



November 26, 2025

Mr. Benjamin Restrepo, PE.
City of Fort Lauderdale
700 NW 19th Avenue
Fort Lauderdale, Florida 33301

**Re: 11 North Andrews Avenue Project
Redevelopment Program Update
Supplemental Trip Generation Analysis**

Dear Mr. Restrepo:

The purpose of this correspondence is to summarize the estimated trip generation as a result of a change in redevelopment program for the 11 North Andrews Avenue Project. The current redevelopment program consists of 378 multifamily residential units and 5,605 square feet of retail space. This represents a decrease of 47 multifamily residential units and 1,395 square feet of retail when compared to the redevelopment program presented in the approved traffic impact analysis dated October 6, 2022. The site plan is included in Attachment A.

TRIP GENERATION ANALYSIS

Consistent with the approved traffic study, trip generation calculations for the proposed redevelopment were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. ITE Land Use Codes (LUC) 222 (Multifamily Housing [High-Rise]) and LUC 822 (Strip Retail Plaza) were used for the proposed redevelopment.

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the redevelopment is located. A multimodal factor of 14.7 percent (14.7%) was applied for the proposed redevelopment, consistent with the approved traffic impact analysis. It is expected that a portion of residents, guests, employees, and patrons will choose to walk, bike, or use public transit to and from the proposed redevelopment.

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook*, 3rd Edition. An internal capture rate of 3.8 percent (3.8%) for the A.M. peak hour trip generation and 10.8 percent (10.8%) for the P.M. peak hour trip generation is expected for the proposed redevelopment.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Manual* 11th Edition. Note that as ITE does not provide pass-by data for LUC 822, a pass-by rate of 40.0 percent (40.0%) based on LUC 821 (Shopping Plaza) was utilized during the P.M. peak hour, consistent with the approved traffic impact analysis.

The project, under the current development program, is expected to generate 80 net new A.M. peak hour trips and 89 net new P.M. peak hour trips, which represents a reduction of 12 net new A.M. peak hour trips and a reduction of 11 net new P.M. peak hour trips as compared to the previous

redevelopment program. Table 1 summarizes the trip generation from the previous and current redevelopment programs. Detailed trip generation calculations are included in Attachment B.

Table 1: Trip Generation Comparison						
Redevelopment Program	Net New A.M. Peak Hour Trips			Net New P.M. Peak Hour Trips		
	In	Out	Total	In	Out	Total
Approved Redevelopment Program	31	61	92	58	42	100
Current Redevelopment Program	26	54	80	52	37	89
Difference	-5	-7	-12	-6	-5	-11

The previously approved traffic impact analysis and corresponding supplemental analysis are included in Attachment C for reference.

CONCLUSION

The trip generation analysis indicates that the change in redevelopment program results in a reduction of 12 net new A.M. peak hour trips and a reduction of 11 net new P.M. peak hour trips as compared to the redevelopment program presented in the approved traffic impact analysis. As the updated redevelopment program results in a decrease in trips, revisions to the traffic study are not warranted.

Sincerely,

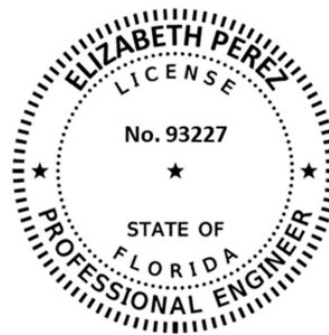
KIMLEY-HORN AND ASSOCIATES, INC.

Elizabeth Perez, P.E., PTOE, IMSA II



Attachments

- A – Site Plan
- B – Trip Generation Calculations
- C – Previously Approved Traffic Impact Study



Elizabeth Perez, P.E.
 Florida Registration Number 93227
 Kimley-Horn and Associates, Inc.
 8201 Peters Road
 Plantation, Florida 33324

This item has been digitally signed and sealed by Elizabeth Perez, P.E., on the date adjacent to the seal.



Elizabeth Perez

Signature must be verified on any electronic copies.

