



September 3, 2020

Mr. Daniel Suarez de Puga
Oakland Park Dixie, LLC
1111 Park Centre Boulevard, Suite 450
Miami Gardens, FL 33169

**Re: Oakland Park – West Dixie Lot Redevelopment Project
Trip Generation and Circulation Analysis**

Dear Mr. Suarez de Puga:

Kimley-Horn and Associates, Inc. has completed a trip generation analysis for the proposed development generally bounded by N Dixie Highway to the east, NE 11th Avenue to the west, NE 39th Street to the north, and NE 37th Street to the south in Oakland Park, Florida. The site proposed for development is currently vacant. The proposed development contains 140 residential units, 33,220 square feet of government office space, and 16,054 square feet of retail. Please note that the proposed government office space accounts for the relocation of the existing Oakland Park City Hall government office space currently located at 3650 NE 12th Avenue (approximately 500 feet southeast of the project site). The trips attributable to the relocated government office space were conservatively included in the trip generation calculations. A site plan of the proposed development is provided in **Attachment A**.

TRIP GENERATION ANALYSIS

Trip generation for the proposed land uses was performed using Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition. The trip generation characteristics for the proposed land uses were based on ITE Land Use Code (LUC) 221 (Multifamily Housing [Mid-Rise]), LUC 730 (Government Office Building), and LUC 820 (Shopping Center).

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 development. The US Census data indicated that there is a 21.3 percent (21.3%) multimodal factor within the vicinity of the development. It is expected that some residents, employees, and patrons will choose to walk, bike, or use public transit to and from the proposed development.

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon the methodology contained in the ITE's *Trip Generation Handbook*, 3rd Edition. Internal capture rates of 5.8 percent (5.8%) for the A.M. peak hour trip generation and 22.6 percent (22.6%) for the P.M. peak hour trip generation are expected for the proposed development.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The pass-by rate for the shopping center land use is 34 percent (34%) during the P.M. peak hour.

The proposed development is expected to generate 75 inbound and 48 outbound trips during the weekday A.M. peak hour, and 39 inbound and 56 outbound trips during the weekday P.M. peak hour. Detailed trip generation calculations are contained in **Attachment B**.

VEHICULAR AND PEDESTRIAN CIRCULATION

Access to the proposed development will be provided via one (1) left-in/left-out driveway along NE 37th Street providing access to a 338-space parking garage. The parking garage will serve the residential, government office, and retail components of the development.

A drop-off/pick-up area is proposed on the north side of NE 38th Street between NE 11th Avenue and N Dixie Highway, adjacent to the residential lobby. Pedestrian crosswalks will be provided at the termini of NE 38th Street between NE 11th Avenue and N Dixie Highway and pedestrian sidewalks will be provided along the perimeter of the development to allow for pedestrian circulation to/from the residential lobby, parking garage, and different land uses within the development.

Access to the government office space will be provided through a lobby along the south side of NE 38th Street between NE 11th Avenue and N Dixie Highway. Access to the residential units is provided through a residential lobby along the north side of NE 38th Street between NE 11th Avenue and N Dixie Highway. Access to the retail spaces will be provided from the perimeter of the development via a pedestrian sidewalk.

The site will be served by two (2) loading areas. One (1) loading area will be provided along the north side of NE 37th Street between NE 11th Avenue and N Dixie Highway and one (1) loading area will be provided along the east side of NE 11th Avenue between NE 38th Street and NE 39th Street.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



David Taxman, P.E.
State of Florida P.E. License Number 85552

Attachments

Attachment A
Conceptual Site Plan



Ground Floor

Oakland Park

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Oakland Park, Florida

Ground Floor

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Attachment B
Trip Generation Calculations

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION ⁽¹⁾		BASELINE TRIPS			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
						In	Out																		
GROUP 1	1 Multifamily Housing (Mid-Rise)	10	221	140	du	26%	74%	12	36	48	21.3%	10	9	29	38	2.6%	1	9	29	37	0.0%	0	9	29	37
	2 Government Office Building	10	730	33.22	ksf	75%	25%	83	28	111	21.3%	24	65	23	87	4.5%	4	63	18	83	0.0%	0	63	18	80
	3 Shopping Center	10	820	16.054	ksf	62%	38%	9	6	15	21.3%	3	7	5	12	25.0%	3	2	3	9	0.0%	0	2	3	5
	4																								
	5																								
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	8																								
	9																								
	10																								
	11																								
ITE Land Use Code		Rate or Equation				Total:		104	70	174	21.3%	37	82	56	137	5.7%	8	75	48	129	0.0%	0	75	48	122
221		LN(Y) = 0.98*LN(X)+-0.98																							
730		Y=3.34(X)																							
820		Y=0.94(X)																							

Note: ⁽¹⁾Multimodal reduction based on census tract data from the US Census Bureau's *Means of Transportation to Work* survey.

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION ⁽¹⁾		BASELINE TRIPS			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
						In	Out																		
GROUP 2	1 Multifamily Housing (Mid-Rise)	10	221	140	du	61%	39%	37	24	61	21.3%	13	29	19	48	35.5%	17	19	12	31	0.0%	0	19	12	31
	2 Government Office Building	10	730	33.22	ksf	25%	75%	14	42	56	21.3%	12	11	33	44	11.4%	5	9	28	39	0.0%	0	9	28	37
	3 Shopping Center	10	820	16.054	ksf	48%	52%	29	32	61	21.3%	13	23	26	48	24.5%	12	18	24	36	34.0%	13	11	15	27
	4																								
	5																								
	6																								
	7																								
	8																								
	9																								
	10																								
	11																								
ITE Land Use Code		Rate or Equation				Total:		80	98	178	21.3%	38	62	78	140	24.3%	34	45	64	106	21.3%	13	39	56	95
221		LN(Y) = 0.96*LN(X)+-0.63																							
730		LN(Y) = 0.97*LN(X)+0.62																							
820		Y=3.81(X)																							

Note: ⁽¹⁾Multimodal reduction based on census tract data from the US Census Bureau's *Means of Transportation to Work* survey.