July 10, 2021

Mr. Nizar Alawamleh
Project Manager
Location Ventures
299 Alhambra Circle, Suite 510
Coral Gables, Florida 33134

Re: Olakino House – Fort Lauderdale, Florida
Traffic Statement

Dear Nizar:

As requested, KBP Consulting, Inc. has prepared a traffic statement associated with the proposed development of four (4) vacant parcels of land located on the west side of Bayshore Drive between Riomar Street and Terramar Street in the City of Fort Lauderdale, Broward County, Florida. More specifically the site is located at 529 – 553 Bayshore Drive and the Broward County Folio Numbers are as follows:

- 5042 01 04 0600
- 5042 01 04 0610
- 5042 01 04 0620
- 5042 01 04 0630

This traffic statement addresses the trip generation characteristics associated with the proposed development (known as "Olakino House") on the site and documents if the estimated number of net new project trips exceeds the minimum trip thresholds established by the City of Fort Lauderdale that would require a comprehensive traffic impact study.

TRAFFIC IMPACT ANALYSIS

Proposed Development

The total land area of the subject site is approximately 1.5384 acres (67,011 square feet). The site is proposed to be developed with two (2) multi-story residential buildings. Both buildings will have eleven (11) floors and the total number of dwelling units for the Olakino House development will be 65. The site will offer several amenities for their residents including a spa / fitness area, a dining area, a conference room, a golf simulator, a pool, and a rooftop terrace area.

Vehicular access to the site will be provided by one (1) full access driveway on Bayshore Drive that will provide access to the parking garage. A second driveway will be provided on Bayshore Drive that will provide access to the service / loading area. A project location map is presented in Attachment A to this memorandum and the site plan is presented in Attachment B.

Trip Generation Analysis

A trip generation analysis has been conducted for the proposed development at the subject site. The analysis was performed using the trip generation rates and equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (10th Edition)*. The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. According to the referenced ITE manual, the most appropriate land use category and corresponding rates / equations for the proposed development are as follows:

Multi-Family Housing (High-Rise) – ITE Land Use #222

- Weekday: T = 3.94 (X) + 211.81
  where T = number of trips and X = number of dwelling units
- AM Peak Hour: T = 0.28 (X) + 12.86 (24% in / 76% out)
- PM Peak Hour: T = 0.34 (X) + 8.56 (61% in / 39% out)

Relevant excerpts from the referenced ITE manual are presented in Attachment C to this memorandum. Utilizing the above-listed trip generation equations from the referenced ITE document, a trip generation analysis was undertaken for the proposed development. The results of this effort are documented in Table 1 below.

Table 1
Olakino House
Trip Generation Analysis
529 - 553 Bayshore Drive - Fort Lauderdale, Florida

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed								
Multi-Family Housing (High-Rise)	65 DU	468	7	24	31	19	12	31

Compiled by: KBP Consulting, Inc. (July 2021).
Source: ITE Trip Generation Manual (10th Edition).

As indicated in Table 1 on the previous page, the proposed Olakino House residential development is anticipated to generate 468 daily vehicle trips, 31 AM peak hour vehicle trips (7 inbound and 24 outbound) and 31 vehicle trips (19 inbound and 12 outbound) during the typical afternoon peak hour.

Conclusions

Based upon the foregoing analysis, the proposed project is not required to prepare a comprehensive traffic impact study for the following reasons:

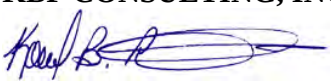
- According to the City of Fort Lauderdale's ULDR Section 47-25.2.M.4, when the proposed development generates more than 1,000 net new daily trips, a traffic impact study is required. The subject project is projected to generate 468 net new daily vehicle trips.

- And, 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 in Table 1, the proposed development will result in 31 additional vehicle trips during the AM and PM peak hours. The maximum number of trips anticipated within one-half hour is approximately 3.42% of the daily vehicle trips, which is significantly less than the 20% threshold. *(Thirty-one additional peak hour vehicle trips occurring in one (1) hour represents, on average, 16 vehicle trips in one-half hour. Sixteen (16) vehicle trips equate to approximately 3.42% of the 468 net new daily vehicle trips.)*

Based upon the foregoing analyses, the trip generation characteristics of the Olakino House residential development do not warrant further detailed traffic analyses. If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

KBP CONSULTING, INC.