Attachment A
Site Plan



CUBE 3, LLC
 1100 West 11th Street, Suite 4
 Miami, Florida 33135
 License No. 11-00000005
 Aaron Sautter
 FL License No. AR00000

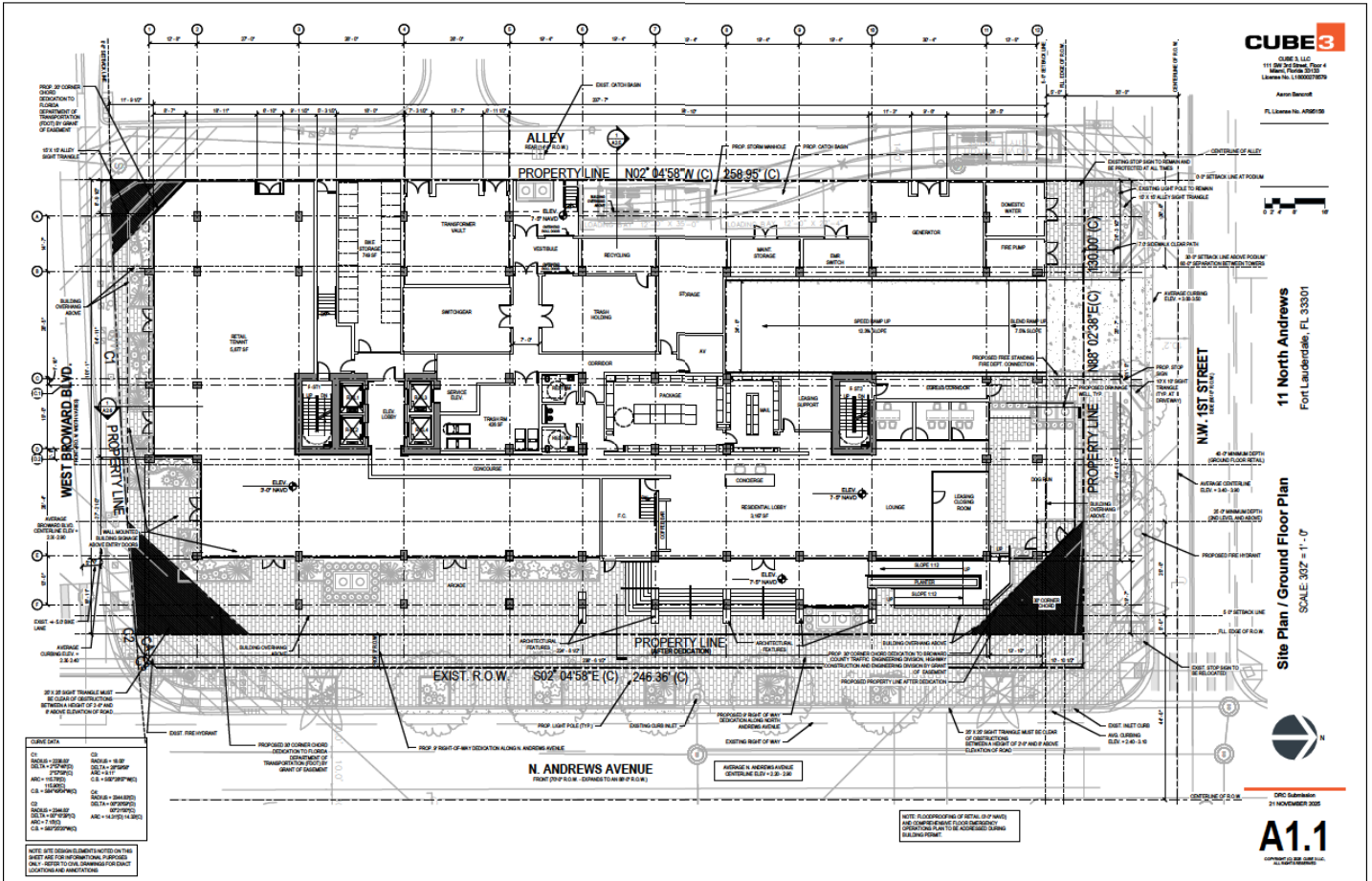
11 North Andrews
 Fort Lauderdale, FL 33301

Site Plan / Ground Floor Plan
 SCALE: 3/32" = 1'-0"



DWG Submission
 21 NOVEMBER 2025

A1.1
Architectural



GRID DATA	GRID DATA
C1 = 100'-0" (0)	C2 = 100'-0" (1)
C3 = 100'-0" (2)	C4 = 100'-0" (3)
C5 = 100'-0" (4)	C6 = 100'-0" (5)
C7 = 100'-0" (6)	C8 = 100'-0" (7)
C9 = 100'-0" (8)	C10 = 100'-0" (9)
C11 = 100'-0" (10)	C12 = 100'-0" (11)
C13 = 100'-0" (12)	C14 = 100'-0" (13)
C15 = 100'-0" (14)	C16 = 100'-0" (15)

NOTE: THESE DIMENSIONS ARE INTENDED TO BE USED AS A GUIDE ONLY. VERIFY ALL DIMENSIONS AND LOCATIONS WITH THE FIELD SURVEYOR AND ARCHITECT.

