

MEMORANDUM

To: Pamela Stanton, RLA

From: Karl Peterson, P.E.

Date: December 5, 2024

Subject: Atlantic One – Pompano Beach
Amended Site Plan – Traffic Analysis

Atlantic One is a proposed mixed-use (residential and retail) development to be located on E. Atlantic Boulevard generally between SE 17th Avenue and SE 19th Avenue in Pompano Beach, Broward County, Florida. More specifically, the site is located at 1736-1800 E. Atlantic Boulevard and at 1801 SE 2nd Street. The original site plan approval in 2019 consisted of 304 mid-rise residential apartment dwelling units and 10,653 square feet of retail space on the first floor along E. Atlantic Boulevard.

Recently, the proposed site plan has been amended to consist of 303 mid-rise residential apartment dwelling units (a reduction of one dwelling unit) and 5,729 square feet of retail space (a reduction of 4,924 square feet). The currently proposed site plan is presented in Attachment A to this memorandum.

A traffic impact study for the original site plan was prepared, reviewed, and approved by the City of Pompano Beach. The purpose of this technical memorandum is to document the impacts that the proposed development intensities of the amended site plan will have on the trip generation characteristics of the Atlantic One development and on the surrounding transportation network.

Trip Generation Analysis

The trip generation analysis for the original Atlantic One project was based upon information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (10th Edition)*. According to the subject ITE manual, the most appropriate land use category for the proposed development was Land Use #231 – Mid-Rise Residential with 1st-Floor Commercial. The trip generation rates used to determine the vehicle trips associated with this analysis are presented below.

ITE Land Use #231 – Mid-Rise Residential with 1st-Floor Commercial

- ☐ Weekday: $T = 3.44 (X)$
where T = number of trips and X = number of dwelling units
- ☐ AM Peak Hour: $T = 0.30 (X)$ (28% in / 72% out)
- ☐ PM Peak Hour: $T = 0.36 (X)$ (70% in / 30% out)

The resulting trip generation analysis as documented in the April 2019 Traffic Impact Study for this project is presented in Table 1 on the following page.

Table 1 Trip Generation Summary Atlantic One - Pompano Beach, Florida								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Mid-Rise Residential with 1st-Floor Commercial	304 DU	1,046	25	66	91	76	33	109
Total		1,046	25	66	91	76	33	109

Compiled by: KBP Consulting, Inc. (April 2019).

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition).

Table 2 below presents a comparison of the trip generation characteristics of the previously approved development scenario with those of the currently proposed development scenario in accordance with the trip generation rates published in the *Trip Generation Manual (10th Edition)*. As documented in this table, the currently proposed development program results in four (4) fewer daily vehicle trips and no change in the AM and PM peak hour trips.

Table 2 Atlantic One Trip Generation Comparison - 10th Edition of ITE Pompano Beach, Florida								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Previously Approved ¹ Mid-Rise Residential with 1st-Floor Commercial	304 DU	1,046	25	66	91	76	33	109
Total		1,046	25	66	91	76	33	109
Currently Proposed ¹ Mid-Rise Residential with Ground-Floor Commercial	303 DU	1,042	25	66	91	76	33	109
Total		1,042	25	66	91	76	33	109
Difference (Currently Proposed - Previously Approved)		(4)	0	0	0	0	0	0

Source: KBP Consulting, Inc., August 2024.

¹ Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition), General Urban / Suburban Setting.

In September 2021, ITE published updated trip generation data in the *Trip Generation Manual (11th Edition)*. The updated trip generation rates for Land Use #231 – Mid-Rise Residential with Ground-Floor Commercial are presented below. (Note that the setting for this land use has changed from “general urban / suburban” to “dense multi-use urban” and daily trip generation data is no longer presented for this land use / setting.)

ITE Land Use #231 – Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k)

- ❑ AM Peak Hour: T = 0.20 (X) (39% in / 61% out)
where T = number of trips and X = number of dwelling units
- ❑ PM Peak Hour: T = 0.28 (X) (44% in / 56% out)

The resulting trip generation analysis in accordance with the latest ITE trip generation data (i.e. 11th Edition of the *Trip Generation Manual*) is presented in Table 3 below. As documented in this table, there is no change in the number of AM and PM peak hour trips when comparing the currently proposed development program and the previously approved development program.

Table 3 Atlantic One Trip Generation Comparison - 11th Edition of ITE Pompano Beach, Florida								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Previously Approved ¹								
Mid-Rise Residential with 1st-Floor Commercial	304 DU	N/A	24	37	61	37	48	85
Total			24	37	61	37	48	85
Currently Proposed ¹								
Mid-Rise Residential with Ground-Floor Commercial	303 DU	N/A	24	37	61	37	48	85
Total			24	37	61	37	48	85
Difference (Currently Proposed - Previously Approved)			0	0	0	0	0	0

Source: KBP Consulting, Inc., August 2024.

¹ Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Dense Multi-Use Urban Setting.

Lastly, a comparison of the approved trip generation analysis and the proposed trip generation analysis (based upon the applicable editions of the *Trip Generation Manual*) is presented in Table 4 below.

Table 4 Atlantic One Trip Generation Comparison - 10th & 11th Edition of ITE Pompano Beach, Florida								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Previously Approved ¹								
Mid-Rise Residential with 1st-Floor Commercial	304 DU	1,046	25	66	91	76	33	109
Total		1,046	25	66	91	76	33	109
Currently Proposed ²								
Mid-Rise Residential with Ground-Floor Commercial	303 DU	N/A	24	37	61	37	48	85
Total			24	37	61	37	48	85
Difference (Currently Proposed - Previously Approved)		--	(1)	(29)	(30)	(39)	15	(24)

Source: KBP Consulting, Inc., August 2024.

¹ Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition), General Urban / Suburban Setting.

² Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Dense Multi-Use Urban Setting.

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As documented in Table 4, this comparative analysis indicates that the currently proposed development program results in 30 fewer AM peak hour vehicle trips and 24 fewer PM peak hour vehicle trips when compared with the previously approved analysis.

As a result of these comparative trip generation analyses, it is evident that the trip generation characteristics of the currently proposed development program (with reduced development intensities) is consistent with (or somewhat lower than) those of the approved development program.

Background Traffic Conditions

To further confirm the validity of the approved traffic impact analysis in view of the currently proposed development intensities and the updated timeline / buildout horizon, a review of the background traffic volumes in the area has been conducted. The nearest traffic count stations to the subject site are located along E. Atlantic Boulevard and are maintained by the Florida Department of Transportation (FDOT). To the east is count station #867423 which is located approximately 500 feet from the site. And to the west is count station #860071. This site is located approximately 2,600 feet from the site. The traffic counts reported at these locations between 2019 and 2023 (the latest available data) are presented in Table 5 below.

Table 5		
Atlantic One		
Average Annual Daily Traffic (AADT) Volumes		
Pompano Beach, Florida		
Year	Station #860071	Station #867423
2023	40,500	35,500
2022	41,500	38,000
2021	42,500	32,000
2020	41,000	33,000
2019	43,000	35,000

*Source: Florida Department of Transportation
Compiled by: KBP Consulting, Inc. (August 2024)*

As noted in Table 5 above, over the past five (5) years (between 2019 and 2023) the background traffic volumes for the immediate study area of the Atlantic One site have been generally steady. The traffic volumes for these traffic count stations are presented in Attachment B.

Summary

Given that the trip generation characteristics associated with the approved and currently proposed development plans are similar and that the background traffic volumes within the immediate study area have remained generally constant since 2019, it is evident that the conclusions of the previously approved traffic impact study remain valid and that no further traffic analyses are required. *(For reference purposes, the approved traffic impact study – without the Appendices – from April 2019 is presented in Attachment C to this memorandum.)*

Attachment A







Atlantic One – Pompano Beach

Amended Site Plan

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PZ24-12000011
01/15/2025

SITE LEGEND

	PROPERTY LINE
	BUILDING SETBACK
	FINISHED FLOOR OR GRADE ELEVATION
	TRANSFORMER
	BUILDING ENTRANCE
	ACCESSIBLE ROUTE

5. PROPERTY SETBACKS
 PARCELS 1 & 2 (EAST ZONING TYPE)
 FRONT YARD (NORTH) SETBACK: 0 FEET
 SIDE YARD (EAST) SETBACK: 10 FEET
 SIDE YARD (WEST) SETBACK: 10 FEET (AT EDGE ZONING ONLY)
 REAR YARD (SOUTH) SETBACK: 10 FEET (AT EDGE ZONING ONLY)

 PARCELS 2 (EAST BUILDING TYPE)
 FRONT YARD (NORTH) SETBACK: 0 FEET
 SIDE YARD (EAST) SETBACK: 30 FEET (ADJACENT TO SINGLE FAMILY)
 SIDE YARD (WEST) SETBACK: 0 FEET
 REAR YARD (SOUTH) SETBACK: 10 FEET

 PARCELS 3 (EAST BUILDING TYPE)
 FRONT YARD (NORTH) SETBACK: 0 FEET
 SIDE YARD (EAST) SETBACK: 10 FEET
 SIDE YARD (WEST) SETBACK: 10 FEET
 REAR YARD (SOUTH) SETBACK: 10 FEET

6. OTHER AREAS
 RETAIL
 AMENITY: 5729 SF
 11403 SF

PARKING BREAKDOWN	REQUIRED	PROVIDED
PARKING 1		
1 - 2 BEDROOM UNITS AT 1.5 SPACES PER UNIT	171	
TOTAL AT 1.5 SPACES PER 200 SF	13	
	142	156
PARKING 2		
1 - 3 BEDROOM UNITS AT 1.5 SPACES PER UNIT	136	
TOTAL AT 1.5 SPACES PER 200 SF	13	
	157	119
PARKING 3		
1 - 3 BEDROOM UNITS AT 1.5 SPACES PER UNIT	8	
1 - BEDROOM UNITS AT 1.5 SPACES PER UNIT	87	
TOTAL	68	62
ON-STREET PARKING		72
GRAND TOTAL	244	250
ADDITIONAL PARKING DATA		
ACCESSIBLE PARKING FROM TOTAL (5% OF 244 SPACES)	14	14
BIKE SPACES (4 PARKING) FROM TOTAL	4	4
VEHICLE PARKING	20 (PMO)	20

BUILDING DATA

GROSS FLOOR AREA	

BUILDING 1000		
LEVEL 01		15,516 SF
LEVEL 02		44,602 SF
LEVEL 03		35,450 SF
LEVEL 04		35,450 SF
LEVEL 05		35,450 SF
		165,568 SF
BUILDING 2000		
LEVEL 01		8,545 SF
LEVEL 02		20,114 SF
LEVEL 03		17,579 SF
LEVEL 04		17,579 SF
LEVEL 05		17,579 SF
		81,396 SF

BUILDING 3000		
LEVEL 01		5,317 SF
LEVEL 02		17,486 SF
LEVEL 03		13,843 SF
LEVEL 04		13,843 SF
LEVEL 05		13,843 SF
		64,313 SF
BUILDING 4000		
LEVEL 01		12,421 SF
LEVEL 02		30,341 SF
LEVEL 03		19,423 SF
		62,184 SF
CLUBHOUSE		
LEVEL 01		8,629 SF
LEVEL 02		8,029 SF
LEVEL 03		7,798 SF
		24,456 SF
TOTAL GFA		271,515 SF

SEAL	CONSULTANT:
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PROJECT NUMBER: CL0023-03

ATLANTIC ONE

975E ATLANTIC BLVD.
POMPANO BEACH, FL 33060

CLIENT:

220 MAIN ST
GAINESVILLE, FL 32601

 THE COLLIER COMPANIES

[illegible]

SP-01

© COPYRIGHT 2024 DYNAMIK DESIGN

CLUBHOUSE		CONSTRUCTION TYPE(S):		IIB
STORIES:	03	BASEMENT:	NO	
USE GROUP(S):			A-3, B, R-2	GROSS AREA:
				22,854 SF
SPRINKLERS:			NFPA 13	TOTAL UNITS:
				9

