

NE 19th Avenue

Pompano Beach, Florida
33060

Traffic Impact Statement



August 16, 2018



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PZ18-12000031
11/29/2018

Prepared By:
Keith and Associates, Inc.
301 East Atlantic Boulevard
Pompano Beach, Florida 33060
Project No: 1777.0

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8/28/2018

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Pompano Beach, Florida 33060

Traffic Impact Statement

August 2018

Prepared For:

NE 19th Ave. LLC
17025 Stratford Court
SW Ranches, Florida 33331

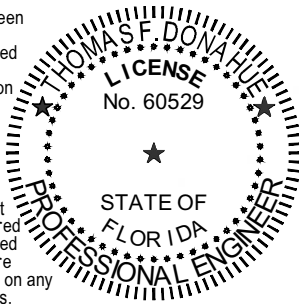
Prepared By:

Keith and Associates, Inc.
301 East Atlantic Boulevard
Pompano Beach, Florida 33060

This item has been electronically signed and sealed by Thomas F. Donahue, P.E. on the date below using a Digital Signature.

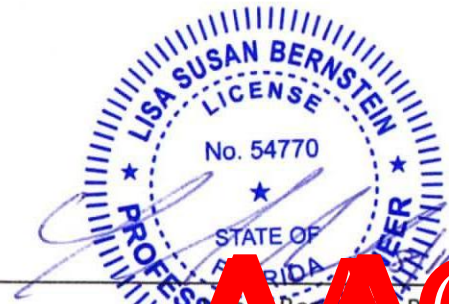
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**TRAFFIC IMPACT STATEMENT
NE 19th Avenue
Pompano Beach, Florida 33060**

Introduction

NE 19th Ave. LLC is proposing to develop a parcel located on NE 19 Avenue, just north of East Atlantic Boulevard, in Pompano Beach, Florida. The property is currently vacant. The City of Pompano Beach is requesting a Traffic Impact Statement for the proposed development.

Existing Conditions

The property is located on NE 19 Avenue, just north of East Atlantic Boulevard. The surrounding roadways are as follows:

- NE 19 Avenue – A two-lane, north-south roadway. The speed limit is 25 MPH.
- East Atlantic Boulevard – A four-lane, east-west roadway. The speed limit is 35 MPH.

The site is currently vacant. Figure 1 shows the project location.

Proposed Conditions

The developer is proposing construct a new four (4)-story building that will include 37 residential units.

The site access will be an entrance and exit from NE 19 Avenue. The proposed site plan is included in Appendix A.

Trip Generation

The proposed development includes a four (4)-story residential building with 37 units. Trip generation calculations for the residential are based on trip generation rates and equations published in the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition. ITE Land Use Code (LUC) 221, Multifamily Housing (Mid-Rise) is used for the residential component. The independent variable for the analysis is Occupied Dwelling Units. Appendix B contains the ITE Trip Generation worksheets.

The trip generation for the proposed development is shown in Tables 1, 2 and 3 for Daily, AM Peak Hour and PM Peak Hour, respectively.

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Figure 1
NE 19th Avenue
Pompano Beach, Florida

Project Location

301 East Atlantic Boulevard
 Pompano Beach, Florida 33060

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Table 1
Daily - Trip Generation

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Multifamily Housing (Mid-Rise)	221	37 Occupied Dwelling Units	$T = 5.57(X) - 143.95$	50%	50%	31	31	62
Total Proposed						31	31	62

Source: ITE Trip Generation Handbook, 10 Edition

Table 2
AM Peak Hour - Trip Generation

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Multifamily Housing (Mid-Rise)	221	37 Occupied Dwelling Units	$T = 0.44(X) - 4.16$	26%	74%	3	9	12
Total Proposed						3	9	12

Source: ITE Trip Generation Handbook, 10 Edition

Table 3
PM Peak Hour - Trip Generation

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Multifamily Housing (Mid-Rise)	221	37 Occupied Dwelling Units	$T = 0.46(X) - 8.22$	64%	36%	6	3	9
Total Proposed						6	3	9

Source: ITE Trip Generation Handbook, 10 Edition

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As can be seen in the tables, the proposed development generates 62 Daily trips, 12 AM Peak Hour trips and 9 PM Peak Hour trips.

