

**Aquablu – DRC Application No - R-14-033
Traffic Impact Statement**

Introduction

Pursuant to **Section 47-25.2.M.4** of the City of Fort Lauderdale Code of Ordinances, this **Traffic Impact Statement** has been prepared for **DRC Application No - R-14-033** to establish the daily, AM peak hour and PM peak hour trips for the redevelopment of a 0.795 acre site located at 920 Intracoastal Drive and bounded by the Intracoastal waterway on the east and Intracoastal Drive on the west as depicted in attached **Figure 1**. Pursuant to the results of the trip generation analysis provided below, the uses proposed fall below the thresholds requiring a separate traffic impact study pursuant to **Section 47-25.2.M.4.a and b. of the City Code**.

Existing and Proposed Uses

The 0.795 acre site consists of 16 low-rise condominium units located in four two story buildings. The Applicant has proposed to redevelop the site with 45 high-rise condominium units located in a 20 story building inclusive of 3 levels of structured parking. **Table 1** below outlines the existing and proposed uses for the redevelopment plan and provides a summary of the Daily, AM peak hour and PM peak hour trip generation comparison between existing and proposed uses. The detailed trip generation comparison is provided below on **Tables 2A-2B-2C**.

Table 1 – Summary of Existing and Proposed Uses and Net New Trips

Scenario	Type of Dwelling Unit	ITE LUC	Scale	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Existing Use	16 Low Rise Condo DU	230/231	16 DU	93 trips	11 trips	13 trips
Proposed Use	45 Luxury High Rise Condo DU	232/233	45 DU	188 trips	25 trips	25 trips
Net New	Luxury High Rise Condominiums		29 DU	95 trips	14 trips	12 trips

Site Access

The proposed site plan provides two vehicular access driveways located off of Intracoastal Drive and situated on the north and south sides of redevelopment site (see **Figure 2**). Each of these access locations will provide ingress to the on-site structured parking located in the first three levels of the proposed 20 story building. Only the north access will accommodate outbound vehicular traffic leaving the parking garage. The north leg of Intracoastal Drive intersects with NE 26 Avenue, is stop sign controlled and is located 620 feet south of the signalized intersection of Sunrise Boulevard and NE 26 Avenue. The south leg of Intracoastal Drive aligns with NE 9 Street (at its intersection with NE 26 Avenue) and is also stop sign controlled.

Trip Generation Analysis

Trip generation calculations are provided to evaluate the uses proposed, the existing uses on site and the net new project trips to determine compliance with the City’s adequacy code. The trip generation analysis has been prepared using the rates and equations from ITE Trip Generation, 9th Edition as outlined below.

- **ITE LUC 230/231** – Residential Condo/Townhome and Low-Rise Residential Condo-Townhome has been used to establish the trip generation for the 16 existing Low Rise Condo dwelling units on site.
- **ITE LUC 232/233** – High Rise Residential Condo/Townhome and Luxury Condo/Townhome has been used to establish the trip generation for the 45 luxury High Rise dwelling units proposed.

Tables 2A evaluates the trip generation for the 45 luxury High Rise units proposed. **Table 2B** evaluates the trip generation for the 16 Low Rise Condo dwelling units on site. **Table 2C** calculates the net new units and net new trips resulting from the proposed change.