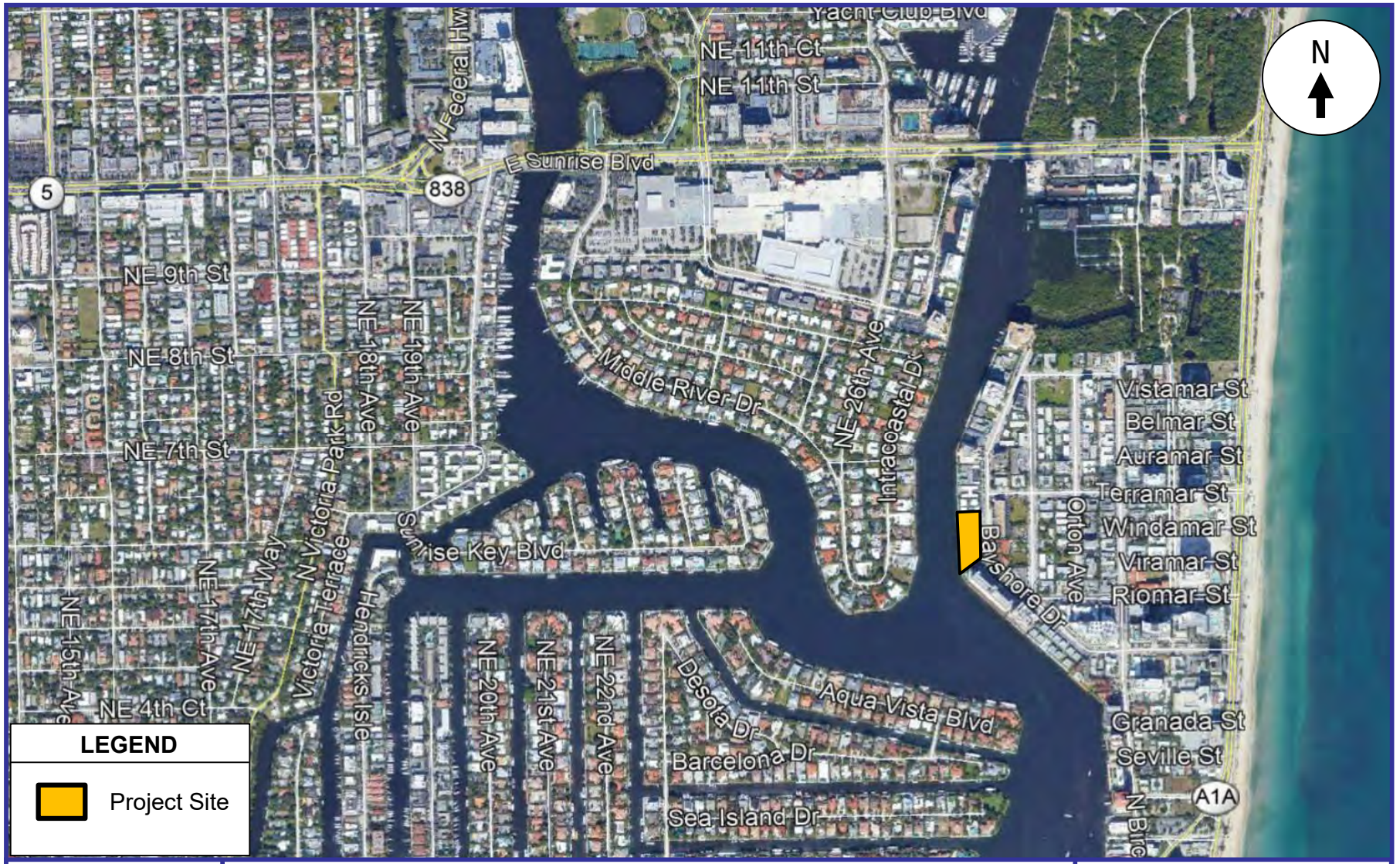


Karl B. Peterson, P.E.
Florida Registration Number 49897
Engineering Business Number 29939

Attachment A

Olakino House

Project Location Map



KBP
CONSULTING, INC.

