



BBX Oakland Logistics Park

3501 NW 31st Avenue
Oakland Park, Florida 33309

prepared for:
3501 NW 31st Avenue

LUPA Traffic Evaluation

F. TRAFFIC CIRCULATION ANALYSIS

1) Identify the roadways impacted by the proposed amendment and indicate the number of lanes, current traffic volumes, adopted level of service, and current level of service for each roadway.

The roadway network that will be most impacted by the proposed amendment includes three (3) east-west facilities and two (2) north-south roadways. These five (5) roadways include Oakland Park Boulevard, NW 39th Street, NW 44th Street, NW 31st Avenue and NW 21st Avenue.

The number of lanes, current traffic volumes, adopted level of services, and current operating conditions (LOS) of the roadways located within the study area are documented in Tables 1a and 1b. Table 1a documents the existing conditions on all study roadways for daily conditions while Table 1b presents the current conditions during the critical PM peak hour. The 2019 traffic volumes published by Broward County were used since their 2020 traffic counts reflect the effects of Covid (not reliable).

2) Identify the projected level of service for the roadways impacted by the proposed amendment for the short (2025) and long term (2045) planning horizons. Please utilize average daily traffic volumes and PM peak hour traffic volumes per Broward County Metropolitan Planning Organization plans and projections.

Tables 2a and 2b document the projected level of service for the roadways located near the proposed amendment. The short-term horizon year was assumed to be the year 2025 while the long-term planning horizon was assumed to be the year 2045. The 2025 and 2045 projected traffic volumes (AADT) and PM peak hour volumes were based on information contained in Broward County's Roadway Level of Service Analysis for 2019/2040 and 2020/2045. The 2025 traffic volumes were derived by interpolating between the 2019 traffic counts and 2045 traffic projections.

3) Planning council staff will analyze traffic impacts resulting from the amendment. You may provide a traffic impact analysis for this amendment – calculate anticipated average daily traffic generation for the existing and proposed land use designations. If the amendment reflects a net increase in traffic generation, identify access points to/from the amendment site and provide a distribution of the additional traffic on the impacted roadway network and identify the resulting level of service change for the short (5 year) and long-range planning horizons.

A trip generation comparison analysis was undertaken between the potential development under the current land use designation and the potential development under the proposed land use designation. The trip generation comparison analysis was based on the following assumptions:

MAXIMUM LAND USE AND INTENSITY (COUNTY) – Existing Land Use Designation

- o 144 Residential Units (Low Rise)*

TABLE 1a 3501 NW 31 Avenue Existing Traffic Conditions (Daily Volumes)						
Roadway	From	To	Number of Lanes	Roadway Capacity	Current AADT	LOS
Oakland Park Blvd	SR 7	NW 31 Ave	6	59,900	60,000	F
	NW 31 Ave	I-95	6	59,900	57,000	C
NW 39th Street	NW 31 Ave	NW 21 Ave	2	13,320	6,800	D
NW 44th Street	NW 31 Ave	NW 21 Ave	2	13,320	9,200	D
NW 31st Avenue	Oakland Park	Site	6	53,910	31,000	C
	Site	NW 39 Street	6	53,910	31,000	C
	NW 39 Street	NW 44 Street	6	53,910	31,000	C
NW 21st Avenue	Oakland Park	NW 39 Street	2	13,320	17,800	F
	NW 39 Street	NW 44 Street	2	13,320	17,800	F

Source: Broward County Metropolitan Planning Organization (Used 2019-published volumes since year 2020 were considered unreliable due to Covid-19.)

TABLE 1b 3501 NW 31 Avenue Existing Traffic Conditions (PM Peak Hour Volumes)						
Roadway	From	To	Number of Lanes	Roadway Capacity	Current Peak Hour Volume	LOS
Oakland Park Blvd	SR 7	NW 31 Ave	6	5,390	5,700	F
	NW 31 Ave	I-95	6	5,390	5,415	F
NW 39th Street	NW 31 Ave	NW 21 Ave	2	1,197	646	D
NW 44th Street	NW 31 Ave	NW 21 Ave	2	1,197	874	D
NW 31st Avenue	Oakland Park	Site	6	4,851	2,945	C
	Site	NW 39 Street	6	4,851	2,945	C
	NW 39 Street	NW 44 Street	6	4,851	2,945	C
NW 21st Avenue	Oakland Park	NW 39 Street	2	1,197	1,691	F
	NW 39 Street	NW 44 Street	2	1,197	1,691	F

Source: Broward County Metropolitan Planning Organization (Used 2019-published volumes since year 2020 were considered unreliable due to Covid-19.)