TABLE 2A - AQUABLU - TRIP GENERATION FOR THE PROPOSED USE									
LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 9TH EDITION	TOTAL	% IN	TRIPS IN	% OUT	TRIPS OUT
LUXURY CONDOMINIUM	DAILY	45 DU	232	T = 4.18 (X)	188	50%	94	50%	94
LUXURY CONDOMINIUM	AM PEAK HOUR	45 DU	233	T = 0.56 (X)	25	23%	6	77%	19
LUXURY CONDOMINIUM	PM PEAK HOUR	45 DU	233	T = 0.55 (X)	25	63%	16	37%	9
TABLE 2B - AQUABLU - TRIP GENERATION FOR THE EXISTING USE									
LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 9TH EDITION	TOTAL	% IN	TRIPS IN	% OUT	TRIPS OUT
LOW RISE CONDOMINIUM	DAILY	16 DU	230	T = 5.81 (X)	93	50%	46	50%	47
LOW RISE CONDOMINIUM	AM PEAK HOUR	16 DU	231	T = 0.67 (X)	11	25%	3	75%	8
LOW RISE CONDOMINIUM	PM PEAK HOUR	16 DU	231	T = 0.78 (X)	12	58%	7	42%	5
TABLE 2C - AQUABLU - NET NEW TRIP GENERATION - PROPOSED VS EXISTING									
LAND USE	TIMEFRAME	NET NEW UNITS	ITE 9TH EDITION	TOTAL	% IN	TRIPS IN	% OUT	TRIPS OUT	
NET NEW DAILY TRIPS	DAILY	29	DU	95	50%	48	50%	47	
NET NEW AM PEAK HOUR TRIPS	AM PEAK HOUR	29	DU	14	21%	3	79%	11	
NET NEW PM PEAK HOUR TRIPS	PM PEAK HOUR	29	DU	12	73%	9	27%	3	
NET NEW DU AND TRIPS									
Cathy Sweetapple & Associates									8/29/2014

The trip generation calculations are based upon gross trips generated under existing and proposed conditions. The daily project trips for the uses proposed (as outlined in **Table 2A**) fall below the threshold requiring a separate traffic impact study for the redevelopment site pursuant to **Section 47-25.2.M.4** of the City Code. **Table 2B** reflects the trip generation for the existing residential uses on site. **Table 2C** provides the calculation of the net new project trips after the removal of the existing uses on site. **Table 3** below summarizes the trip generation calculations for existing and proposed site uses.

Table 3 – Trip Generation Summary

Timeframe	Gross Trips for Uses Proposed 45 Luxury High Rise Condo Units	Gross Trips for Uses Existing 16 Low Rise Condo Units	Net New Trips
Daily	188	93	95
AM Peak Hour	25	11	14
PM Peak Hour	25	13	12

Peak Hour Impacts as a Percent of Daily

Based upon the uses proposed and the trip generation calculations provided in **Table 3**, the peak hour traffic impacts for the redevelopment site will not exceed 20% of the total daily trips generated for the site, nor will these trips be generated within a one-half hour period. See the peak hour and peak hour of the generator calculations provided below to demonstrate that the traffic impacts from the proposed use will stay below the 20% criteria outlined in **Section 47-25.2.M.4.b**.

AM and PM Peak Hours

- The 2-way AM peak hour trips = 25.2 trips [0.56*45 DU] or 13.40% of the 188 daily trips.
- The 2-way PM peak hour trips = 24.75 trips [0.55*45 DU] or 13.16% of the 188 daily trips.

AM and PM Peak Hour of the Generator

- The 2-way AM peak hour of the generator trips = 29.25 trips [0.65*45 DU] or 15.56% of the daily trips.
- The 2-way PM peak hour of the generator trips = 29.25 trips [0.65*45 DU] or 15.56% of the daily trips.

Conclusions

Pursuant to the trip generation analyses provided in **Tables 2A, 2B and 2C**, both the proposed daily project trips and the net new daily project trips fall below the threshold requiring a separate traffic impact study for the redevelopment site pursuant to **Section 47-25.2.M.4.a**. Based upon the uses proposed, the peak hour traffic impacts for the redevelopment site will not exceed 20% of the total daily trips generated for the site, nor will these trips be generated within a one-half hour period pursuant to **Section 47-25.2.M.4.b**.