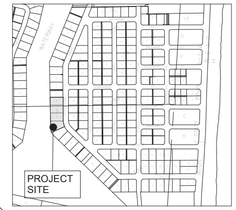
Project Location Map

Attachment A
Olakino House
Fort Lauderdale, Florida

Attachment B

Olakino House

Site Plan

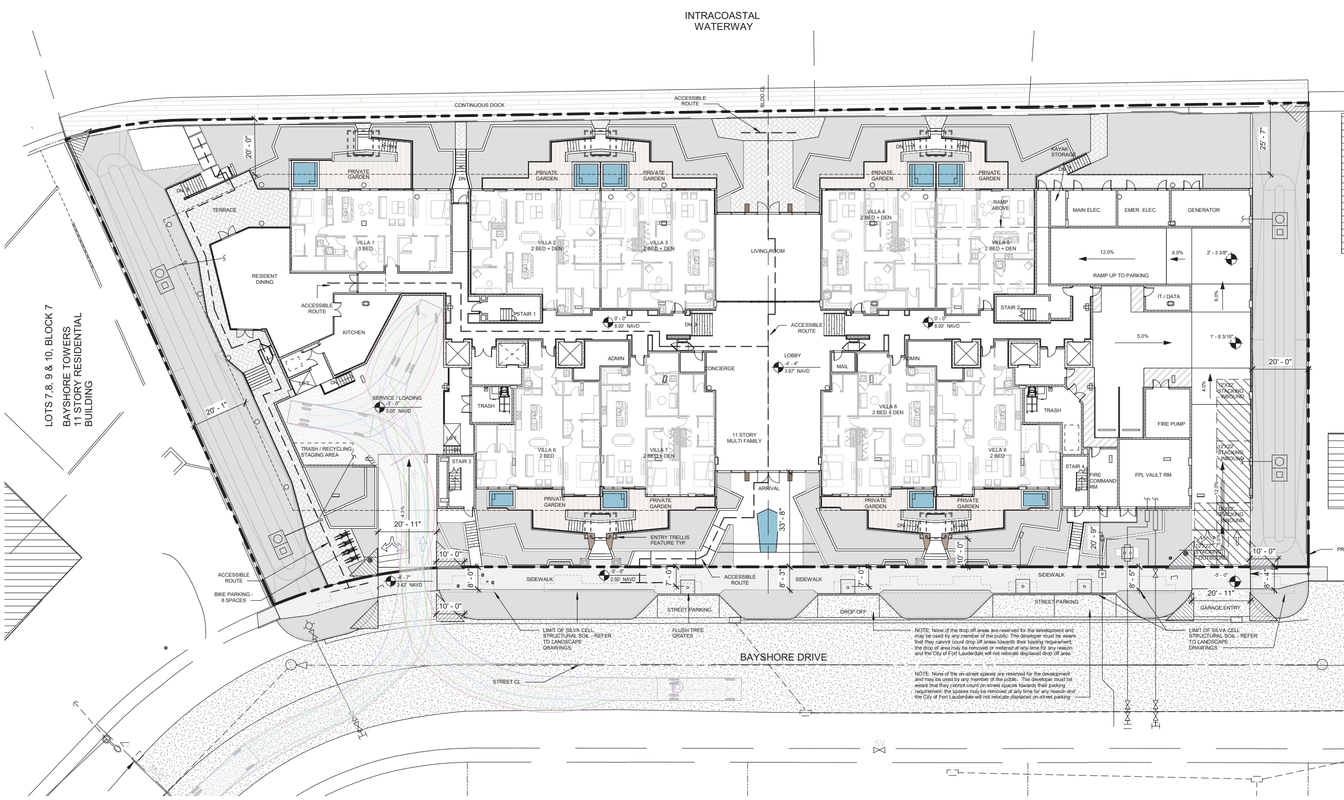


LOCATION MAP

2 / A-1.00

LEGAL DESCRIPTION

LOTS 3, 4, 5, AND 6, BLOCK 7, BIRCH OCEAN FRONT SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 19, PAGE 26, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.



