

# EXECUTIVE SUMMARY



**315 NE 3<sup>rd</sup> Street**

Fort Lauderdale, Florida 33301

prepared for:

**Arosa Developers**

Traffic and Parking

***TRAFTECH***  
ENGINEERING, INC.

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## EXECUTIVE SUMMARY

315 NE 3<sup>rd</sup> Street is a proposed residential development planned to be located on the south side of NE 3<sup>rd</sup> Street, east of NE 3<sup>rd</sup> Avenue in the City of Fort Lauderdale in Broward County, Florida. The location of the project site is illustrated in Figure 1 on the following page. A traffic study was prepared for the proposed residential development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network.

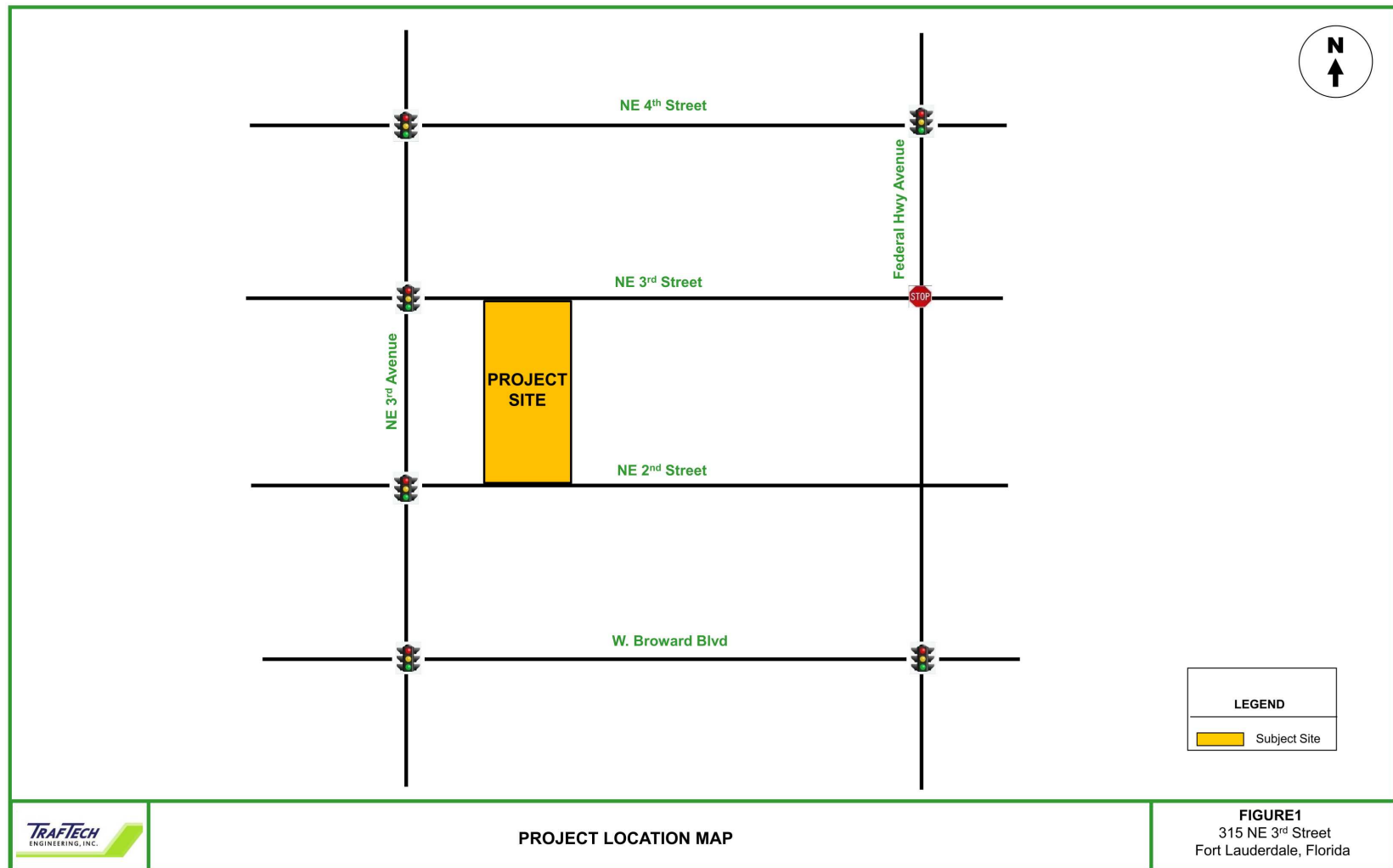
### Trip Generation

The trip generation analysis was prepared for the project based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (11<sup>th</sup> Edition). As indicated in Table 1 below, the trips generated by the proposed residential development consists of approximately 129 trips during the AM peak hour (18 inbound and 111 outbound) and approximately 126 trips during the PM peak hour (83 inbound and 43 outbound).