Attachment B

Atlantic One – Pompano Beach

Historic Traffic Count Data

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PZ24-12000011

01/15/2025

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0071 - SR 814 / ATLANTIC BLVD - W OF SE 9 AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	40500 C	E	20000	W	20500	9.00	57.90	4.30
2022	41500 C	E	22000	W	19500	9.00	57.00	4.30
2021	42500 C	E	21500	W	21000	9.00	53.80	3.50
2020	41000 F	E	21500	W	19500	9.00	53.90	3.50
2019	43000 C	E	22500	W	20500	9.00	54.60	3.50
2018	42000 C	E	21000	W	21000	9.00	54.50	3.90
2017	44500 C	E	22500	W	22000	9.00	51.90	3.90
2016	45500 C	E	23000	W	22500	9.00	54.10	3.90
2015	43500 C	E	20500	W	23000	9.00	54.00	9.00
2014	45500 C	E	21500	W	24000	9.00	54.20	3.20
2013	42500 C	E	21500	W	21000	9.00	53.60	3.50
2012	42500 C	E	21500	W	21000	9.00	52.20	3.10
2011	45000 C	E	22500	W	22500	9.00	52.50	3.10
2010	39500 C	E	20000	W	19500	8.35	52.69	3.10
2009	39000 C	E	18500	W	20500	8.53	53.89	3.50
2008	43500 C	E	21500	W	22000	8.81	54.16	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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PZ24-12000011

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7423 - ATLANTIC BLVD, W OF US 1

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	35500	C	E 18500		W 17000	9.00	57.90	9.10
2022	38000	C	E 22000		W 16000	9.00	57.00	9.10
2021	32000	C	E 14500		W 17500	9.00	53.80	9.10
2020	33000	F	E 16500		W 16500	9.00	53.90	5.30
2019	35000	C	E 17500		W 17500	9.00	54.60	5.30
2018	37000	C	E 18500		W 18500	9.00	54.50	5.30
2017	35500	C	E 20500		W 15000	9.00	51.90	7.10
2016	33500	C	E 17000		W 16500	9.00	54.10	7.10
2015	32000	C	E 15000		W 17000	9.00	54.00	7.10
2014	33000	C	E 17500		W 15500	9.00	54.20	4.80
2013	31500	C	E 16000		W 15500	9.00	53.60	5.40
2012	35500	C	E 17000		W 18500	9.00	52.20	5.40
2011	34000	C	E 17500		W 16500	9.00	52.50	2.00
2010	37000	C	E 19000		W 18000	8.35	52.69	2.00
2009	40000	C	E 20000		W 20000	8.53	53.89	2.00
2008	40500	S	E 20000		W 20500	8.81	54.16	4.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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Attachment C

Atlantic One – Pompano Beach

**Approved Traffic Impact Study – April 2019
(without Appendices)**

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PZ24-12000011
01/15/2025

Atlantic One

1736-1800 E. Atlantic Boulevard & 1801 SE 2nd Street
Pompano Beach, Florida

TRAFFIC STUDY

prepared for:
New Capital Resources, Corp.

KBP CONSULTING, INC.

November 2018
Updated April 2019

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PZ24-12000011
01/15/2025

Atlantic One

1736-1800 E. Atlantic Boulevard and 1801 SE 2nd Street

Pompano Beach, Florida

Traffic Study

November 2018

Updated April 2019

Prepared for:

New Capital Resources, Corp.

Prepared by:

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CA # 29939

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PZ24-12000011

01/15/2025

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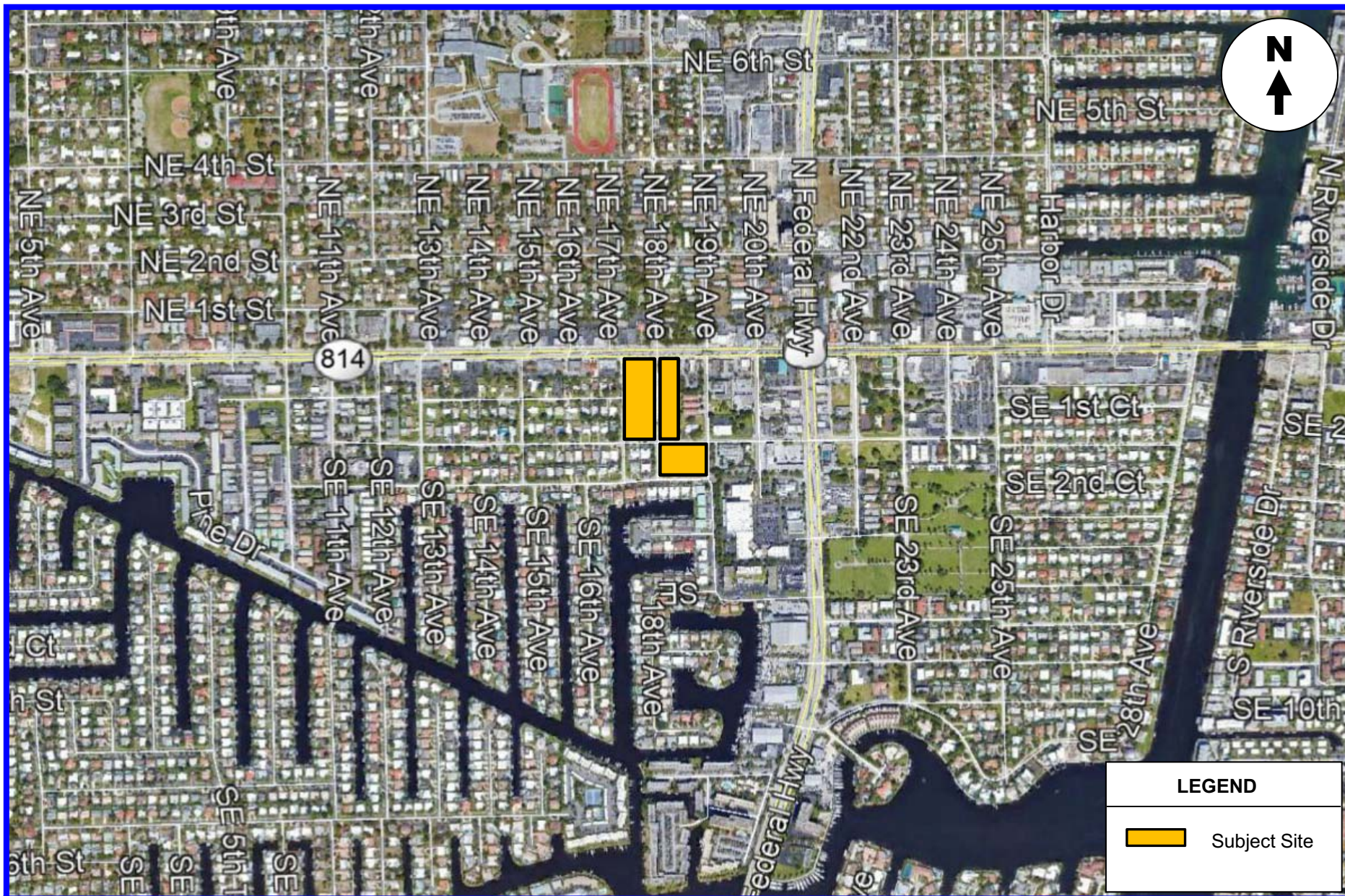
INTRODUCTION

Atlantic One is a proposed mixed-use (residential and retail) development to be located on East Atlantic Boulevard generally between SE 17th Avenue and SE 19th Avenue in Pompano Beach, Broward County, Florida. More specifically, the site is located at 1736-1800 East Atlantic Boulevard and at 1801 SE 2nd Street. The location of the project site is illustrated in Figure 1 on the following page.

KBP Consulting, Inc. has been retained by New Capital Resources, Corp. to prepare a traffic impact study in connection with the development of this mixed-use community. This study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. The methodology for conducting this traffic impact study has been reviewed and approved by City of Pompano Beach Planning and Zoning staff and their consultant. A copy of the approved traffic impact study methodology is presented in Appendix A of this report.

This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Assignment
6. Traffic Analyses
7. Summary & Conclusions



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Project Location Map

FIGURE 1
Atlantic One
Pompano Beach, Florida

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INVENTORY

Existing Land Use and Access

The subject 4.973-acre (+/-) site for the Atlantic One mixed-use development is currently developed with three (3) single-family dwelling units. Vehicular access to these homes is provided by driveways on SE 18th Avenue and on SE 2nd Street.

Proposed Land Uses and Access

The proposed development will consist of 304 mid-rise residential apartment dwelling units and 10,653 square feet of retail space on the first floor along E. Atlantic Boulevard. Vehicular access to the site will be provided by driveways on SE 17th Avenue, SE 18th Avenue, SE 2nd Street, and SE 3rd Street. The proposed project is anticipated to be built and occupied by 2021. Appendix B contains the latest site plan that depicts the Atlantic One mixed-use development.

EXISTING CONDITIONS

This section of the report addresses the transportation system located in the immediate vicinity of the Atlantic One site.

Roadway System

The roadway system located in the general vicinity of the project site includes E. Atlantic Boulevard, SE 2nd Street, SE 3rd Street, and SE 5th Court. The roadway segments to be evaluated as part of this analysis include the following:

- SE 2nd Street between SE 18th Avenue and SE 20th Avenue
- SE 2nd Street between SE 11th Avenue and SE 17th Avenue
- SE 3rd Street between SE 11th Avenue and SE 17th Avenue
- SE 5th Court between SE 19th Avenue and Federal Highway / US 1

Study Intersections

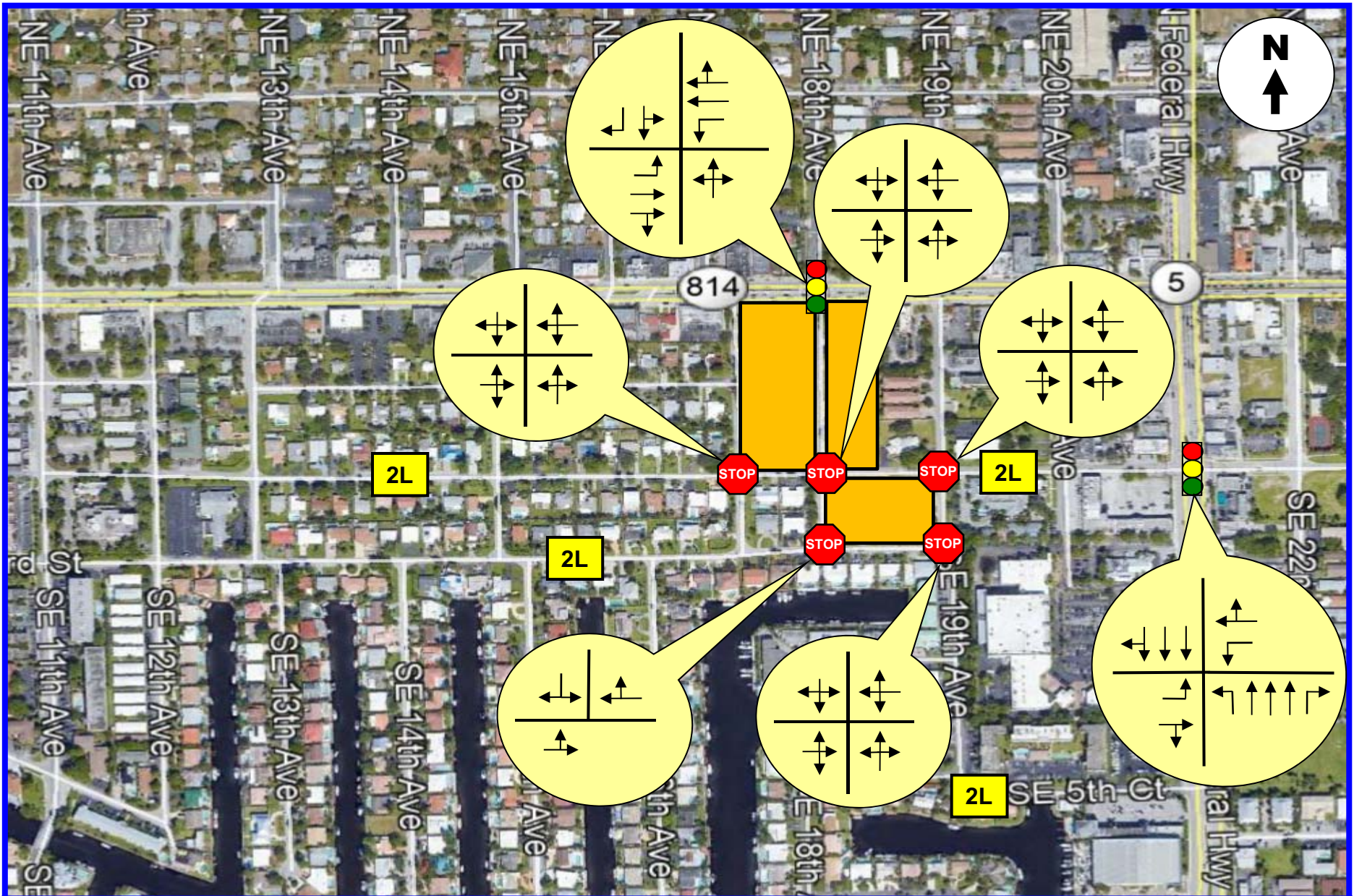
Seven (7) nearby intersections were identified as the locations to be evaluated as part of this analysis. These intersections are:

- E. Atlantic Boulevard and NE/SE 18th Avenue (signalized)
- SE 2nd Street and SE 17th Avenue (unsignalized)
- SE 2nd Street and SE 18th Avenue (unsignalized)
- SE 2nd Street and SE 19th Avenue (unsignalized)
- SE 2nd Street and US 1 / S. Federal Highway (signalized)
- SE 3rd Street and SE 18th Avenue (unsignalized)
- SE 3rd Street and SE 19th Avenue (unsignalized)

In addition, each of the project driveways will be evaluated as part of this analysis. Figure 2 depicts the existing lane geometry of the seven (7) study intersections selected for analysis purposes. The number of through lanes on the street system surrounding the project site is also depicted in this figure.

