

Memorandum

To: Charles B. Ladd
Barron Commercial Development, LLC
517 NE 6 Street
Fort Lauderdale, FL 33304

From: J. Suzanne Danielsen, P.E.

Date: March 14, 2024

Re: **Las Olas Heron Garage - Fort Lauderdale, Florida
Trip Generation Statement**

As requested, Danielsen Consulting Engineers, Inc. (DC Engineers, Inc.) has prepared this trip generation statement specific to development of a seven (7)-bed 8,544 square foot fire station\EMS facility, a 6,563 square foot restaurant, 10,539 square feet of retail space and a 302-space parking garage at 216 SE 8 Avenue (between SE 8 Avenue and SE 9 Avenue south of SE 2 Court) within municipal limits of the City of Fort Lauderdale. Figure 1 shows the location of the project site.

TRIP GENERATION ANALYSIS

The project site is currently occupied by the 106-space (according to the City of Fort Lauderdale Parking Locator) Heron Lot. Multiple one (1) and two (2)-story retail stores and restaurants occupy the property to the south and eleven (11) on-street parking spaces border the north property line. Vehicular access is proposed at one (1) location along SE 8 Avenue and one (1) location along SE 2 Court serving the fire station\EMS facility exclusively. A site plan is included as Attachment A.

Trip Generation

A trip generation analysis has been completed for the proposed commercial uses and the fire station\EMS facility. The analysis was performed using rates and formulae published in the Institute of Transportation Engineer's (ITE) report *Trip Generation* (11th Edition). The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. The results of this effort are documented in report Table 1 '*Trip Generation Summary Proposed Uses*', attached. As shown in Table 1, the proposed development is expected to produce 941 vehicle trips per day with 25 vehicle trips occurring during the AM peak hour (15 entering and 10 exiting) and 81 vehicle trips occurring during the PM peak hour (48 entering and seven 33 exiting). Land use categories and corresponding rates for the proposed development are shown on Table 1 and Attachment B includes appropriate pages from the ITE report.

The multimodal reduction factor acknowledges that a portion of restaurant and retail patrons and employees may arrive or leave through an alternative mode of travel. That is, rather than a private vehicle, some may choose to use a transit alternative (bus, for example), ride a bicycle, scooter, or walk. Recent census data indicate the multimodal factor may be as high as 28 percent within this census tract (Table BO8301 - Means of Transportation to Work (Tract 419): 1.0 percent ride a bicycle, 6.0 percent use means other than a private vehicle or typical transit, and 21 percent work from home). A 10 percent multimodal factor has, therefore, been incorporated as shown in Table 1, attached. A 2022 census summary for the 0.5 square mile Tract 419 is included within Attachment B.

CONCLUSION

Based upon the foregoing analysis, the proposed project should not require a comprehensive traffic impact study for the following reasons:

- Unified Land Development Regulations (ULDR's) specific to the City of Fort Lauderdale stipulate that when a proposed project generates more than 1,000 net new vehicle trips per day, a comprehensive traffic study is required. The Las Olas Heron Garage, as proposed, is expected to produce 941 vehicle trips per day as shown in Table 1.
- And, if the net new vehicle trips are less than 1,000 vehicle trips per day and more than 20 percent of the daily trips are anticipated to arrive or depart, or both, within one-half hour, a comprehensive traffic study is required. As shown in Table 1, 20 percent of daily trips are not expected to arrive or depart (or both) within one-half hour.

Of course, please do not hesitate to contact me directly with any questions you may have.

Sincerely,

DC ENGINEERS, INC.



J. Suzanne Daniels, P.E.
Senior Transportation Engineer



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