd    | COUNT DATE:    | 3/11/2024 | Report Created |  |  |
| N-S STREET:  | Federal Hwy | CURRENT YEAR:  | 2024      | 1/8/2026       |  |  |
| TIME PERIOD: | PM          | ANALYSIS YEAR: | 2029      |                |  |  |
| GROWTH RATE: | 1.69%       | PSF:           | 1         |                |  |  |
| SIGNAL ID:   | 14500       |                |           |                |  |  |

Intersection Volume Development

|                                 | Eastbound |      |       | Westbound |      |       | Northbound |      |       | Southbound |      |       | Type | % Complete |
|---------------------------------|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|
|                                 | Left      | Thru | Right | Left      | Thru | Right | Left       | Thru | Right | Left       | Thru | Right |      |            |
| Existing Volume                 | 544       | 313  | 221   | 207       | 299  | 194   | 224        | 698  | 93    | 179        | 752  | 410   |      |            |
| Diversions                      | 0%        | 0%   | 0%    | 0%        | 0%   | 0%    | 0%         | 0%   | 0%    | 0%         | 0%   | 0%    |      |            |
| Peak Season Volume              | 544       | 313  | 221   | 207       | 299  | 194   | 224        | 698  | 93    | 179        | 752  | 410   |      |            |
| Committed Developments          |           |      |       |           |      |       |            |      |       |            |      |       | Type | % Complete |
| Village Place                   | 0         | 0    | 3     | 2         | 0    | 0     | 2          | 7    | 2     | 0          | 11   | 0     | NR   | 30%        |
| 200 Yacht Club Drive            | 0         | 2    | 7     | 0         | 1    | 1     | 3          | 1    | 0     | 2          | 4    | 0     | Res  | 0%         |
| PGA Waterfront Residential PUD  | 3         | 1    | 0     | 1         | 1    | 0     | 0          | 1    | 1     | 0          | 1    | 4     | Res  | 0%         |
| Total Committed Developments    | 3         | 3    | 10    | 3         | 2    | 1     | 5          | 9    | 3     | 2          | 16   | 4     |      |            |
| Total Committed Residential     | 3         | 3    | 7     | 1         | 2    | 1     | 3          | 2    | 1     | 2          | 5    | 4     |      |            |
| Total Committed Non-Residential | 0         | 0    | 3     | 2         | 0    | 0     | 2          | 7    | 2     | 0          | 11   | 0     |      |            |
| Double Count Reduction          | 0         | 0    | 1     | 0         | 0    | 0     | 0          | 1    | 0     | 0          | 1    | 0     |      |            |
| Total Discounted Committed      | 3         | 3    | 9     | 3         | 2    | 1     | 5          | 8    | 3     | 2          | 15   | 4     |      |            |
| Historical Growth               | 48        | 27   | 19    | 18        | 26   | 17    | 20         | 61   | 8     | 16         | 66   | 36    |      |            |
| Comm Dev+1% Growth              | 31        | 19   | 20    | 14        | 17   | 11    | 16         | 44   | 8     | 11         | 53   | 25    |      |            |
| Growth Volume Used              | 48        | 27   | 20    | 18        | 26   | 17    | 20         | 61   | 8     | 16         | 66   | 36    |      |            |
| Total Volume                    | 592       | 340  | 241   | 225       | 325  | 211   | 244        | 759  | 101   | 195        | 818  | 446   |      |            |

Input Data

ROAD NAME: Blue Heron Blvd E STATION: 2801 Report Created  
 CURRENT YEAR: 2025 FROM: Broadway 1/8/2026  
 ANALYSIS YEAR: 2029 TO: Midpoint  
 GROWTH RATE: 1.69% COUNT DATE: NA  
 PSF: 1.03

Link Analysis

| Time Period                   | AM    |     |     | PM    |     |     |
|-------------------------------|-------|-----|-----|-------|-----|-----|
|                               | 2-way | EB  | WB  | 2-way | EB  | WB  |
| Direction                     |       |     |     |       |     |     |
| 2024 Volume (Synopsis Report) | 1193  | 691 | 534 | 1563  | 733 | 944 |
| Peak Volume                   | 1229  | 712 | 550 | 1610  | 755 | 972 |
| 2025 Existing Volume          | 1250  | 724 | 559 | 1637  | 768 | 988 |
| Diversion(%)                  | 0     | 0   | 0   | 0     | 0   | 0   |
| Volume after Diversion        | 1250  | 724 | 559 | 1637  | 768 | 988 |

| Committed Developments               |     |    |    |     |    |    | Type | % Complete |
|--------------------------------------|-----|----|----|-----|----|----|------|------------|
| The Island Spa                       | 0   | 0  | 0  | 0   | 0  | 0  | NR   | 100%       |
| Wal-Mart # 3348                      | 0   | 0  | 0  | 0   | 0  | 0  | NR   | 100%       |
| Sierra Bay Apartments                | 0   | 0  | 0  | 0   | 0  | 0  | Res  | 100%       |
| Riviera Beach Delivery Station       | 0   | 0  | 0  | 0   | 0  | 0  | NR   | 100%       |
| Northlake Promenade                  | 7   | 3  | 3  | 13  | 6  | 6  | NR   | 47%        |
| Wellness Resort                      | 0   | 0  | 0  | 0   | 0  | 0  | NR   | 100%       |
| Stewart Toyota Expansion             | 0   | 0  | 0  | 0   | 0  | 0  | NR   | 100%       |
| Village Place                        | 7   | 5  | 2  | 8   | 3  | 5  | NR   | 30%        |
| Palm Beach Outlets                   | 2   | 1  | 1  | 9   | 5  | 5  | NR   | 72%        |
| Australian Plaza                     | 1   | 0  | 1  | 6   | 3  | 3  | NR   | 0%         |
| Public Safety & Public Works Complex | 0   | 0  | 0  | 0   | 0  | 0  | NR   | 100%       |
| Marina Annex Housing                 | 4   | 3  | 2  | 5   | 2  | 3  | NR   | 0%         |
| Riviera Cove                         | 0   | 0  | 0  | 0   | 0  | 0  | Res  | 100%       |
| The Waterway-East                    | 9   | 7  | 2  | 10  | 4  | 6  | Res  | 0%         |
| Nautilus 211                         | 8   | 5  | 3  | 10  | 4  | 6  | Res  | 0%         |
| New Beginnings daycare               | 6   | 3  | 3  | 6   | 3  | 3  | NR   | 0%         |
| Crab Pot                             | 14  | 8  | 6  | 13  | 8  | 5  | NR   | 0%         |
| Berkeley Landing                     | 0   | 0  | 0  | 0   | 0  | 0  | Res  | 100%       |
| Island Plaza                         | 2   | 2  | 1  | 21  | 10 | 10 | NR   | 70%        |
| Blue Heron Commercial                | 1   | 0  | 1  | 3   | 2  | 1  | NR   | 0%         |
| Found Care Riviera Beach             | 3   | 1  | 2  | 4   | 3  | 1  | NR   | 0%         |
| The Waterway West                    | 12  | 8  | 3  | 14  | 6  | 9  | Res  | 0%         |
| Oculina                              | 8   | 6  | 3  | 13  | 5  | 8  | NR   | 0%         |
| Lake Park Harbor Marina PUD          | 7   | 3  | 4  | 16  | 6  | 9  | Res  | 0%         |
| Marina Village Residential           | 4   | 3  | 1  | 5   | 2  | 3  | Res  | 0%         |
| South Broadway                       | 3   | 2  | 1  | 3   | 1  | 2  | Res  | 0%         |
| Riviera Beach Police Department      | 3   | 1  | 3  | 2   | 1  | 0  | NR   | 0%         |
| Total Committed Developments         | 101 | 61 | 42 | 161 | 74 | 85 |      |            |
| Total Committed Residential          | 43  | 28 | 14 | 58  | 23 | 35 |      |            |
| Total Committed Non-Residential      | 58  | 33 | 28 | 103 | 51 | 50 |      |            |
| Double Count Reduction               | 11  | 7  | 4  | 15  | 6  | 9  |      |            |

|   |    |    |    |     |    |    |  |  |
|---|----|----|----|-----|----|----|--|--|
| Total Discounted Committed Developments | 90 | 54 | 38 | 146 | 68 | 76 |  |  |
|---|----|----|----|-----|----|----|--|--|

|                    |      |     |     |      |     |      |
|--------------------|------|-----|-----|------|-----|------|
| Historical Growth  | 87   | 50  | 39  | 113  | 53  | 69   |
| Comm Dev+1% Growth | 141  | 83  | 61  | 212  | 99  | 116  |
| Growth Volume Used | 141  | 83  | 61  | 212  | 99  | 116  |
| Total Volume       | 1391 | 807 | 620 | 1849 | 867 | 1104 |

| Lanes              | 4LD  |      |      |      |      |      |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity     | 3220 | 1770 | 1770 | 3220 | 1770 | 1770 |
| Link Meets Test 1? | YES  | YES  | YES  | YES  | YES  | YES  |
| LOS E Capacity     | 3400 | 1870 | 1870 | 3400 | 1870 | 1870 |
| Link Meets Test 2? | YES  | YES  | YES  | YES  | YES  | YES  |

Input Data

ROAD NAME: Blue Heron Blvd E STATION: 2801 Report Created  
 CURRENT YEAR: 2025 FROM: MIDPOINT 1/8/2026  
 ANALYSIS YEAR: 2029 TO: Ocean Dr  
 GROWTH RATE: 1.69% COUNT DATE: NA  
 PSF: 1.03

Link Analysis

| Time Period                   | AM    |     |     | PM    |     |     |
|-------------------------------|-------|-----|-----|-------|-----|-----|
|                               | 2-way | EB  | WB  | 2-way | EB  | WB  |
| Direction                     |       |     |     |       |     |     |
| 2024 Volume (Synopsis Report) | 1193  | 691 | 534 | 1563  | 733 | 944 |
| Peak Volume                   | 1229  | 712 | 550 | 1610  | 755 | 972 |
| 2025 Existing Volume          | 1250  | 724 | 559 | 1637  | 768 | 988 |
| Diversion(%)                  | 0     | 0   | 0   | 0     | 0   | 0   |
| Volume after Diversion        | 1250  | 724 | 559 | 1637  | 768 | 988 |

| Committed Developments               |    |    |    |     |    |    | Type | % Complete |
|--------------------------------------|----|----|----|-----|----|----|------|------------|
| The Island Spa                       | 0  | 0  | 0  | 0   | 0  | 0  | NR   | 100%       |
| Wal-Mart # 3348                      | 0  | 0  | 0  | 0   | 0  | 0  | NR   | 100%       |
| Sierra Bay Apartments                | 0  | 0  | 0  | 0   | 0  | 0  | Res  | 100%       |
| Riviera Beach Delivery Station       | 0  | 0  | 0  | 0   | 0  | 0  | NR   | 100%       |
| Northlake Promenade                  | 7  | 3  | 3  | 13  | 6  | 6  | NR   | 47%        |
| Wellness Resort                      | 0  | 0  | 0  | 0   | 0  | 0  | NR   | 100%       |
| Stewart Toyota Expansion             | 0  | 0  | 0  | 0   | 0  | 0  | NR   | 100%       |
| Village Place                        | 7  | 5  | 2  | 8   | 3  | 5  | NR   | 30%        |
| Australian Plaza                     | 1  | 0  | 1  | 6   | 3  | 3  | NR   | 0%         |
| Public Safety & Public Works Complex | 0  | 0  | 0  | 0   | 0  | 0  | NR   | 100%       |
| Marina Annex Housing                 | 4  | 3  | 2  | 5   | 2  | 3  | NR   | 0%         |
| Riviera Cove                         | 0  | 0  | 0  | 0   | 0  | 0  | Res  | 100%       |
| The Waterway-East                    | 9  | 7  | 2  | 10  | 4  | 6  | Res  | 0%         |
| Nautilus 211                         | 8  | 5  | 3  | 10  | 4  | 6  | Res  | 0%         |
| New Beginnings daycare               | 6  | 3  | 3  | 6   | 3  | 3  | NR   | 0%         |
| Crab Pot                             | 14 | 6  | 8  | 13  | 5  | 8  | NR   | 0%         |
| Berkeley Landing                     | 0  | 0  | 0  | 0   | 0  | 0  | Res  | 100%       |
| Island Plaza                         | 2  | 2  | 1  | 21  | 10 | 10 | NR   | 70%        |
| Blue Heron Commercial                | 1  | 0  | 1  | 3   | 2  | 1  | NR   | 0%         |
| Found Care Riviera Beach             | 3  | 1  | 2  | 4   | 3  | 1  | NR   | 0%         |
| The Waterway West                    | 12 | 8  | 3  | 14  | 6  | 9  | Res  | 0%         |
| Oculina                              | 8  | 6  | 3  | 13  | 5  | 8  | NR   | 0%         |
| Lake Park Harbor Marina PUD          | 7  | 3  | 4  | 16  | 6  | 9  | Res  | 0%         |
| Marina Village Residential           | 4  | 3  | 1  | 5   | 2  | 3  | Res  | 0%         |
| South Broadway                       | 3  | 2  | 1  | 3   | 1  | 2  | Res  | 0%         |
| Riviera Beach Police Department      | 3  | 1  | 3  | 2   | 1  | 0  | NR   | 0%         |
| Total Committed Developments         | 99 | 58 | 43 | 152 | 66 | 83 |      |            |
| Total Committed Residential          | 43 | 28 | 14 | 58  | 23 | 35 |      |            |
| Total Committed Non-Residential      | 56 | 30 | 29 | 94  | 43 | 48 |      |            |
| Double Count Reduction               | 11 | 6  | 4  | 15  | 6  | 9  |      |            |

|   |    |    |    |     |    |    |
|---|----|----|----|-----|----|----|
| Total Discounted Committed Developments | 88 | 52 | 39 | 137 | 60 | 74 |
|---|----|----|----|-----|----|----|

|                    |      |     |     |      |     |      |
|--------------------|------|-----|-----|------|-----|------|
| Historical Growth  | 87   | 50  | 39  | 113  | 53  | 69   |
| Comm Dev+1% Growth | 139  | 81  | 62  | 203  | 91  | 114  |
| Growth Volume Used | 139  | 81  | 62  | 203  | 91  | 114  |
| Total Volume       | 1389 | 805 | 621 | 1840 | 859 | 1102 |

| Lanes              | 4LD  |      |      |      |      |      |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity     | 3220 | 1770 | 1770 | 3220 | 1770 | 1770 |
| Link Meets Test 1? | YES  | YES  | YES  | YES  | YES  | YES  |
| LOS E Capacity     | 3400 | 1870 | 1870 | 3400 | 1870 | 1870 |
| Link Meets Test 2? | YES  | YES  | YES  | YES  | YES  | YES  |





