

# KBP CONSULTING, INC.

November 24, 2025

Mr. Benjamin Restrepo, P.E.  
City Engineer  
City of Fort Lauderdale – Development Services  
700 NW 19<sup>th</sup> Avenue  
Fort Lauderdale, Florida 33311

**Re: Opus at 701 – Fort Lauderdale, Florida  
Traffic Statement**

Dear Benjamin:

As requested, KBP Consulting, Inc. has prepared a traffic statement associated with the proposed redevelopment of two (2) parcels of land located on the west side of Bayshore Drive between Vistamar Street and Terramar Street in the City of Fort Lauderdale, Broward County, Florida. More specifically the site is located at 623 and 701 Bayshore Drive and the Broward County Folio Numbers are as follows:

- 5042 01 06 0760
- 5042 01 06 0770

This traffic statement addresses the trip generation characteristics associated with the proposed development (known as “Opus at 701”) 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**

### **Existing & Proposed Development**

The total land area of the subject site is approximately 0.78 acre (33,998 square feet) and is currently developed with 11 multifamily residential dwelling units in a low-rise (two-story) format and a hotel with 12 guest rooms. The site is currently proposed to be redeveloped with a high-rise (13-story) multifamily residential building with 54 dwelling units. The site will offer several amenities for their residents including a spa / fitness / yoga area, a club room, a dining / conference room, cabanas, two (2) pools, and a rooftop terrace area with clubhouse.

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 and the drop-off / pick-up area. A second driveway will be provided on Bayshore Drive that will provide egress from the drop-off / pick-up area. A project location map is presented in Attachment A to this memorandum. The site plan, site data table, level one / ground floor plan, and rendering are presented in Attachment B.

## **Trip Generation Analysis**

A trip generation analysis has been conducted for the existing and 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 (12<sup>th</sup> 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 categories and corresponding rates / equations for the existing and proposed development are as follows:

### **Multifamily Housing (Low-Rise) – ITE Land Use #220**

- Weekday:  $T = 6.21 (X)$   
*where  $T$  = number of trips and  $X$  = number of dwelling units*
- AM Peak Hour:  $T = 0.41 (X)$  (24% in / 76% out)
- PM Peak Hour:  $T = 0.52 (X)$  (62% in / 38% out)

### **Multifamily Housing (High-Rise) – ITE Land Use #222**

- Weekday<sup>1</sup>:  $T = 4.46 (X)$   
*where  $T$  = number of trips and  $X$  = number of dwelling units*
- AM Peak Hour:  $T = 0.20 (X)$  (29% in / 71% out)
- PM Peak Hour:  $T = 0.26 (X)$  (61% in / 39% out)

### **Hotel – ITE Land Use #310**

- Weekday:  $T = 5.84 (X)$   
*where  $T$  = number of trips and  $X$  = number of rooms*
- AM Peak Hour:  $T = 0.34 (X)$  (52% in / 48% out)
- PM Peak Hour:  $T = 0.47 (X)$  (51% in / 49% out)

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

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<sup>1</sup> The 12<sup>th</sup> Edition of the ITE *Trip Generation Manual* lacks weekday trip generation data for land use #222 – Multifamily Housing (High-Rise). A review of similar land uses indicates that land use #221 – Multifamily Housing (Mid-Rise) has trip generation data that appears to yield reasonable and comparable results for the weekday estimation of trips for the high-rise residential land use. This rate is also very similar to the weekday trip generation rate for this land use that was documented in the 11<sup>th</sup> Edition of the *Trip Generation Manual*. As a result, this data has been applied to this analysis.

<b>Table 1</b> <b>Opus at 701 (623 &amp; 701 Bayshore Drive)</b> <b>Trip Generation Analysis</b> <b>Fort Lauderdale, Florida</b>								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
<i>Existing</i>								
623 Bayshore - MF Housing (Low Rise)	11 DU	68	1	4	5	4	2	6
701 Bayshore - Hotel	12 Rooms	70	2	2	4	3	3	6
<b>Sub-Total (Existing)</b>		<b>138</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>12</b>
<i>Proposed</i>								
Multifamily Housing (High-Rise)	54 DU	241	3	8	11	9	5	14
<b>Sub-Total (Proposed)</b>		<b>241</b>	<b>3</b>	<b>8</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>14</b>
<b>Difference (Proposed - Existing)</b>		<b>103</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>

*Compiled by: KBP Consulting, Inc. (November 2025).  
 Source: ITE Trip Generation Manual (12th Edition).*

As indicated in Table 1 above, the proposed Opus at 701 residential development is anticipated to generate 241 daily vehicle trips, 11 AM peak hour vehicle trips (3 inbound and 8 outbound) and 14 vehicle trips (9 inbound and 5 outbound) during the typical afternoon peak hour. When compared with the existing development on this site, this represents an increase of 103 daily vehicle trips, an increase of two (2) AM peak hour vehicle trips, and an increase of two (2) PM peak hour vehicle trips.

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 103 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 11 vehicle trips during the AM peak hour and 14 vehicle trips during the PM peak hour. The maximum number of trips anticipated within one-half hour is approximately 2.90% of the daily vehicle trips, which is significantly less than the 20% threshold. *(Fourteen peak hour vehicle trips occurring in one (1) hour represents, on average, seven vehicle trips in one-half hour. Seven vehicle trips equate to approximately 2.90% of the 241 daily vehicle trips.)*

**Central Beach RAC Trips Assessment**

A review of the latest Central Beach Regional Activity Center (RAC) Development Monitoring Table (dated 09/05/25 – please see Attachment D) indicates that the RAC has 199 PM peak hour trips available. Since the Opus at 701 project will result in two (2) additional PM peak hour trips, sufficient trip generation capacity exists to accommodate this project.

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## Conclusions

Based upon the foregoing analyses, the trip generation characteristics of the Opus at 701 residential development do not warrant further detailed traffic analyses. And the Central Beach Regional Activity Center (RAC) has sufficient remaining trip generation capacity to accommodate this project.

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.  
Senior Transportation Engineer