SITE PLAN

1 / A-1.00

1" = 20'-0"

NORTH

SOLID WASTE / RECYCLING MANAGEMENT

1. THE SOLID WASTE AND RECYCLE WILL BE COLLECTED FROM THE DRIVEWAY. THE OPERATOR ANTICIPATES COLLECTION BY A PRIVATE LICENSED CONTRACTOR 2 TIMES PER WEEK OR MORE AS NEEDED.
2. THE COLLECTION WILL OCCUR BY ACCESS FROM BAYSHORE DRIVE. SERVICE TURNING RADII TO SHOW CIRCULATION ARE PROVIDED.
3. THE TRASH AND RECYCLE CONTAINERS WILL BE STORED AT ALL TIMES WITHIN THE TRASH ROOM INSIDE THE BUILDING. THE CONTRACTOR WILL BE PROVIDED WITH ACCESS TO THE TRASH ROOM FOR PICK UP.
4. THE WASTE SYSTEM WILL MEET THE CAPACITY REQUIREMENTS OF THE BUILDING ORDINANCE REQUIREMENTS.

SITE PLAN INFORMATION

CURRENT USE OF PROPERTY	VACANT LOTS	
CURRENT LAND USE DESIGNATION	CENTRAL REGIONAL ACTIVITY CENTER	
PROPOSED LAND USE DESIGNATION	CENTRAL REGIONAL ACTIVITY CENTER	
CURRENT ZONING DESIGNATION	IOA (INTRACOASTAL OVERLOOK AREA)	
PROPOSED ZONING DESIGNATION	IOA (INTRACOASTAL OVERLOOK AREA)	
ADJACENT ZONING DESIGNATION	NBRA, IOA	
WASTE / WATER SERV. PROVIDER	CITY OF FORT LAUDERDALE	
TOTAL SITE AREA - NET	1.5384 ACRES TOTAL / 67,011 SF	
TOTAL PERVIOUS EXISTING (LANDSCAPE)	67,011 S.F. (100%)	
TOTAL PERVIOUS PROPOSED (LANDSCAPE)	16,788 S.F. (25.05%) 25% REQUIRED	
TOTAL IMPERVIOUS EXISTING	0 S.F. (0%)	
TOTAL IMPERVIOUS PROPOSED	50,154 S.F. (74.85%)	
TOTAL BUILDING FOOTPRINT EXISTING	0 S.F. (0%)	
TOTAL BUILDING FOOTPRINT PROPOSED	38,297 S.F. (57.15%)	
DENSITY:RESIDENTIAL DEVELOPMENT(48 UNITS/ACRE)	73 UNITS ALLOWED	65 UNITS PROVIDED
PARKING DATA:	REQUIRED (IOA)	PROVIDED
SPACES PROVIDED	151 SPACES (123 STANDARD +22 COMPACT + 6 ADA)	
ROOM TYPE = 4 (2 BEDROOM) x 2 / UNIT	8 SPACES	
ROOM TYPE = 29 (2 BEDROOM+DEN/3 BR) x 2.1 / UNIT	60.9 SPACES	
ROOM TYPE = 32 (3 BEDROOM + DEN) x 2.2 / UNIT	70.4 SPACES	
TOTAL PARKING	139.3 SPACES	151 SPACES
TOTAL HC PARKING INCL.	6 SPACES	6 SPACES
TOTAL COMPACT PARKING INCL (MAX. 20% OF REQ.).	27 SPACES ALLOWED	22 SPACES
LOADING ZONE - PER TABLE 47-20.2	N/A (MULTI-FAMILIY)	0
BICYCLE PARKING	N/A	8 SPACES
TOTAL BUILDING SQUARE FOOTAGE (GROSS)	NO REQUIREMENT	314,090 G.S.F.
FLOOR AREA RATIO (F.A.R.) (NO REQUIREMENT)	NO REQUIREMENT	314,090 / 67,011 =4.68
BUILDING HEIGHT	120' ALLOWED	120'
NUMBER OF STORIES	NO REQUIREMENT	11 STORIES
BUILDING WIDTH AND LENGTH	200' MAX	388'-6" MAX. - PODIUM
		143'-6" MAX. - TOWER
DISTANCE BETWEEN BUILDINGS	24' MIN. (20%x120' HGT.)	39'-3" MIN.
LOT WIDTH	VARIES ACROSS SITE - SEE SURVEY	
LOT COVERAGE	38,297 S.F. (57.15%)	
OPEN SPACE	28,714 S.F. / 42.85%	
LANDSCAPE AREA (25% PER ULDR 47-21.13.B.14)	16,788 S.F. (25.05%) 25% REQUIRED	
VEHICULAR USE AREA (VUA)	861 S.F.	