TABLE 2a
3501 NW 31 Avenue
Future Traffic Conditions (Daily Volumes)

Roadway	From	To	# of Lanes 2025/2045	Short Term (2025)		Long Term (2045)	
				AADT	LOS	AADT	LOS
Oakland Park Blvd	SR 7	NW 31 Ave	6/6	62,169	F	69,400	F
	NW 31 Ave	I-95	6/6	59,538	D	68,000	F
NW 39th Street	NW 31 Ave	NW 21 Ave	2/2	7,769	D	11,000	D
NW 44th Street	NW 31 Ave	NW 21 Ave	2/2	8,877	D	7,800	D
NW 31st Avenue	Oakland Park	Site	6/6	32,108	C	35,800	C
	Site	NW 39 Street	6/6	32,108	C	35,800	C
	NW 39 Street	NW 44 Street	6/6	32,108	C	35,800	C
NW 21st Avenue	Oakland Park	NW 39 Street	2/2	21,562	F	34,100	F
	NW 39 Street	NW 44 Street	2/2	21,562	F	34,100	F

Source: Broward County Metropolitan Planning Organization
 (2025 was interpolated between 2019 and 2045 volumes)

↑ Year 2025/Year 2045

TABLE 2b
3501 NW 31 Avenue
Future Traffic Conditions (PM Peak Hour Volumes)

Roadway	From	To	# of Lanes 2025/2045	Short Term (2025)		Long Term (2045)	
				AADT	LOS	AADT	LOS
Oakland Park Blvd	SR 7	NW 31 Ave	6/6	5,906	F	6,593	F
	NW 31 Ave	I-95	6/6	5,656	F	6,460	F
NW 39th Street	NW 31 Ave	NW 21 Ave	2/2	738	D	1,045	D
NW 44th Street	NW 31 Ave	NW 21 Ave	2/2	843	D	741	D
NW 31st Avenue	Oakland Park	Site	6/6	3,050	C	3,401	C
	Site	NW 39 Street	6/6	3,050	C	3,401	C
	NW 39 Street	NW 44 Street	6/6	3,050	C	3,401	C
NW 21st Avenue	Oakland Park	NW 39 Street	2/2	2,048	F	3,240	F
	NW 39 Street	NW 44 Street	2/2	2,048	F	3,240	F

Source: Broward County Metropolitan Planning Organization
 (2025 was interpolated between 2019 and 2045 volumes)

↑ Year 2025/Year 2045

MAXIMUM LAND USE AND INTENSITY (COUNTY) – Proposed Land Use Designation

- *99,000 square feet retail (Commerce)*

MAXIMUM LAND USE AND INTENSITY (CITY) – Existing Land Use Designation

- *144 Residential Units (Low Rise)*

MAXIMUM LAND USE AND INTENSITY (CITY) – Proposed Land Use Designation

- *99,000 square feet industrial (Industrial)*

Tables 3a and 3b on the following page present the results of the trip generation comparison analysis using Broward County’s “Commerce” designation. The results of the trip generation comparison analysis indicate that the proposed commerce use generates approximately 3,007 new daily trips and approximately 226 new PM peak hour trips when compared against the residential use.

Tables 3c and 3d present the results of the trip generation comparison analysis using the City’s “Industrial” designation. The results of the trip generation comparison analysis indicate that the proposed industrial use generates approximately 516 less daily trips and approximately 18 less PM peak hour trips when compared against the residential use.

Based on the above trip generation comparison analyses, the results of Broward County’s “Commerce” designation was used for purposes of this traffic analysis.

4) Provide any transportation studies relating to this amendment, as desired.

A transportation analysis is presented herein (refer to Tables 1a through 4b). As indicated in Tables 4a and 4b, the project exceeds the 3% threshold on NW 31st Avenue between Oakland Park Boulevard and the project site, only for the daily trips analysis and not for the PM peak hour analysis. Therefore, the project is not significant on NW 31st Avenue. Moreover, NW 31st Avenue is currently operating at level of service “C” and will continue to operate at level of service “C” through the year 2045.

Additionally, current level of service deficiencies are found on Oakland Park Boulevard, between SR 7 and I-95, and on NW 21st Avenue, from Oakland Park Boulevard to NW 44th Street. However, the additional traffic generated by the proposed Land Use Plan Amendment for the BBX Oakland Logistics Park have an insignificant traffic impact on these nearby deficient roadway segments.

There are three schools located near the BBX Oakland Logistics Park site. These are Oriole Elementary School, Boyd Anderson High School, and Lauderdale Lakes Middle School. The access to these schools is located off of NW 39th Street and NW 44th Street. As documented in Tables 4a and 4b, approximately 5%-7% of the project trips, or approximately 11 - 16 peak hour trips are projected to impact NW 39th Street and NW 44th Street, respectively. Hence, minimal traffic impacts are anticipated to the three nearby schools as a result of the proposed LUPA.