Transit Services

Broward County Transit provides bus service along the Atlantic Boulevard corridor via Route 42. The eastbound bus stop is located in the southwest corner of the intersection at SE 18th Avenue and the westbound bus stop is located in the northwest corner of this same intersection.



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Existing Lane Geometry

FIGURE 2
Atlantic One
Pompano Beach, Florida

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TRAFFIC COUNTS

KBP Consulting, Inc., in association with Traffic Survey Specialists, Inc., collected traffic data at the following locations:

- **Intersections**

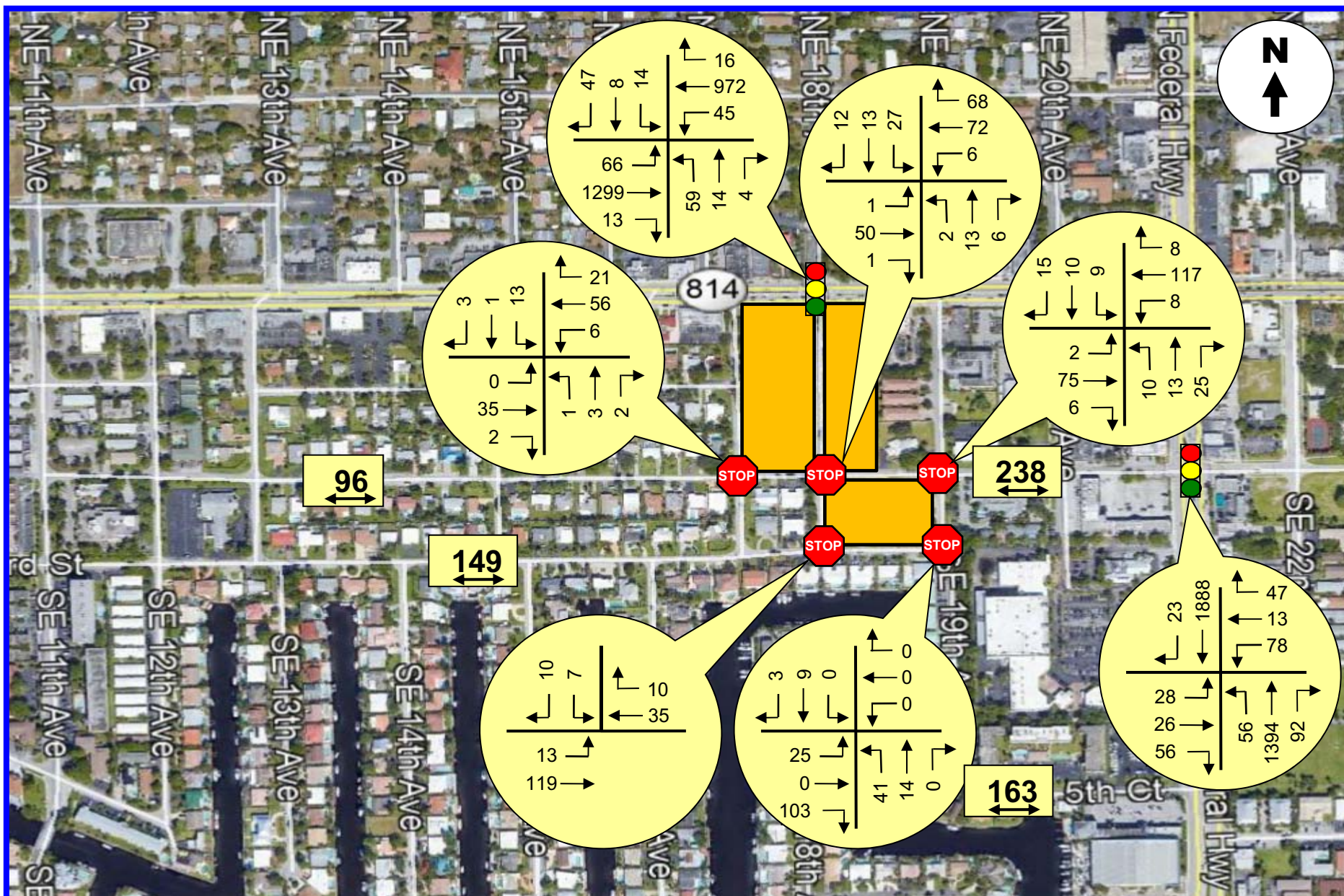
- E. Atlantic Boulevard and NE/SE 18th Avenue
- SE 2nd Street and SE 17th Avenue
- SE 2nd Street and SE 18th Avenue
- SE 2nd Street and SE 19th Avenue
- SE 2nd Street and US 1 / S. Federal Highway
- SE 3rd Street and SE 18th Avenue
- SE 3rd Street and SE 19th Avenue

- **Roadway Segments**

- SE 2nd Street
 - Between SE 18th Avenue and SE 20th Avenue
- SE 2nd Street
 - Between SE 11th Avenue and SE 17th Avenue
- SE 3rd Street
 - Between SE 11th Avenue and SE 17th Avenue
- SE 5th Court
 - Between SE 19th Avenue and Federal Highway / US 1

The intersection turning movement counts were collected on Tuesday and Wednesday, August 21 and 22, 2018 during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM). The roadway link speed and volume counts were collected for two (2) consecutive days beginning Tuesday, August 21, 2018 and concluding Wednesday, August 22, 2018. Figures 3 and 4 summarize the results of this traffic data collection effort.¹ Appendix C contains the traffic data as collected in the field.

¹ The traffic volumes presented in these figures have been adjusted to reflect average peak season conditions. The appropriate adjustment factors and corresponding calculations are presented in subsequent sections of this report.



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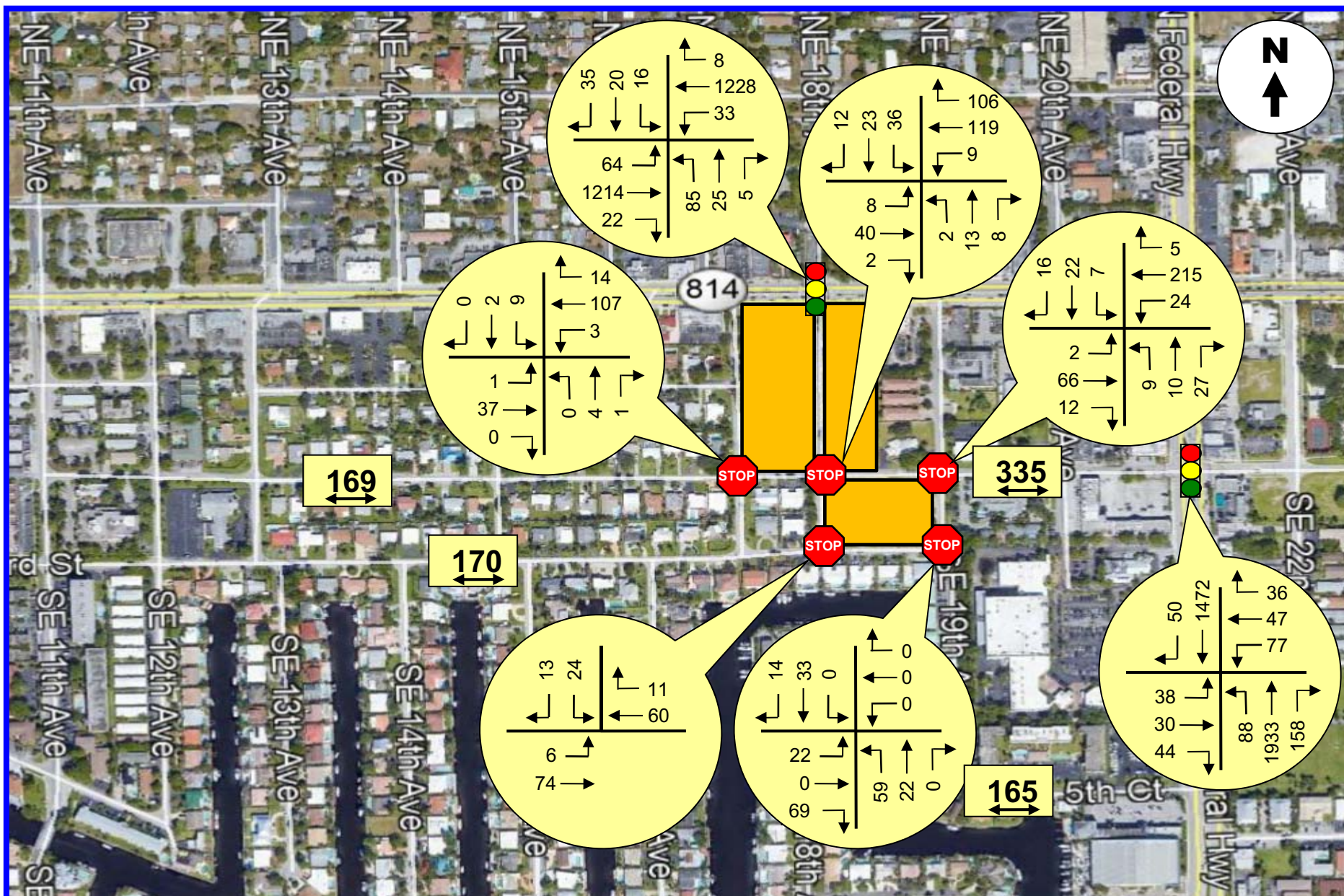
Existing AM Peak Hour Traffic Counts

Source: Traffic Survey Specialists, Inc. (8/21-22/18)
Adjusted to Average Peak Season Conditions

FIGURE 3
Atlantic One
Pompano Beach, Florida

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Existing PM Peak Hour Traffic Counts

Source: Traffic Survey Specialists, Inc. (8/21-22/18)
Adjusted to Average Peak Season Conditions

FIGURE 4
Atlantic One
Pompano Beach, Florida

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TRIP GENERATION

The trip generation analysis for the Atlantic One project was based upon information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (10th Edition)*. According to the subject ITE manual, the most appropriate land use category for the proposed development is Land Use #231 – Mid-Rise Residential with 1st-Floor Commercial. The trip generation rates used to determine the vehicle trips associated with this analysis are presented below.

ITE Land Use #231 – Mid-Rise Residential with 1st Floor Commercial

- ❑ Weekday: $T = 3.44 (X)$
where T = number of trips and X = number of dwelling units
- ❑ AM Peak Hour: $T = 0.30 (X)$ (28% in / 72% out)
- ❑ PM Peak Hour: $T = 0.36 (X)$ (70% in / 30% out)

Table 1 below summarizes the vehicle trips associated with the proposed mixed-use development to be located in the City of Pompano Beach, Florida.

