



*Traffic Impact Analysis
for Submittal to
the City of Fort Lauderdale*

Cypress Development
Fort Lauderdale, Florida

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EXECUTIVE SUMMARY

Cypress Development LLC is proposing to redevelop the properties located in the southwest quadrant of the intersection of Andrews Avenue and W McNab Road in Fort Lauderdale, Florida. Currently, the site proposed for redevelopment is occupied by a mobile home park. The proposed redevelopment consists of 978 dwelling units in 5-story and 8-story buildings. The project is expected to be completed and opened by the year 2031.

Access to the existing development is currently provided via one (1) full access driveway at the intersection of W McNab Road and NW 2nd Avenue, one (1) full access driveway at the intersection of Andrews Avenue and NW 67th Street, and one (1) full access driveway at the intersection of NW 66th Street and NW 2nd Avenue. As part of the proposed redevelopment, the driveway at the intersection of W McNab Road and NW 2nd Avenue will be redesigned to be a right-in/right-out driveway. All other driveways will maintain their existing full access.

Trip generation calculations for the proposed redevelopment were performed using rates and/or equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. Trip generation for the existing mobile home park was based on traffic counts collected at each of the existing site access points. The project is expected to generate 336 net new weekday A.M. peak hour vehicular trips, and 295 net new weekday P.M. peak hour vehicular trips.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at LOS D or better during the A.M. and P.M. peak hours under all analysis conditions with the exception of the signalized intersection of W Cypress Creek Road and Andrews Avenue which is expected to operate at LOS E under future background and future total conditions during the P.M. peak hour. Note that the project assigns net new traffic equivalent to approximately 1.7 percent (1.7%) of the overall capacity at this intersection during the P.M. peak hour. As the project contributes less than 5.0 percent (<5.0%) of the overall capacity at this intersection, the project does not significantly impact this intersection.

Nonetheless, signal timings optimization is proposed to reduce the overall intersection delay to be less than future background conditions.

A 95th percentile queue analysis was performed at existing exclusive turn-lanes at signalized intersections under existing, future background, and future total analysis conditions. Based on the results of the analysis, turn lane storage lengths at study area intersections are not proposed to be modified as a part of future total conditions due to geometric constraints at the study intersection.

Traffic signal warrant analyses were conducted at the intersections of Andrews Avenue and NW 67th Street, Andrews Avenue and NW 66th Street, and Andrews Avenue and NE 1st Avenue under future total conditions and determined that the study intersections do not satisfy the volume-based warrants (Warrants 1, 2, and 3). Therefore, traffic signals are not warranted at any of these intersections.