The resulting new Daily, AM Peak Hour and PM Peak Hour trips demonstrate that the project, at buildout, will not degrade the established Level of Service for the roadway network.

Conclusions

NE 19th Ave. LLC is proposing to develop a parcel located on NE 19 Avenue, just north of East Atlantic Boulevard, in Pompano Beach, Florida. The property is currently vacant. The developer is proposing construct a new four(4)-story building that will include 37 residential units.

The Traffic Impact Statement indicates that the new trips anticipated to be generated by the proposed development will not have a significant impact on the surrounding roadways.

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Appendix A

Site Plan

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Appendix B

Trip Generation

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Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Occupied Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

Avg. Num. of Occupied Dwelling Units: 175

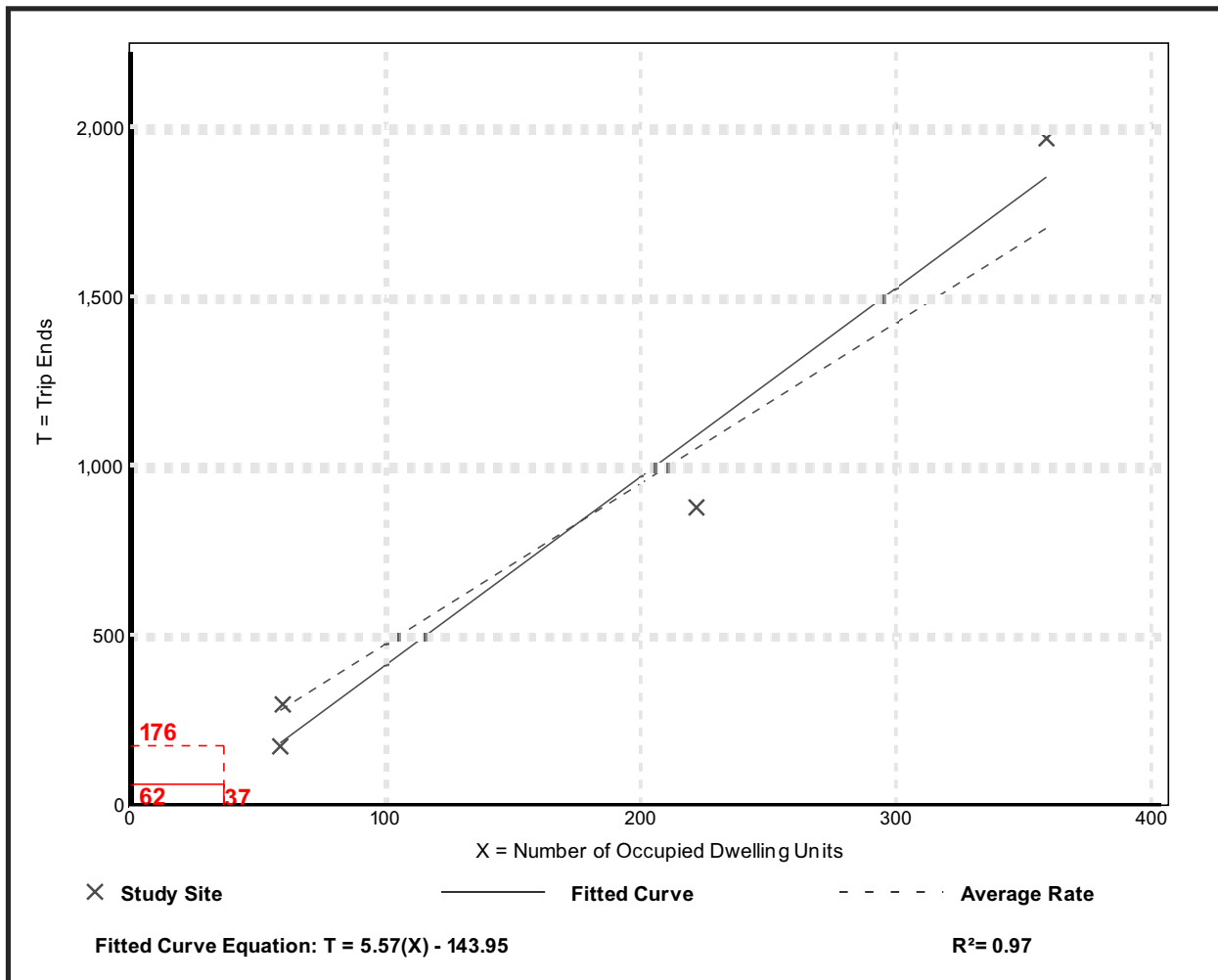
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.75	2.95 - 5.49	1.00