Table 1 Trip Generation Summary Atlantic One - Pompano Beach, Florida								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Mid-Rise Residential with 1st-Floor Commercial	304 DU	1,046	25	66	91	76	33	109
Total		1,046	25	66	91	76	33	109

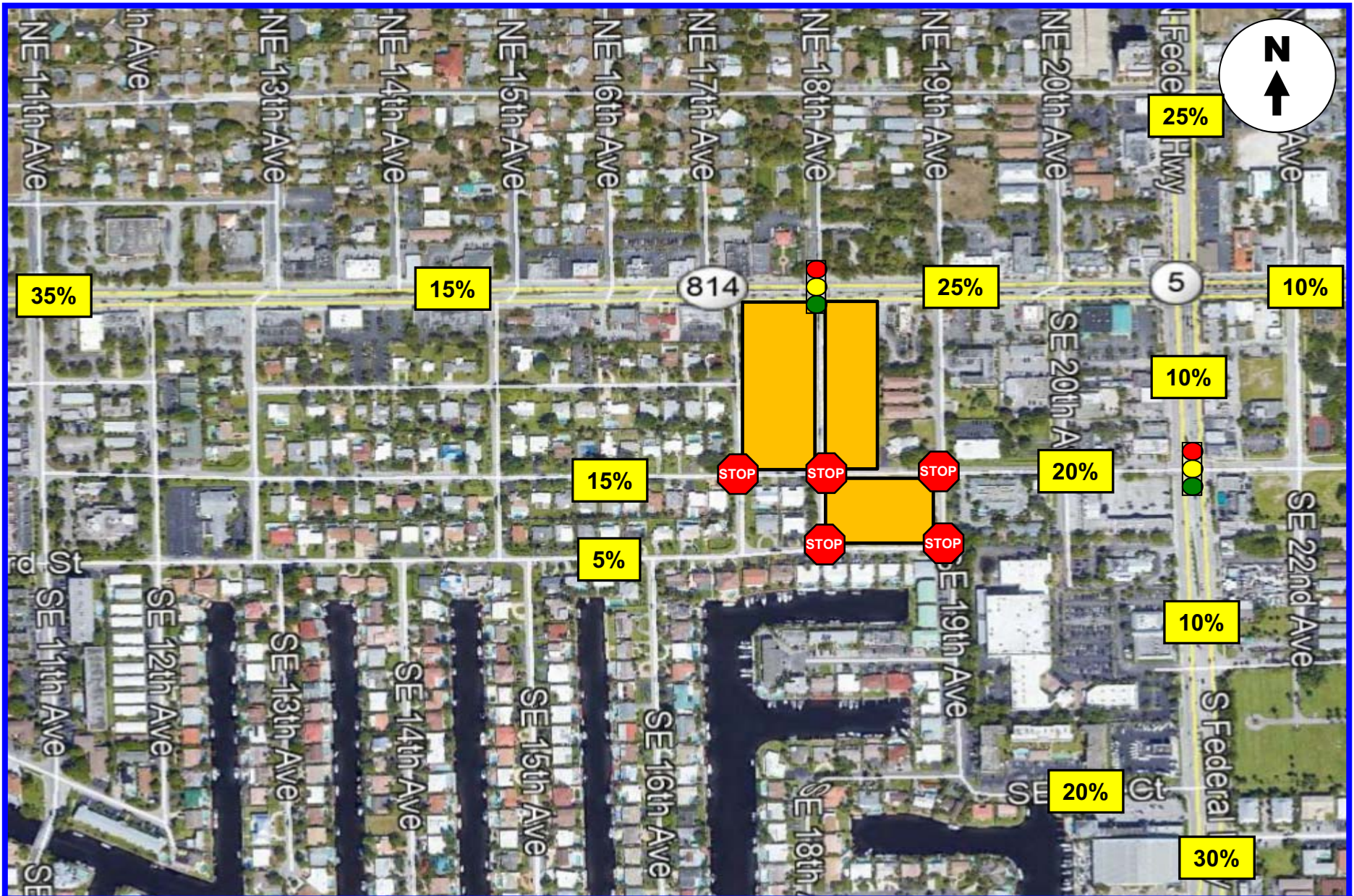
Compiled by: KBP Consulting, Inc. (April 2019).

Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual (10th Edition)*.

As indicated in Table 1 above, the net new external trips anticipated to be generated by the proposed mixed-use development consist of 1,046 daily vehicle trips, 91 vehicle trips during the weekday AM peak hour (25 inbound and 66 outbound) and 109 vehicle trips during the weekday PM peak hour (76 inbound and 33 outbound). In order to present a more conservative analysis, vehicle trips associated with the three (3) existing single-family homes on the site have not been considered.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the proposed Atlantic One project were developed based upon knowledge of the study area, examination of surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. Figure 5 on the following page depicts the anticipated trip distribution for this project. The peak hour traffic generated by the project has been assigned to the nearby transportation network using the trip distribution documented in Figure 5. The project traffic assignment is summarized in Figures 6 and 7. The driveway assignment for the Atlantic One project is presented in Figures 8 and 9.



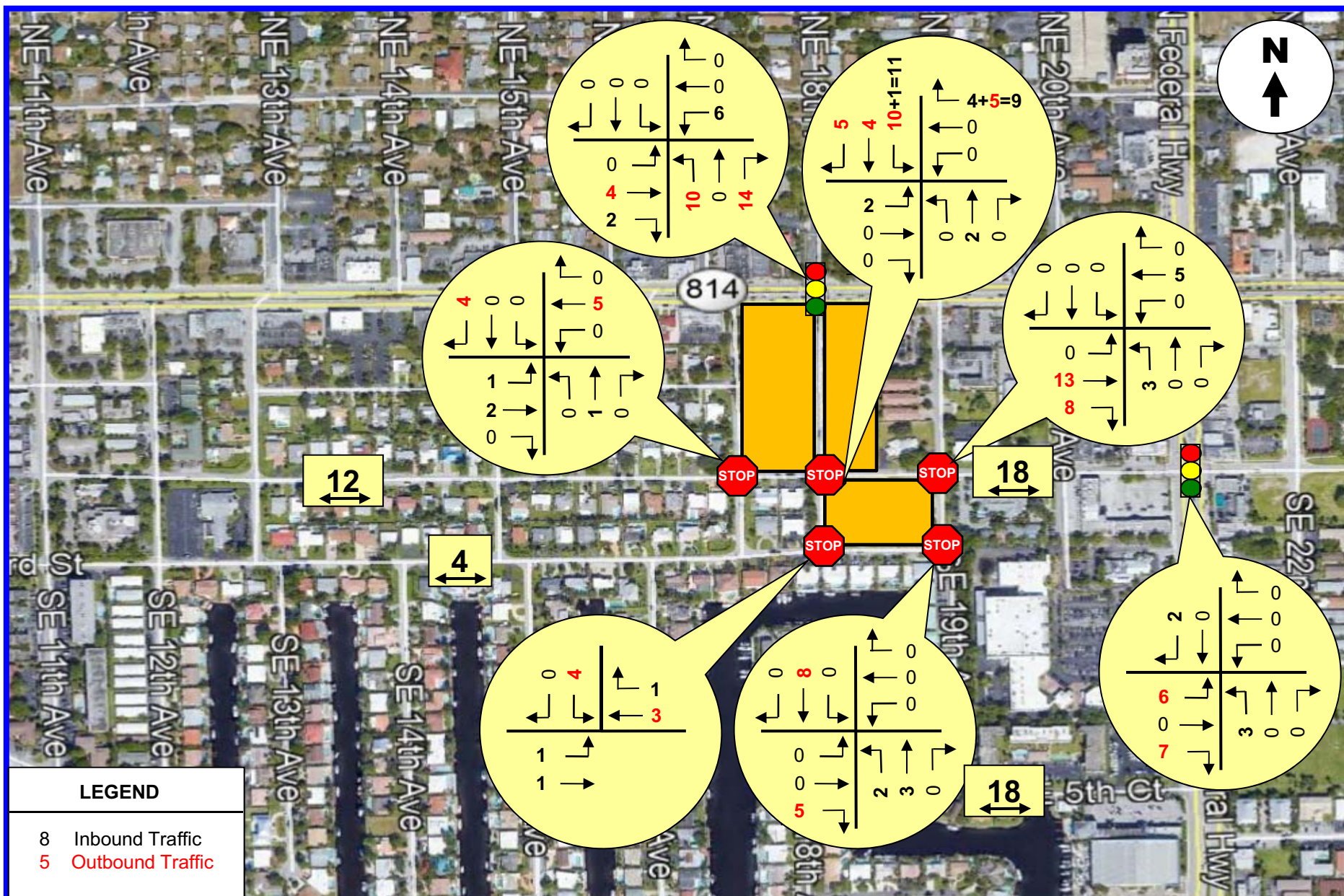
KBP
CONSULTING, INC.

Trip Distribution

FIGURE 5
Atlantic One
Pompano Beach, Florida

DRC

PZ24-12000011



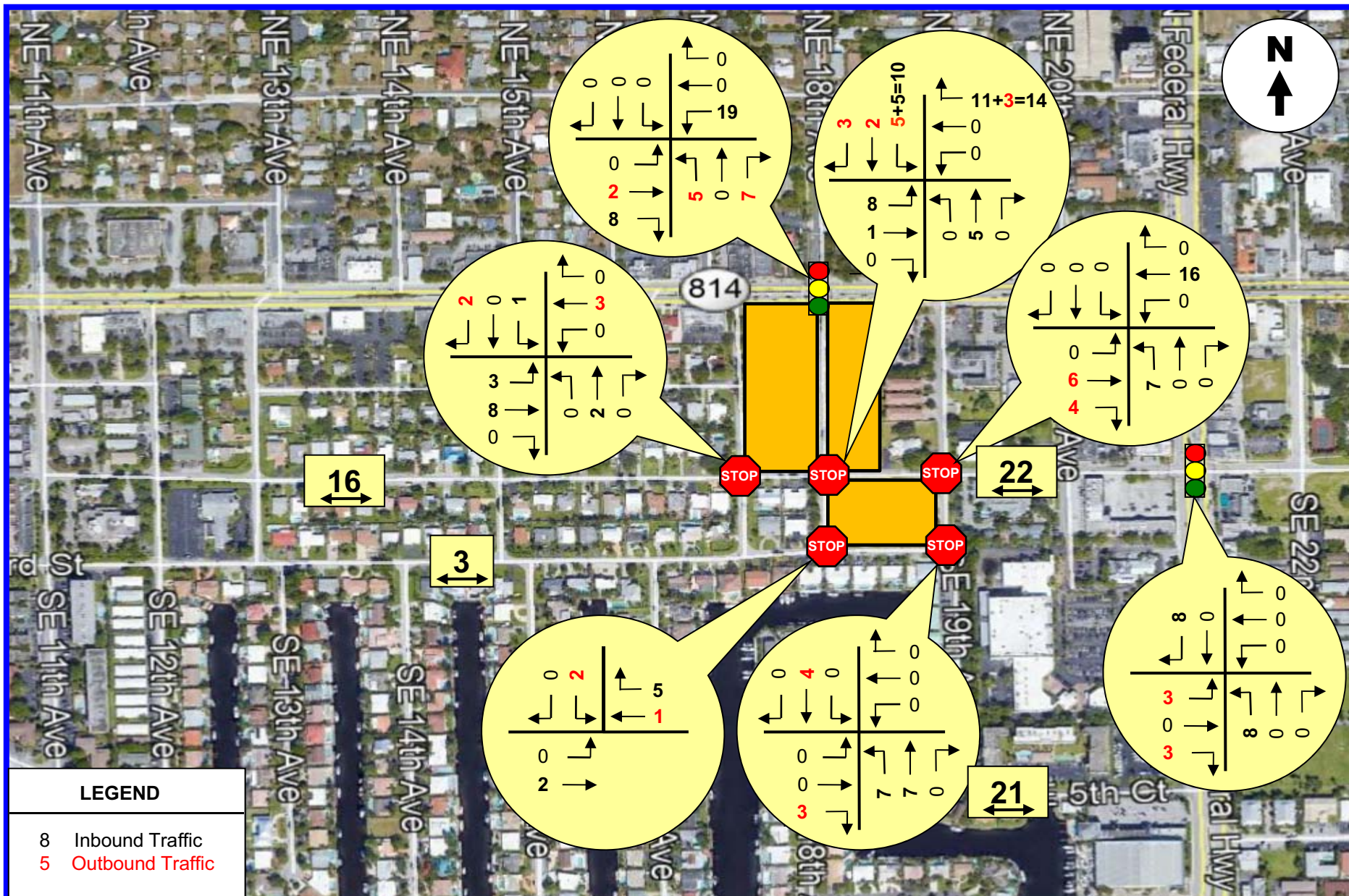
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CONSULTING, INC.