TABLE 3a Trip Generation Summary (Existing Use) 3501 NW 31 Avenue								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Residential Low-Rise (LUC 220)	144 units	998	67	16	51	82	52	30
Gross/Driveway/External Trips		998	67	16	51	82	52	30

Source: ITE Trip Generation Manual (11th Edition)

TABLE 3b Trip Generation Summary (Proposed Use-Commerce) 3501 NW 31 Avenue								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Retail (LUC 821)	99,000 sf	6,684	171	106	65	514	252	262
Gross/Driveway Trips		6,684	171	106	65	514	252	262
Pass-by Retail (-40%)		-2,679	0	0	0	-206	-101	-105
External Trips		4,005	171	106	65	308	151	157

Source: ITE Trip Generation Manual (11th Edition)

Difference in External Trips		Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Proposed - Existing		3,007	104	90	14	226	99	127

TABLE 3c Trip Generation Summary (Existing Use) 3501 NW 31 Avenue								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Residential Low-Rise (LUC 220)	144 units	998	67	16	51	82	52	30
Gross/Driveway/External Trips		998	67	16	51	82	52	30

Source: ITE Trip Generation Manual (11th Edition)

TABLE 3d Trip Generation Summary (Proposed Use-Industrial) 3501 NW 31 Avenue								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Industrial (LUC 110)	99,000 sf	482	73	64	9	64	9	55
Gross/Driveway/External Trips		482	73	64	9	64	9	55

Source: ITE Trip Generation Manual (11th Edition)

Difference in External Trips		Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Proposed - Existing		-516	6	48	-42	-18	-43	25

TABLE 4a
3501 NW 31 Avenue
Project Impacts (Daily Volumes)

Roadway	From	To	Number of Lanes	Roadway Capacity	Project Traffic = 3,007		Project Impacts	
					Percent	Trips	% of Cap.	Significant
Oakland Park Blvd	SR 7	NW 31 Ave	6	59,900	20%	601	1.0%	No
	NW 31 Ave	I-95	6	59,900	38%	1143	1.9%	No
NW 39th Street	NW 31 Ave	NW 21 Ave	2	13,320	5%	150	1.1%	No
NW 44th Street	NW 31 Ave	NW 21 Ave	2	13,320	7%	210	1.6%	No
NW 31st Avenue	Oakland Park	Site	6	53,910	68%	2045	3.8%	Yes
	Site	NW 39 Street	6	53,910	32%	962	1.8%	No
	NW 39 Street	NW 44 Street	6	53,910	27%	812	1.5%	No
NW 21st Avenue	Oakland Park	NW 39 Street	2	13,320	0%	0	0.0%	No
	NW 39 Street	NW 44 Street	2	13,320	5%	150	1.1%	No

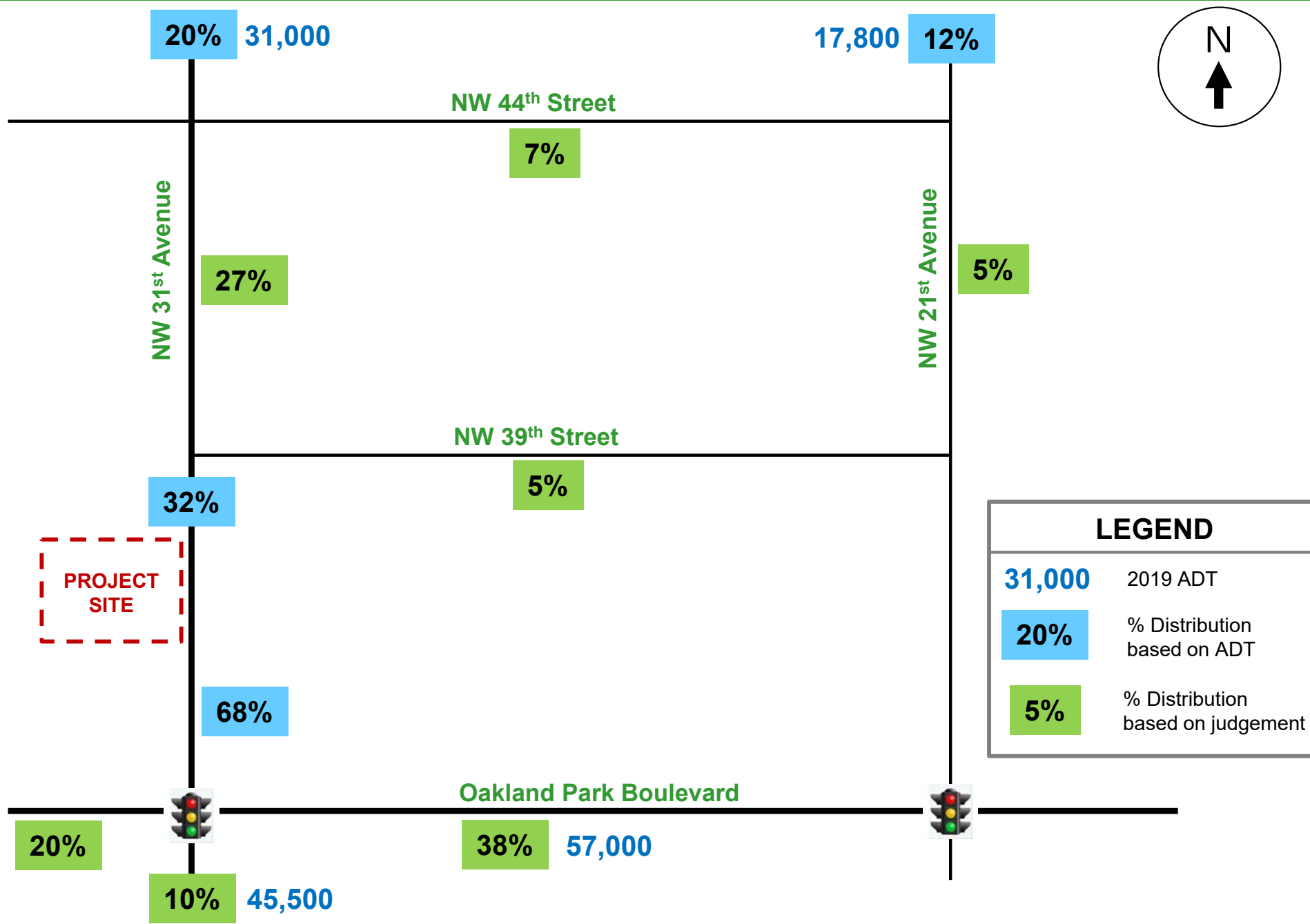
Source: Broward County Metropolitan Planning Organization