2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 9300 EAST- A1A TO US1

| WEEK | DATES                   | SF   | MOCF: 0.90<br>PSCF |
|------|-------------------------|------|--------------------|
| 1    | 01/01/2024 - 01/06/2024 | 0.94 | 1.04               |
| 2    | 01/07/2024 - 01/13/2024 | 0.93 | 1.03               |
| * 3  | 01/14/2024 - 01/20/2024 | 0.92 | 1.02               |
| * 4  | 01/21/2024 - 01/27/2024 | 0.91 | 1.01               |
| * 5  | 01/28/2024 - 02/03/2024 | 0.90 | 1.00               |
| * 6  | 02/04/2024 - 02/10/2024 | 0.89 | 0.99               |
| * 7  | 02/11/2024 - 02/17/2024 | 0.88 | 0.98               |
| * 8  | 02/18/2024 - 02/24/2024 | 0.88 | 0.98               |
| * 9  | 02/25/2024 - 03/02/2024 | 0.88 | 0.98               |
| *10  | 03/03/2024 - 03/09/2024 | 0.89 | 0.99               |
| *11  | 03/10/2024 - 03/16/2024 | 0.89 | 0.99               |
| *12  | 03/17/2024 - 03/23/2024 | 0.90 | 1.00               |
| *13  | 03/24/2024 - 03/30/2024 | 0.91 | 1.01               |
| *14  | 03/31/2024 - 04/06/2024 | 0.92 | 1.02               |
| *15  | 04/07/2024 - 04/13/2024 | 0.93 | 1.03               |
| 16   | 04/14/2024 - 04/20/2024 | 0.95 | 1.06               |
| 17   | 04/21/2024 - 04/27/2024 | 0.97 | 1.08               |
| 18   | 04/28/2024 - 05/04/2024 | 0.99 | 1.10               |
| 19   | 05/05/2024 - 05/11/2024 | 1.01 | 1.12               |
| 20   | 05/12/2024 - 05/18/2024 | 1.04 | 1.16               |
| 21   | 05/19/2024 - 05/25/2024 | 1.07 | 1.19               |
| 22   | 05/26/2024 - 06/01/2024 | 1.10 | 1.22               |
| 23   | 06/02/2024 - 06/08/2024 | 1.13 | 1.26               |
| 24   | 06/09/2024 - 06/15/2024 | 1.16 | 1.29               |
| 25   | 06/16/2024 - 06/22/2024 | 1.17 | 1.30               |
| 26   | 06/23/2024 - 06/29/2024 | 1.18 | 1.31               |
| 27   | 06/30/2024 - 07/06/2024 | 1.19 | 1.32               |
| 28   | 07/07/2024 - 07/13/2024 | 1.20 | 1.33               |
| 29   | 07/14/2024 - 07/20/2024 | 1.21 | 1.34               |
| 30   | 07/21/2024 - 07/27/2024 | 1.19 | 1.32               |
| 31   | 07/28/2024 - 08/03/2024 | 1.18 | 1.31               |
| 32   | 08/04/2024 - 08/10/2024 | 1.17 | 1.30               |
| 33   | 08/11/2024 - 08/17/2024 | 1.16 | 1.29               |
| 34   | 08/18/2024 - 08/24/2024 | 1.15 | 1.28               |
| 35   | 08/25/2024 - 08/31/2024 | 1.14 | 1.27               |
| 36   | 09/01/2024 - 09/07/2024 | 1.14 | 1.27               |
| 37   | 09/08/2024 - 09/14/2024 | 1.13 | 1.26               |
| 38   | 09/15/2024 - 09/21/2024 | 1.13 | 1.26               |
| 39   | 09/22/2024 - 09/28/2024 | 1.10 | 1.22               |
| 40   | 09/29/2024 - 10/05/2024 | 1.08 | 1.20               |
| 41   | 10/06/2024 - 10/12/2024 | 1.05 | 1.17               |
| 42   | 10/13/2024 - 10/19/2024 | 1.03 | 1.14               |
| 43   | 10/20/2024 - 10/26/2024 | 1.00 | 1.11               |
| 44   | 10/27/2024 - 11/02/2024 | 0.98 | 1.09               |
| 45   | 11/03/2024 - 11/09/2024 | 0.96 | 1.07               |
| 46   | 11/10/2024 - 11/16/2024 | 0.94 | 1.04               |
| 47   | 11/17/2024 - 11/23/2024 | 0.94 | 1.04               |
| 48   | 11/24/2024 - 11/30/2024 | 0.94 | 1.04               |
| 49   | 12/01/2024 - 12/07/2024 | 0.94 | 1.04               |
| 50   | 12/08/2024 - 12/14/2024 | 0.94 | 1.04               |
| 51   | 12/15/2024 - 12/21/2024 | 0.94 | 1.04               |
| 52   | 12/22/2024 - 12/28/2024 | 0.93 | 1.03               |
| 53   | 12/29/2024 - 12/31/2024 | 0.92 | 1.02               |

\* PEAK SEASON

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**GROWTH RATE CALCULATION**  
**Singer Island Gateway**

| <b>Roadway</b>  | <b>FDOT Site</b> | <b>10 Year<br/>Linear Trend</b> | <b>10 Year<br/>Exponential Trend</b> | <b>10 Year<br/>Decaying Trend</b> |
|---|------------------|---------------------------------|--------------------------------------|-----------------------------------|
| SR 708/BLUE HERON BLVD - W OF SR 5/US 1 (COUNTY LINK: 2811)       | 930071           | 2.75%                           | 2.49%                                | 2.66%                             |
| SR 5/US 1 - S OF SR 708/BLUE HERON BLVD (COUNTY LINK: 2818)       | 930755           | 1.92%                           | 1.77%                                | 1.83%                             |
| SR A1A/BLUE HERON BLVD - E OF ICWW DRAWBRIDGE (COUNTY LINK: 2801) | 930328           | 2.31%                           | 2.08%                                | 2.21%                             |
| SR A1A - S OF ISLAND DR/RIVIERA BCH (COUNTY LINK: 2842)           | 935134           | -0.24%                          | -0.25%                               | -0.38%                            |
| <b>Average Annual Growth Rate</b>                                 |                  | <b>1.69%</b>                    | <b>1.52%</b>                         | <b>1.58%</b>                      |



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 93 - PALM BEACH

SITE: 0071 - SR 708/BLUE HERON BLVD - W OF SR 5/US 1 (COUNTY LINK: 2811)

| YEAR | AADT  |   | DIRECTION 1 |  | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|-------|---|-------------|--|-------------|-----------|----------|----------|
| 2024 | 23000 | C | E 12000     |  | W 11000     | 9.00      | 58.60    | 8.10     |
| 2023 | 21000 | C | E 11000     |  | W 10000     | 9.00      | 58.00    | 8.10     |
| 2022 | 21000 | C | E 10500     |  | W 10500     | 9.00      | 57.90    | 12.10    |
| 2021 | 52000 | C | E 27500     |  | W 24500     | 9.00      | 53.20    | 12.10    |
| 2020 | 17900 | C | E 8600      |  | W 9300      | 9.00      | 54.00    | 12.10    |
| 2019 | 20500 | C | E 10000     |  | W 10500     | 9.00      | 54.90    | 8.80     |
| 2018 | 19000 | C | E 9500      |  | W 9500      | 9.00      | 59.90    | 8.80     |
| 2017 | 19000 | C | E 9300      |  | W 9700      | 9.00      | 59.50    | 8.80     |
| 2016 | 19800 | C | E 10000     |  | W 9800      | 9.00      | 59.80    | 7.20     |
| 2015 | 17600 | C | E 9100      |  | W 8500      | 9.00      | 60.30    | 4.00     |
| 2014 | 16600 | F | E 8700      |  | W 7900      | 9.00      | 60.30    | 4.70     |
| 2013 | 16600 | C | E 8700      |  | W 7900      | 9.00      | 60.60    | 5.90     |
| 2012 | 18300 | C | E 9100      |  | W 9200      | 9.00      | 60.60    | 5.90     |
| 2011 | 17400 | C | E 8500      |  | W 8900      | 9.00      | 60.90    | 5.90     |
| 2010 | 19000 | C | E 9300      |  | W 9700      | 9.73      | 61.28    | 4.60     |
| 2009 | 18200 | C | E 9800      |  | W 8400      | 9.88      | 61.89    | 6.80     |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

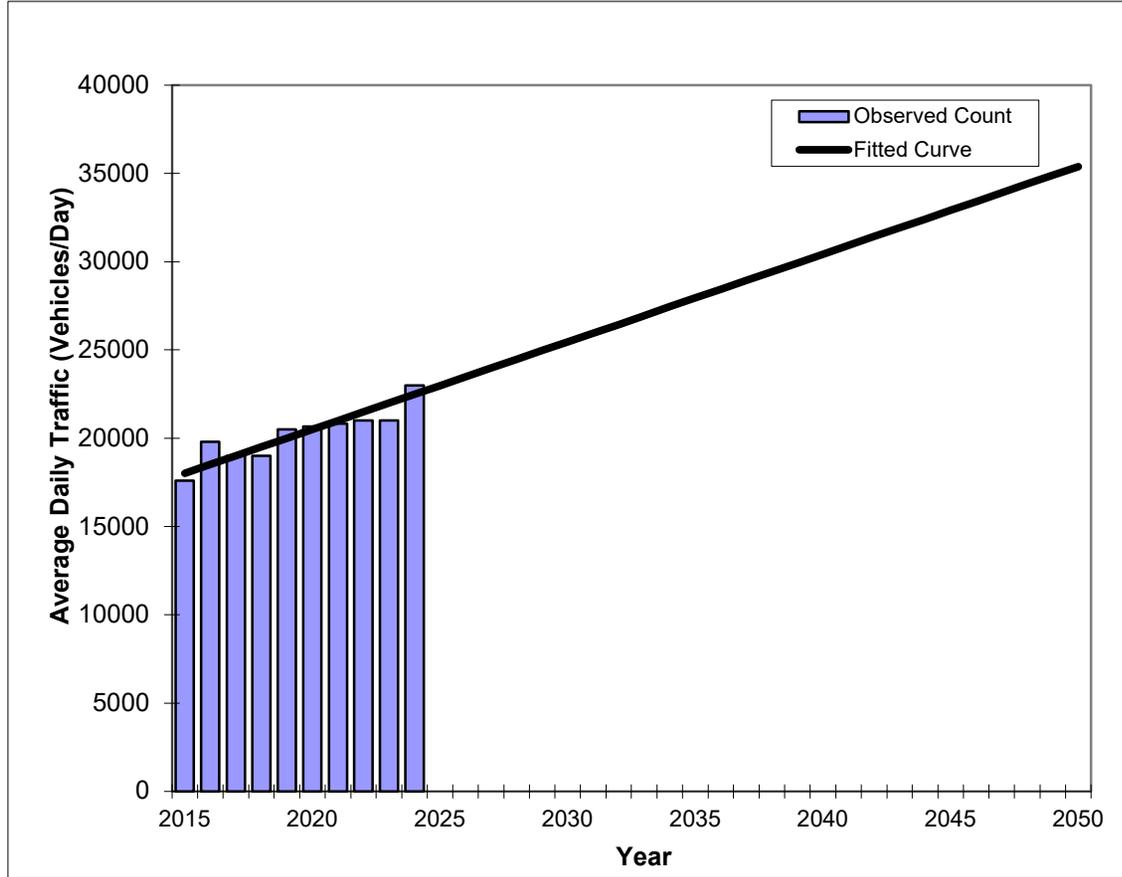
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends - V2023

-- SR 708/BLUE HERON BLVD - W OF SR 5/US 1 (COUNTY LINK: 2811)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 930071          |
| Roadway:   |                 |



| Year                    | Traffic (ADT/AADT) |        |
|-------------------------|--------------------|--------|
|                         | Count*             | Trend  |
| 2015                    | 17,600             | 18,020 |
| 2016                    | 19,800             | 18,510 |
| 2017                    | 19,000             | 19,010 |
| 2018                    | 19,000             | 19,510 |
| 2019                    | 20,500             | 20,000 |
| 2020                    | 20,667             | 20,500 |
| 2021                    | 20,833             | 20,990 |
| 2022                    | 21,000             | 21,490 |
| 2023                    | 21,000             | 21,990 |
| 2024                    | 23,000             | 22,480 |
| 2029 Opening Year Trend |                    |        |
| 2029                    | N/A                | 24,970 |
| 2040 Interim Year Trend |                    |        |
| 2040                    | N/A                | 30,430 |
| 2050 Design Year Trend  |                    |        |
| 2050                    | N/A                | 35,390 |
| FSUTMS Forecasts/Trends |                    |        |
|                         |                    |        |

|   |          |
|---|----------|
| Annual Trend Increase:                  | 496      |
| Trend R-squared:                        | 95.23%   |
| Trend Annual Historic Growth Rate:      | 2.75%    |
| Trend Growth Rate (2024 to Design Year) | 2.21%    |
| Printed:                                | 1/8/2026 |
| <b>Linear Growth Option</b>             |          |

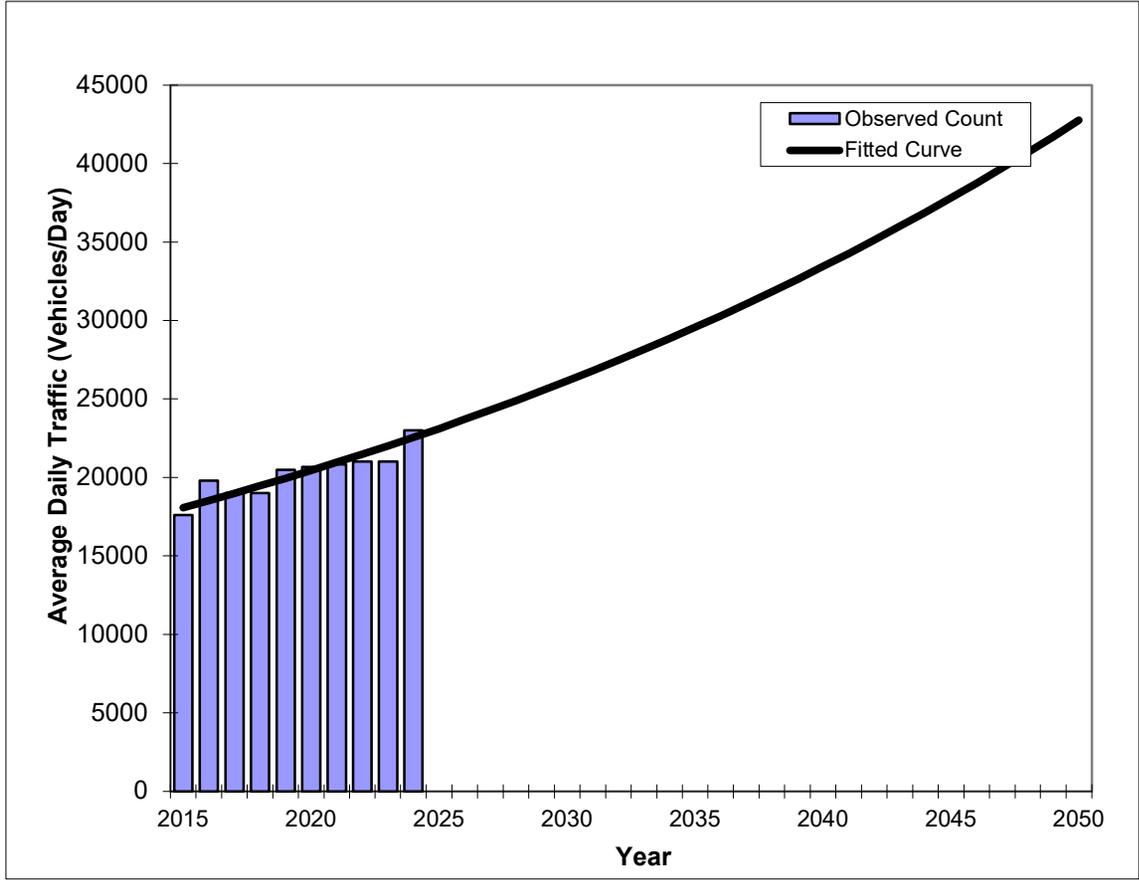
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR 708/BLUE HERON BLVD - W OF SR 5/US 1 (COUNTY LINK: 2811)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|                   |                 |
|-------------------|-----------------|
| <b>County:</b>    | Palm Beach (93) |
| <b>Station #:</b> | 930071          |
| <b>Roadway:</b>   |                 |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2015                           | 17,600             | 18,080 |
| 2016                           | 19,800             | 18,530 |
| 2017                           | 19,000             | 18,990 |
| 2018                           | 19,000             | 19,470 |
| 2019                           | 20,500             | 19,950 |
| 2020                           | 20,667             | 20,450 |
| 2021                           | 20,833             | 20,960 |
| 2022                           | 21,000             | 21,480 |
| 2023                           | 21,000             | 22,010 |
| 2024                           | 23,000             | 22,560 |
| <b>2029 Opening Year Trend</b> |                    |        |
| 2029                           | N/A                | 25,510 |
| <b>2040 Interim Year Trend</b> |                    |        |
| 2040                           | N/A                | 33,440 |
| <b>2050 Design Year Trend</b>  |                    |        |
| 2050                           | N/A                | 42,760 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|  |          |
|--|----------|
| Trend R-squared:                             | 95.15%   |
| Compounded Annual Historic Growth Rate:      | 2.49%    |
| Compounded Growth Rate (2024 to Design Year) | 2.49%    |
| Printed:                                     | 1/8/2026 |
| Exponential Growth Option                    |          |