SETBACKS

		REQUIRED	PROPOSED	
			TO BUILDING ENVELOPE	TO NEAREST BALCONY/ ARCH. DESIGN ELEMENT
FRONT (EAST)	**HEIGHT**	20'-0" **		
GROUND FLOOR (<35')	0'-0" - 11'-6"	20'-0" **	20'-0"	N/A
SECOND FLOOR (<35')	11'-6" - 21'-0"	20'-0" **	20'-0"	20'-0"
THIRD FLOOR (<35')	21'-0" - 30'-6"	20'-0" **	20'-0"	20'-0"
FOURTH FLOOR (35'-75')	30'-6" - 41'-6"	20'-0" **	25'-6"	20'-0"
FIFTH FLOOR (35'-75')	41'-6" - 52'-2"	20'-0" **	20'-0"	20'-0"
SIXTH FLOOR (35'-75')	52'-2" - 62'-10"	20'-0" **	20'-0"	20'-0"
SEVENTH FLOOR (35'-75')	62'-10" - 73'-6"	20'-0" **	20'-0"	20'-0"
EIGHTH FLOOR (75'-115')	73'-6" - 84'-2"	20'-0" **	20'-0"	20'-0"
NINTH FLOOR (75'-115')	84'-2" - 94'-10"	20'-0" **	20'-0"	20'-0"
TENTH FLOOR (75'-115')	94'-10" - 105'-6"	20'-0" **	20'-0"	20'-0"
ELEVENTH FLOOR (>115')	105'-6" - 116'-2"	20'-0" **	30'-9"	20'-0"
ROOF DECK (>115')	116'-2" - 120'-0"	20'-0" **	N/A	20'-0"
SIDE (NORTH)				
GROUND FLOOR (<35')	0'-0" - 11'-6"	10'-0" **	20'-0"	N/A
SECOND FLOOR (<35')	11'-6" - 21'-0"	10'-0" **	20'-0"	20'-0"
THIRD FLOOR (<35')	21'-0" - 30'-6"	10'-0" **	20'-0"	20'-0"
FOURTH FLOOR (35'-75')	30'-6" - 41'-6"	20'-0" **	31'-1"	**20'-0"**
FIFTH FLOOR (35'-75')	41'-6" - 52'-2"	20'-0" **	37'-0"	30'-11"
SIXTH FLOOR (35'-75')	52'-2" - 62'-10"	20'-0" **	31'-1"	30'-11"
SEVENTH FLOOR (35'-75')	62'-10" - 73'-6"	20'-0" **	37'-0"	30'-11"
EIGHTH FLOOR (75'-115')	73'-6" - 84'-2"	30'-0" **	31'-1"	30'-11"
NINTH FLOOR (75'-115')	84'-2" - 94'-10"	30'-0" **	37'-0"	30'-11"
TENTH FLOOR (75'-115')	94'-10" - 105'-6"	30'-0" **	31'-1"	30'-11"
ELEVENTH FLOOR (>115')	105'-6" - 116'-2"	40'-0" **	47'-0"	N/A
ROOF DECK (>115')	116'-2" - 120'-0"	40'-0" **	N/A	45'-4"
SIDE (SOUTH)				
GROUND FLOOR (<35')	0'-0" - 11'-6"	10'-0" **	20'-0"	N/A
SECOND FLOOR (<35')	11'-6" - 21'-0"	10'-0" **	20'-0"	20'-0"