TABLE 4b
3501 NW 31 Avenue
Project Impacts (PM Peak Hour Volumes)

Roadway	From	To	Number of Lanes	Roadway Capacity	Project Traffic = 226		Project Impacts	
					Percent	Trips	% of Cap.	Significant
Oakland Park Blvd	SR 7	NW 31 Ave	6	5,390	20%	45	0.8%	No
	NW 31 Ave	I-95	6	5,390	38%	86	1.6%	No
NW 39th Street	NW 31 Ave	NW 21 Ave	2	1,197	5%	11	0.9%	No
NW 44th Street	NW 31 Ave	NW 21 Ave	2	1,197	7%	16	1.3%	No
NW 31st Avenue	Oakland Park	Site	6	4,851	68%	154	3.2%	Yes
	Site	NW 39 Street	6	4,851	32%	72	1.5%	No
	NW 39 Street	NW 44 Street	6	4,851	27%	61	1.3%	No
NW 21st Avenue	Oakland Park	NW 39 Street	2	1,197	0%	0	0.0%	No
	NW 39 Street	NW 44 Street	2	1,197	5%	11	0.9%	No

Source: Broward County Metropolitan Planning Organization

NOTE: Significant is defined as project impacts equal or greater than 3% of the roadways Capacity.



G. MASS TRANSIT ANALYSIS

1) Identify the mass transit modes, existing and planned mass transit routes and schedule service (headway) serving the amendment area within one quarter of a mile.

The Broward County Mass Transit Division operates Broward County Transit (BCT), a fixed-route bus system servicing a significant percentage of the residents of the City of Oakland Park. More specifically, the amendment area is served by one BCT route (Route 31) traveling north and south along NW 31st Avenue. This transit route is accessible through bus stops located within walking distance from the amendment area.

BCT route 31 travels north and south along NW 31st Avenue. This route currently provides 30-minute headways Monday through Saturday and 50-minute headways on Sunday. There are bus stops for both northbound and southbound traveling patrons, both north and south of the project site. Sidewalks are provided on both sides of NW 31st avenue. Moreover, pedestrian features (ramps, crosswalks, pedestrian pushbuttons and pedestrian signals) to safely cross NW 31st Avenue are provided within walking distance from the site (at Oakland Park Boulevard, south of the site, and at NW 39th Street, north of the project site).

2) Quantify the change in mass transit demand resulting from this amendment.

The amendment area is located adjacent to NW 31st Avenue, a moderate transit route within Broward County. The proposed land use change will support the use of transit and increase ridership throughout the NW 31st Avenue corridor.

3) Correspondence from transit provider verifying the information submitted as part of the application on items 1-2 above. Correspondence must contain name, position and contact information of party providing verification.

A letter from the Broward County Mass Transit Division will be provided as soon as it is received.

5) Describe how the proposed amendment furthers or supports mass transit service.

The project site will be designed in a manner that provides safe movement of pedestrians within the site and will provide connectivity to existing sidewalks on the west side of NW 31st Avenue. Therefore, future employees will have safe and adequate access to existing bus stops associated with BCT Route 31.