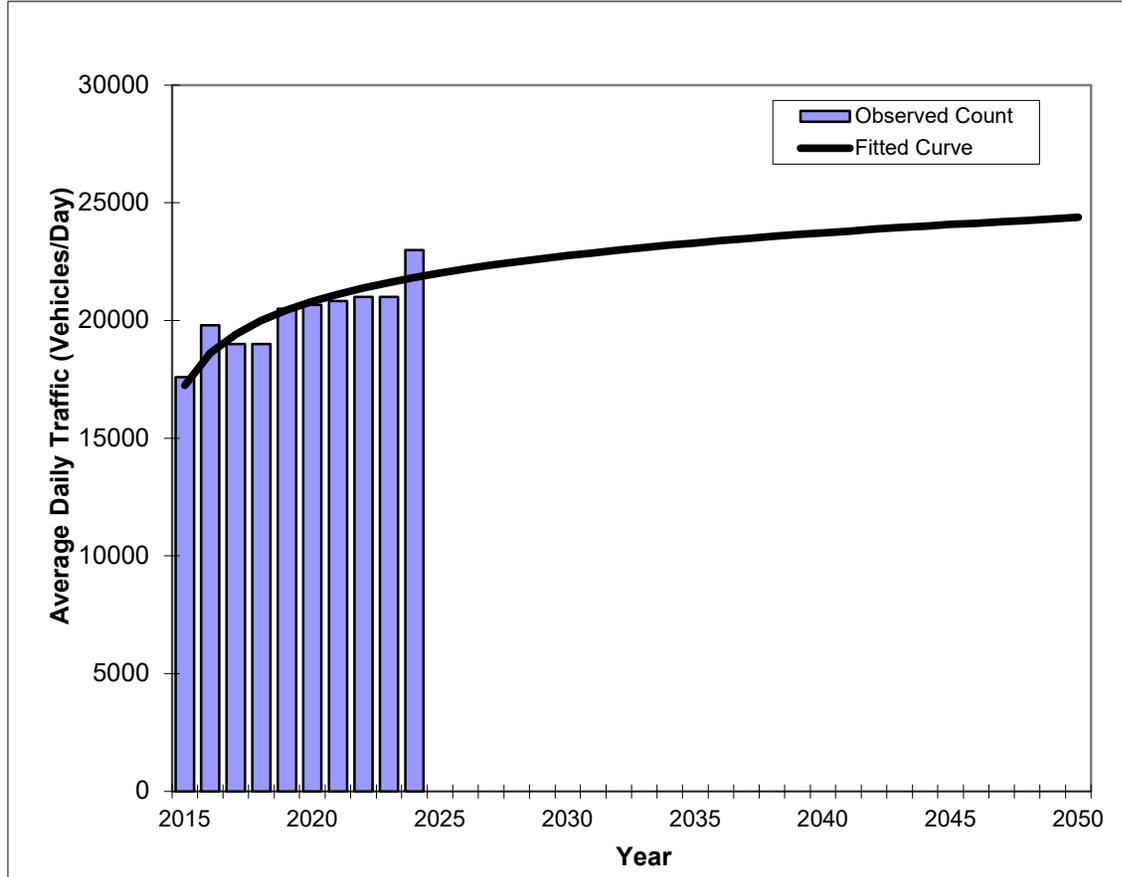
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR 708/BLUE HERON BLVD - W OF SR 5/US 1 (COUNTY LINK: 2811)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 930071          |
| Roadway:   |                 |



| Year                    | Traffic (ADT/AADT) |        |
|-------------------------|--------------------|--------|
|                         | Count*             | Trend  |
| 2015                    | 17,600             | 17,240 |
| 2016                    | 19,800             | 18,620 |
| 2017                    | 19,000             | 19,430 |
| 2018                    | 19,000             | 20,000 |
| 2019                    | 20,500             | 20,450 |
| 2020                    | 20,667             | 20,810 |
| 2021                    | 20,833             | 21,120 |
| 2022                    | 21,000             | 21,380 |
| 2023                    | 21,000             | 21,620 |
| 2024                    | 23,000             | 21,830 |
| 2029 Opening Year Trend |                    |        |
| 2029                    | N/A                | 22,630 |
| 2040 Interim Year Trend |                    |        |
| 2040                    | N/A                | 23,730 |
| 2050 Design Year Trend  |                    |        |
| 2050                    | N/A                | 24,380 |
| FSUTMS Forecasts/Trends |                    |        |
|                         |                    |        |
|                         |                    |        |

|   |          |
|---|----------|
| Trend R-squared:                              | 89.74%   |
| Compounded Annual Historic Growth Rate:       | 2.66%    |
| Compounded Growth Rate (2024 to Design Year): | 0.43%    |
| Printed:                                      | 1/8/2026 |
| <b>Decaying Exponential Growth Option</b>     |          |

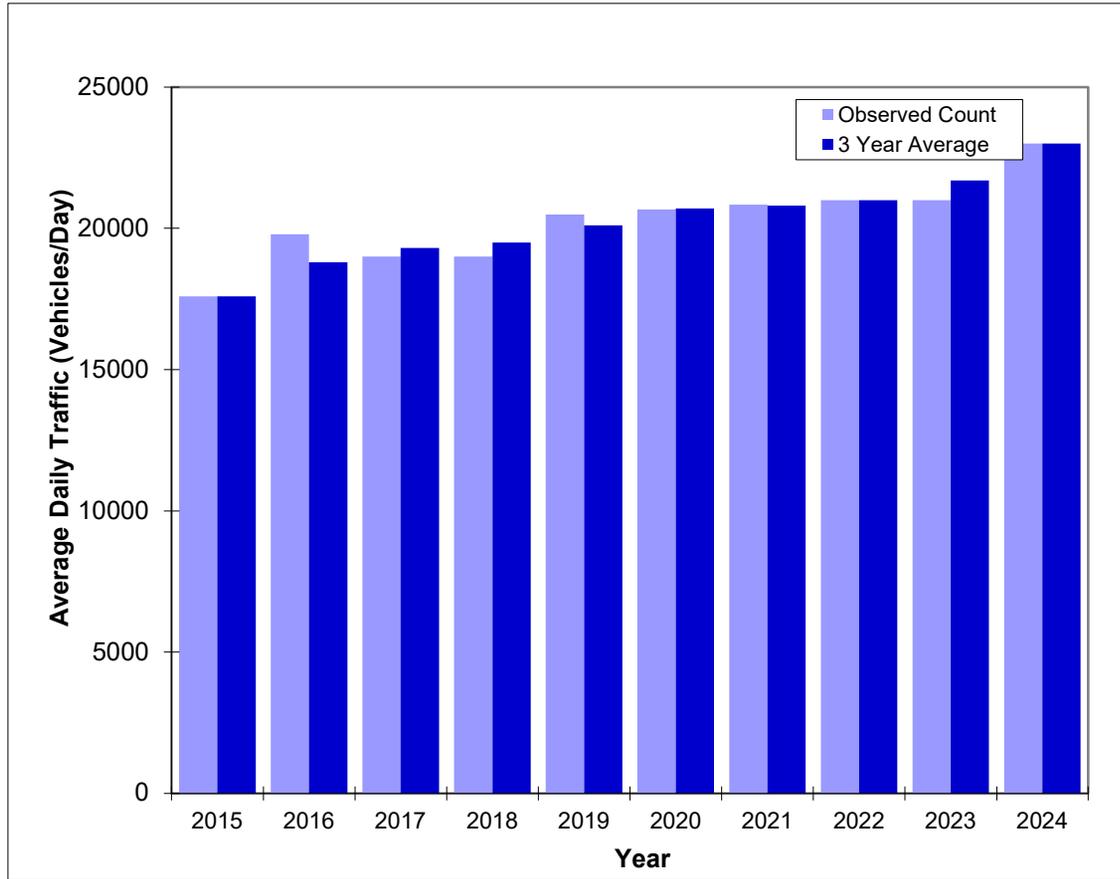
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR 708/BLUE HERON BLVD - W OF SR 5/US 1 (COUNTY LINK: 2811)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 930071          |
| Roadway:   |                 |



| Year | Traffic (ADT/AADT) |          |
|------|--------------------|----------|
|      | Count*             | 3 Yr Avg |
| 2015 | 17,600             | 17,600   |
| 2016 | 19,800             | 18,800   |
| 2017 | 19,000             | 19,300   |
| 2018 | 19,000             | 19,500   |
| 2019 | 20,500             | 20,100   |
| 2020 | 20,667             | 20,700   |
| 2021 | 20,833             | 20,800   |
| 2022 | 21,000             | 21,000   |
| 2023 | 21,000             | 21,700   |
| 2024 | 23,000             | 23,000   |

**Actual AADT vs 3 Year Average**

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 93 - PALM BEACH

SITE: 0755 - SR 5/US 1 - S OF SR 708/BLUE HERON BLVD (COUNTY LINK: 2818)

| YEAR | AADT  |   | DIRECTION 1 |  | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|-------|---|-------------|--|-------------|-----------|----------|----------|
| 2024 | 25500 | C | N 12000     |  | S 13500     | 9.00      | 62.20    | 3.40     |
| 2023 | 28500 | C | N 14000     |  | S 14500     | 9.00      | 60.60    | 9.30     |
| 2022 | 24000 | C | N 11500     |  | S 12500     | 9.00      | 60.70    | 9.30     |
| 2021 | 21000 | C | N 11000     |  | S 10000     | 9.00      | 58.50    | 9.30     |
| 2020 | 21500 | F | N 10500     |  | S 11000     | 9.00      | 57.60    | 2.40     |
| 2019 | 22500 | C | N 11000     |  | S 11500     | 9.00      | 58.80    | 2.40     |
| 2018 | 25000 | C | N 12000     |  | S 13000     | 9.00      | 55.50    | 2.40     |
| 2017 | 22000 | C | N 10500     |  | S 11500     | 9.00      | 55.40    | 2.90     |
| 2016 | 22500 | C | N 11000     |  | S 11500     | 9.00      | 55.30    | 2.90     |
| 2015 | 21500 | C | N 10500     |  | S 11000     | 9.00      | 55.60    | 2.90     |
| 2014 | 23500 | F | N 11000     |  | S 12500     | 9.00      | 55.40    | 4.60     |
| 2013 | 23500 | C | N 11000     |  | S 12500     | 9.00      | 58.50    | 4.60     |
| 2012 | 23000 | C | N 11500     |  | S 11500     | 9.00      | 59.30    | 5.00     |
| 2011 | 23000 | C | N 11500     |  | S 11500     | 9.00      | 58.80    | 5.00     |
| 2010 | 22500 | C | N 11500     |  | S 11000     | 10.86     | 60.20    | 5.00     |
| 2009 | 25500 | C | N 12500     |  | S 13000     | 11.11     | 60.16    | 5.90     |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

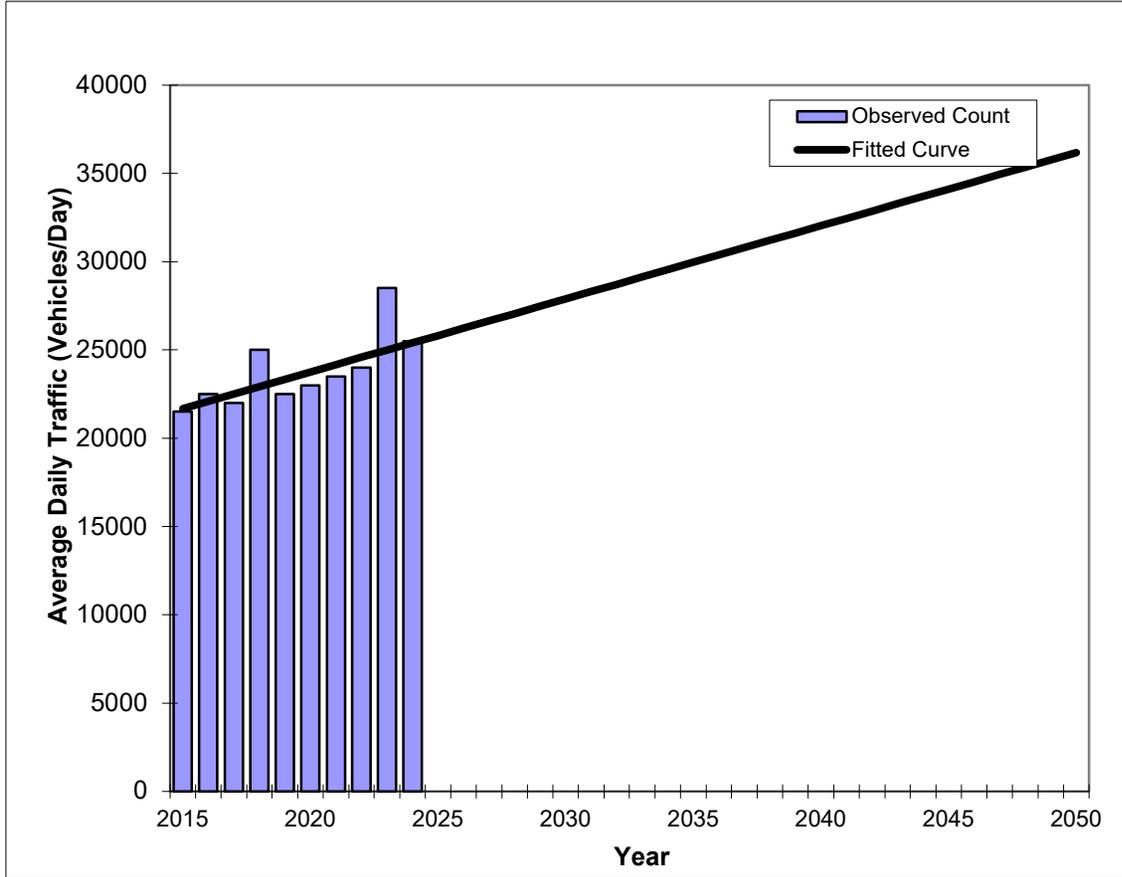
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends - V2023