NOTE: FLOORING OF RETAIL DISPLAY AREAS AND COMPLIANT FLOORING/CEILING SHALL BE TO BE DETERMINED BY THE ARCHITECT.

Attachment B

Trip Generation Calculations

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

G R O U P	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
	Land Use	ITE Edition	ITE Code	ITE Units	ITE Use/ksf	Percent		In	Out	Total	Percent	MR	In	Out	Total	Percent	IC	In	Out	Total	Percent	PB	In	Out	Total		
						In	Out																				
1	Tire Store	11	848	9.01	ksf	64%	36%	15	9	24	14.7%	4	12	8	20	0.0%	0	12	8	20	0.0%	0	12	8	20		
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14																											
15																											
ITE Land Use Code								Rate or Equation		Total																	
848								Y=2.61(X)		15	9	24	14.7%	4	12	8	20	0.0%	0	12	8	20	0.0%	0	12	8	20

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

G R O U P	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
	Land Use	ITE Edition	ITE Code	ITE Units	ITE Use/ksf	Percent		In	Out	Total	Percent	MR	In	Out	Total	Percent	IC	In	Out	Total	Percent	PB	In	Out	Total		
						In	Out																				
1	Multi-Family Housing (High-Rise)	11	222	3.78	du	34%	66%	35	67	102	14.7%	15	30	37	87	2.3%	2	26	56	85	0.0%	0	26	56	85		
2	Strip Retail Plaza	11	622	5.805	ksf	60%	40%	12	8	20	14.7%	3	10	7	17	11.8%	2	9	6	15	0.0%	0	9	6	15		
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ITE Land Use Code								Rate or Equation		Total																	
222								Y=0.22*(X)+18.85		47	75	122	14.7%	17	40	64	104	3.8%	4	38	62	100	0.0%	0	38	62	100
822								LN(Y) = 0.66*LN(X)+1.84																			
																						NET NEW TRIPS	IN	OUT	TOTAL		
																							26	54	80		

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PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

G R O U P	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
	Land Use	ITE Edition	ITE Code	ITE Scale	ITE Units	Percent		In	Out	Total	Percent	MR	In	Out	Total	Percent	IC	Trips	In	Out	Total	Percent	PB	Trips	In	Out	Total
						In	Out																				
1	Tire Store	11	848	9.01	ksf	43%	57%	15	19	34	14.7%	5	13	16	29	0.0%	0	13	16	29	0.0%	0	13	16	29		
2																											
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14																											
15																											
ITE Land Use Code								Rate or Equation		Total																	
848								Y=3.75(X)		15	19	34	14.7%	5	13	16	29	0.0%	0	13	16	29	0.0%	0	13	16	29

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

G R O U P	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
	Land Use	ITE Edition	ITE Code	ITE Scale	ITE Units	Percent		In	Out	Total	Percent	MR	In	Out	Total	Percent	IC	Trips	In	Out	Total	Percent	PB	Trips	In	Out	Total
						In	Out																				
1	Multi-Family Housing (High-Rise)	11	222	3.78	du	56%	44%	65	53	121	14.7%	18	58	45	103	7.8%	8	52	43	95	0.0%	0	52	43	95		
2	Strip Retail Plaza	11	822	5.805	ksf	50%	50%	27	28	53	14.7%	8	23	22	45	17.8%	9	21	16	37	40.0%	14	13	19	23		
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15																											
ITE Land Use Code								Rate or Equation		Total																	
222								Y=0.281(X)+23.12		65	79	174	14.7%	28	81	87	148	10.8%	16	73	59	132	10.6%	14	65	53	118
822								LN(Y) = 0.71*LN(X)+2.72																			
																							NET NEW TRIPS	IN	OUT	TOTAL	
																								52	37	89	

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Attachment C
Previously Approved Traffic Impact Study



MEMORANDUM

To: Benjamin Restrepo, P.E.
City of Fort Lauderdale

From: Elizabeth Perez, P.E. *EP*

Date: October 25, 2022

**Subject: 11 North Andrews Avenue
Supplemental Roadway Segment Capacity Analysis**

Kimley-Horn and Associates, Inc. has prepared a supplemental analysis for the proposed redevelopment located at 11 North Andrews Avenue in Fort Lauderdale, Florida. Traffic generated by the proposed development is expected to utilize SW 1st Avenue/Brickell Avenue, N Andrews Avenue, SR 811/SW 3 Avenue, NW/NE 1 Street, and SR 824/W Broward Boulevard to travel to and from the site. This supplemental analysis was conducted at the request of the City to evaluate roadway segment operations along the study segments. The following summarizes the analysis.

