KBP CONSULTING, INC.

March 30, 2023

Mr. Stewart Robin
Nest Plans
2601 E. Oakland Park Boulevard, Suite 203
Fort Lauderdale, Florida 33306

Re: Wilton Yards Townhomes – Wilton Manors, Florida
Trip Generation Statement – *Revised*

Dear Stewart:

The Wilton Yards Townhomes development is a proposed residential community to be located on the east side of NE 9th Avenue between NE Duval Court and NE 26th Court in Wilton Manors, Broward County, Florida. More specifically, the subject site is located at 2700 NE 9th Avenue and the Broward County Parcel ID Numbers are:

- 4942 26 08 0500
- 4942 26 08 0510
- 4942 26 08 0520
- 4942 26 08 0521
- 4942 26 08 0530
- 4942 26 08 0550

The subject 1.08 acre site (+/- 47,040 square feet) is currently developed with several multifamily buildings consisting of 11 dwelling units. The site is proposed to be redeveloped with 18 townhomes. A project location map is presented in Attachment A to this memorandum and a preliminary site plan is presented in Attachment B. The anticipated buildout year is 2025. The purpose of this memorandum is to document the trip generation characteristics of the existing and proposed development.

Trip Generation Analysis

A trip generation analysis for the existing and proposed uses has been conducted utilizing the trip generation information published by the Institute of Transportation Engineers (ITE) in their *Trip Generation Manual (11th Edition).* According to the subject documentation, the most appropriate land use category for this analysis is Land Use #220 – Multifamily Housing (Low-Rise). The trip generation rates used to determine the vehicle trips associated with this analysis are presented below.

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

- Weekday: T = 6.74 (X)
  where T = number of trips and X = number of dwelling units
- AM Peak Hour: T = 0.40 (X) (24% in / 76% out)
- PM Peak Hour: T = 0.51 (X) (63% in / 37% out)

Table 1 below summarizes the trip generation characteristics associated with the existing development and the proposed Wilton Yards Townhomes development to be located in Wilton Manors and relevant excerpts from the referenced ITE manual are presented in Attachment C.

Table 1
Wilton Yards Townhomes
Trip Generation Analysis
Wilton Manors, Florida

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Existing Multifamily Housing (Low-Rise)	11 DU	74	1	3	4	4	2	6
Proposed Multifamily Housing (Low-Rise)	18 DU	121	2	5	7	6	3	9
Difference (Proposed - Existing)		**47**	**1**	**2**	**3**	**2**	**1**	**3**

Compiled by: KBP Consulting, Inc. (March 2023).
Source: ITE Trip Generation Manual (11th Edition).

As indicated in Table 1 above, the proposed residential development is anticipated to generate 121 daily vehicle trips, 7 AM peak hour vehicle trips (2 inbound and 5 outbound), and 9 PM peak hour vehicle trips (6 inbound and 3 outbound). When considering the existing residential development on this site this represents an increase of 47 daily vehicle trips, an increase of three (3) AM peak hour vehicle trips and an increase of three (3) PM peak hour vehicle trips. The net increase in trips associated with the proposed development is considered to be minimal, or "de minimis", and no further traffic impact analyses are required.

Transportation Control Measures

Sidewalks will be provided throughout the proposed community and along the frontage on NE 9th Avenue in order to promote pedestrian activity. In addition, a bicycle rack will be provided in the northeast corner of the site near the mail station and the dog park area.

Multimodal Assessment

Broward County Transit (BCT) provides bus transit service via Route 50 in the Wilton Drive corridor which is located to the south and east of the subject site. Route 50 provides service Monday through Sunday between the Broward Central Terminal in Fort Lauderdale and the downtown Deerfield Beach area. Headways are approximately 30 minutes on weekdays, 40 minutes on Saturdays and 50 minutes on Sundays. The nearest bus stops to the subject site are located at NE 9th Avenue and Wilton Drive. Within the study area, Wilton Drive contains dedicated bicycle lanes on both sides of the roadway and bus pull-outs at bus stops.

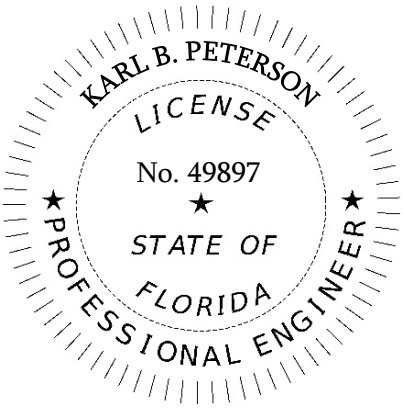
If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

KBP CONSULTING, INC.