-- SR 5/US 1 - S OF SR 708/BLUE HERON BLVD (COUNTY LINK: 2818)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 930755          |
| Roadway:   |                 |



| Year                    | Traffic (ADT/AADT) |        |
|-------------------------|--------------------|--------|
|                         | Count*             | Trend  |
| 2015                    | 21,500             | 21,670 |
| 2016                    | 22,500             | 22,090 |
| 2017                    | 22,000             | 22,500 |
| 2018                    | 25,000             | 22,920 |
| 2019                    | 22,500             | 23,330 |
| 2020                    | 23,000             | 23,750 |
| 2021                    | 23,500             | 24,160 |
| 2022                    | 24,000             | 24,580 |
| 2023                    | 28,500             | 24,990 |
| 2024                    | 25,500             | 25,410 |
| 2029 Opening Year Trend |                    |        |
| 2029                    | N/A                | 27,480 |
| 2040 Interim Year Trend |                    |        |
| 2040                    | N/A                | 32,040 |
| 2050 Design Year Trend  |                    |        |
| 2050                    | N/A                | 36,180 |
| FSUTMS Forecasts/Trends |                    |        |
|                         |                    |        |
|                         |                    |        |

|   |          |
|---|----------|
| Annual Trend Increase:                  | 415      |
| Trend R-squared:                        | 82.60%   |
| Trend Annual Historic Growth Rate:      | 1.92%    |
| Trend Growth Rate (2024 to Design Year) | 1.63%    |
| Printed:                                | 1/8/2026 |
| <b>Linear Growth Option</b>             |          |

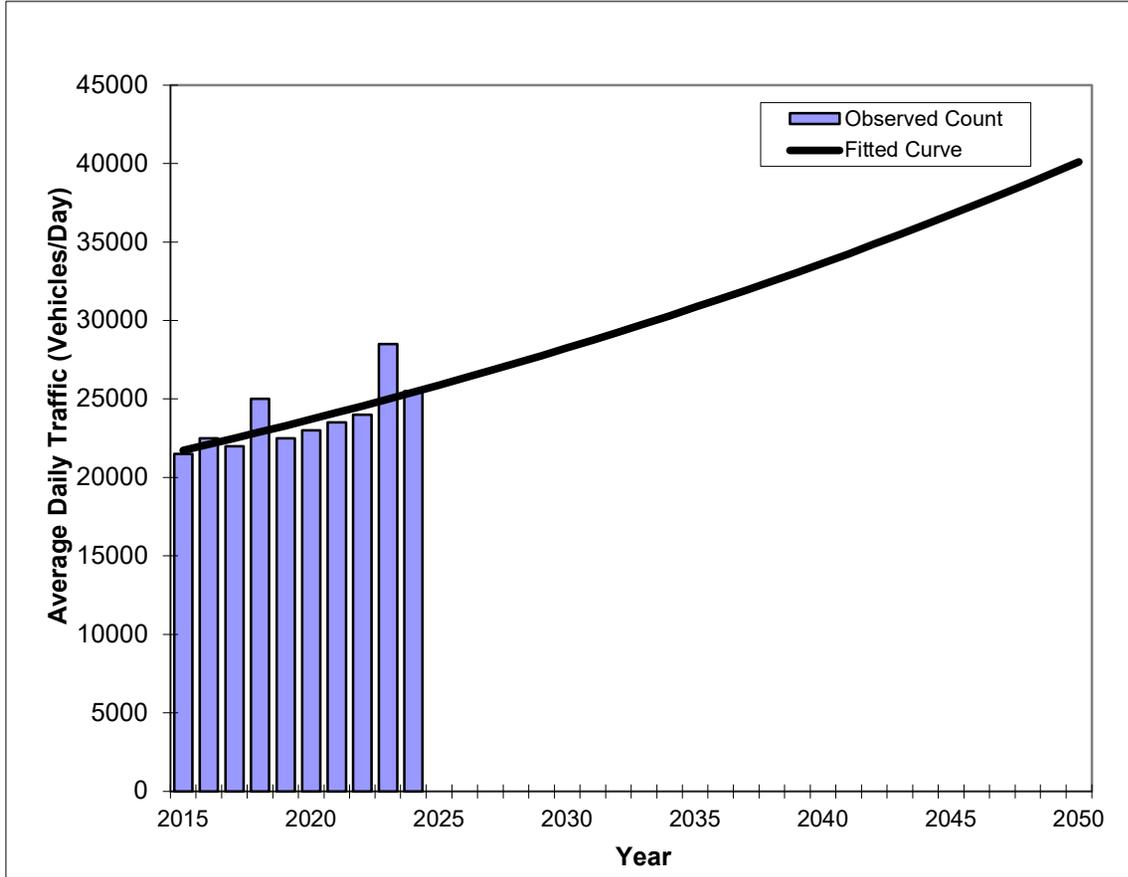
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR 5/US 1 - S OF SR 708/BLUE HERON BLVD (COUNTY LINK: 2818)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 930755          |
| Roadway:   |                 |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2015                           | 21,500             | 21,720 |
| 2016                           | 22,500             | 22,110 |
| 2017                           | 22,000             | 22,500 |
| 2018                           | 25,000             | 22,890 |
| 2019                           | 22,500             | 23,300 |
| 2020                           | 23,000             | 23,710 |
| 2021                           | 23,500             | 24,130 |
| 2022                           | 24,000             | 24,560 |
| 2023                           | 28,500             | 24,990 |
| 2024                           | 25,500             | 25,430 |
| <b>2029 Opening Year Trend</b> |                    |        |
| 2029                           | N/A                | 27,760 |
| <b>2040 Interim Year Trend</b> |                    |        |
| 2040                           | N/A                | 33,660 |
| <b>2050 Design Year Trend</b>  |                    |        |
| 2050                           | N/A                | 40,110 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |

|   |          |
|---|----------|
| Trend R-squared:                              | 83.37%   |
| Compounded Annual Historic Growth Rate:       | 1.77%    |
| Compounded Growth Rate (2024 to Design Year): | 1.77%    |
| Printed:                                      | 1/8/2026 |
| <b>Exponential Growth Option</b>              |          |

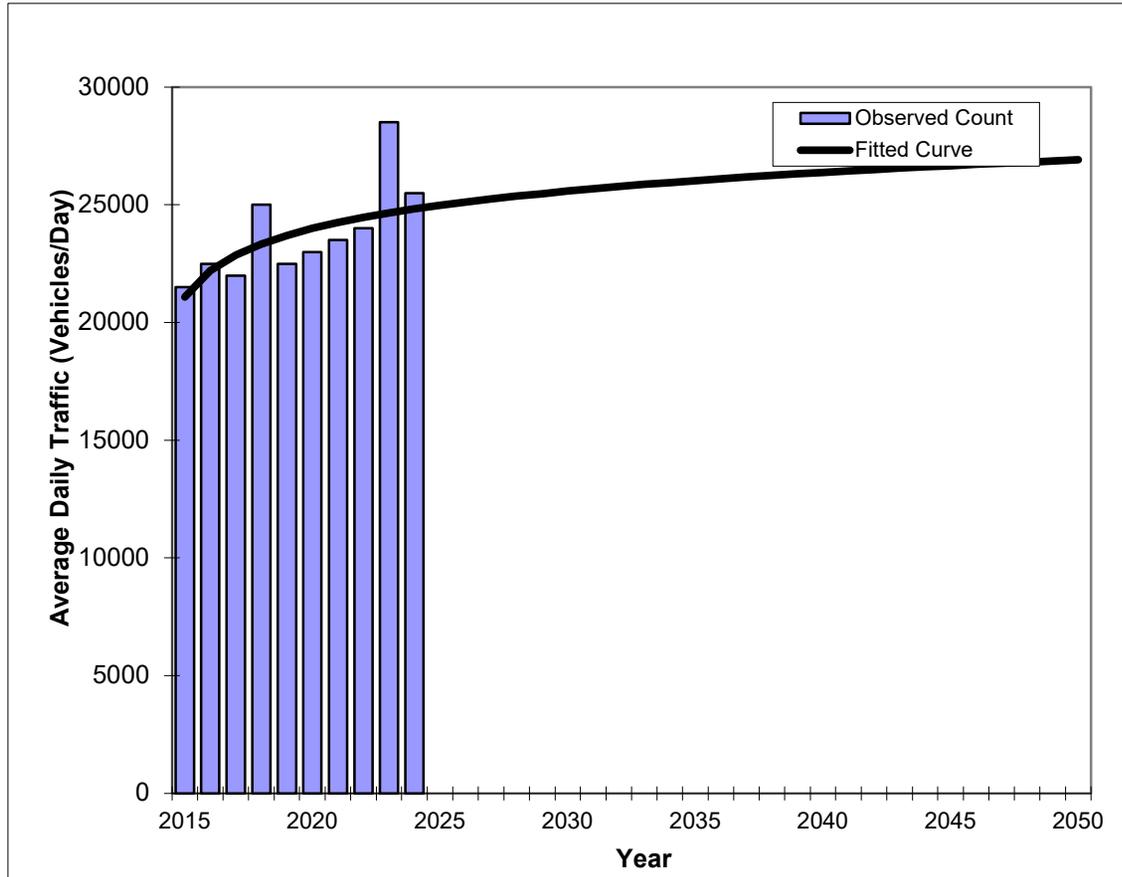
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR 5/US 1 - S OF SR 708/BLUE HERON BLVD (COUNTY LINK: 2818)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 930755          |
| Roadway:   |                 |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2015                           | 21,500             | 21,090 |
| 2016                           | 22,500             | 22,210 |
| 2017                           | 22,000             | 22,870 |
| 2018                           | 25,000             | 23,340 |
| 2019                           | 22,500             | 23,700 |
| 2020                           | 23,000             | 24,000 |
| 2021                           | 23,500             | 24,250 |
| 2022                           | 24,000             | 24,460 |
| 2023                           | 28,500             | 24,660 |
| 2024                           | 25,500             | 24,830 |
| <b>2029 Opening Year Trend</b> |                    |        |
| 2029                           | N/A                | 25,480 |
| <b>2040 Interim Year Trend</b> |                    |        |
| 2040                           | N/A                | 26,380 |
| <b>2050 Design Year Trend</b>  |                    |        |
| 2050                           | N/A                | 26,910 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |

|   |          |
|---|----------|
| Trend R-squared:                              | 74.29%   |
| Compounded Annual Historic Growth Rate:       | 1.83%    |
| Compounded Growth Rate (2024 to Design Year): | 0.31%    |
| Printed:                                      | 1/8/2026 |
| <b>Decaying Exponential Growth Option</b>     |          |

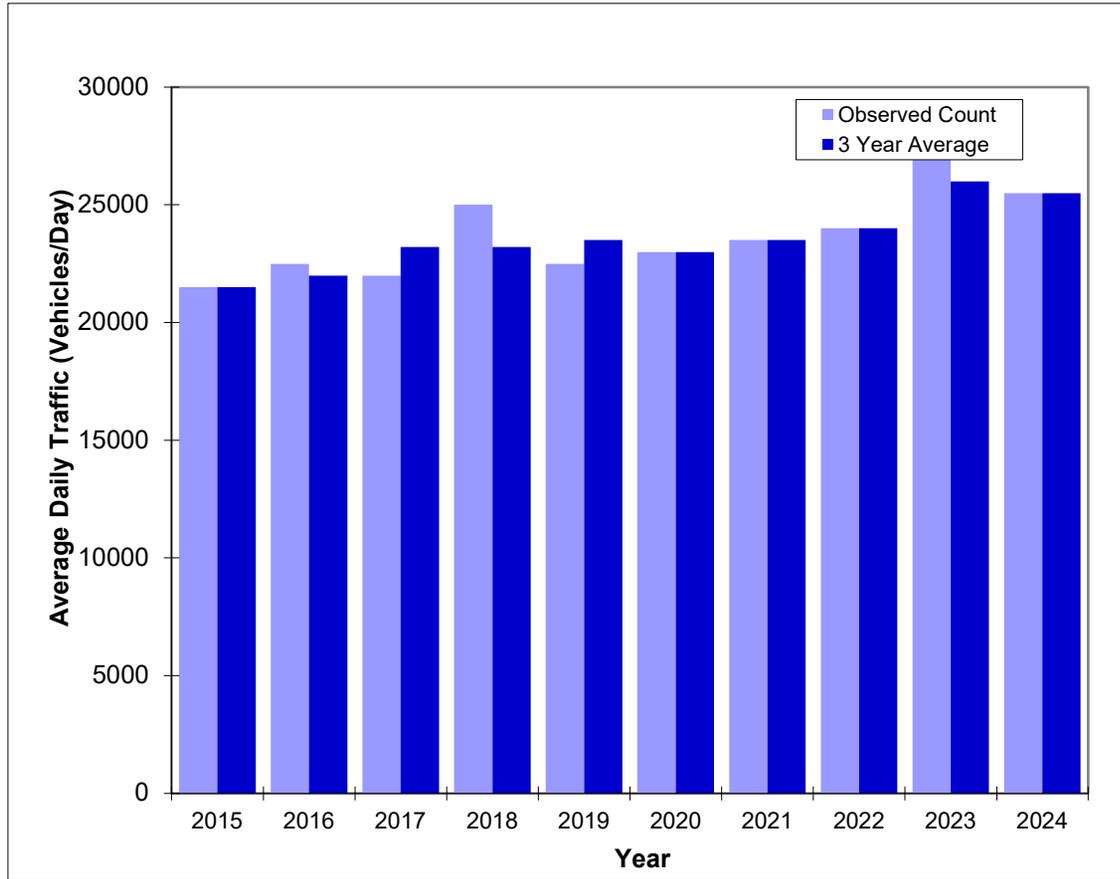
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR 5/US 1 - S OF SR 708/BLUE HERON BLVD (COUNTY LINK: 2818)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 930755          |
| Roadway:   |                 |



| Year | Traffic (ADT/AADT) |          |
|------|--------------------|----------|
|      | Count*             | 3 Yr Avg |
| 2015 | 21,500             | 21,500   |
| 2016 | 22,500             | 22,000   |
| 2017 | 22,000             | 23,200   |
| 2018 | 25,000             | 23,200   |
| 2019 | 22,500             | 23,500   |
| 2020 | 23,000             | 23,000   |
| 2021 | 23,500             | 23,500   |
| 2022 | 24,000             | 24,000   |
| 2023 | 28,500             | 26,000   |
| 2024 | 25,500             | 25,500   |