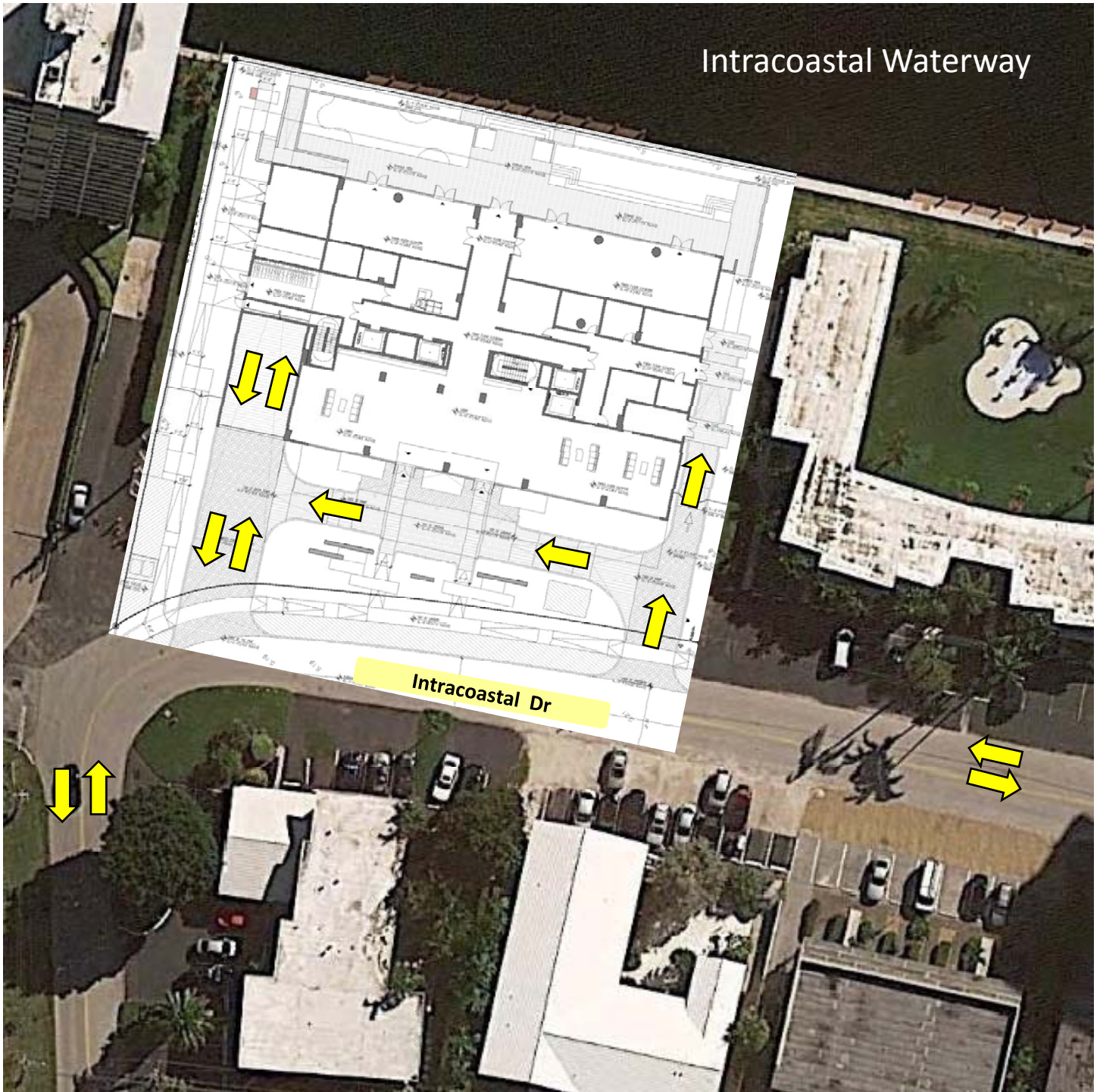


Legend

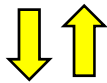
Site Aquablu

Figure 1
Site Location
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Source: Cathy Sweetapple & Associates



Legend



Directional Site Access

Figure 2
Site Access
Aquablu

Source: Cathy Sweetapple & Associates