



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

February 8, 2017

Bridge Development Partners, LLC
201 South Biscayne Boulevard, Suite 2601
Miami, FL 33131

Attn: Eddy Santamarina III
Development Manager

Subject: Bridgepoint – South Ft. Lauderdale
Tinter Traffic Proj. #17-002

Dear Mr. Santamarina:

AS you have indicated to me, Bridge Development is currently in the process of seeking approval to develop a 170,000 Square Foot (SF) Warehouse/Distribution facility on a parcel of land located at 1300 S.W. 32nd Court, west of S.W. 12th Avenue, as shown on the attached site plan prepared by Architectural Alliance Landscape. The site was previously occupied by the Broward School Board's Edgewood Elementary School, and provided a storage area for unused portable classrooms.

The City of Ft. Lauderdale Unified Land Development Regulations (Section 47-25.2.M.a. – copy attached) requires that a Traffic Impact Study be completed if either (1) the site generates a net traffic volume greater than 1,000 vehicles per day (vpd) or (2) the maximum peak half-hour traffic exceeds 20% of the daily traffic volume. This site has been evaluated both as it previously existed and as proposed. It is estimated that the total amount of traffic generated by the proposed development (without consideration of the credit for the traffic previously generated by the elementary school) is not expected to approach the 1,000 vpd threshold, nor is the 20% criteria approached. Therefore, no further Traffic Impact Analysis is required.

The following assumptions were the basis for that conclusion:

- 1) The existing site contains multiple buildings that were previously occupied by the Edgewood Elementary School (currently vacant). Based on information taken from the Broward County Property Appraiser's website, these structures contain a total of approximately 35,920 SF, plus numerous unused temporary classroom buildings.
- 2) Based on the proposed site plan, the new use will be limited to 170,000 SF of "Warehouse, Distribution/General.
- 3) For purposes of the trip comparison, various land use categories in the ITE "Trip Generation Manual", 9th Edition were reviewed and similar uses were identified. Traffic generated by the previously existing use was estimated

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using Land Use Code “520 – Elementary School”, while the proposed use was estimated using Land Use Code “152 – Warehouse/Distribution” from that document.

A summary of the results of the traffic generation calculations (shown in Tables 1-3, attached) is:

	Estimated Traffic Generation		
	AM Peak Hour	PM Peak Hour	Daily
<u>Existing Use</u>	187 vph	43 vph	554 vpd
<u>Proposed Use</u>	19 vph	20 vph	286 vpd

The estimated change in traffic volume is:

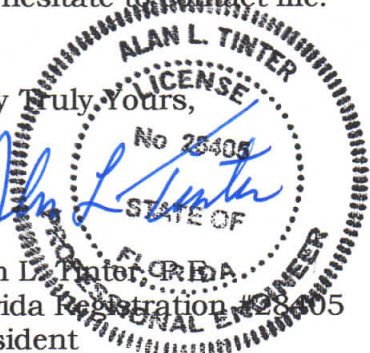
	Estimated Change in Traffic		
	AM Peak Hour	PM Peak Hour	Daily
	-168 vph	-23 vph	-268 vpd

The proposed use is expected to decrease the net amount of traffic generated by the site when comparing the previous use of the property and the currently proposed development. When considered without credit for the previously existing use of the property, the new development is expected to generate only 28.6% of the 1,000 vpd threshold that would necessitate a more in depth Traffic Impact Study.

As can be seen from a review of the first table, the AM Peak Hour of the proposed use represents only 6.64% of the daily traffic volume, and the PM Peak Hour represents only 6.99% of the daily traffic volume. Therefore, the 20% “rule” is not met.

It is, therefore, the conclusion of this office that further traffic analysis is not required in order to comply with the City’s ULDR. I trust that this information will prove useful to you. Of course, should you have any questions relative to this material, please do not hesitate to contact me.

Very Truly Yours,



Alan L. Tinter, P.E.
Florida Registration #25405
President

Xc: Brian Latta
Damon Ricks, P.E.

