

June 25, 2025

Mr. Sacha Touret
Managing Partner – 75invest
2750 NE 185th Street, Suite 303
Aventura, Florida 33180

Re: Parking Reduction Justification Memorandum - 500 ARTLOFTS

Dear Sacha:

Per your request, Traf Tech Engineering, Inc. has determined the parking needs associated with a proposed 265-unit residential development with retail on the ground floor planned to be located on the south side of SW 5th Street between SW 3rd Avenue and SW 2nd Avenue in the City of Fort Lauderdale, Florida. A copy of the site plan is contained in Attachment A.

According to the Parking Generation Manual (Sixth Edition) published by the Institute of Transportation Engineers, mid-rise¹ multi-family developments (ITE's LUC 221) have the following formula² to determine the number of parking spaces required for this type of residential development:

Parking Needs = 1.00 (X), where X = number of bedrooms

Since the residential component of the project has 106 studios, 136 one-bedroom apartments, and 23 two-bedroom units, the total number of bedrooms is 288. Applying the above ITE parking formula results in a parking need of 288 parking spaces for the residential units. Adding seven (7) parking spaces for the proposed commercial use, the project requires a total of 295 parking spaces.

It is important to note that of the 265 residential units, 43 apartments are designated as affordable units. According to ITE, affordable residential units generate less parking spaces than regular apartments. For purposes of this parking evaluation, all 265 residential units were treated as regular apartments (conservative approach).

¹ Even though the proposed development is considered high-rise (over 10 stories), mid-rise data was used since ITE only has one (1) study of high-rise residential developments to determine parking needs. The mid-rise data base includes 23 studies (a more accurate database).

² Refer to Attachment B.

The use of ITE parking generation rate for residential developments, such as the Arthaus project, is generally more accurate than the parking requirements for residential developments located in South Florida, including the City of Fort Lauderdale, for the following reasons:

- o The Institute of Transportation Engineers (ITE) frequently updates traffic and parking generation rates based on recently collected data. ITE has demonstrated that traffic and parking rates change over time, sometimes they increase and other times they decrease. Hence, parking rates published by ITE are generally more accurate than parking rates contained in local South Florida municipal codes.

In summary, the proposed 315 parking spaces for the 265-unit residential development and retail on the ground floor are projected to accommodate the peak parking demand of the 500 Artlofts project. In other words, the proposed 315 parking spaces exceed the required 295 parking spaces for the 500 Artlofts project, resulting in a surplus of 20 parking stalls.

Please give me a call if you have any questions.

Sincerely,

TRAFTECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer



500 ARTLOFTS

South of SW 5th Street
between SW 3rd Avenue and SW 2nd Avenue
Fort Lauderdale, Florida 33301

prepared for:

75invest

traffic statement

TRAFTECH
ENGINEERING, INC.

June 2025

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Mr. Sacha Touret
Managing Partner – 75invest
2750 NE 185th Street, Suite 303
Aventura, Florida 33180

Re: 500 ARTLOFTS – Traffic Statement

Dear Sacha:

Traf Tech Engineering, Inc. has prepared this traffic statement in connection with a proposed 265-unit residential development and 4,687 square feet of retail use on a site located on the south side of SW 5th Street between SW 3rd Avenue and SW 2nd Avenue in the City of Fort Lauderdale, Florida. The survey and proposed site plan for the 500 ARTLOFTS development is contained in Attachment A. This traffic memorandum addresses the following topics:

- Trip Generation
- Driveway Volumes
- Need for Traffic Study

Trip Generation

A trip generation analysis was performed for the site using the trip generation equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (11th Edition)*. The trip generation analyses were undertaken for daily, AM peak hour, and PM peak hour conditions.

The results of the trip generation analysis for the existing and proposed uses at the site are documented in Tables 1 and 2. As shown below Table 2, the proposed 265-unit residential development and retail use are projected to generate approximately 589 new daily trips, approximately 33 new AM peak hour trips (-15 inbound and 48 outbound) and approximately 53 new trips during the typical afternoon peak hour (41 inbound and 12 outbound). Hence, the proposed 500 ARTLOFTS project has minimal traffic impacts to the surrounding street system (one peak hour trips every one-minute period).

TABLE 1 Trip Generation Summary - Existing Use 500 ARTLOFTS								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Residential Low Rise (LUC 220)	3	11	1	0	1	1	1	0
Small Offices	10,016	100	33	27	6	15	3	12
- 500 SW 3rd Avenue	2,000 sf							
- 501 SW 2nd Avenue	8,016 sf							
Proposed External Trips		111	34	27	7	16	4	12
Source: ITE Trip Generation Manual (11th Edition)								
TABLE 2 Trip Generation Summary - Proposed Uses 500 ARTLOFTS								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Residential High-Rise (LUC 222)	265 units	567	58	6	52	50	35	15
Retail (LUC 822)	4,687 sf	255	11	7	4	31	16	15
Gross Trips		822	69	13	56	81	51	30
Internal Trips		-122	-2	-1	-1	-12	-6	-6
Proposed External Trips		700	67	12	55	69	45	24
Source: ITE Trip Generation Manual (11th Edition)								
Difference in Trips		Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
		589	33	-15	48	53	41	12

Driveway Volumes

Consistent with other approved traffic studies in the area, the following traffic assignment was used:

- 25% of the project trips arrive/depart from/to via SW 5th St. from the east
- 75% of the project trips arrive/depart from/to the south via SW 3rd Avenue

The projected driveway volumes during the AM and PM peak hours are depicted in Figure 1. Since only two (2) handicap parking spaces and a small loading area can be accessed from SW 2nd Avenue, no trips were assigned to the SW 2nd Avenue driveway during the AM and PM peak hours.

Need for Traffic Study

Based on the above analysis, the proposed 500 ARTLOFTS project is not required to prepare a detailed traffic study for the following reasons:

- According to the City of Fort Lauderdale ULDR Section 47-25.2.M.4, when the proposed development generates more than 1,000 daily trips, a traffic

impact study is required. The project will generate 589 new daily trips (less than 1,000 daily trip threshold).

- If the daily trips are less than 1,000 and more than 20% of the daily trips are anticipated to arrive or depart, or both, within one-half hour, a traffic impact study is required. As presented at the bottom of Table 2, the maximum number of new trips anticipated within one-half hour is 27 trips (53 divided by 2). Twenty-seven trips equate to approximately 4.6% of the daily trips (less than the 20% threshold).

Please give me a call if you have any questions.

Sincerely,

TRAFTECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer



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