STUDY AREA

Roadway segment operating conditions were analyzed utilizing collected turning movement count data for the following segments within the vicinity of the proposed redevelopment:

1. SW 1 Avenue/Brickell Avenue between SR 824/W Broward Boulevard and NW 1st Street
2. N Andrews Avenue between SR 824/W Broward Boulevard and NE 1st Street
3. SR 811/SW 3 Avenue between SR 824/W Broward Boulevard and NE 1st Street
4. NW 1st Street between SW 1st Avenue/Brickell Avenue and N Andrews Avenue
5. NE 1st Street between N Andrews Avenue and SR 811/NE 3rd Avenue
6. SR 824/W Broward Boulevard between SW 1st Avenue/Brickell Avenue and N Andrews Avenue
7. SR 824/W Broward Boulevard between N Andrews Avenue and SR 811/SE 3rd Avenue

SUPPLEMENTAL ROADWAY SEGMENT CAPACITY ANALYSIS

Roadway segment capacity analyses were performed for existing, future background, and future total conditions utilizing FDOT's *2020 Quality/LOS Handbook – Generalized Tables*. For details regarding volume development including data collection, growth calculations, committed developments, and project traffic, please refer to the *11 N Andrews Avenue Traffic Impact Analysis*, September 2022 contained in Attachment A.

Tables 1, 2, and 3 provide a summary of the peak hour roadway segment analysis for existing, future background, and future total conditions. The results indicate that the study roadway segments are expected to operate at LOS D or better under all analysis conditions.

Table 1: Existing Conditions Peak Hour Roadway Segment Capacity Analysis

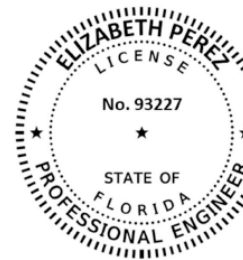
Roadway	Segment		Class (QLOS)	Volume		Capacity Thresholds			LOS	
				AM Peak Period	PM Peak Period	C	D	E	AM Peak Period	PM Peak Period
	From	To								
SW 1 st Avenue/ Brickell Avenue	SR 824/W Broward Boulevard	NW 1 Street	2LU, CII, NS, RT	246	309	499	1,005	1,066	C	C
N Andrews Avenue	SR 824/W Broward Boulevard	NE 1 Street	4LU, CII, NS, LT	788	863	1,120	2,497	2,599	C	C
SR 811/ SW 3 rd Avenue	SR 824/W Broward Boulevard	NE 1 Street	4LU, CII, S, LT	1,096	1,497	1,245	2,774	2,888	C	D
NW 1 st Street	SW 1 Avenue/Brickell Avenue	N Andrews Avenue	2LU, CII, NS	46	58	475	958	1,015	C	C
NE 1 st Street	N Andrews Avenue	SR 811/ NE 3 Avenue	2LU, CII, NS	162	98	475	958	1,015	C	C
SR 824/ W Broward Boulevard	SW 1 Avenue/Brickell Avenue	N Andrews Avenue	6LD, CII, S, LT	2,847	2,827	2,090	4,500	4,590	D	D
SR 824/ W Broward Boulevard	N Andrews Avenue	SR 811/ SE 3 Avenue	6LD, CII, S, LT	2,443	2,496	2,090	4,500	4,590	D	D

Table 2: Future Background Conditions Peak Hour Roadway Segment Capacity Analysis