New Project Traffic Assignment AM Peak Hour

FIGURE 6
Atlantic One
Pompano Beach, Florida

DRC

PZ24-12000011



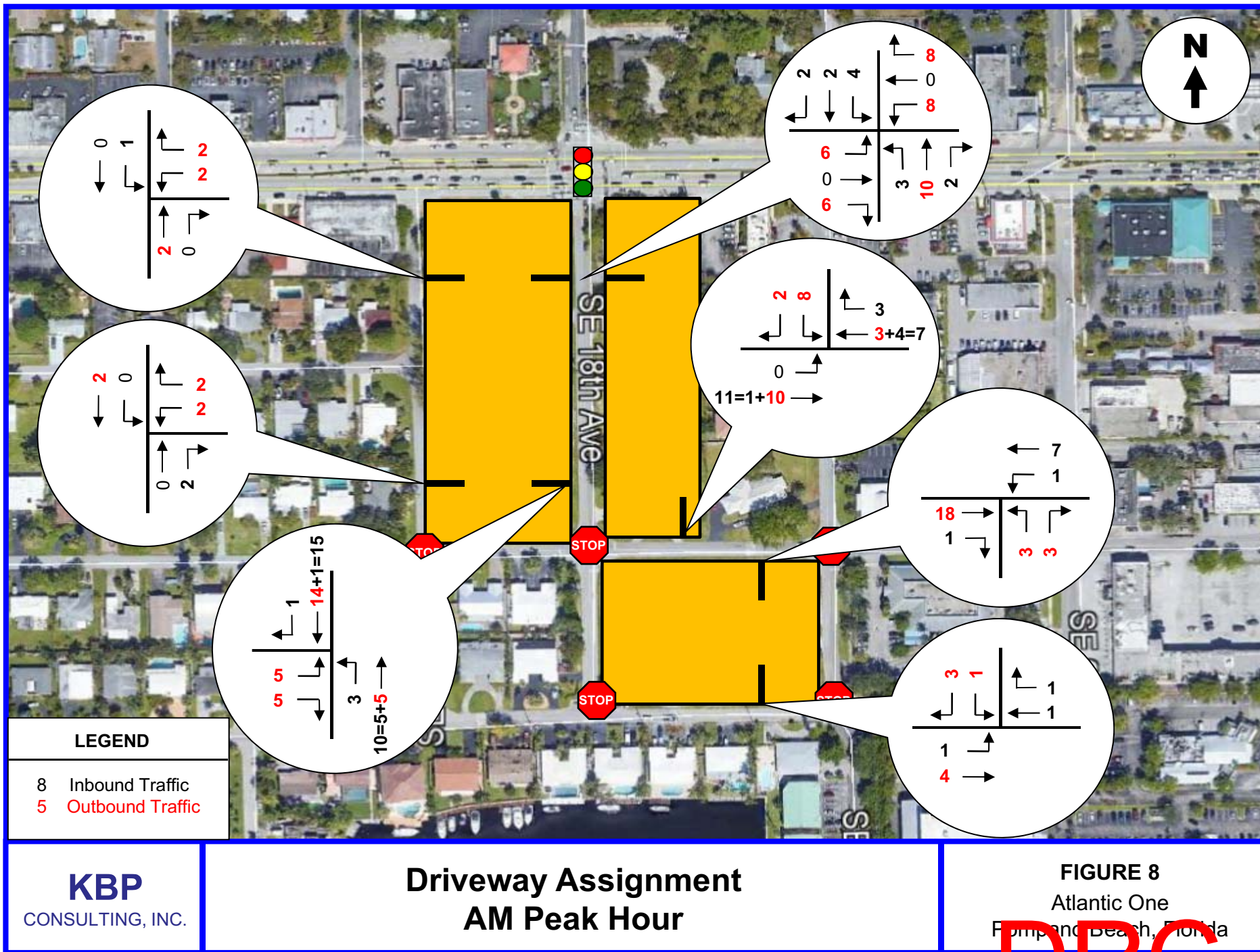
KBP
CONSULTING, INC.

New Project Traffic Assignment PM Peak Hour

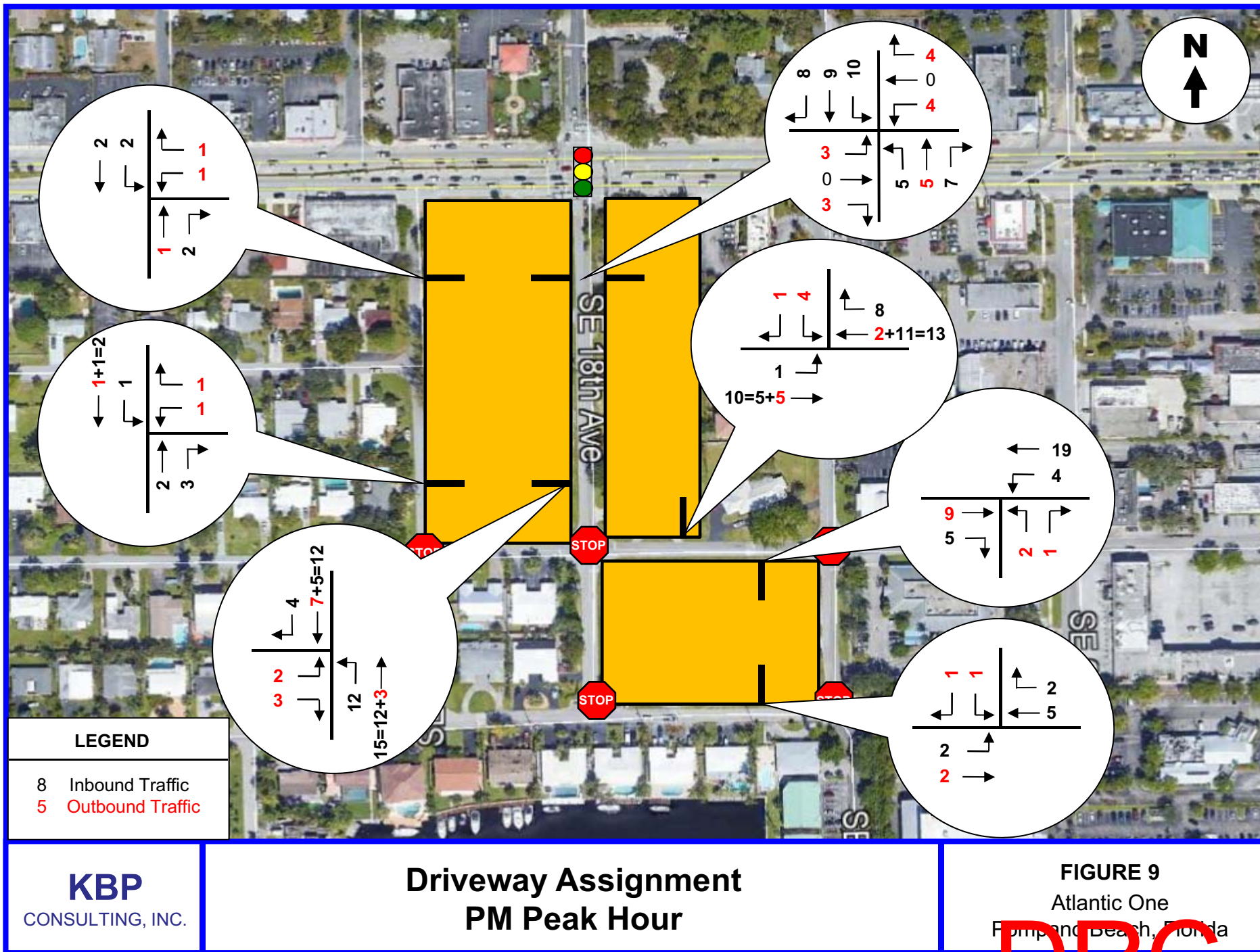
FIGURE 7
Atlantic One
Pompano Beach, Florida

DRC

PZ24-12000011



PZ24-12000011



PZ24-12000011

TRAFFIC ANALYSES

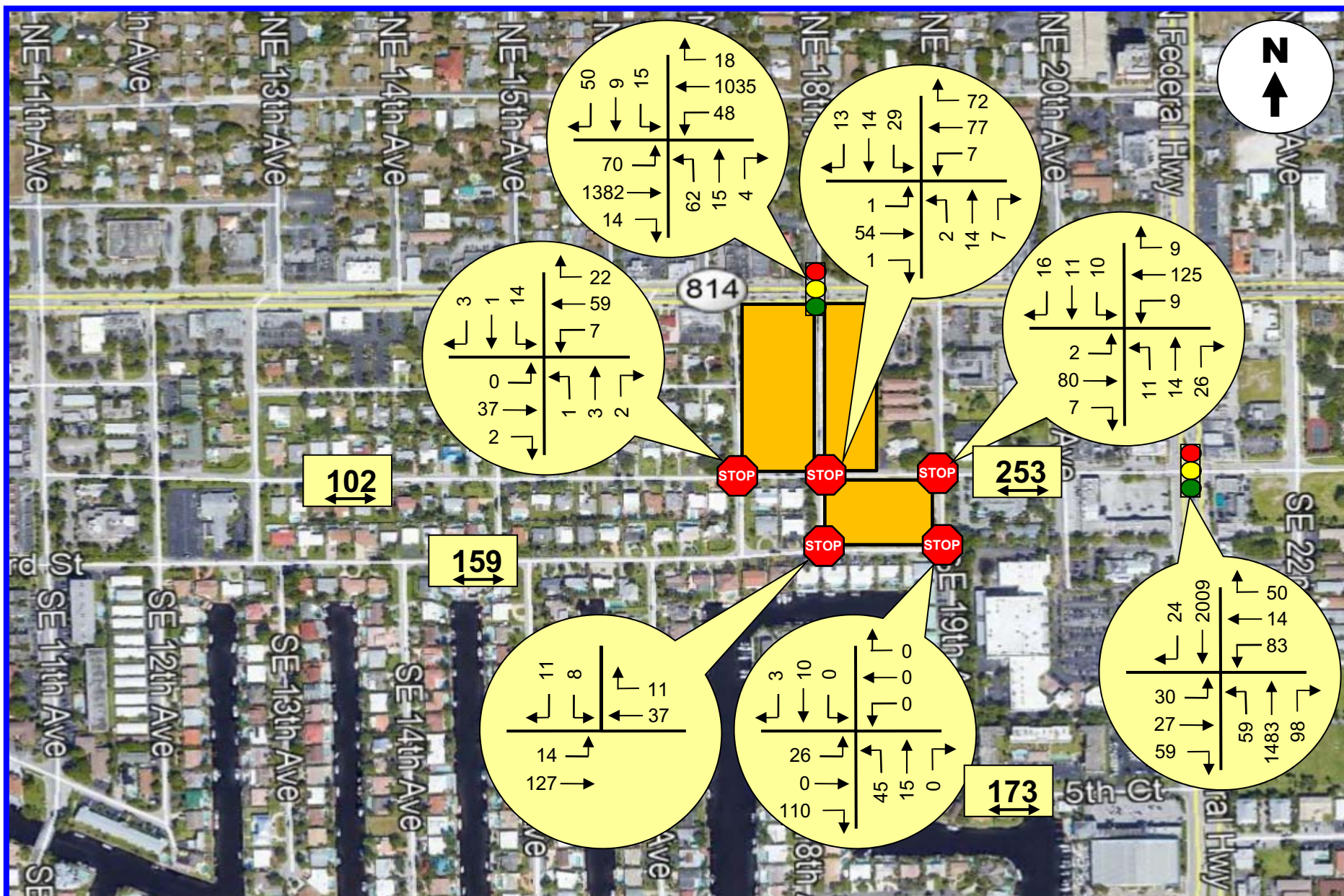
This section of the study is divided into two (2) primary parts. The first part of this section involves the development of the future (2021) traffic volumes for the study area. The second part of this section includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

Future, build-out year (2021) traffic volumes were developed for the project study area in the following manner:

- **Average Peak Season Conversion Factor:** Traffic data collected on August 21, 2018 and on August 22, 2018 was reviewed with respect to average peak season conditions. Based on FDOT's Peak Season Factor Category report (see Appendix D), the adjustment factor for data collected during this time period is 1.03.
- **Historic Traffic Growth:** The Florida Department of Transportation (FDOT) maintains three (3) traffic count stations (#860071, #867423, and #867739) in the immediate vicinity of the project. The Annual Average Daily Traffic Volumes for these count stations for the past five (5) years exhibit moderate growth. For purposes of this analysis, an annual growth rate of 2.1% has been applied. (The data from FDOT and the growth rate analysis are included as Appendix E.)

The future traffic calculations (peak season adjustments, background traffic growth, and the traffic associated with the proposed Atlantic One mixed-use development) for the study intersections, project driveways, and roadway links are contained in Appendix F in tabular format. Figures 10 through 13 present the future traffic volumes for the study area. Figures 10 and 11 include future background traffic only (without the proposed project) and Figures 12 and 13 include the additional traffic anticipated to be generated by the Atlantic One development. AM and PM peak hour driveway volumes are presented in Figures 14 and 15.



