

July 17, 2023

Revised June 20, 2024

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

**Re: 900 Intracoastal Drive
Fort Lauderdale, Florida
Trip Generation Analysis**

Dear Mr. Restrepo:

Kimley-Horn and Associates, Inc. has performed a trip generation analysis and a review of the minimum site stacking requirements for the proposed redevelopment located at 900 Intracoastal Drive in Fort Lauderdale, Florida. The site proposed for redevelopment is currently occupied by 16 low-rise multifamily residential dwelling units. The proposed redevelopment consists of 44 high-rise multifamily residential dwelling units. A site plan is provided in Attachment A. Note that since the previous submittal, daily trip generation calculations have been updated for both existing and proposed development programs and a section regarding the review of the stacking requirements has been added. The following sections summarize the trip generation analysis and a review of the minimum stacking requirements for the site.

TRIP GENERATION ANALYSIS

A trip generation analysis was conducted using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition for the existing development and proposed redevelopment. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 220 (Multifamily Housing [Low-Rise]). The trip generation for the proposed redevelopment was determined LUC 222 (Multifamily Housing [High-Rise]). Note that due to the data ranges provided by the *Trip Generation Manual*, the average rates were utilized in lieu of formulas to calculate the daily trip generation calculations for both the existing development and proposed redevelopment. In both cases the development program was substantially lower than the data range provided by the manual.

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 the vicinity of the redevelopment. The US Census data indicated that there is a 0.9 percent (0.9%) multimodal factor within the vicinity of the redevelopment. It is expected that a portion of employees, residents, and visitors will choose to walk, bike, or use public transit to and from the proposed redevelopment.

As shown in Table 1, the proposed redevelopment is expected to result in 91 net new daily trips, one (1) net new trip during the A.M. peak hour, and eight (8) net new trips during the P.M. peak hour. Detailed trip generation calculations are contained in Attachment B.

The proposed redevelopment does not warrant further study as it generates less than 1,000 net new daily trips and less than 20.0 percent (20%) of the net new daily traffic is generated during each of the

peak hours, which is below City of Fort Lauderdale traffic study requirements in accordance with Section 47-25-2.M.4.b of the *City of Fort Lauderdale's Unified Land Development Code*.

Table 1: Proposed Net New Trip Generation				
Daily (A.M. Peak Hour) [P.M. Peak Hour]				
Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	Net New External Trips
<i>Existing Development</i>				
Multifamily Housing [Low-Rise] (220)	16 dwelling units	54 (7) [17]	53 (21) [10]	107 (28) [27]
<i>Proposed Redevelopment</i>				
Multifamily Housing [High-Rise] (222)	44 dwelling units	99 (8) [22]	99 (21) [13]	198 (29) [35]
<i>Net New Redevelopment</i>				
Net New Vehicle Trips		45 (1) [5]	46 (0) [3]	91 (1) [8]

MINIMUM STACKING DISTANCE REQUIREMENTS

Access to the site is proposed via one (1) full access driveway providing direct access to the onsite parking garage and one (1) ingress-only service driveway providing access to the loading area and the proposed porte cochère. As shown within the site plan provided in Attachment A, a stacking distance of approximately 16 feet is provided for the full access driveway and a stacking distance of approximately 28 feet is provided for the service driveway from the right-of-way line. Note that an additional 18 feet are provided between the right-of-way line and the edge of pavement along the north-south porte cochère aisle for a total stacking distance of approximately 34 feet and 46 feet respectively without obstructing the adjacent roadway.

Per Section 47-20.5. of the *City of Fort Lauderdale's Unified Land Development Code*, a minimum stacking distance of 22 feet is required, or 6 feet longer than currently provided for the full access driveway. However, per Section 47-20.5 – Item C.6.d.ii, for a development which generates less than five hundred (500) trips per day, a lesser number of stacking spaces may be authorized, for projects with specific characteristics mentioned such as low traffic generation support a finding that the number of stacking spaces provided will be sufficient. Based on the trip generation calculations, the anticipated trips fall well below the 500 trips per day threshold at 198 gross trips per day. Additionally, it should be noted that the area in which the redevelopment is proposed is primarily residential and therefore, widening of the adjacent roadway is unlikely. As such, the additional stacking distance between the right-of-way line and the edge of pavement is expected to remain available for both driveways. Therefore, the proposed stacking distance is sufficient to accommodate the site without obstructing the adjacent roadway.

CONCLUSION

Kimley-Horn and Associates, Inc. has performed a trip generation analysis and a review of the minimum site stacking requirements for the proposed redevelopment located at 900 Intracoastal Drive in Fort Lauderdale, Florida. The results of the trip generation analysis indicates that the proposed development does not warrant further study as it generates less than 1,000 net new daily trips and less than 20.0 percent (20%) of the net new daily traffic is generated during each of the peak hours, which is below

City of Fort Lauderdale traffic study requirements in accordance with Section 47-25-2.M.4.b of the *City of Fort Lauderdale's Unified Land Development Code*.

The review of the minimum stacking requirements indicates that a stacking distance of approximately 16 feet is provided for the full access driveway and a stacking distance of approximately 28 feet is provided for the service driveway from the right-of-way line. Note that an additional 18 feet are provided between the right-of-way line and the edge of pavement along the north-south porte cochère aisle for a total stacking distance of approximately 34 feet and 46 feet respectively without obstructing the adjacent roadway. As the area in which the redevelopment is proposed is primarily residential and therefore, widening of the adjacent roadway is unlikely, this additional stacking distance is expected to remain available for both driveways. Therefore, the proposed stacking distance is sufficient to accommodate the site without obstructing the adjacent roadway. If you have any questions regarding this analysis, please feel free to contact me.

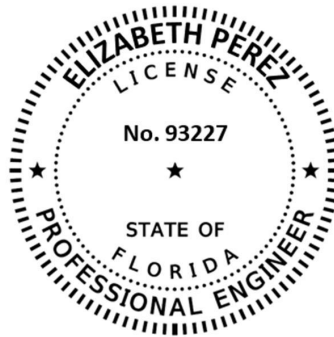
Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Elizabeth Perez, P.E.

Attachments

- A – Site Plan
- B – Trip Generation Calculations



Elizabeth Perez, P.E.
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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 using a SHA authentication code.



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Attachment A

Site Plan