THIRD FLOOR (<35')	21'-0" - 30'-6"	10'-0" **	20'-0"	20'-0"
FOURTH FLOOR (35'-75')	30'-6" - 41'-6"	20'-0" **	30'-5"	20'-0"
FIFTH FLOOR (35'-75')	41'-6" - 52'-2"	20'-0" **	34'-8"	27'-1"
SIXTH FLOOR (35'-75')	52'-2" - 62'-10"	20'-0" **	30'-2"	27'-1"
SEVENTH FLOOR (35'-75')	62'-10" - 73'-6"	20'-0" **	34'-8"	27'-1"
EIGHTH FLOOR (75'-115')	73'-6" - 84'-2"	30'-0" **	30'-2"	27'-1"
NINTH FLOOR (75'-115')	84'-2" - 94'-10"	30'-0" **	34'-8"	27'-1"
TENTH FLOOR (75'-115')	94'-10" - 105'-6"	30'-0" **	30'-2"	27'-1"
ELEVENTH FLOOR (>115')	105'-6" - 116'-2"	40'-0" **	46'-11"	N/A
ROOF DECK (>115')	116'-2" - 120'-0"	40'-0" **	N/A	40'-2"
REAR (WEST)		20'-0" **		
GROUND FLOOR (<35')	0'-0" - 11'-6"	20'-0" **	20'-0"	N/A
SECOND FLOOR (<35')	11'-6" - 21'-0"	20'-0" **	20'-0"	20'-0"
THIRD FLOOR (<35')	21'-0" - 30'-6"	20'-0" **	20'-0"	20'-0"
FOURTH FLOOR (35'-75')	30'-6" - 41'-6"	20'-0" **	22'-6"	20'-0"
FIFTH FLOOR (35'-75')	41'-6" - 52'-2"	20'-0" **	21'-5"	20'-6"
SIXTH FLOOR (35'-75')	52'-2" - 62'-10"	20'-0" **	22'-3"	20'-6"
SEVENTH FLOOR (35'-75')	62'-10" - 73'-6"	20'-0" **	21'-5"	20'-6"
EIGHTH FLOOR (75'-115')	73'-6" - 84'-2"	20'-0" **	22'-3"	20'-6"
NINTH FLOOR (75'-115')	84'-2" - 94'-10"	20'-0" **	21'-5"	20'-6"
TENTH FLOOR (75'-115')	94'-10" - 105'-6"	20'-0" **	22'-3"	20'-6"
ELEVENTH FLOOR (>115')	105'-6" - 116'-2"	20'-0" **	21'-5"	N/A
ROOF DECK (>115')	116'-2" - 120'-0"	20'-0" **	N/A	20'-6"

** DEVELOPMENT OF SIGNIFICANT IMPACT PER IOA DISTRICT ULDR SEC. 47-12.5.D.1.d.

REV	DESCRIPTION	DATE
1	TRASH UPDATE	03.15.2021
2	REVISED NOTES	07.07.2021

To the best of the architect's or engineer's knowledge, the plans and specifications comply with the applicable minimum building codes and the applicable fire-safety standards as determined by the local authority in accordance with this section and Chapter 633, Florida Statutes.