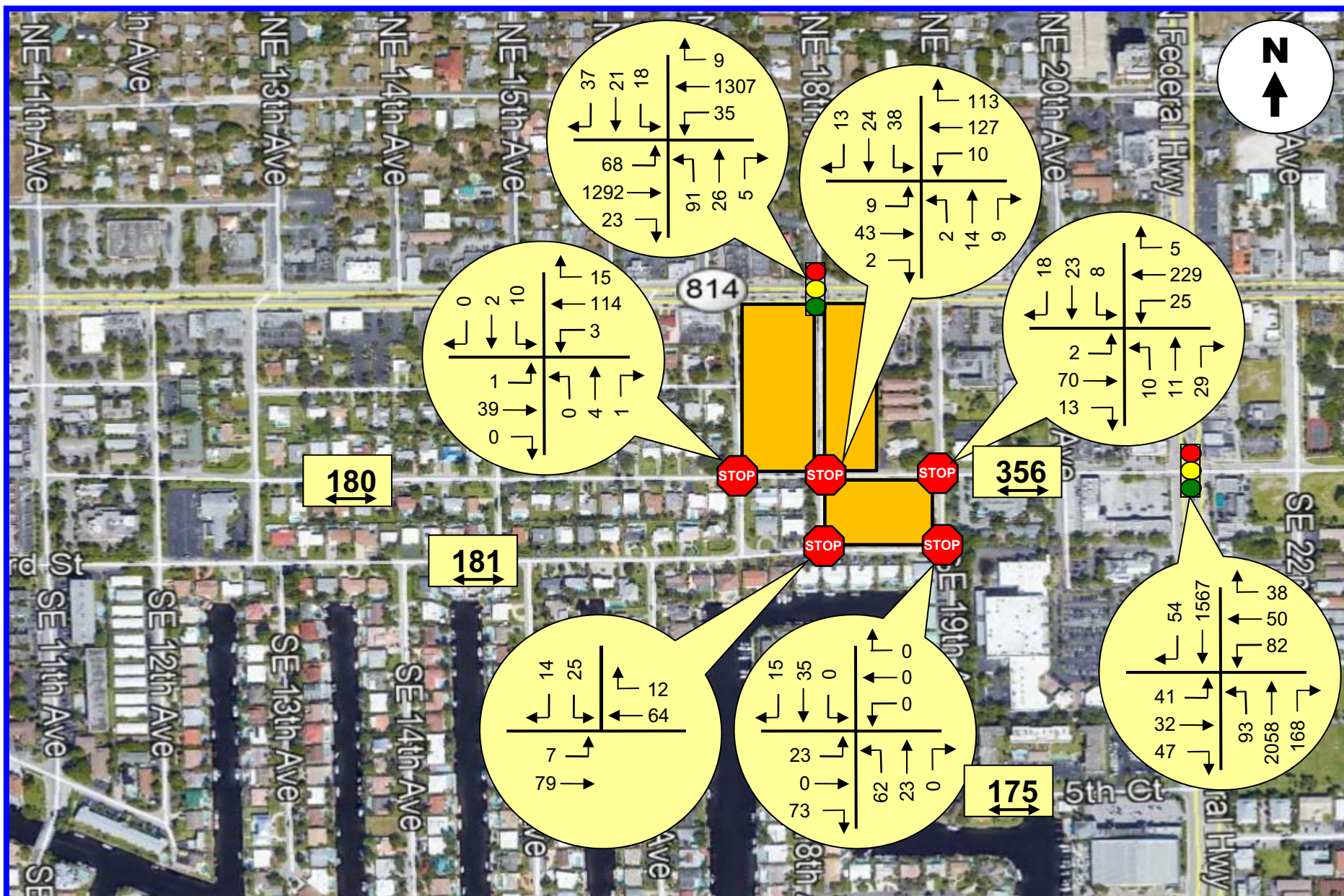
KBP
CONSULTING, INC.

Future (2021) Background (w/out Project) AM Peak Hour Traffic Volumes

FIGURE 10
Atlantic One
Pompano Beach, Florida

DRC

PZ24-12000011



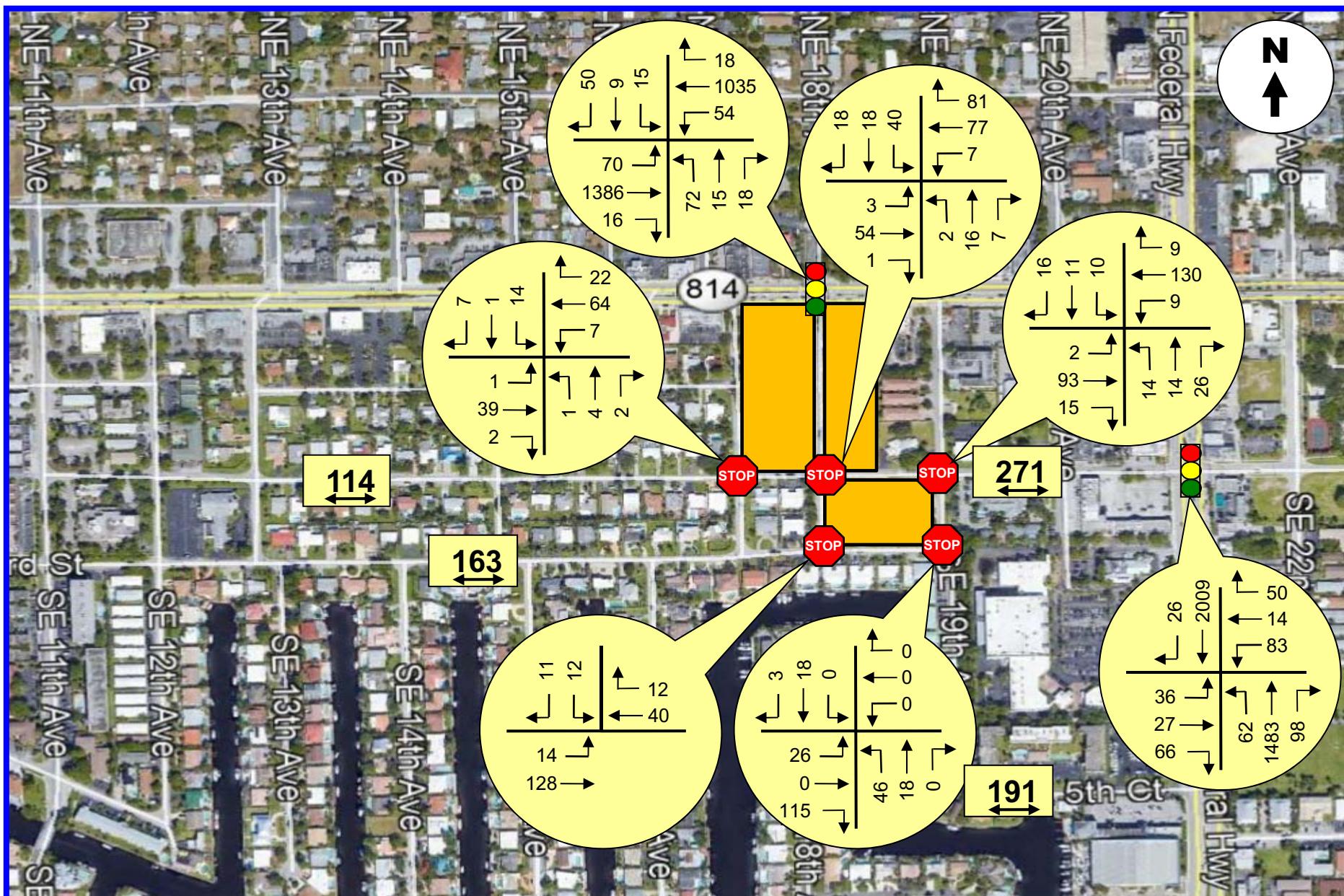
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Future (2021) Background (w/out Project) PM Peak Hour Traffic Volumes

FIGURE 11
Atlantic One
Pompano Beach, Florida

DRC

PZ24-12000011



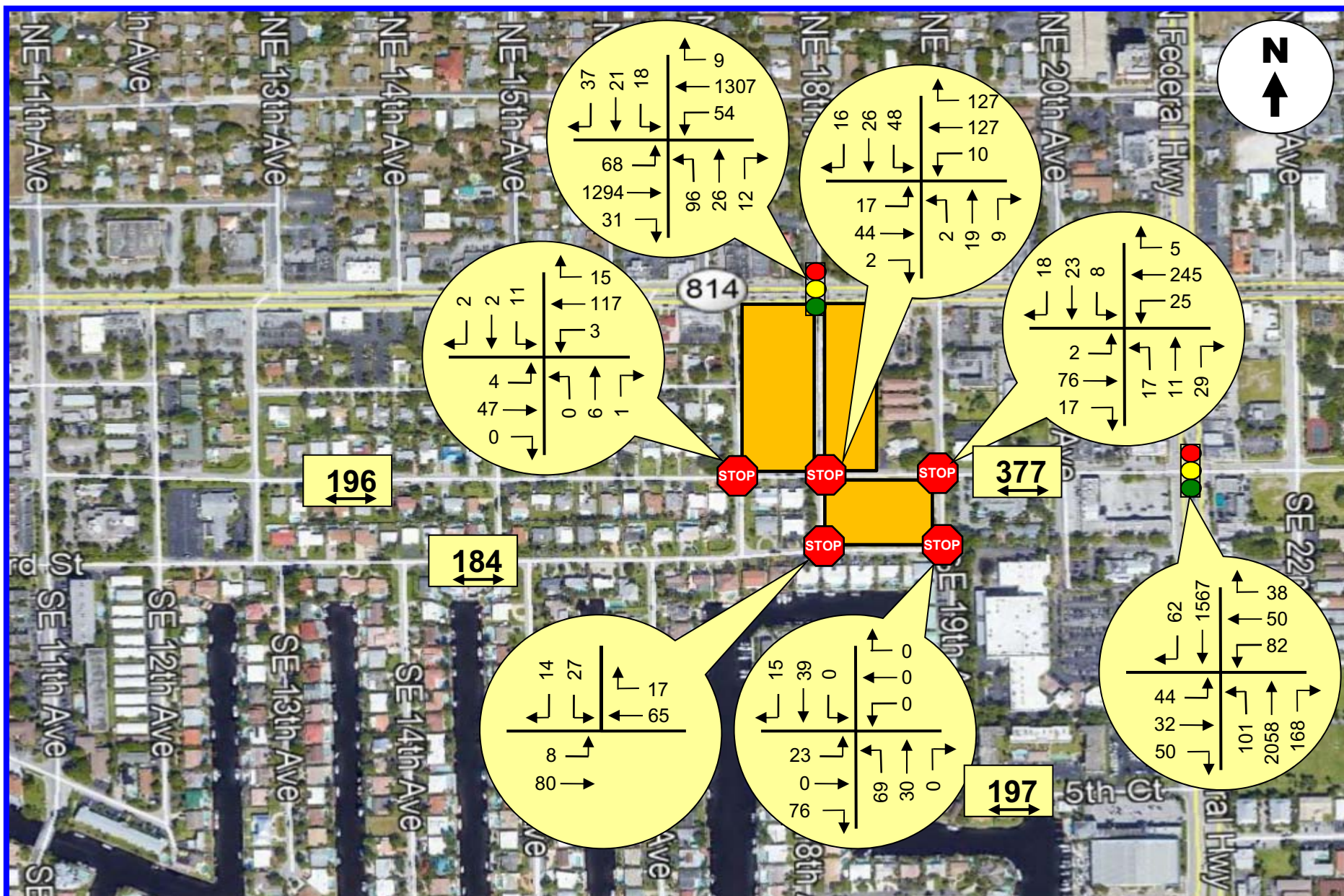
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Future (2021) Total (w/Project) AM Peak Hour Traffic Volumes