**Actual AADT vs 3 Year Average**

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 93 - PALM BEACH

SITE: 0328 - SR A1A/BLUE HERON BLVD - E OF ICWW DRAWBRIDGE (COUNTY LINK: 2801)

| YEAR | AADT  |   | DIRECTION 1 |  | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|-------|---|-------------|--|-------------|-----------|----------|----------|
| 2024 | 16800 | C | E 8200      |  | W 8600      | 9.00      | 62.20    | 5.70     |
| 2023 | 18200 | C | E 9700      |  | W 8500      | 9.00      | 60.60    | 5.70     |
| 2022 | 21800 | C | E 9800      |  | W 12000     | 9.00      | 60.70    | 8.00     |
| 2021 | 17000 | C | E 8100      |  | W 8900      | 9.00      | 58.50    | 8.00     |
| 2020 | 17200 | C | E 8800      |  | W 8400      | 9.00      | 57.60    | 8.00     |
| 2019 | 16800 | C | E 8100      |  | W 8700      | 9.00      | 58.80    | 4.60     |
| 2018 | 15800 | C | E 8000      |  | W 7800      | 9.00      | 55.50    | 4.60     |
| 2017 | 16200 | C | E 8400      |  | W 7800      | 9.00      | 55.40    | 4.60     |
| 2016 | 15300 | C | E 7200      |  | W 8100      | 9.00      | 55.30    | 3.80     |
| 2015 | 16900 | C | E 8200      |  | W 8700      | 9.00      | 55.60    | 3.80     |
| 2014 | 17700 | C | E 8800      |  | W 8900      | 9.00      | 55.40    | 3.80     |
| 2013 | 16000 | C | E 8000      |  | W 8000      | 9.00      | 58.50    | 4.30     |
| 2012 | 17400 | C | E 8800      |  | W 8600      | 9.00      | 59.30    | 4.30     |
| 2011 | 14500 | S | E 7500      |  | W 7000      | 9.00      | 58.80    | 5.10     |
| 2010 | 14700 | F | E 7600      |  | W 7100      | 10.86     | 60.20    | 5.10     |
| 2009 | 15100 | C | E 7800      |  | W 7300      | 11.11     | 60.16    | 5.10     |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

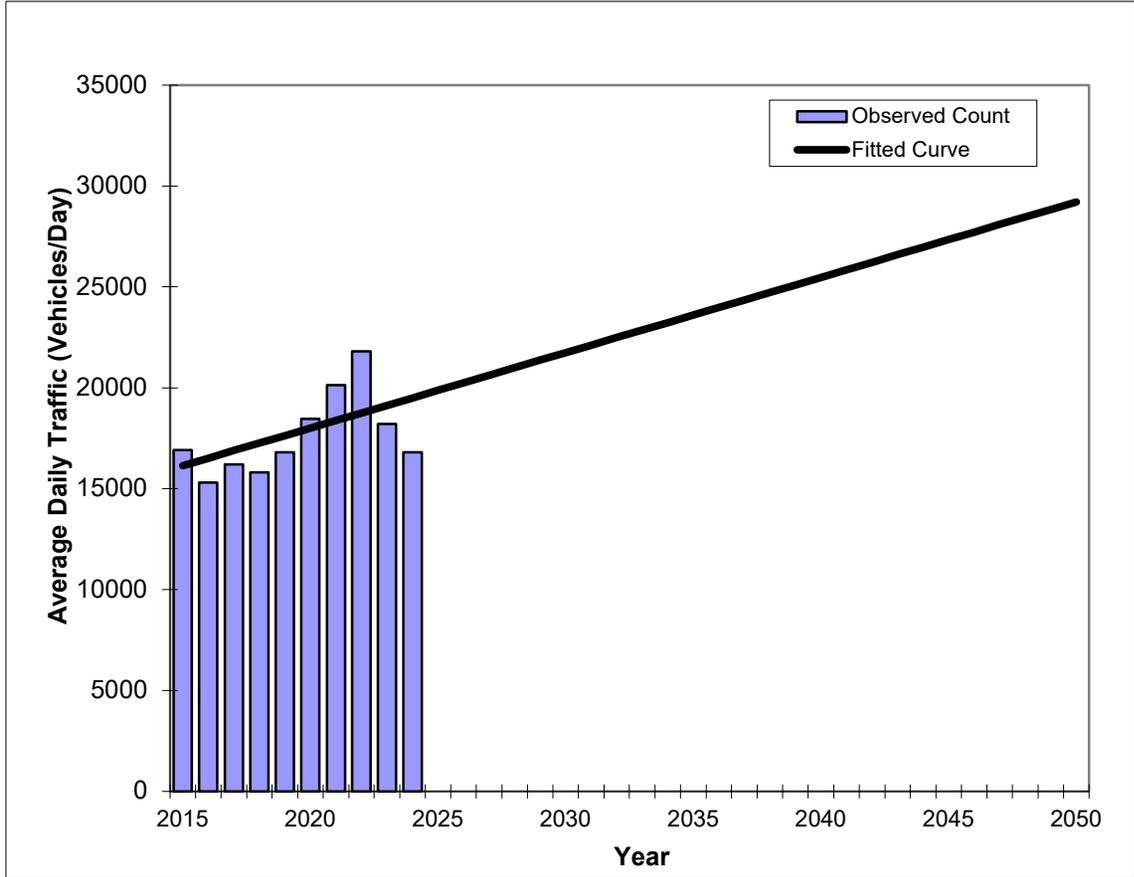
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends - V2023

-- SR A1A/BLUE HERON BLVD - E OF ICWW DRAWBRIDGE (COUNTY LINK: 2801)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 930328          |
| Roadway:   |                 |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2015                           | 16,900             | 16,140 |
| 2016                           | 15,300             | 16,510 |
| 2017                           | 16,200             | 16,890 |
| 2018                           | 15,800             | 17,260 |
| 2019                           | 16,800             | 17,630 |
| 2020                           | 18,467             | 18,010 |
| 2021                           | 20,133             | 18,380 |
| 2022                           | 21,800             | 18,750 |
| 2023                           | 18,200             | 19,130 |
| 2024                           | 16,800             | 19,500 |
| <b>2029 Opening Year Trend</b> |                    |        |
| 2029                           | N/A                | 21,370 |
| <b>2040 Interim Year Trend</b> |                    |        |
| 2040                           | N/A                | 25,470 |
| <b>2050 Design Year Trend</b>  |                    |        |
| 2050                           | N/A                | 29,210 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|   |          |
|---|----------|
| Annual Trend Increase:                  | 373      |
| Trend R-squared:                        | 33.26%   |
| Trend Annual Historic Growth Rate:      | 2.31%    |
| Trend Growth Rate (2024 to Design Year) | 1.92%    |
| Printed:                                | 1/8/2026 |
| <b>Linear Growth Option</b>             |          |

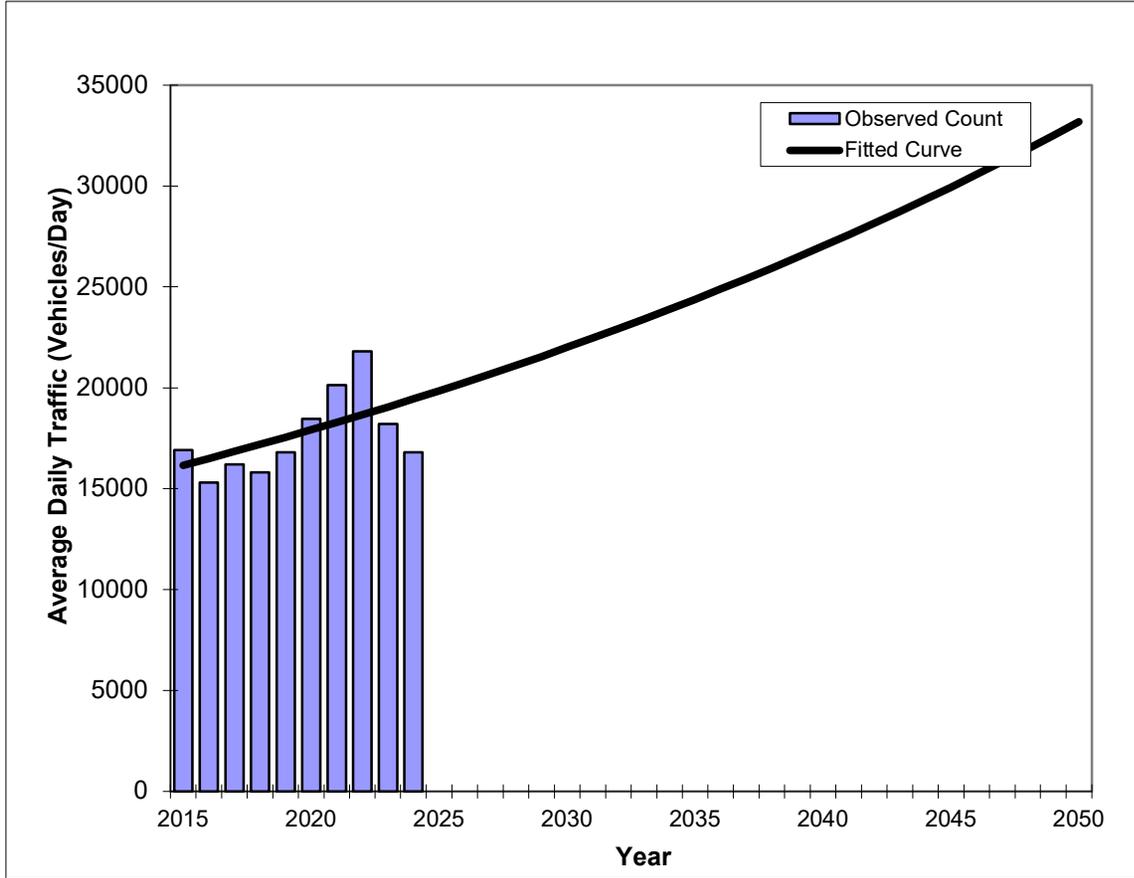
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR A1A/BLUE HERON BLVD - E OF ICWW DRAWBRIDGE (COUNTY LINK: 2801)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 930328          |
| Roadway:   |                 |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2015                           | 16,900             | 16,160 |
| 2016                           | 15,300             | 16,500 |
| 2017                           | 16,200             | 16,840 |
| 2018                           | 15,800             | 17,190 |
| 2019                           | 16,800             | 17,550 |
| 2020                           | 18,467             | 17,910 |
| 2021                           | 20,133             | 18,280 |
| 2022                           | 21,800             | 18,660 |
| 2023                           | 18,200             | 19,050 |
| 2024                           | 16,800             | 19,450 |
| <b>2029 Opening Year Trend</b> |                    |        |
| 2029                           | N/A                | 21,550 |
| <b>2040 Interim Year Trend</b> |                    |        |
| 2040                           | N/A                | 27,020 |
| <b>2050 Design Year Trend</b>  |                    |        |
| 2050                           | N/A                | 33,190 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|  |          |
|--|----------|
| Trend R-squared:                             | 34.53%   |
| Compounded Annual Historic Growth Rate:      | 2.08%    |
| Compounded Growth Rate (2024 to Design Year) | 2.08%    |
| Printed:                                     | 1/8/2026 |
| <b>Exponential Growth Option</b>             |          |

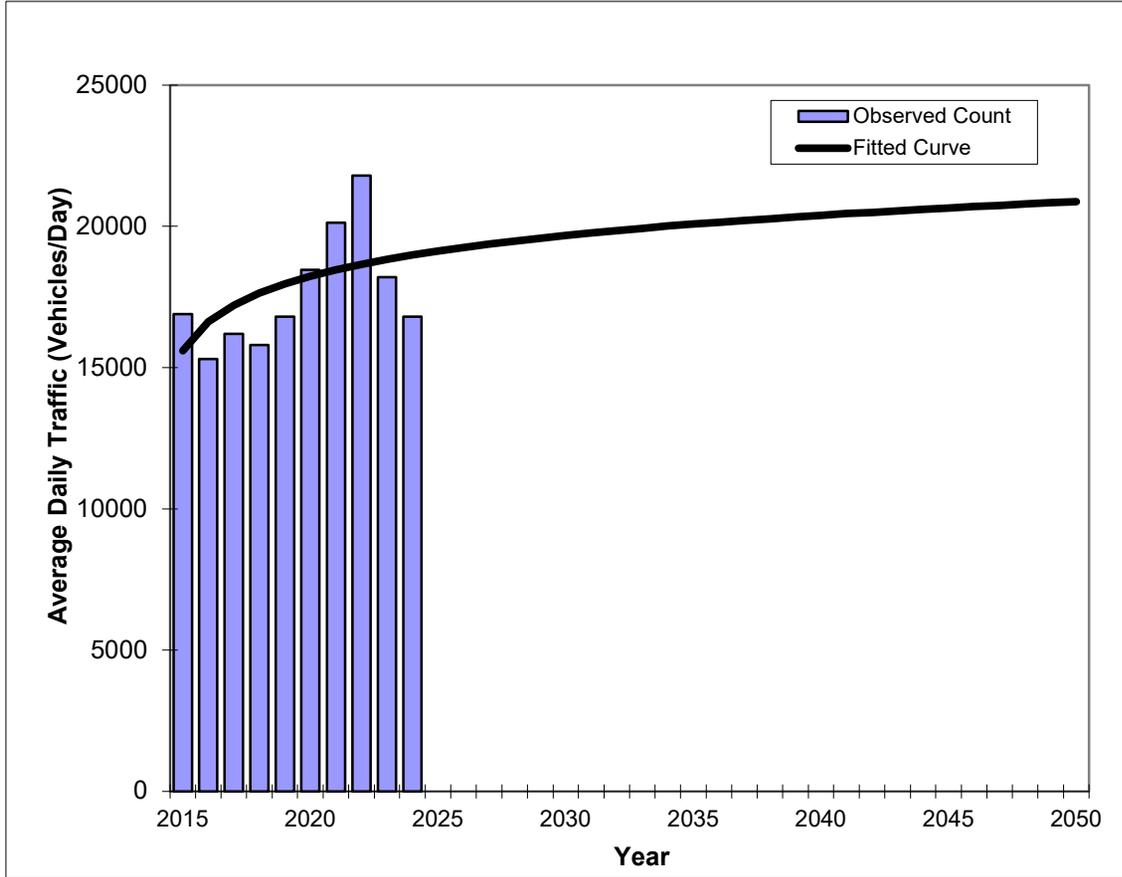
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR A1A/BLUE HERON BLVD - E OF ICWW DRAWBRIDGE (COUNTY LINK: 2801)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 930328          |
| Roadway:   |                 |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2015                           | 16,900             | 15,600 |
| 2016                           | 15,300             | 16,620 |
| 2017                           | 16,200             | 17,210 |
| 2018                           | 15,800             | 17,640 |
| 2019                           | 16,800             | 17,970 |
| 2020                           | 18,467             | 18,230 |
| 2021                           | 20,133             | 18,460 |
| 2022                           | 21,800             | 18,660 |
| 2023                           | 18,200             | 18,830 |
| 2024                           | 16,800             | 18,990 |
| <b>2029 Opening Year Trend</b> |                    |        |
| 2029                           | N/A                | 19,580 |
| <b>2040 Interim Year Trend</b> |                    |        |
| 2040                           | N/A                | 20,390 |
| <b>2050 Design Year Trend</b>  |                    |        |
| 2050                           | N/A                | 20,870 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|   |          |
|---|----------|
| Trend R-squared:                              | 30.30%   |
| Compounded Annual Historic Growth Rate:       | 2.21%    |
| Compounded Growth Rate (2024 to Design Year): | 0.36%    |
| Printed:                                      | 1/8/2026 |
| <b>Decaying Exponential Growth Option</b>     |          |