GARCIA STROMBERG
GS4studios

CLIENT: Location Ventures
299 ALHAMBRA CIRCLE, STE. 510
CORAL GABLES, FL

PROJECT: **OLAKINO HOUSE**
551 BAYSHORE DRIVE
FORT LAUDERDALE, FL
33304

DRAWING NAME: **SITE PLAN**

SHEET NUMBER: **A-1.00**

03.12.2021 DRC SUBMISION

Attachment C

Olakino House

Relevant Excerpts from the ITE *Trip Generation Manual (10th Edition)*

Land Use: 222
Multifamily Housing (High-Rise)

Description

High-rise multifamily housing includes apartments, townhouses, and condominiums that have more than 10 levels (floors). They are likely to have one or more elevators. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), off-campus student apartment (Land Use 225), and high-rise residential with 1st-floor commercial (Land Use 232) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the high-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the 12 sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 1.57 residents per occupied dwelling unit.

For the 26 sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 98.4 percent of the total dwelling units were occupied.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight dense multi-use sites for which 24-hour time-of-day person trip data were collected, the overall highest vehicle volumes during the AM and PM on a weekday were between 7:30 and 8:30 a.m. and 5:30 and 6:30 p.m., respectively. The Saturday and Sunday peak hours for person trips were between 5:00 and 6:00 p.m. and 4:45 and 5:45 p.m., respectively.

For the six center city core sites for which 24-hour time-of-day person trip data were collected, the overall highest vehicle volumes during the AM and PM on a weekday were between 8:00 and 9:00 a.m. and 6:00 and 7:00 p.m., respectively. The Saturday and Sunday peak hours for person trips were between 11:30 a.m. and 12:30 p.m. and 11:00 a.m. and 12:00 p.m., respectively.

For the 12 sites for which data were provided for both occupied dwelling units and residents, there was an average of 1.57 residents per occupied dwelling unit.

For the 26 sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 98.4 percent of the units were occupied.

The average numbers of person trips per vehicle trip at the three center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 2.52 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.70 during Weekday, AM Peak Hour of Generator
- 1.88 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.22 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the six dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 2.81 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.49 during Weekday, AM Peak Hour of Generator
- 2.17 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.85 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 2000s, and the 2010s in California, District of Columbia, Maryland, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, Virginia, and Washington.

Source Numbers

105, 168, 169, 187, 305, 321, 356, 818, 862, 901, 910, 949, 963, 964, 966, 967

Multifamily Housing (High-Rise)
(222)

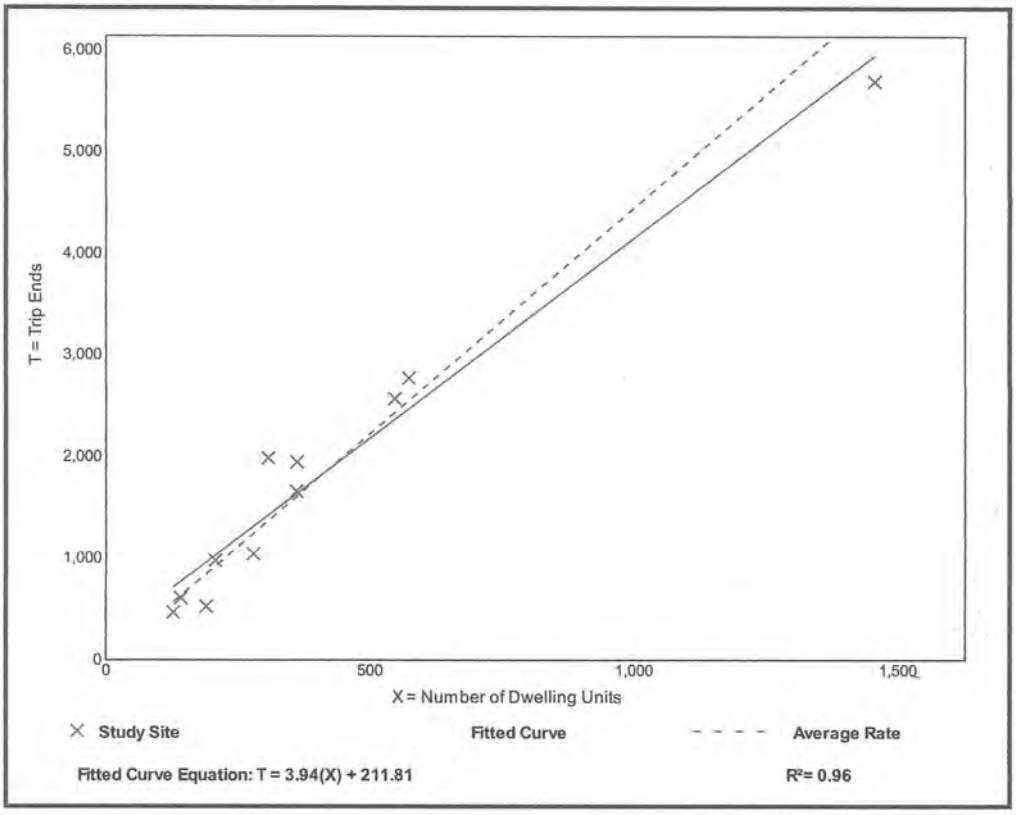
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 414
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.45	2.77 - 6.45	0.83