FIGURE 12
Atlantic One
Pump and Beach, Florida

DRC

PZ24-12000011



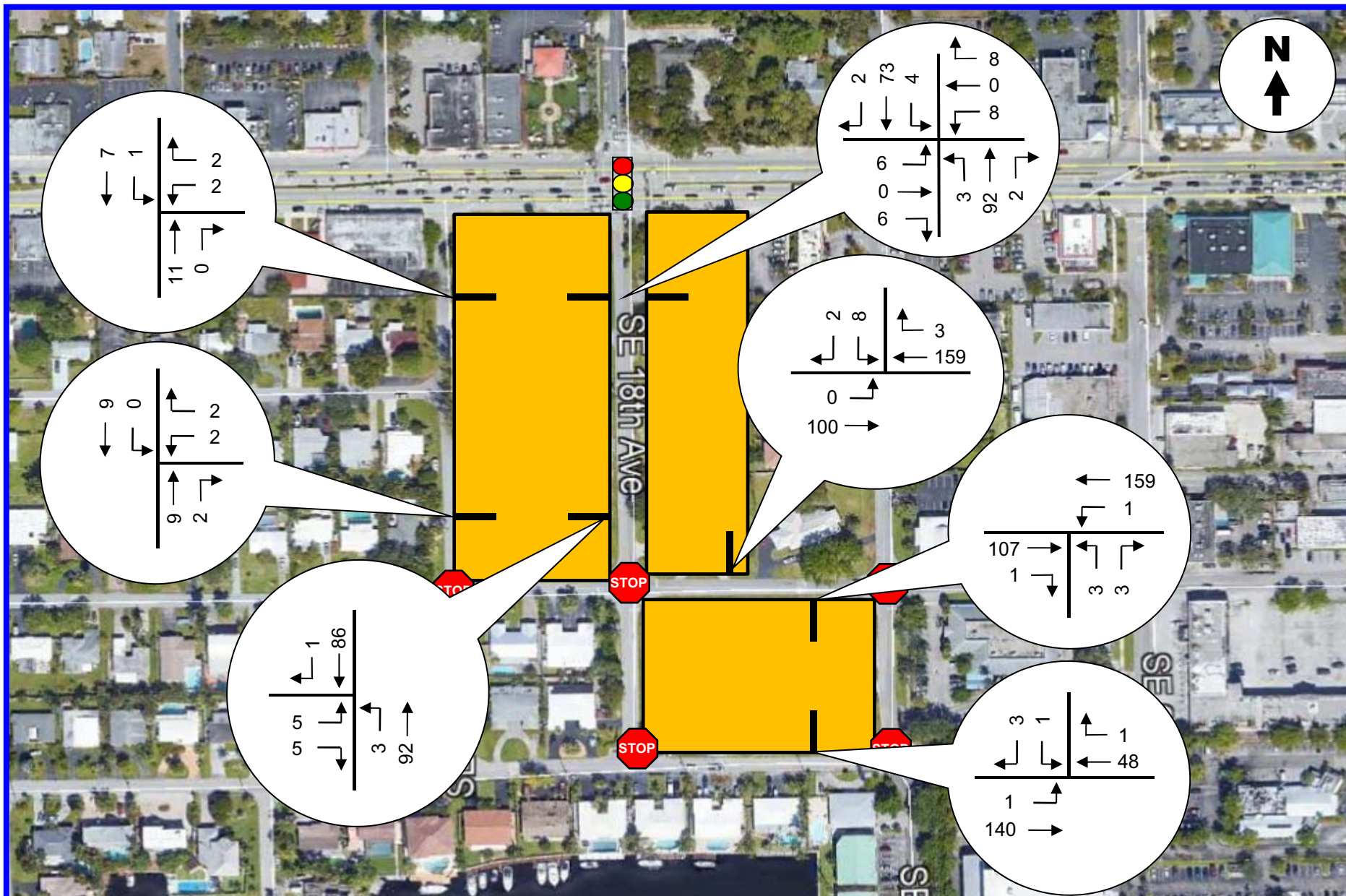
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CONSULTING, INC.

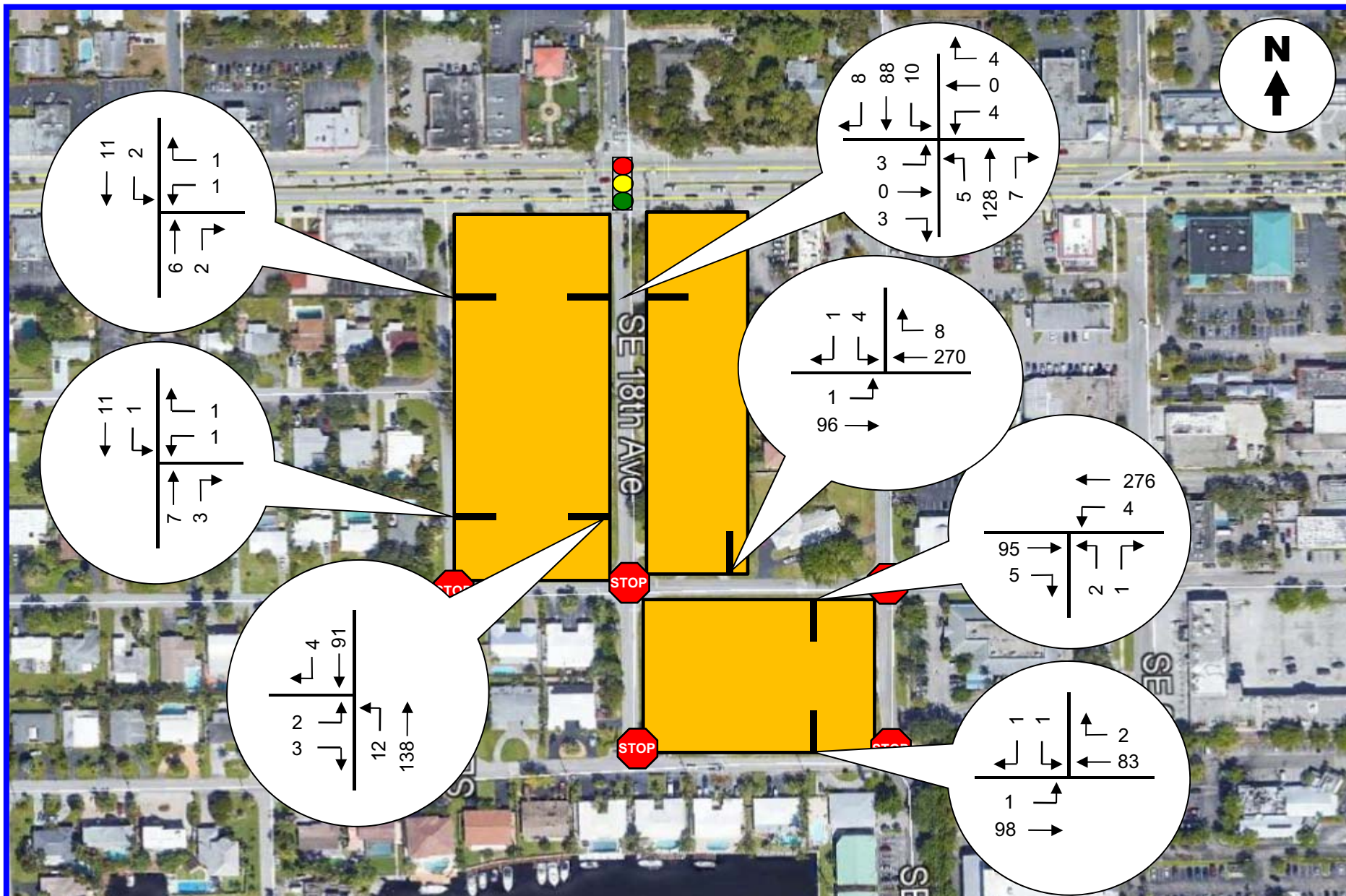
Future (2021) Total (w/Project) PM Peak Hour Traffic Volumes

FIGURE 13
Atlantic One
Pompano Beach, Florida

DRC

PZ24-12000011





Level of Service (LOS) Analyses – Intersections & Project Driveways

Intersection capacity / level of service (LOS) analyses were conducted for the seven (7) study intersections and each of the proposed project driveways. These analyses were undertaken following the capacity / level of service procedures outlined in the 2010 Highway Capacity Manual (HCM) using the latest version of the SYNCHRO software. The overall intersection LOS and delays are presented in Table 2 below. The intersection details (including LOS and delay by movement, and 95th percentile queue by lane group) are presented in Tables 3 through 5 on the following pages.

Table 2 Intersection Levels of Service Atlantic One - Pompano Beach, Florida						
Intersection	Existing (2018) Conditions		Future (2021) Conditions Without Project Traffic		Future (2021) Conditions With Project Traffic	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
E. Atlantic Blvd / SE 18th Ave **	B (11.0)	B (14.4)	B (11.7)	B (15.6)	B (13.3)	B (16.3)
SE 2nd St / SE 17th Ave *	A (9.4)	B (10.0)	A (9.5)	B (10.1)	A (9.6)	B (10.3)
SE 2nd St / SE 18th Ave *	B (10.0)	B (11.2)	B (10.2)	B (11.5)	B (10.4)	B (11.8)
SE 2nd St / SE 19th Ave *	B (10.1)	B (11.5)	B (10.3)	B (11.7)	B (10.4)	B (12.1)
SE 2nd St / US 1 / Federal Hwy **	B (16.6)	B (14.0)	B (17.6)	B (14.8)	B (18.1)	B (17.1)
SE 3rd St / SE 18th Ave *	A (9.1)	A (9.6)	A (9.2)	A (9.7)	A (9.4)	A (9.6)
SE 3rd St / SE 19th Ave *	A (7.4)	A (7.7)	A (7.5)	A (7.7)	A (7.5)	A (7.7)
SE 17th Ave / Project Driveway (N) *	--	--	--	--	A (8.5)	A (8.5)
SE 17th Ave / Project Driveway (S) *	--	--	--	--	A (8.5)	A (8.5)
SE 18th Ave / Project Driveway (N) *	--	--	--	--	A (9.4)	A (9.7)
SE 18th Ave / Project Driveway (S) *	--	--	--	--	A (9.2)	A (9.3)
SE 2nd St / Project Driveway (E) *	--	--	--	--	A (9.5)	B (10.3)
SE 2nd St / Project Driveway (W) *	--	--	--	--	B (10.0)	B (10.8)
SE 3rd St / Project Driveway *	--	--	--	--	A (8.8)	A (9.2)

Source: Highway Capacity Manual and SYNCHRO.

Legend: D (37.7) = LOS (Average Delay - Seconds / Vehicle)

* At two-way stop-control intersections, the LOS for the critical movement is documented in this table.

** At signalized and all-way stop-control intersections, the LOS for the intersection as a whole is documented in this table.

Table 3 Intersection Levels of Service - Existing (2018) Conditions Atlantic One - Pompano Beach, Florida							
Intersection	Approach	Movement	LOS	Delay (sec/veh)	Existing Storage (feet)	95th Percentile Queue (feet)	Queue in Excess of Storage (feet)
E. Atlantic Blvd & SE 18th Ave **	EB	Left	A (A)	4.2 (7.6)	225	24 (30)	-
		Thru/Right	A (B)	8.1 (10.5)	-	-	-
	WB	Left	A (A)	5.4 (7.2)	185	18 (18)	-
		Thru/Right	A (B)	6.6 (10.8)	-	-	-
SE 2nd St & SE 17th Ave *	EB	Left/Thru/Right	E (E)	75.8 (72.2)	-	-	-
		Left/Thru/Right	E (E)	68.5 (62.6)	-	-	-
	WB	Left/Thru/Right	E (E)	71.2 (63.0)	130	0 (0)	-
		Left/Thru/Right	A (A)	0.0 (0.2)	-	-	-
SE 2nd St & SE 18th Ave *	EB	Left/Thru/Right	A (A)	0.1 (1.2)	-	-	-
		Left/Thru/Right	A (A)	0.3 (0.3)	-	-	-
	WB	Left/Thru/Right	A (B)	9.9 (10.5)	-	-	-
		Left/Thru/Right	B (B)	10.0 (11.2)	-	-	-
SE 2nd St & SE 19th Ave *	EB	Left/Thru/Right	A (A)	0.2 (0.2)	-	-	-
		Left/Thru/Right	A (A)	0.4 (0.7)	-	-	-
	WB	Left/Thru/Right	A (B)	9.9 (10.4)	-	-	-
		Left/Thru/Right	B (B)	10.1 (11.5)	-	-	-
SE 2nd St & US 1 / Federal Hwy **	EB	Left	E (E)	63.9 (76.5)	70	59 (79)	- (9)
		Thru/Right	E (F)	71.0 (86.6)	-	-	-
	WB	Left	E (E)	60.7 (74.5)	190	134 (139)	-
		Thru/Right	E (F)	63.8 (80.1)	-	-	-
SE 3rd St & SE 18th Ave *	EB	Left	B (A)	14.8 (8.6)	150	39 (46)	-
		Thru	A (A)	8.6 (7.8)	-	-	-
	WB	Left/Thru/Right	A (A)	6.3 (5.2)	260	17 (29)	-
		Thru/Right	B (B)	17.3 (11.6)	-	-	-
SE 3rd St & SE 19th Ave *	EB	Left/Thru/Right	A (A)	0.7 (0.6)	-	-	-
		Left/Thru/Right	A (A)	0.0 (0.0)	-	-	-
	WB	Left/Thru/Right	A (A)	9.1 (9.6)	-	-	-
		Left/Thru/Right	A (A)	7.3 (7.5)	-	-	-
SE 3rd St & SE 19th Ave *	EB	Left/Thru/Right	A (A)	0.0 (0.0)	-	-	-
		Left/Thru/Right	A (A)	7.8 (8.0)	-	-	-
	WB	Left/Thru/Right	A (A)	7.2 (7.4)	-	-	-
		Left/Thru/Right	A (A)	7.2 (7.4)	-	-	-

Source: Highway Capacity Manual and SYNCHRO.