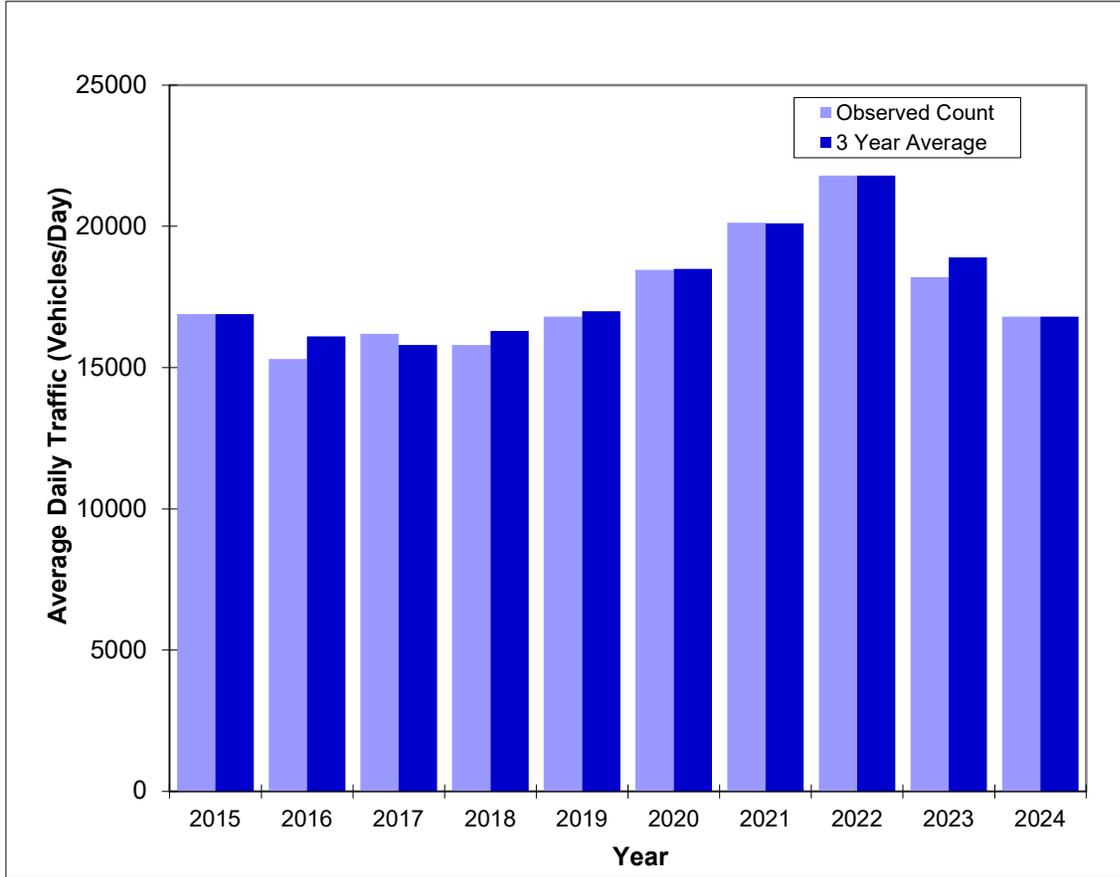
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR A1A/BLUE HERON BLVD - E OF ICWW DRAWBRIDGE (COUNTY LINK: 2801)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 930328          |
| Roadway:   |                 |



| Year | Traffic (ADT/AADT) |          |
|------|--------------------|----------|
|      | Count*             | 3 Yr Avg |
| 2015 | 16,900             | 16,900   |
| 2016 | 15,300             | 16,100   |
| 2017 | 16,200             | 15,800   |
| 2018 | 15,800             | 16,300   |
| 2019 | 16,800             | 17,000   |
| 2020 | 18,467             | 18,500   |
| 2021 | 20,133             | 20,100   |
| 2022 | 21,800             | 21,800   |
| 2023 | 18,200             | 18,900   |
| 2024 | 16,800             | 16,800   |

**Actual AADT vs 3 Year Average**

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2024 HISTORICAL AADT REPORT

COUNTY: 93 - PALM BEACH

SITE: 5134 - SR A1A - S OF ISLAND DR/RIVIERA BCH (COUNTY LINK: 2842)

| YEAR | AADT  |   | DIRECTION 1 |      | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |      |
|------|-------|---|-------------|------|-------------|-----------|----------|----------|------|
| 2024 | 11500 | C | N           | 5900 | S           | 5600      | 9.00     | 62.20    | 3.80 |
| 2023 | 10400 | C | N           | 5300 | S           | 5100      | 9.00     | 60.60    | 5.70 |
| 2022 | 10800 | C | N           | 5500 | S           | 5300      | 9.00     | 60.70    | 3.10 |
| 2021 | 9900  | C | N           | 4900 | S           | 5000      | 9.00     | 58.50    | 2.60 |
| 2020 | 9800  | F | N           | 4800 | S           | 5000      | 9.00     | 57.60    | 2.10 |
| 2019 | 10200 | C | N           | 5000 | S           | 5200      | 9.00     | 58.80    | 2.10 |
| 2018 | 12600 | C | N           | 6300 | S           | 6300      | 9.00     | 55.50    | 2.10 |
| 2017 | 11200 | C | N           | 5500 | S           | 5700      | 9.00     | 55.40    | 2.60 |
| 2016 | 10000 | C | N           | 4800 | S           | 5200      | 9.00     | 55.30    | 2.60 |
| 2015 | 11400 | C | N           | 5700 | S           | 5700      | 9.00     | 55.60    | 2.60 |
| 2014 | 10200 | C | N           | 5100 | S           | 5100      | 9.00     | 55.40    | 3.30 |
| 2013 | 10900 | C | N           | 5500 | S           | 5400      | 9.00     | 58.50    | 3.00 |
| 2012 | 8900  | S | N           | 4400 | S           | 4500      | 9.00     | 59.30    | 4.20 |
| 2011 | 8900  | F | N           | 4400 | S           | 4500      | 9.00     | 58.80    | 4.20 |
| 2010 | 8900  | C | N           | 4400 | S           | 4500      | 10.86    | 60.20    | 4.20 |
| 2009 | 8800  | C | N           | 4400 | S           | 4400      | 11.11    | 60.16    | 5.00 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

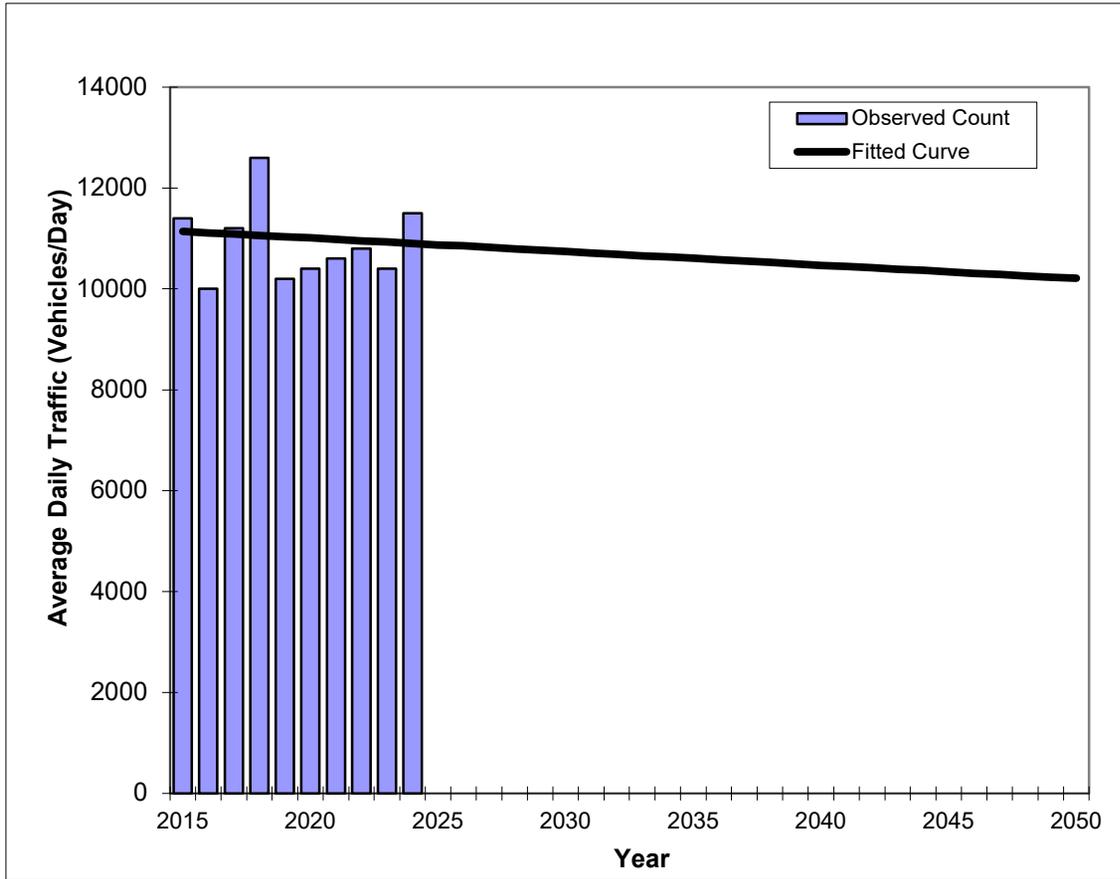
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends - V2023

-- SR A1A - S OF ISLAND DR/RIVIERA BCH (COUNTY LINK: 2842)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 935134          |
| Roadway:   |                 |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2015                           | 11,400             | 11,140 |
| 2016                           | 10,000             | 11,110 |
| 2017                           | 11,200             | 11,090 |
| 2018                           | 12,600             | 11,060 |
| 2019                           | 10,200             | 11,030 |
| 2020                           | 10,400             | 11,010 |
| 2021                           | 10,600             | 10,980 |
| 2022                           | 10,800             | 10,950 |
| 2023                           | 10,400             | 10,930 |
| 2024                           | 11,500             | 10,900 |
| <b>2029 Opening Year Trend</b> |                    |        |
| 2029                           | N/A                | 10,770 |
| <b>2040 Interim Year Trend</b> |                    |        |
| 2040                           | N/A                | 10,470 |
| <b>2050 Design Year Trend</b>  |                    |        |
| 2050                           | N/A                | 10,210 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|   |          |
|---|----------|
| Annual Trend Decrease:                  | 27       |
| Trend R-squared:                        | 4.99%    |
| Trend Annual Historic Growth Rate:      | -0.24%   |
| Trend Growth Rate (2024 to Design Year) | -0.24%   |
| Printed:                                | 1/8/2026 |
| <b>Linear Growth Option</b>             |          |

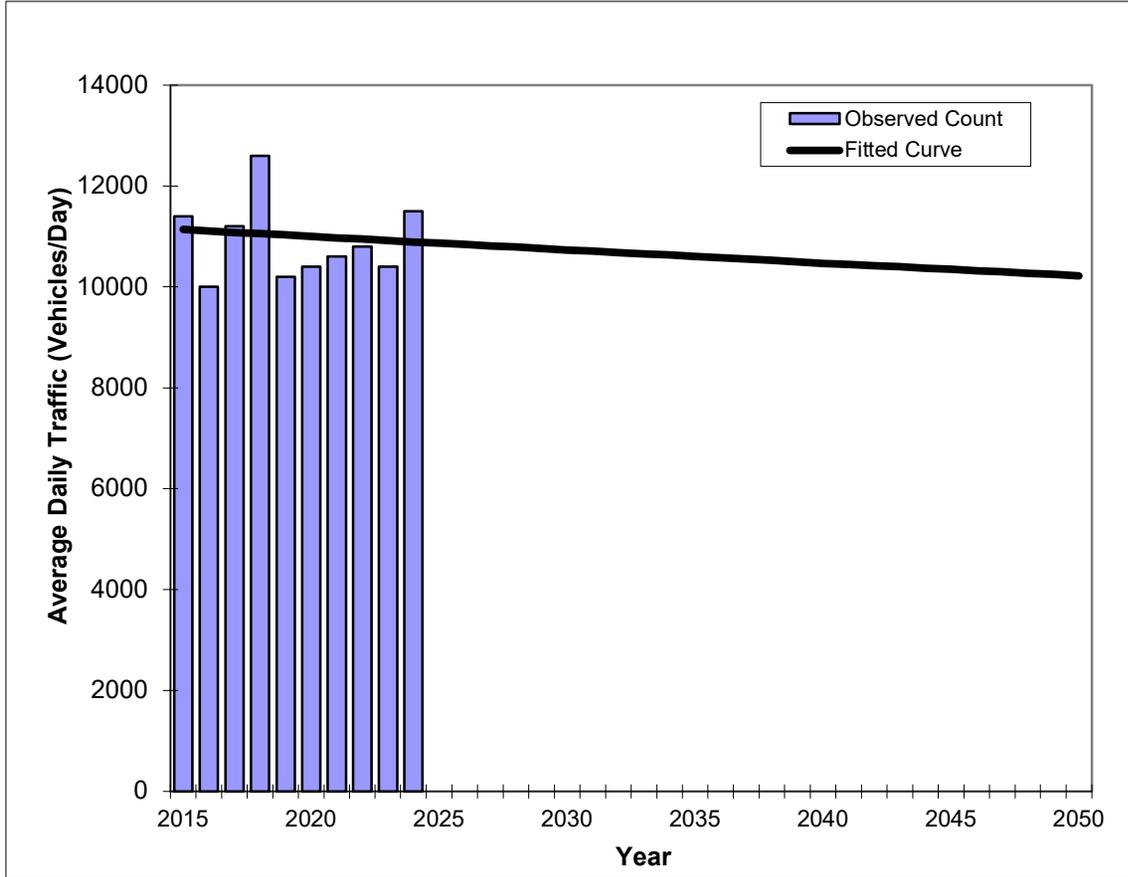
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR A1A - S OF ISLAND DR/RIVIERA BCH (COUNTY LINK: 2842)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 935134          |
| Roadway:   |                 |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2015                           | 11,400             | 11,140 |
| 2016                           | 10,000             | 11,110 |
| 2017                           | 11,200             | 11,080 |
| 2018                           | 12,600             | 11,060 |
| 2019                           | 10,200             | 11,030 |
| 2020                           | 10,400             | 11,000 |
| 2021                           | 10,600             | 10,970 |
| 2022                           | 10,800             | 10,950 |
| 2023                           | 10,400             | 10,920 |
| 2024                           | 11,500             | 10,890 |
| <b>2029 Opening Year Trend</b> |                    |        |
| 2029                           | N/A                | 10,760 |
| <b>2040 Interim Year Trend</b> |                    |        |
| 2040                           | N/A                | 10,470 |
| <b>2050 Design Year Trend</b>  |                    |        |
| 2050                           | N/A                | 10,220 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |

|   |          |
|---|----------|
| Trend R-squared:                              | 5.07%    |
| Compounded Annual Historic Growth Rate:       | -0.25%   |
| Compounded Growth Rate (2024 to Design Year): | -0.24%   |
| Printed:                                      | 1/8/2026 |
| <b>Exponential Growth Option</b>              |          |