Tinter Traffic, LLC



**ILLUSTRATIVE SITE PLAN
 FLL LOGISTICS
 FORT LAUDERDALE, FLORIDA**



**City of Fort Lauderdale
Unified Land Development Regulations**

ARTICLE V. - DEVELOPMENT REVIEW CRITERIA

Section 47-25.2 Adequacy Requirements

M. Transportation facilities

4. *Traffic impact studies*

- a. When the proposed development may generate over one thousand (1,000) daily trips; or
- b. When the daily trip generation is less than one thousand (1,000) trips; and (1) when more than twenty percent (20%) of the total daily trips are anticipated to arrive or depart, or both, within one-half (½) hour; or (2) when the proposed use creates varying trip generation each day, but has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one-half (½) hour period; the applicant shall submit to the city a traffic impact analysis prepared by the county or a registered Florida engineer experienced in trafficways impact analysis which shall:
 - i. Provide an estimate of the number of average and peak hour trips per day generated and directions or routes of travel for all trips with an external end.
 - ii. Estimate how traffic from the proposed development will change traffic volumes, levels of service, and circulation on the existing and programmed trafficways.
 - iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local trafficways, define what city, county or state agencies have programmed the necessary construction and how this programming relates to the proposed development.
 - iv. A further detailed analysis and any other information that the review committee considers relevant.
 - v. The traffic impact study may be reviewed by an independent licensed professional engineer contracted by the city to determine whether it adequately addresses the impact and the study supports its conclusions. The cost of review by city's consultant shall be reimbursed to the city by the applicant.
 - vi. When this subsection M.4.b. applies, the traffic study shall include an analysis of how the peak loading will affect the transportation system including, if necessary, an operational plan showing how the peak trips will be controlled and managed.

TABLE 1
Bridgepoint - South Ft. Lauderdale
 Based on Site Plan by Architectural Alliance Landscape

AM PEAK HOUR							
CATEGORY	ITE L.U.C.	Devel Size	Variable	AM PEAK HOUR TRIP GENERATION RATE*	SITE TRAFFIC		
					Total (vph)	Enter (vph)	Exit (vph)
Warehouse/Distribution	152	170.000	1,000 SF	T = 0.11 (X)	19	13	6
Total Trips					19	13	6

PM PEAK HOUR							
CATEGORY	ITE L.U.C.	Devel Size	Variable	PM PEAK HOUR TRIP GENERATION RATE*	SITE TRAFFIC		
					Total (vph)	Enter (vph)	Exit (vph)
Warehouse/Distribution	152	170.000	1,000 SF	T = 0.12 (X)	20	6	14
Total Trips					20	6	14

Daily							
CATEGORY	ITE L.U.C.	Devel Size	Variable	DAILY TRIP GENERATION RATE*	SITE TRAFFIC		
					Total (vpd)	Enter (vpd)	Exit (vpd)
Warehouse/Distribution	152	170.000	1,000 SF	T = 1.68 (X)	286	143	143
Total Trips					286	143	143

* From Institute of Transportation Engineers "Trip Generation" Report, 9th Edition

TABLE 2
Bridgepoint - South Ft. Lauderdale

Based on approximation of existing building size (BCSB elementary school) using Broward County Property Appraiser's website

<i>AM PEAK HOUR</i>							
<i>CATEGORY</i>	<i>ITE L.U.C.</i>	<i>Devel Size</i>	<i>Variable</i>	<i>AM PEAK HOUR TRIP GENERATION RATE*</i>	<i>SITE TRAFFIC</i>		
					<i>Total (vph)</i>	<i>Enter (vph)</i>	<i>Exit (vph)</i>
Elementary School	520	35,920	1,000 SF	T = 5.20 (X)	187	105	82
Total Trips					187	105	82

<i>PM PEAK HOUR</i>							
<i>CATEGORY</i>	<i>ITE L.U.C.</i>	<i>Devel Size</i>	<i>Variable</i>	<i>PM PEAK HOUR TRIP GENERATION RATE*</i>	<i>SITE TRAFFIC</i>		
					<i>Total (vph)</i>	<i>Enter (vph)</i>	<i>Exit (vph)</i>
Elementary School	520	35,920	1,000 SF	T = 1.21 (X)	43	20	24
Total Trips					43	20	24

<i>Daily</i>							
<i>CATEGORY</i>	<i>ITE L.U.C.</i>	<i>Devel Size</i>	<i>Variable</i>	<i>DAILY TRIP GENERATION RATE*</i>	<i>SITE TRAFFIC</i>		
					<i>Total (vpd)</i>	<i>Enter (vpd)</i>	<i>Exit (vpd)</i>
Elementary School	520	35,920	1,000 SF	T = 15.43 (X)	554	277	277
Total Trips					554	277	277

* From Institute of Transportation Engineers "Trip Generation" Report, 9th Edition

TABLE 3
Bridgepoint - South Ft. Lauderdale
 Traffic Volume Comparison

<i>Change in Traffic Volumes (Proposed vs Existing)</i>			
<i>Use</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>	<i>Daily Traffic</i>
Existing	187	43	554
Proposed	19	20	286
Net Change	168	23	269