* Stop-control intersection

** Signalized intersection

Legend: AM (PM)

Table 4 Intersection Levels of Service - Future (2021) Background Conditions Atlantic One - Pompano Beach, Florida							
Intersection	Approach	Movement	LOS	Delay (sec/veh)	Existing Storage (feet)	95th Percentile Queue (feet)	Queue in Excess of Storage (feet)
E. Atlantic Blvd & SE 18th Ave **	EB	Left	A (A)	4.6 (9.0)	225	26 (32)	-
		Thru/Right	A (B)	9.0 (11.8)	-	-	-
	WB	Left	A (A)	6.3 (8.4)	185	20 (19)	-
		Thru/Right	A (B)	7.1 (12.1)	-	-	-
SE 2nd St & SE 17th Ave *	EB	Left/Thru/Right	E (E)	75.5 (72.0)	-	-	-
		Left/Thru/Right	E (E)	67.9 (61.7)	-	-	-
	WB	Left/Thru/Right	E (E)	70.7 (61.9)	130	0 (0)	-
		Left/Thru/Right	A (A)	0.0 (0.2)	-	-	-
SE 2nd St & SE 18th Ave *	EB	Left/Thru/Right	A (A)	0.6 (0.2)	-	-	-
		Left/Thru/Right	A (B)	9.5 (10.0)	-	-	-
	WB	Left/Thru/Right	A (B)	9.5 (10.1)	-	-	-
		Left/Thru/Right	A (A)	0.1 (1.3)	-	-	-
SE 2nd St & SE 19th Ave *	EB	Left/Thru/Right	A (A)	0.3 (0.3)	-	-	-
		Left/Thru/Right	B (B)	10.0 (10.6)	-	-	-
	WB	Left/Thru/Right	B (B)	10.2 (11.5)	-	-	-
		Left/Thru/Right	A (A)	0.2 (0.2)	-	-	-
SE 2nd St & US 1 / Federal Hwy **	EB	Left	E (E)	63.5 (75.9)	70	62 (83)	- (13)
		Thru/Right	E (F)	71.0 (86.4)	-	-	-
	WB	Left	E (E)	60.1 (73.8)	190	139 (146)	-
		Thru/Right	E (E)	63.6 (79.8)	-	-	-
SE 3rd St & SE 18th Ave *	EB	Left	B (A)	18.1 (9.8)	150	60 (49)	-
		Thru	A (A)	9.2 (8.6)	-	-	-
	WB	Left	A (A)	6.6 (5.5)	260	17 (34)	-
		Thru/Right	B (B)	19.0 (12.6)	-	-	-
SE 3rd St & SE 19th Ave *	EB	Left/Thru	A (A)	0.7 (0.6)	-	-	-
		Thru/Right	A (A)	0.0 (0.0)	-	-	-
	WB	Left/Right	A (A)	9.2 (9.7)	-	-	-
		Left/Thru/Right	A (A)	7.4 (7.5)	-	-	-
SE 3rd St & SE 19th Ave *	EB	Left/Thru/Right	A (A)	0.0 (0.0)	-	-	-
		Left/Thru/Right	A (A)	7.8 (8.1)	-	-	-
	WB	Left/Thru/Right	A (A)	7.3 (7.5)	-	-	-
		Left/Thru/Right	A (A)	7.3 (7.5)	-	-	-

Source: Highway Capacity Manual and SYNCHRO.

* Stop-control intersection

** Signalized intersection

Legend: AM (PM)

Table 5 Intersection Levels of Service - Future (2021) Total Conditions Atlantic One - Pompano Beach, Florida							
Intersection	Approach	Movement	LOS	Delay (sec/veh)	Existing Storage (feet)	95th Percentile Queue (feet)	Queue in Excess of Storage (feet)
E. Atlantic Blvd & SE 18th Ave **	EB	Left	A (A)	5.5 (9.3)	225	30 (34)	-
		Thru/Right	B (B)	10.4 (12.5)	-	-	-
	WB	Left	A (A)	7.7 (9.2)	185	24 (28)	-
		Thru/Right	A (B)	8.2 (12.5)	-	-	-
SE 2nd St & SE 17th Ave *	EB	Left/Thru/Right	E (E)	74.4 (72.8)	-	-	-
		Left/Thru/Right	E (E)	65.1 (61.1)	-	-	-
	WB	Left/Thru/Right	E (E)	67.3 (61.3)	130	0 (0)	-
		Left/Thru/Right	A (A)	0.2 (0.6)	-	-	-
SE 2nd St & SE 18th Ave *	EB	Left/Thru/Right	A (A)	0.4 (2.1)	-	-	-
		Left/Thru/Right	A (A)	0.3 (0.3)	-	-	-
	WB	Left/Thru/Right	B (B)	10.1 (11.0)	-	-	-
		Left/Thru/Right	B (B)	10.4 (11.8)	-	-	-
SE 2nd St & SE 19th Ave *	EB	Left/Thru/Right	A (A)	0.1 (0.2)	-	-	-
		Left/Thru/Right	A (A)	0.5 (0.7)	-	-	-
	WB	Left/Thru/Right	B (B)	10.3 (11.2)	-	-	-
		Left/Thru/Right	B (B)	10.4 (12.1)	-	-	-
SE 2nd St & US 1 / Federal Hwy **	EB	Left	E (E)	62.6 (71.6)	70	71 (91)	1 (21)
		Thru/Right	E (F)	70.9 (80.5)	-	-	-
	WB	Left	E (E)	60.2 (69.8)	190	139 (151)	-
		Thru/Right	E (E)	63.7 (75.7)	-	-	-
SE 3rd St & SE 18th Ave *	EB	Left	C (B)	18.9 (13.4)	150	68 (67)	-
		Thru	A (B)	9.4 (11.1)	-	-	-
	WB	Left	A (A)	6.7 (6.8)	260	18 (39)	-
		Thru/Right	B (B)	19.4 (15.8)	-	-	-
SE 3rd St & SE 19th Ave *	EB	Left/Thru/Right	A (A)	0.7 (0.7)	-	-	-
		Left/Thru/Right	A (A)	0.0 (0.0)	-	-	-
	WB	Left/Thru/Right	A (A)	9.4 (9.6)	-	-	-
		Left/Thru/Right	A (A)	7.4 (7.5)	-	-	-
SE 3rd St & SE 19th Ave *	EB	Left/Thru/Right	A (A)	0.0 (0.0)	-	-	-
		Left/Thru/Right	A (A)	7.9 (8.1)	-	-	-
	WB	Left/Thru/Right	A (A)	7.4 (7.4)	-	-	-
		Left/Thru/Right	A (A)	7.4 (7.4)	-	-	-

Source: Highway Capacity Manual and SYNCHRO.

* Stop-control intersection

** Signalized intersection

Legend: AM (PM)

As indicated in Table 2, each of the study intersections are currently operating adequately during the AM and PM peak hours and will continue to do so in the year 2021 with the proposed project in place. The signal timing data obtained from the Broward County Traffic Engineering Division is presented in Appendix G and the SYNCHRO printouts of the intersection (and driveway) capacity analyses are contained in Appendix H.

Evaluation of Local Roadway Segments

As mentioned previously, the local roadway segments to be evaluated as part of this analysis include the following:

- SE 2nd Street
 - Between SE 18th Avenue and SE 20th Avenue
- SE 2nd Street
 - Between SE 11th Avenue and SE 17th Avenue
- SE 3rd Street
 - Between SE 11th Avenue and SE 17th Avenue
- SE 5th Court
 - Between SE 19th Avenue and Federal Highway / US 1

According to a recent traffic analysis prepared on behalf of the City of Pompano Beach and the City's Community Redevelopment Agency (CRA), each of these roadways is characterized by cut-through traffic, is classified as a "Neighborhood / Connector Street" and has been identified as a "Potential Neighborhood Protection Corridor". (Excerpts from this traffic analysis are presented in Appendix I.) As a result of these characteristics, traffic calming measures have been introduced on both SE 2nd Street and SE 3rd Street. In order to evaluate each of these roadway segments (including SE 5th Court between SE 19th Avenue and Federal Highway / US1) with respect to traffic, both traffic volume and speed data were collected and future roadway segment volumes (i.e. daily) were developed. The results are summarized in Table 6 on the following page and the supporting volume development worksheet is presented in Appendix J.

Table 6 Roadway Segment Volumes and Speeds Atlantic One - Pompano Beach, Florida				
Roadway Section	Existing (2018) Conditions ¹		Future (2021) Conditions w/out Project Traffic ²	Future (2021) Conditions with Project Traffic ³
	Volume (vpd)	85th Percentile Speed (mph)	Volume (vpd)	Volume (vpd)
SE 2nd St (SE 18th Ave to SE 20th Ave)	3,515	26.6	3,742	3,943
SE 2nd St (SE 11th Ave to SE 17th Ave)	1,387	24.5	1,477	1,621
SE 3rd St (SE 11th Ave to SE 17th Ave)	1,895	25.6	2,017	2,054
SE 5th Ct (SE 19th Ave to Federal Highway / US 1)	1,920	30.2	2,043	2,249

Source: KBP Consulting, Inc. and Traffic Survey Specialists, Inc., 2018.

¹ Two-day average and seasonally adjusted volumes.

² Volumes reflect an annual background growth rate of 1.5%.

³ Volumes reflect an annual background growth rate of 1.5% plus daily project traffic developed based upon peak hour assignments.

The traffic volume and speed characteristics of these roadway segments have been evaluated in accordance with the criteria presented in the *Broward County Neighborhood Traffic Management Manual*. Relevant excerpts from this manual are presented in Appendix K.

Based upon the existing and projected daily traffic volumes for the study area, each of the study roadway segments is (or, will be) classified as a “High Traffic Volume” roadway (i.e. over 1,500 vehicles per day) according to the traffic volume criteria for local streets presented in the referenced manual. However, it is noted that each of these roadways is designated by the City of Pompano Beach as a “Neighborhood / Connector Street” which is a higher-level facility than a “Residential Street” or local roadway.

Concerning vehicular speeds on these facilities, it is apparent that the previously implemented traffic calming measures along SE 2nd Street and SE 3rd Street have been effective. The posted speed limit on these facilities is 25 miles per hour (mph) and the 85th percentile speed is reported to be no more than 1.6 mph above the posted speed limit. According to the traffic speed criteria in the referenced County manual, the speeds on these facilities are classified as a “Minimal Concern” and additional traffic calming measures are not likely to be warranted.

The 85th percentile speed on SE 5th Court is reported to be approximately 5.2 mph above the posted speed limit of 25 mph. As such, the speed on this roadway segment is still classified as a “Minimal Concern”; however, traffic calming measures may be warranted. *(It is noted that Broward County Traffic Engineering and the Broward County Sheriff’s Office generally consider 85th percentile speeds in excess of 8 mph over the speed limit on local roadways as facilities in need of potential traffic calming measures.)*

SUMMARY & CONCLUSIONS

Atlantic One is a proposed mixed-use (residential and retail) development to be located on East Atlantic Boulevard generally between SE 17th Avenue and SE 19th Avenue in Pompano Beach, Broward County, Florida. More specifically, the site is located at 1736-1800 East Atlantic Boulevard and at 1801 SE 2nd Street. The proposed development will consist of 304 mid-rise residential apartment dwelling units and 10,653 square feet of retail space on the first floor along E. Atlantic Boulevard. Vehicular access to the site will be provided by driveways on SE 17th Avenue, SE 18th Avenue, SE 2nd Street, and SE 3rd Street. The proposed project is anticipated to be built and occupied by 2021.

The net new external trips anticipated to be generated by the proposed mixed-use development consist of 1,046 daily vehicle trips, 91 vehicle trips during the weekday AM peak hour (25 inbound and 66 outbound) and 109 vehicle trips during the weekday PM peak hour (76 inbound and 33 outbound).

Capacity analyses indicate that the nearby study intersections are currently operating at acceptable levels of service and will continue to do so in the build-out year of 2021 with the proposed project in place. Furthermore, the planned driveways to serve the site are anticipated to operate at acceptable levels of service.

According to the *Broward County Neighborhood Traffic Management Manual*, the existing and future daily traffic volumes on SE 2nd Street, SE 3rd Street, and SE 5th Court are considered to be “High Traffic Volumes” for local roadways. However, it is noted that each of these roadways is designated by the City of Pompano Beach as a “Neighborhood / Connector Street” which is a higher-level facility than a “Residential Street” or local roadway.

Based upon the 85th percentile speeds on SE 2nd Street and SE 3rd Street, the “Traffic Speed” criteria within the *Broward County Neighborhood Traffic Management Manual* indicates that the vehicular speeds on these roadways are a “Minimal Concern” – evidence that the existing traffic calming devices are effective. The 85th percentile speed on SE 5th Court, on the other hand, suggests that some traffic calming measures may be warranted.