Data Plot and Equation

Caution – Small Sample Size



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Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Occupied 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: 7

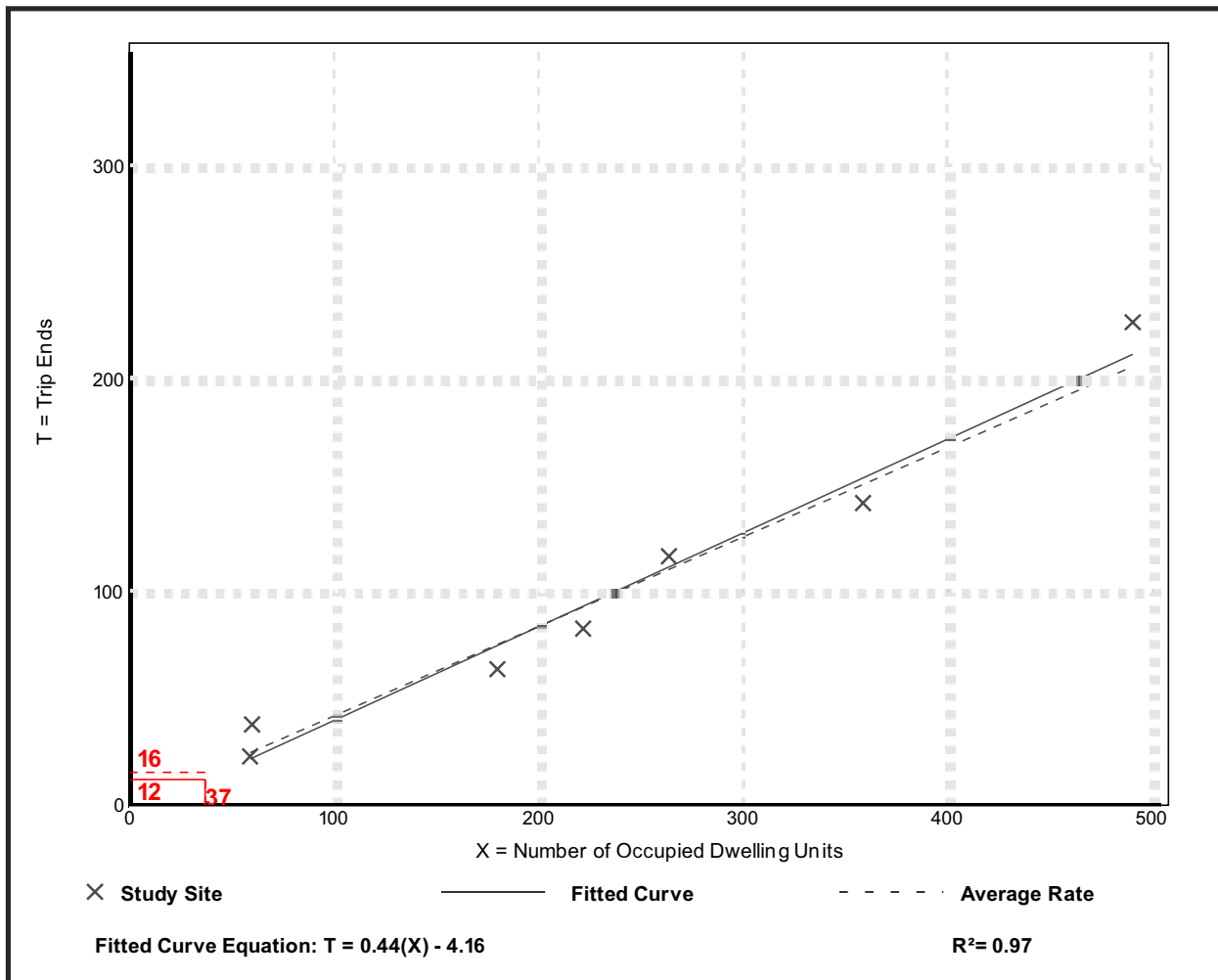
Avg. Num. of Occupied Dwelling Units: 234

