

RE: French Village / Case No. 63-R-12
Response to DRC comments
Engineering #18
Planning #19



Tinter Traffic, LLC
2857 N.E. 25 Street
Ft. Lauderdale, FL 33305-1722

October 16, 2012

Mr. Dennis Girisgen, P.E
Engineering/Permits Division
City of Ft. Lauderdale
700 NW 19 Avenue
Ft. Lauderdale, FL 33311

Re: French Village
DRC # 63-R-12
TT Project #12-018

Dear Mr. Girisgen:

The developers of French Village are proposing a development consisting of 202 multi-family units along the west side of S.E. 2nd Avenue, between SE 9th Street and SE 8th Street in the City of Fort Lauderdale.

The anticipated traffic impacts of a similar development were previously studied in 2005. At the time, a slightly different mix of residential and retail space was envisioned. The initial study in 2005 anticipated a mix of 191 condominium units and 8,490 square feet of retail. The site plan associated with that analysis was approved by the City of Ft. Lauderdale on April 17, 2007 (Resolution No. 07-67). That site plan approval was extended and does not expire until March 7, 2015.

The current plan, as depicted in the site plan prepared by MSA Architects, dated 7/30/2012, calls for 202 condominium units, with no retail component. We have updated the Trip Generation Tables to compare the difference in the trip generation characteristics for the new development. Those tables are attached to this letter. We have also examined the historical traffic volumes on both Andrews Ave. and S.E. 3rd Ave., north of Davie Blvd. to determine if there has been any significant change in the background traffic volumes in the area of the proposed development. This information is also included in this letter. We have concluded that there has been a decrease in both area roadway traffic volumes and site traffic between the traffic impacts associated with what was previously studied and the current development plan.

TRIP GENERATION

The attached data summarizes the latest trip generation characteristics for the proposed development along with a comparison to the previously calculated traffic volumes. All of the latest trip generation rates have been taken from the Institute of Transportation Engineer's (ITE) Trip Generation Report, 9th Edition. The internal

capture calculations are also included for the multi-use development previously proposed on the site. The Transit and Pedestrian trips reductions are the same as previously assumed in 2005. The new development mix is expected to generate 1,162 new vehicle trips, a decrease of 1,016 trips per day over the development mix identified in the last study in 2005, using the latest trip generation rates for both scenarios, and a decrease of 297 trips per day less than the volume calculated in the 2005 study, using the 7th Edition of Trip Generation.

The same results can be found in the PM peak hour where 105 trips are expected with the currently proposed development, a lesser impact when compared to the 2005 study associated with the approved site plan.

In summary the trip comparison is as follows:

<u>Year</u>	<u>Daily Traffic</u>	<u>PM Peak Hour Traffic</u>
Current	1162 veh. per day (vpd)	105 veh. per hour (vph)
2005 (ITE 9 th Ed.)	2178 vpd	189 vph
2005 (ITE 7 th Ed.)	1459 vpd	123 vph

It is clear that the currently proposed development at the French Village property is expected to lessen the impact when comparing the trip generating potential of the previously studied development mix, studied and approved in 2005.

ROADWAY TRAFFIC

The historical daily traffic volumes on both Andrews Ave. and S.E. 3rd Ave., north of Davie Blvd. have been obtained through a review of data collected by the Florida Department of Transportation. The last of the attached tables identifies the Average Annual Daily Traffic (AADT) volumes on Andrews Ave. and S.E. 3rd Ave., north of Davie Blvd., the closest counting stations to the subject site. As the table indicates, there has been a modest decreasing growth trend in traffic volumes over the past 6 years on the roadways surrounding the French Village site. In fact, the 2011 ADT on both roadways is lower than was the ADT at the time that the previous analysis was completed in 2005.

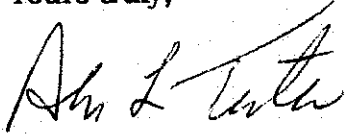
CONCLUSION

Based on the findings outlined in this letter indicating that (1) the proposed development currently being considered has a lesser impact with regard to the trip generation characteristics than the previously studied and approved site plan, and (2) traffic volumes on the major roadway surrounding the development are lower than previously analyzed, it is our opinion that the conclusions stated in the previous study, completed and approved in 2005, are applicable to present conditions as shown on the latest site plan prepared by MSA Architects (dated 7/30/12). We therefore conclude that the proposed development of French village is in compliance with the previously approved traffic impact study.

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October 12, 2012
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Of course, should you have any additional questions relative to the material contained within this letter, please do not hesitate to contact me.

Yours truly,



Alan L. Tinter, P.E.
Principal

Xc: Nectaria Chakas, Esq.
Alan Hooper
Jay Sajadi