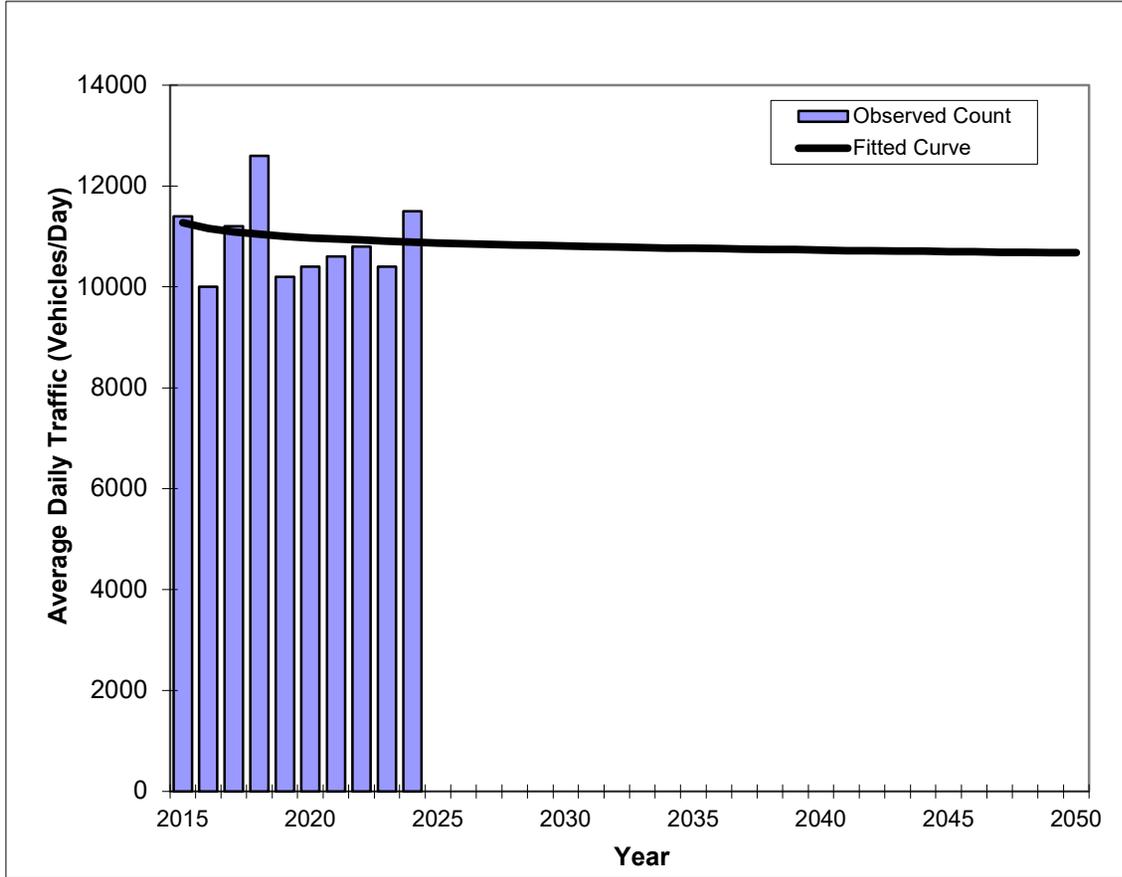
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR A1A - S OF ISLAND DR/RIVIERA BCH (COUNTY LINK: 2842)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 935134          |
| Roadway:   |                 |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2015                           | 11,400             | 11,270 |
| 2016                           | 10,000             | 11,160 |
| 2017                           | 11,200             | 11,090 |
| 2018                           | 12,600             | 11,040 |
| 2019                           | 10,200             | 11,000 |
| 2020                           | 10,400             | 10,970 |
| 2021                           | 10,600             | 10,950 |
| 2022                           | 10,800             | 10,930 |
| 2023                           | 10,400             | 10,910 |
| 2024                           | 11,500             | 10,890 |
| <b>2029 Opening Year Trend</b> |                    |        |
| 2029                           | N/A                | 10,820 |
| <b>2040 Interim Year Trend</b> |                    |        |
| 2040                           | N/A                | 10,730 |
| <b>2050 Design Year Trend</b>  |                    |        |
| 2050                           | N/A                | 10,680 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |

|   |          |
|---|----------|
| Trend R-squared:                              | 11.33%   |
| Compounded Annual Historic Growth Rate:       | -0.38%   |
| Compounded Growth Rate (2024 to Design Year): | -0.07%   |
| Printed:                                      | 1/8/2026 |
| <b>Decaying Exponential Growth Option</b>     |          |

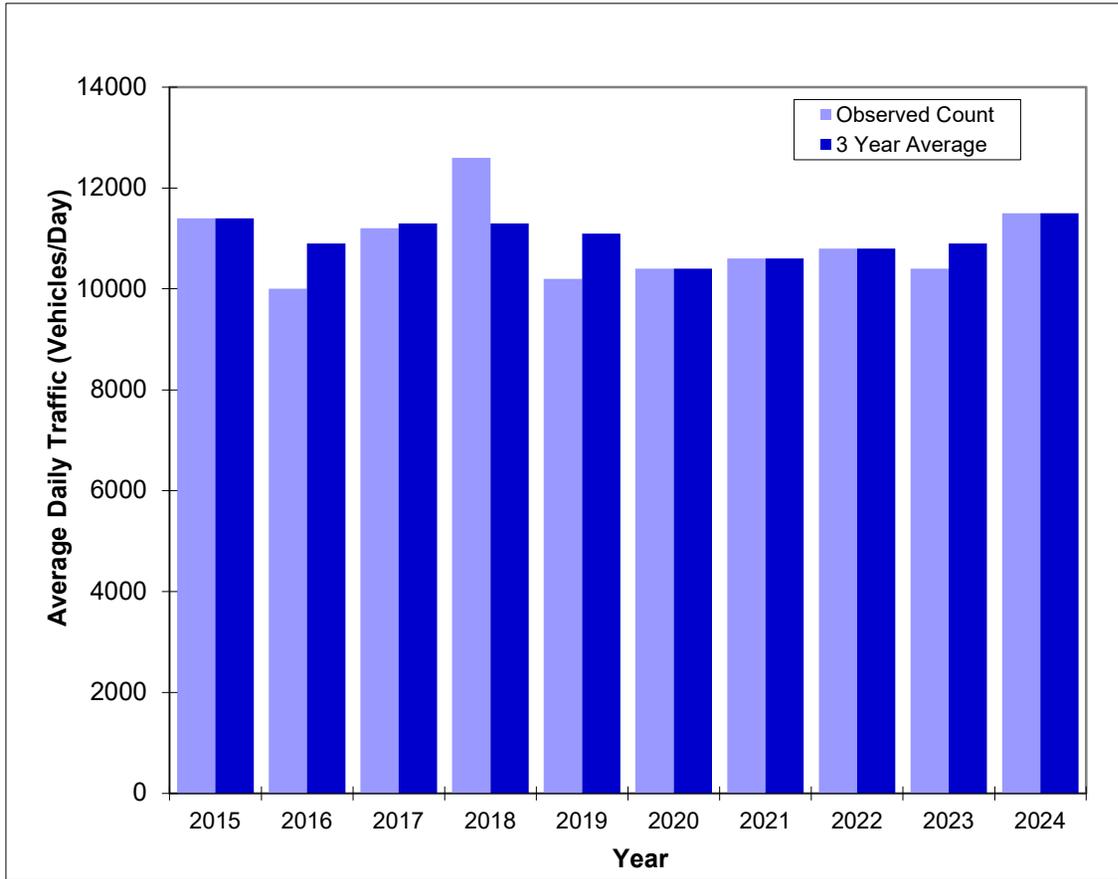
\*Axle-Adjusted

## Traffic Trends - V2023

-- SR A1A - S OF ISLAND DR/RIVIERA BCH (COUNTY LINK: 2842)

|          |       |
|----------|-------|
| FM #     | 12345 |
| Location | 1     |

|            |                 |
|------------|-----------------|
| County:    | Palm Beach (93) |
| Station #: | 935134          |
| Roadway:   |                 |



| Year | Traffic (ADT/AADT) |          |
|------|--------------------|----------|
|      | Count*             | 3 Yr Avg |
| 2015 | 11,400             | 11,400   |
| 2016 | 10,000             | 10,900   |
| 2017 | 11,200             | 11,300   |
| 2018 | 12,600             | 11,300   |
| 2019 | 10,200             | 11,100   |
| 2020 | 10,400             | 10,400   |
| 2021 | 10,600             | 10,600   |
| 2022 | 10,800             | 10,800   |
| 2023 | 10,400             | 10,900   |
| 2024 | 11,500             | 11,500   |

**Actual AADT vs 3 Year Average**

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 93 - PALM BEACH

SITE: 7433 - LAKE DR/INLET WAY/OCEAN AVE AFTER BLUE HERON B/SR 708 (OFF SYSTEM CYCLE)

| YEAR | AADT |   | DIRECTION 1 |      | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |       |
|------|------|---|-------------|------|-------------|-----------|----------|----------|-------|
| 2024 | 1850 | S | E           | 950  | W           | 900       | 9.00     | 62.20    | 3.10  |
| 2023 | 1850 | F | E           | 950  | W           | 900       | 9.00     | 60.60    | 3.10  |
| 2022 | 1750 | C | E           | 900  | W           | 850       | 9.00     | 60.70    | 3.10  |
| 2021 | 2600 | S | E           | 1200 | W           | 1400      | 9.00     | 58.50    | 10.70 |
| 2020 | 2600 | F | E           | 1200 | W           | 1400      | 9.00     | 57.60    | 10.70 |
| 2019 | 2700 | C | E           | 1200 | W           | 1500      | 9.00     | 58.80    | 10.70 |
| 2018 | 1100 | S | E           | 700  | W           | 400       | 9.00     | 55.50    | 4.50  |
| 2017 | 1100 | F | E           | 700  | W           | 400       | 9.00     | 55.40    | 4.60  |
| 2016 | 1100 | C | E           | 700  | W           | 400       | 9.00     | 55.30    | 4.00  |
| 2015 | 9800 | R |             | 0    |             | 0         | 9.00     | 55.60    | 7.10  |
| 2014 | 9700 | T |             |      |             |           | 9.00     | 55.40    | 7.30  |
| 2013 | 9600 | S |             | 0    |             | 0         | 9.00     | 58.50    | 7.40  |
| 2012 | 9600 | F |             | 0    |             | 0         | 9.00     | 59.30    | 6.40  |
| 2011 | 9600 | C | E           | 0    | W           | 0         | 9.00     | 58.80    | 5.10  |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 93 - PALM BEACH

SITE: 7573 - BAMBOO RD FROM LAKE DR TO OCEAN AVE (OFF SYSTEM CYCLE)

| YEAR | AADT |   | DIRECTION 1 |     | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |      |
|------|------|---|-------------|-----|-------------|-----------|----------|----------|------|
| 2024 | 1200 | S | E           | 450 | W           | 750       | 9.00     | 62.20    | 3.00 |
| 2023 | 1200 | F | E           | 450 | W           | 750       | 9.00     | 60.60    | 3.00 |
| 2022 | 1100 | C | E           | 400 | W           | 700       | 9.00     | 60.70    | 3.00 |
| 2021 | 800  | S | E           | 350 | W           | 450       | 9.00     | 58.50    | 4.10 |
| 2020 | 800  | F | E           | 350 | W           | 450       | 9.00     | 57.60    | 4.10 |
| 2019 | 800  | C | E           | 350 | W           | 450       | 9.00     | 58.80    | 4.10 |
| 2018 | 1150 | S | E           | 450 | W           | 700       | 9.00     | 55.50    | 4.50 |
| 2017 | 1150 | F | E           | 450 | W           | 700       | 9.00     | 55.40    | 4.60 |
| 2016 | 1150 | C | E           | 450 | W           | 700       | 9.00     | 55.30    | 4.00 |
| 2015 | 1200 | R |             | 0   |             | 0         | 9.00     | 55.60    | 7.10 |
| 2014 | 1200 | T |             |     |             |           | 9.00     | 55.40    | 7.30 |
| 2013 | 1200 | S |             | 0   |             | 0         | 9.00     | 58.50    | 7.40 |
| 2012 | 1200 | F |             | 0   |             | 0         | 9.00     | 59.30    | 6.40 |
| 2011 | 1200 | C | E           | 0   | W           | 0         | 9.00     | 58.80    | 5.10 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

**APPENDIX E**  
**CMA WORKSHEETS**

**Palm Beach County Intersection Analysis**  
**SINGER ISLAND GATEWAY TRAFFIC IMPACT ANALYSIS**  
**Existing Geometry and Future Volumes (With Project)**  
**SR A1A @ Broadway**

| <b>Input Data</b>   |                    |                     |                      |
|---------------------|--------------------|---------------------|----------------------|
| Growth Rate = 1.69% | Peak Season = 1.03 | Current Year = 2023 | Buildout Year = 2029 |

| <b>AM Peak Hour</b>                    |              |            |            |              |            |            |            |            |            |            |            |            |
|--|--------------|------------|------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|
| <b>Intersection Volume Development</b> |              |            |            |              |            |            |            |            |            |            |            |            |
|  | Northbound   |            |            | Southbound   |            |            | Eastbound  |            |            | Westbound  |            |            |
|  | Left         | Thru       | Right      | Left         | Thru       | Right      | Left       | Thru       | Right      | Left       | Thru       | Right      |
| PBC County                             | 120          | 506        | 169        | 186          | 770        | 79         | 160        | 452        | 108        | 159        | 301        | 113        |
| Peak Season Volume                     | 4            | 15         | 5          | 6            | 23         | 2          | 5          | 14         | 3          | 5          | 9          | 3          |
| Background Traffic                     | 13           | 55         | 18         | 20           | 84         | 9          | 17         | 49         | 12         | 17         | 33         | 12         |
| Major Projects Traffic                 | 37           | 68         | 14         | 47           | 87         | 133        | 79         | 8          | 13         | 13         | 10         | 25         |
| % Project Traffic                      |              |            | 30%        | 5%           |            |            |            | 35%        |            | 30%        | 35%        | 5%         |
| Direction                              |              |            | In         | In           |            |            |            | In         |            | Out        | Out        | Out        |
| Project Traffic                        | 0            | 0          | 7          | 1            | 0          | 0          | 0          | 8          | 0          | 12         | 14         | 2          |
| <b>Total</b>                           | <b>174</b>   | <b>644</b> | <b>213</b> | <b>260</b>   | <b>964</b> | <b>223</b> | <b>261</b> | <b>531</b> | <b>136</b> | <b>206</b> | <b>367</b> | <b>155</b> |
| <b>Approach Total</b>                  | <b>1,031</b> |            |            | <b>1,447</b> |            |            | <b>928</b> |            |            | <b>728</b> |            |            |

| <b>Critical Volume Analysis</b>     |              |     |     |     |     |     |     |     |     |     |     |     |
|-------------------------------------|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| No. of Lanes                        | 1            | 2   | 1   | 1   | 2   | <   | 1   | 2   | 1   | 1   | 2   | <   |
| Per Lane Volume                     | 174          | 322 | 213 | 260 | 594 | 0   | 261 | 266 | 136 | 206 | 261 | 0   |
| Right on Red                        |              |     | 60  |     |     | 10  |     |     | 60  |     |     | 10  |
| Overlaps Left                       |              |     | 206 |     |     | 261 |     |     | 174 |     |     | 260 |
| Adj. Per Lane Volume                | 174          | 322 | 0   | 260 | 584 | 0   | 261 | 266 | 0   | 206 | 251 | 0   |
| Through/Right Volume                | 322          |     | 584 |     |     | 266 |     |     | 251 |     |     |     |
| Opposing Left Turns                 | 260          |     | 174 |     |     | 206 |     |     | 261 |     |     |     |
| Critical Volume for Approach        | 582          |     | 758 |     |     | 472 |     |     | 512 |     |     |     |
| Critical Volume for Direction       | 758          |     |     |     |     |     | 512 |     |     |     |     |     |
| <b>Intersection Critical Volume</b> | <b>1,270</b> |     |     |     |     |     |     |     |     |     |     |     |
| <b>STATUS?</b>                      | <b>NEAR</b>  |     |     |     |     |     |     |     |     |     |     |     |

