

NEW DEVELOPMENT PROGRAM

Park & Lee

Site Trip Generation ⁽¹⁾ - Peak Hour of Adjacent Street

Scenario	Land Use			AM Peak Hour			PM Peak Hour			Weekly Average Daily Trips
	Code	Amount	Units	In	Out	Total	In	Out	Total	
Residential Condominium	230	70	DU	7	32	39	30	15	45	472
Retail ⁽²⁾	826	4,000	GSF	<u>14</u>	<u>8</u>	<u>22</u>	<u>5</u>	<u>6</u>	<u>11</u>	<u>177</u>
			Subtotal	21	40	61	35	21	56	649
			<i>Internal Reduction (10%)</i>	<i>(2)</i>	<i>(2)</i>	<i>(4)</i>	<i>(2)</i>	<i>(2)</i>	<i>(4)</i>	<i>(36)</i>
Total New Trips				19	38	57	33	19	52	613

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 9th Edition.

(2) Trip generation data is not available for LUC 826 AM Peak hour of Adjacent Street Traffic. Therefore, trip generation for LUC 820 is used for the AM analysis.

ORIGINAL DEVELOPMENT PROGRAM

Park & Lee

Site Trip Generation ⁽¹⁾ - Peak Hour of Adjacent Street

Scenario	Land Use			AM Peak Hour			PM Peak Hour			Weekly Average Daily Trips
	Code	Amount	Units	In	Out	Total	In	Out	Total	
Residential Condominium	230	70	DU	7	32	39	30	15	45	472
Work/Live Component	710	5,102	GSF	<u>7</u>	<u>1</u>	<u>8</u>	<u>1</u>	<u>7</u>	<u>8</u>	<u>56</u>
			Subtotal	14	33	47	31	22	53	528
			<i>Internal Reduction (10%)</i>	<i>(1)</i>	<i>(3)</i>	<i>(4)</i>	<i>(3)</i>	<i>(2)</i>	<i>(5)</i>	<i>(53)</i>
Total New Trips				13	30	43	28	20	48	475

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 9th Edition.

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Total Future Intersection Levels of Service Summary (1) (2) (3) (4)

Intersection	Approach Roadway	Operating Condition	Approach/ Movement	Total Future 2022		Total Future 2022		
				Original Dev. Program		New Dev. Program		
				AM	PM	AM	PM	
1 North Lee Street /West Broad Street	West Broad Street	Signal	EBLTR	A (3.0)	A (4.1)	A (3.1)	A (4.2)	
	West Broad Street		WBLTR	A (2.7)	A (3.8)	A (2.8)	A (3.8)	
	South Lee Street		NBLTR	D (44.9)	D (41.7)	D (44.7)	D (41.7)	
	North Lee Street		SBLTR	D (44.5)	D (44.7)	D (44.7)	D (44.7)	
	Overall			A (4.2)	A (6.3)	A (4.9)	A (6.3)	
2 North Lee Street / South Site Entrance	Driveway	STOP	EBLTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	
	Site Entrance		WBLTR	A [9.2]	A [9.5]	A [9.3]	A [9.6]	
	North Lee Street		NBLTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	
	North Lee Street		SBLTR	A [0.6]	A [0.4]	A [0.8]	A [0.6]	
3 North Lee Street / North Site Entrance	Site Entrance	STOP	WBLR	n/a	n/a	n/a	n/a	
	North Lee Street		NBTR	n/a	n/a	n/a	n/a	
	North Lee Street		SBLT	n/a	n/a	n/a	n/a	
4 North Lee Street / Park Avenue	Park Avenue	STOP	EBLTR	A [0.1]	A [0.1]	A [0.1]	A [0.1]	
	Park Avenue		WBLTR	A [0.1]	A [1.3]	A [0.1]	A [1.4]	
	North Lee Street		NBLTR	B [11.3]	B [13.6]	B [11.3]	B [13.5]	
	North Lee Street		SBLTR	B [10.8]	C [15.2]	B [10.8]	C [15.2]	
	<i>All Way Stop Control</i>	Park Avenue	STOP	EBLTR	A [9.4]	B [10.8]	A [9.4]	B [10.8]
	Park Avenue	WBLTR		A [8.7]	A [9.9]	A [8.7]	A [9.9]	
	North Lee Street	NBLTR		A [8.1]	A [8.7]	A [8.2]	A [8.6]	
	North Lee Street	SBLTR		A [7.8]	A [8.6]	A [7.8]	A [8.6]	
5 Site Entrance / Park Avenue	Park Avenue	STOP	EBTR	n/a	n/a	n/a	n/a	
	Park Avenue		WBLT	n/a	n/a	n/a	n/a	
	Site Entrance		NBLR	n/a	n/a	n/a	n/a	

Notes : (1) Numbers in parentheses () represent delay at signalized intersections in seconds per vehicle.

(2) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.

(3) Asterisks * represent delays in excess of 999.9 seconds.

(4) Roadway names in bold are considered north/south for purposes of this analysis

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Total Future Intersection Queuing Summary (1) (2)

Intersection	Approach Roadway	Operating Condition	Approach/ Movement	Available Storage (ft)	Total Future 2022 Original Dev. Program		Total Future 2022 New Dev. Program	
					AM	PM	AM	PM
1 North Lee Street /West Broad Street	West Broad Street	Signal	EBLTR	n/a	114	180	117	182
	West Broad Street		WBLTR	n/a	104	162	106	162
	South Lee Street		NBLTR	n/a	59	50	58	50
	North Lee Street		SBLTR	n/a	57	101	61	101
2 North Lee Street / South Site Entrance	Driveway	STOP	EBLTR	n/a	0	0	0	0
	Site Entrance		WBLTR	n/a	3	2	4	2
	North Lee Street		NBLTR	n/a	0	0	0	0
	North Lee Street		SBLTR	n/a	0	0	0	0
3 North Lee Street / North Site Entrance	Site Entrance	STOP	EBLTR	n/a	n/a	n/a	n/a	n/a
	North Lee Street		WBLTR	n/a	n/a	n/a	n/a	
	North Lee Street		NBL	n/a	n/a	n/a	n/a	
4 North Lee Street / Park Avenue	Park Avenue	STOP	EBLTR	n/a	0	0	0	0
	Park Avenue		WBLTR	n/a	0	2	0	2
	North Lee Street		NBLTR	n/a	10	12	11	12
	North Lee Street		SBLTR	n/a	0	3	0	3
5 Site Entrance / Park Avenue	Park Avenue	STOP	EBTR	n/a	n/a	n/a	n/a	n/a
	Park Avenue		WBLT	n/a	n/a	n/a	n/a	
	Site Entrance		NBLR	n/a	n/a	n/a	n/a	

Notes : (1) Turning movement queue length is based on the 95th percentile queue in feet as reported by Synchro, Version 9.

(2) Roadway names in bold are considered north/south for purposes of this analysis