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.42	0.36 - 0.63	0.06

Data Plot and Equation



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Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Occupied 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: 7

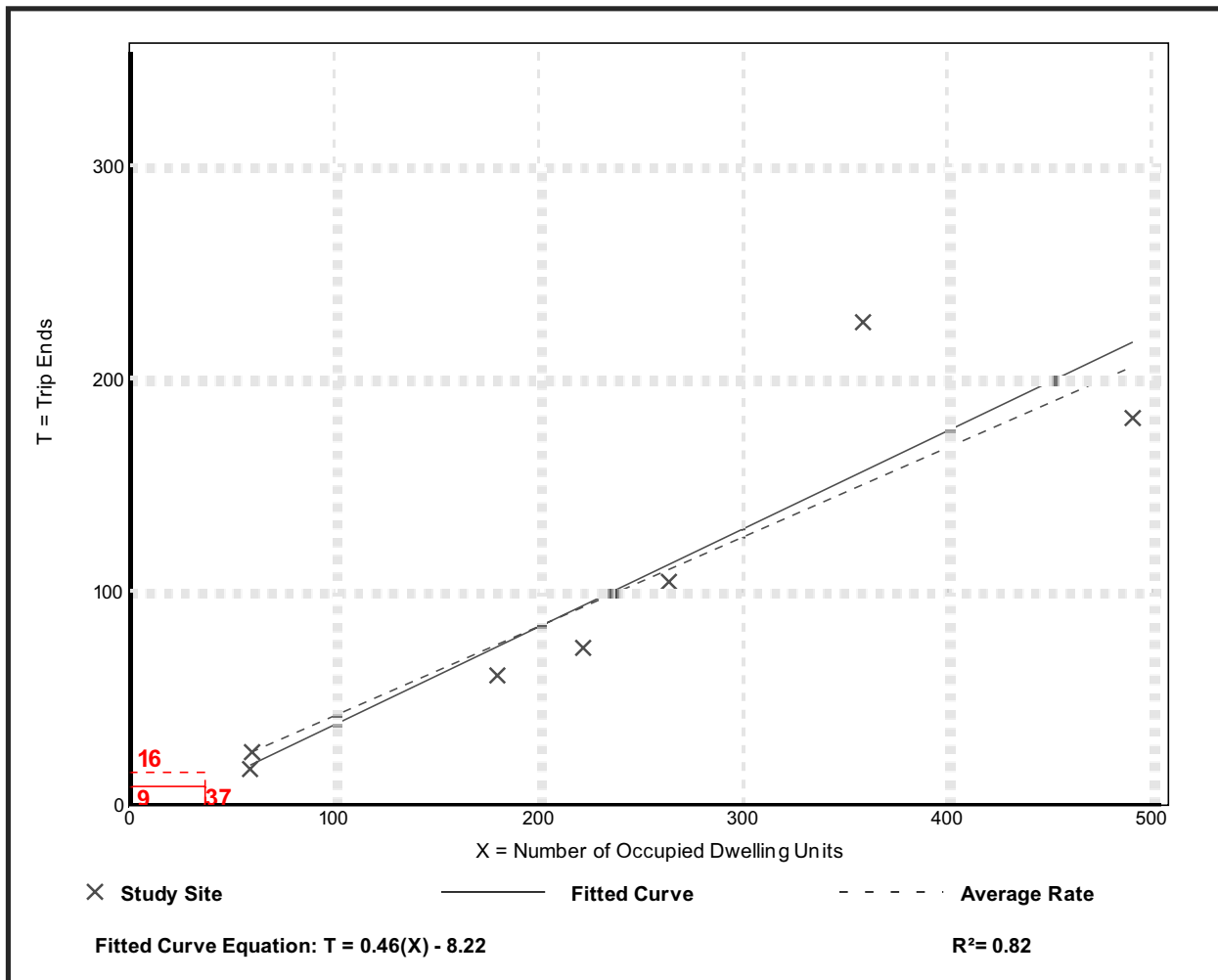
Avg. Num. of Occupied Dwelling Units: 234

Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.42	0.29 - 0.63	0.12

Data Plot and Equation



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