Data Plot and Equation



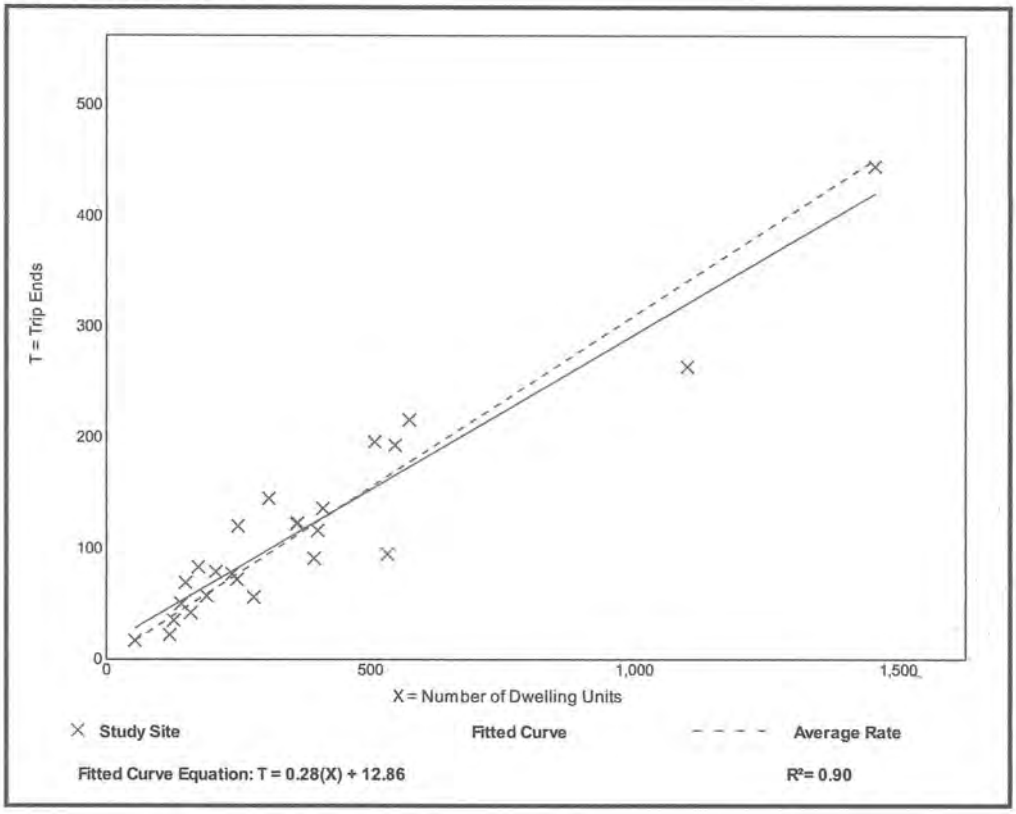
Multifamily Housing (High-Rise)
(222)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. Num. of Dwelling Units: 372
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.31	0.18 - 0.48	0.08

Data Plot and Equation



Multifamily Housing (High-Rise)
(222)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. Num. of Dwelling Units: 372
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.23 - 0.53	0.06

Data Plot and Equation