**Palm Beach County Intersection Analysis**  
**SINGER ISLAND GATEWAY TRAFFIC IMPACT ANALYSIS**  
**Existing Geometry and Future Volumes (Without Project)**  
**SR A1A @ Broadway**

| <b>Input Data</b>   |                    |                     |                      |
|---------------------|--------------------|---------------------|----------------------|
| Growth Rate = 1.69% | Peak Season = 1.03 | Current Year = 2023 | Buildout Year = 2029 |

| <b>PM Peak Hour</b>                    |              |            |            |              |            |            |              |            |            |              |            |            |
|--|--------------|------------|------------|--------------|------------|------------|--------------|------------|------------|--------------|------------|------------|
| <b>Intersection Volume Development</b> |              |            |            |              |            |            |              |            |            |              |            |            |
|  | Northbound   |            |            | Southbound   |            |            | Eastbound    |            |            | Westbound    |            |            |
|  | Left         | Thru       | Right      |
| PBC County                             | 156          | 746        | 168        | 168          | 731        | 162        | 210          | 386        | 85         | 238          | 500        | 171        |
| Peak Season Volume                     | 5            | 22         | 5          | 5            | 22         | 5          | 6            | 12         | 3          | 7            | 15         | 5          |
| Background Traffic                     | 17           | 81         | 18         | 18           | 80         | 18         | 23           | 42         | 9          | 26           | 54         | 19         |
| Major Projects Traffic                 | 25           | 123        | 20         | 46           | 105        | 137        | 184          | 20         | 35         | 20           | 18         | 61         |
| % Project Traffic                      |              |            |            |              |            |            |              |            |            |              |            |            |
| Direction                              |              |            |            |              |            |            |              |            |            |              |            |            |
| Project Traffic                        |              |            |            |              |            |            |              |            |            |              |            |            |
| <b>Total</b>                           | <b>203</b>   | <b>972</b> | <b>211</b> | <b>237</b>   | <b>938</b> | <b>322</b> | <b>423</b>   | <b>460</b> | <b>132</b> | <b>291</b>   | <b>587</b> | <b>256</b> |
| <b>Approach Total</b>                  | <b>1,386</b> |            |            | <b>1,497</b> |            |            | <b>1,015</b> |            |            | <b>1,134</b> |            |            |

| <b>Critical Volume Analysis</b>     |              |     |     |     |     |     |     |     |     |     |     |     |
|-------------------------------------|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| No. of Lanes                        | 1            | 2   | 1   | 1   | 2   | <   | 1   | 2   | 1   | 1   | 2   | <   |
| Per Lane Volume                     | 203          | 486 | 211 | 237 | 630 | 0   | 423 | 230 | 132 | 291 | 422 | 0   |
| Right on Red                        |              |     | 60  |     |     | 10  |     |     | 60  |     |     | 10  |
| Overlaps Left                       |              |     | 291 |     |     | 423 |     |     | 203 |     |     | 237 |
| Adj. Per Lane Volume                | 203          | 486 | 0   | 237 | 620 | 0   | 423 | 230 | 0   | 291 | 412 | 0   |
| Through/Right Volume                | 486          |     | 620 |     |     | 230 |     |     | 412 |     |     |     |
| Opposing Left Turns                 | 237          |     | 203 |     |     | 291 |     |     | 423 |     |     |     |
| Critical Volume for Approach        | 723          |     | 823 |     |     | 521 |     |     | 835 |     |     |     |
| Critical Volume for Direction       | 823          |     |     |     |     |     | 835 |     |     |     |     |     |
| <b>Intersection Critical Volume</b> | <b>1,658</b> |     |     |     |     |     |     |     |     |     |     |     |
| <b>STATUS?</b>                      | <b>OVER</b>  |     |     |     |     |     |     |     |     |     |     |     |

**Palm Beach County Intersection Analysis**  
**SINGER ISLAND GATEWAY TRAFFIC IMPACT ANALYSIS**  
**Existing Geometry and Future Volumes (With Project)**  
**SR A1A @ Broadway**

| <b>Input Data</b>   |                    |                     |                      |
|---------------------|--------------------|---------------------|----------------------|
| Growth Rate = 1.69% | Peak Season = 1.03 | Current Year = 2023 | Buildout Year = 2029 |

| <b>PM Peak Hour</b>                    |              |            |            |              |            |            |              |            |            |              |            |            |
|--|--------------|------------|------------|--------------|------------|------------|--------------|------------|------------|--------------|------------|------------|
| <b>Intersection Volume Development</b> |              |            |            |              |            |            |              |            |            |              |            |            |
|  | Northbound   |            |            | Southbound   |            |            | Eastbound    |            |            | Westbound    |            |            |
|  | Left         | Thru       | Right      |
| PBC County                             | 156          | 746        | 168        | 168          | 731        | 162        | 210          | 386        | 85         | 238          | 500        | 171        |
| Peak Season Volume                     | 5            | 22         | 5          | 5            | 22         | 5          | 6            | 12         | 3          | 7            | 15         | 5          |
| Background Traffic                     | 17           | 81         | 18         | 18           | 80         | 18         | 23           | 42         | 9          | 26           | 54         | 19         |
| Major Projects Traffic                 | 25           | 123        | 20         | 46           | 105        | 137        | 184          | 20         | 35         | 20           | 18         | 61         |
| % Project Traffic                      |              |            | 30%        | 5%           |            |            |              | 35%        |            | 30%          | 35%        | 5%         |
| Direction                              |              |            | In         | In           |            |            |              | In         |            | Out          | Out        | Out        |
| Project Traffic                        | 0            | 0          | 14         | 2            | 0          | 0          | 0            | 16         | 0          | 10           | 11         | 2          |
| <b>Total</b>                           | <b>203</b>   | <b>972</b> | <b>225</b> | <b>239</b>   | <b>938</b> | <b>322</b> | <b>423</b>   | <b>476</b> | <b>132</b> | <b>301</b>   | <b>598</b> | <b>258</b> |
| <b>Approach Total</b>                  | <b>1,400</b> |            |            | <b>1,499</b> |            |            | <b>1,031</b> |            |            | <b>1,157</b> |            |            |

| <b>Critical Volume Analysis</b>     |              |     |     |     |     |     |     |     |     |     |     |     |
|-------------------------------------|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| No. of Lanes                        | 1            | 2   | 1   | 1   | 2   | <   | 1   | 2   | 1   | 1   | 2   | <   |
| Per Lane Volume                     | 203          | 486 | 225 | 239 | 630 | 0   | 423 | 238 | 132 | 301 | 428 | 0   |
| Right on Red                        |              |     | 60  |     |     | 10  |     |     | 60  |     |     | 10  |
| Overlaps Left                       |              |     | 301 |     |     | 423 |     |     | 203 |     |     | 239 |
| Adj. Per Lane Volume                | 203          | 486 | 0   | 239 | 620 | 0   | 423 | 238 | 0   | 301 | 418 | 0   |
| Through/Right Volume                | 486          |     | 620 |     |     | 238 |     |     | 418 |     |     |     |
| Opposing Left Turns                 | 239          |     | 203 |     |     | 301 |     |     | 423 |     |     |     |
| Critical Volume for Approach        | 725          |     | 823 |     |     | 539 |     |     | 841 |     |     |     |
| Critical Volume for Direction       | 823          |     |     |     |     |     | 841 |     |     |     |     |     |
| <b>Intersection Critical Volume</b> | <b>1,664</b> |     |     |     |     |     |     |     |     |     |     |     |
| <b>STATUS?</b>                      | <b>OVER</b>  |     |     |     |     |     |     |     |     |     |     |     |

**Palm Beach County Intersection Analysis**  
**SINGER ISLAND GATEWAY TRAFFIC IMPACT ANALYSIS**  
**Existing Geometry and Future Volumes (With Project)**  
**SR A1A @ Federal Highway**

| <b>Input Data</b>   |                    |                     |                      |
|---------------------|--------------------|---------------------|----------------------|
| Growth Rate = 1.69% | Peak Season = 1.00 | Current Year = 2024 | Buildout Year = 2029 |

| <b>AM Peak Hour</b>                    |              |            |            |            |            |            |              |            |            |            |            |            |
|--|--------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|------------|------------|
| <b>Intersection Volume Development</b> |              |            |            |            |            |            |              |            |            |            |            |            |
|  | Northbound   |            |            | Southbound |            |            | Eastbound    |            |            | Westbound  |            |            |
|  | Left         | Thru       | Right      | Left       | Thru       | Right      | Left         | Thru       | Right      | Left       | Thru       | Right      |
| PBC County                             | 98           | 527        | 102        | 132        | 549        | 160        | 513          | 301        | 222        | 129        | 179        | 136        |
| Peak Season Volume                     | 0            | 0          | 0          | 0          | 0          | 0          | 0            | 0          | 0          | 0          | 0          | 0          |
| Background Traffic                     | 9            | 46         | 9          | 12         | 48         | 14         | 45           | 26         | 19         | 11         | 16         | 12         |
| Major Projects Traffic                 | 12           | 16         | 3          | 0          | 6          | 2          | 4            | 1          | 2          | 1          | 2          | 2          |
| % Project Traffic                      |              | 5%         |            | 25%        | 5%         |            |              | 5%         |            |            | 5%         | 25%        |
| Direction                              |              | Out        |            | In         | In         |            |              | In         |            |            | Out        | Out        |
| Project Traffic                        | 0            | 2          | 0          | 6          | 1          | 0          | 0            | 1          | 0          | 0          | 2          | 10         |
| <b>Total</b>                           | <b>119</b>   | <b>591</b> | <b>114</b> | <b>150</b> | <b>604</b> | <b>176</b> | <b>562</b>   | <b>329</b> | <b>243</b> | <b>141</b> | <b>199</b> | <b>160</b> |
| <b>Approach Total</b>                  | <b>824</b>   |            |            | <b>930</b> |            |            | <b>1,134</b> |            |            | <b>500</b> |            |            |
| <b>Critical Volume Analysis</b>        |              |            |            |            |            |            |              |            |            |            |            |            |
| No. of Lanes                           | 2            | 2          | <          | 2          | 2          | 1          | 2            | 2          | 1          | 2          | 2          | 1          |
| Per Lane Volume                        | 60           | 353        | 0          | 75         | 302        | 176        | 281          | 165        | 243        | 71         | 100        | 160        |
| Right on Red                           |              |            | 10         |            |            | 60         |              |            | 60         |            |            | 60         |
| Overlaps Left                          |              |            | 71         |            |            | 281        |              |            | 60         |            |            | 75         |
| Adj. Per Lane Volume                   | 60           | 343        | 0          | 75         | 302        | 0          | 281          | 165        | 123        | 71         | 100        | 25         |
| Through/Right Volume                   | 343          |            |            | 302        |            |            | 165          |            |            | 100        |            |            |
| Opposing Left Turns                    | 75           |            |            | 60         |            |            | 0            |            |            | 0          |            |            |
| Critical Volume for Approach           | 418          |            |            | 362        |            |            | 165          |            |            | 100        |            |            |
| Critical Volume for Direction          | 418          |            |            |            |            |            | 165          |            |            |            |            |            |
| <b>Intersection Critical Volume</b>    | <b>583</b>   |            |            |            |            |            |              |            |            |            |            |            |
| <b>STATUS?</b>                         | <b>UNDER</b> |            |            |            |            |            |              |            |            |            |            |            |

\*Signal includes split phasing for eastbound and westbound approaches. Therefore, opposing left turns were not considered.

**Palm Beach County Intersection Analysis**  
**SINGER ISLAND GATEWAY TRAFFIC IMPACT ANALYSIS**  
**Existing Geometry and Future Volumes (With Project)**  
**SR A1A @ Federal Highway**

| <b>Input Data</b>   |                    |                     |                      |
|---------------------|--------------------|---------------------|----------------------|
| Growth Rate = 1.69% | Peak Season = 1.00 | Current Year = 2022 | Buildout Year = 2029 |

| <b>PM Peak Hour</b>                    |              |            |            |              |            |            |              |            |            |            |            |            |
|--|--------------|------------|------------|--------------|------------|------------|--------------|------------|------------|------------|------------|------------|
| <b>Intersection Volume Development</b> |              |            |            |              |            |            |              |            |            |            |            |            |
|  | Northbound   |            |            | Southbound   |            |            | Eastbound    |            |            | Westbound  |            |            |
|  | Left         | Thru       | Right      | Left         | Thru       | Right      | Left         | Thru       | Right      | Left       | Thru       | Right      |
| PBC County                             | 224          | 698        | 93         | 179          | 752        | 410        | 544          | 313        | 221        | 207        | 299        | 194        |
| Peak Season Volume                     | 0            | 0          | 0          | 0            | 0          | 0          | 0            | 0          | 0          | 0          | 0          | 0          |
| Background Traffic                     | 28           | 87         | 12         | 22           | 94         | 51         | 68           | 39         | 28         | 26         | 37         | 24         |
| Major Projects Traffic                 | 5            | 8          | 3          | 2            | 15         | 4          | 3            | 3          | 9          | 3          | 2          | 1          |
| % Project Traffic                      |              | 5%         |            | 25%          | 5%         |            |              | 5%         |            |            | 5%         | 25%        |
| Direction                              |              | Out        |            | In           | In         |            |              | In         |            |            | Out        | Out        |
| Project Traffic                        | 0            | 2          | 0          | 11           | 2          | 0          | 0            | 2          | 0          | 0          | 2          | 8          |
| <b>Total</b>                           | <b>257</b>   | <b>795</b> | <b>108</b> | <b>214</b>   | <b>863</b> | <b>465</b> | <b>615</b>   | <b>357</b> | <b>258</b> | <b>236</b> | <b>340</b> | <b>227</b> |
| <b>Approach Total</b>                  | <b>1,160</b> |            |            | <b>1,542</b> |            |            | <b>1,230</b> |            |            | <b>803</b> |            |            |
| <b>Critical Volume Analysis</b>        |              |            |            |              |            |            |              |            |            |            |            |            |
| No. of Lanes                           | 2            | 2          | <          | 2            | 2          | 1          | 2            | 2          | 1          | 2          | 2          | 1          |
| Per Lane Volume                        | 129          | 452        | 0          | 107          | 432        | 465        | 308          | 179        | 258        | 118        | 170        | 227        |
| Right on Red                           |              |            | 10         |              |            | 60         |              |            | 60         |            |            | 60         |
| Overlaps Left                          |              |            | 118        |              |            | 308        |              |            | 129        |            |            | 107        |
| Adj. Per Lane Volume                   | 129          | 442        | 0          | 107          | 432        | 97         | 308          | 179        | 69         | 118        | 170        | 60         |
| Through/Right Volume                   | 442          |            |            | 432          |            |            | 179          |            |            | 170        |            |            |
| Opposing Left Turns                    | 107          |            |            | 129          |            |            | 0            |            |            | 0          |            |            |
| Critical Volume for Approach           | 549          |            |            | 561          |            |            | 179          |            |            | 170        |            |            |
| Critical Volume for Direction          | 561          |            |            |              |            |            | 179          |            |            |            |            |            |
| <b>Intersection Critical Volume</b>    | <b>740</b>   |            |            |              |            |            |              |            |            |            |            |            |
| <b>STATUS?</b>                         | <b>UNDER</b> |            |            |              |            |            |              |            |            |            |            |            |

\*Signal includes split phasing for eastbound and westbound approaches. Therefore, opposing left turns were not considered.