<b>Table 1</b> <b>315 NE 3<sup>rd</sup> Street</b> <b>Trip Generation Analysis</b> <b>Fort Lauderdale, Florida</b>								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
<b>Proposed</b>								
Multi-Family Housing (High-Rise)	607 DU	1,161	13	107	120	70	31	101
Retail <40K	3,726 SF	203	5	4	9	13	12	25
<b>Total</b>		<b>1,364</b>	<b>18</b>	<b>111</b>	<b>129</b>	<b>83</b>	<b>43</b>	<b>126</b>

Source: ITE Trip Generation Manual (11<sup>th</sup> Edition).

<sup>1</sup> Close to rail transit service in a dense multi-use urban setting.



## Traffic Impacts

To determine the traffic impacts created by the project to the nearby street network, Intersection capacity/level of service analyses were conducted at seven study intersections and the residential driveway that provide access to the parking garage. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCS) using the SYNCHRO software. The results of the capacity analyses are summarized in Table 2 below.

<b>TABLE 2</b> <b>Intersection Level of Service</b> <b>315 NE 3<sup>rd</sup> Street</b>			
Intersection	2024 Existing	Future Traffic Conditions	
		2028 w/o Project	2028 With Project
101: NE 3rd Avenue & NE 4th Street	B (B) 19.6 (11.7)	C (B) 30.9 (12.4)	C (B) 30.6 (12.4)
102: N Federal Highway & NE 4th Avenue	C (C) 23.2 (24.8)	C (C) 25.3 (28.3)	C (C) 26.0 (29.2)
103: NE 3rd Avenue & NE 3rd Street	A (A) 5.5 (5.1)	A (A) 8.7 (6.7)	B (A) 11.5 (7.5)
104: N. Federal Highway & NE 3rd Street			
EB	C (C) 18.6 (15.1)	D (C) 25.6 (17.0)	D (C) 30.3 (17.1)
WB	B (B) 11.4 (14.7)	B (B) 11.6 (15.5)	B (C) 11.6 (15.9)
105: NE 3rd Avenue & NE 2nd Street	A (A) 3.9 (4.6)	A (A) 4.8 (4.9)	A (A) 4.7 (4.9)
106: Broward Boulevard & NE 3rd Avenue	D (D) 51.7 (52.6)	E (E) 72.2 (64.9)	E (E) 75.9 (66.2)
107: Broward Boulevard & Federal Highway	E (F) 66.0 (86.7)	E (F) 75.1 (101.6)	E (F) 76.1 (102.5)
201: NE 3rd Street & Driveway			B (B) 12.2 (14.1)

Source: Highway Capacity Manual 7<sup>th</sup> Edition. AM (PM)

\*With minor signal optimization

As indicated in Table 2, all study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2028 with the proposed project in place, except for two intersection: Broward Boulevard/NE 3<sup>rd</sup> Avenue and N Federal Highway/Broward Boulevard. These intersections are projected to operate deficiently without the project in place. The increase in vehicular delay due to the project trips is minimal (less than four seconds).

### **Valet**

Valet will be provided for residents only. The valet station is located at parking level 9 and the parking spaces for valet vehicles will be in levels 9 and 2. On parking level 9, queuing for four (4) vehicles is provided for inbound valet vehicles and queuing for two (2) vehicles is provided for outbound valet vehicles. The results of the valet analysis indicate that queuing for four (4) vehicles is required, which is less than the six-vehicle queue capacity provided at the 9<sup>th</sup> level of the parking garage. Up to four (4) valet runners will be required during peak valet periods.

### **Parking**

A total of 654 parking spaces will be provided within the parking structure. These will consist of 297 standard parking stalls, 28 compact spaces, 12 ADA parking stalls, 11 parallel parking spaces, 36 double stack spaces on parking garage level 10, and 270 triple stack parking spaces on levels 9 and 10. Of the 654 parking spaces, 602 are designated for the 315 NE 3<sup>rd</sup> Street project and 52 parking stalls are for the "Nola Loft" Building.