Roadway	Segment		Class (QLOS)	Volume		Capacity Thresholds			LOS	
				AM Peak Period	PM Peak Period	C	D	E	AM Peak Period	PM Peak Period
	From	To								
SW 1 st Avenue/ Brickell Avenue	SR 824/W Broward Boulevard	NW 1 Street	2LU, CII, NS, RT	260	328	499	1,005	1,066	C	C
N Andrews Avenue	SR 824/W Broward Boulevard	NE 1 Street	4LU, CII, NS, LT	833	913	1,120	2,497	2,599	C	C
SR 811/ SW 3 rd Avenue	SR 824/W Broward Boulevard	NE 1 Street	4LU, CII, S, LT	1,160	1,584	1,245	2,774	2,888	C	D
NW 1 st Street	SW 1 Avenue/Brickell Avenue	N Andrews Avenue	2LU, CII, NS	49	60	475	958	1,015	C	C
NE 1 st Street	N Andrews Avenue	SR 811/ NE 3 Avenue	2LU, CII, NS	172	103	475	958	1,015	C	C
SR 824/ W Broward Boulevard	SW 1 Avenue/Brickell Avenue	N Andrews Avenue	6LD, CII, S, LT	3,012	2,990	2,090	4,500	4,590	D	D
SR 824/ W Broward Boulevard	N Andrews Avenue	SR 811/ SE 3 Avenue	6LD, CII, S, LT	2,584	2,640	2,090	4,500	4,590	D	D

Table 3: Future Total Conditions Peak Hour Roadway Segment Capacity Analysis

Roadway	Segment		Class (QLOS)	Volume		Capacity Thresholds			LOS	
				AM Peak Period	PM Peak Period	C	D	E	AM Peak Period	PM Peak Period
	From	To								
SW 1 st Avenue/ Brickell Avenue	SR 824/W Broward Boulevard	NW 1 Street	2LU, CII, NS, RT	294	370	499	1,005	1,066	C	C
N Andrews Avenue	SR 824/W Broward Boulevard	NE 1 Street	4LU,CII, NS, LT	858	946	1,120	2,497	2,599	C	C
SR 811/ SW 3 rd Avenue	SR 824/W Broward Boulevard	NE 1 Street	4LU,CII, S, LT	1,160	1,584	1,245	2,774	2,888	C	D
NW 1 st Street	SW 1 Avenue/Brickell Avenue	N Andrews Avenue	2LU, CII, NS	95	119	475	958	1,015	C	C
NE 1 st Street	N Andrews Avenue	SR 811/ NE 3 Avenue	2LU, CII, NS	183	115	475	958	1,015	C	C
SR 824/ W Broward Boulevard	SW 1 Avenue/Brickell Avenue	N Andrews Avenue	6LD,CII, S, LT	3,012	2,984	2,090	4,500	4,590	D	D
SR 824/ W Broward Boulevard	N Andrews Avenue	SR 811/ SE 3 Avenue	6LD,CII, S, LT	2,591	2,647	2,090	4,500	4,590	D	D



This item has been digitally signed and sealed by Elizabeth Perez, P.E. on October 25, 2022, using a Digital Signature.



Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

Elizabeth Perez, P.E.
 Florida Registration Number 93227
 Kimley-Horn and Associates, Inc.
 8201 Peters Road
 Plantation, Florida 33324

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Attachment A

Traffic Impact Analysis



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

**11 NORTH ANDREWS AVENUE
FORT LAUDERDALE, FLORIDA**



Kimley»»Horn

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September 2022
Updated October 2022
1443145002



EXECUTIVE SUMMARY

Bachow Family OZ Fund, LLC is proposing to redevelop the property located at 11 North Andrews Avenue in Fort Lauderdale, Florida. Currently, the site proposed for redevelopment is occupied by a 9,010 square-foot tire shop. The proposed redevelopment consists of 425 high-rise dwelling units and 7,000 square feet of retail. The project is expected to be completed and opened by year 2025.

Access to the proposed redevelopment is provided via one (1) full-access driveway along the south side of NW 1st Street. Loading access is provided via the existing alley adjacent to the west side of the site.

Trip generation calculations for the existing and proposed development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The project is expected to 92 net weekday A.M. peak hour vehicular trips and 100 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 adopted levels of service (LOS) D or better during all analysis scenarios.

The results of the 95th percentile queue analysis indicate that the vehicle queue length at the westbound approach of the intersection of NW 1st Street and the project driveway is expected to be less than one (1) vehicle. Therefore, the anticipated queues are not expected to extend to the intersection of NE 3rd Avenue and NE 1st Street to the east under future total conditions.

The results of the entry gate queue analysis indicate that all anticipated queues are expected to be accommodated within the site without extending onto public right-of-way.

The required parking for the site based on the City of Fort Lauderdale *Code of Ordinances* and parking calculations prepared by others is 425 parking spaces. As part of the proposed development, 426 parking spaces will be provided, of which 16 are ADA spaces. Additionally, 34 dedicated bicycle spaces will be provided within the proposed parking garage.