Karl B. Peterson, P.E.
Senior Transportation Engineer

APPROVED BY:



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

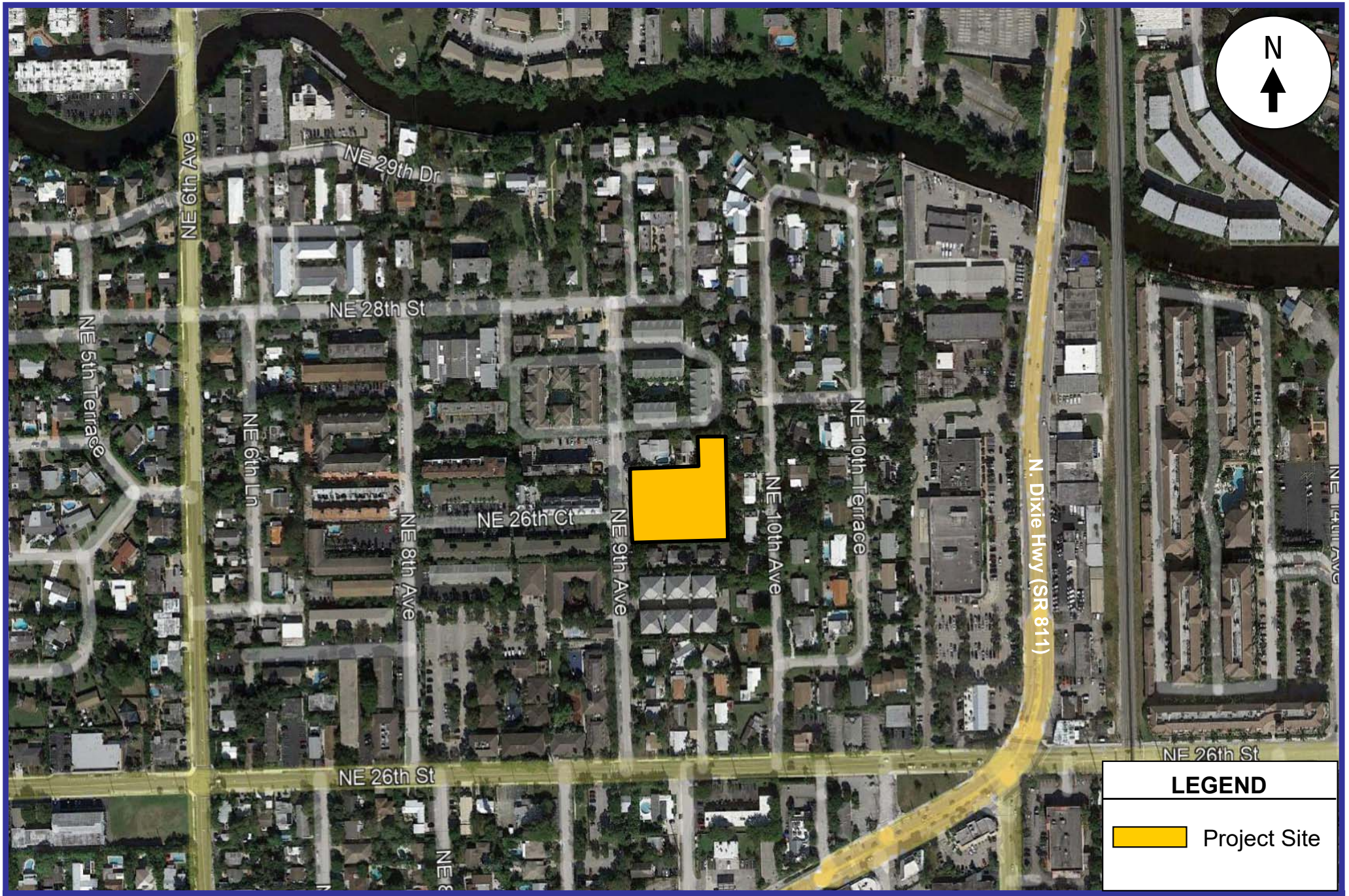
Karl B Peterson
2023.03.30 15:40:49 -04'00'

ON THE DATE ADJACENT TO THE SEAL.
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

KBP CONSULTING, INC.
8400 N. UNIVERSITY DRIVE, SUITE 309
TAMARAC, FLORIDA 33321
PH: 954-560-7103
KARL B. PETERSON, P.E. NO. 49897

Attachment A

Project Location Map



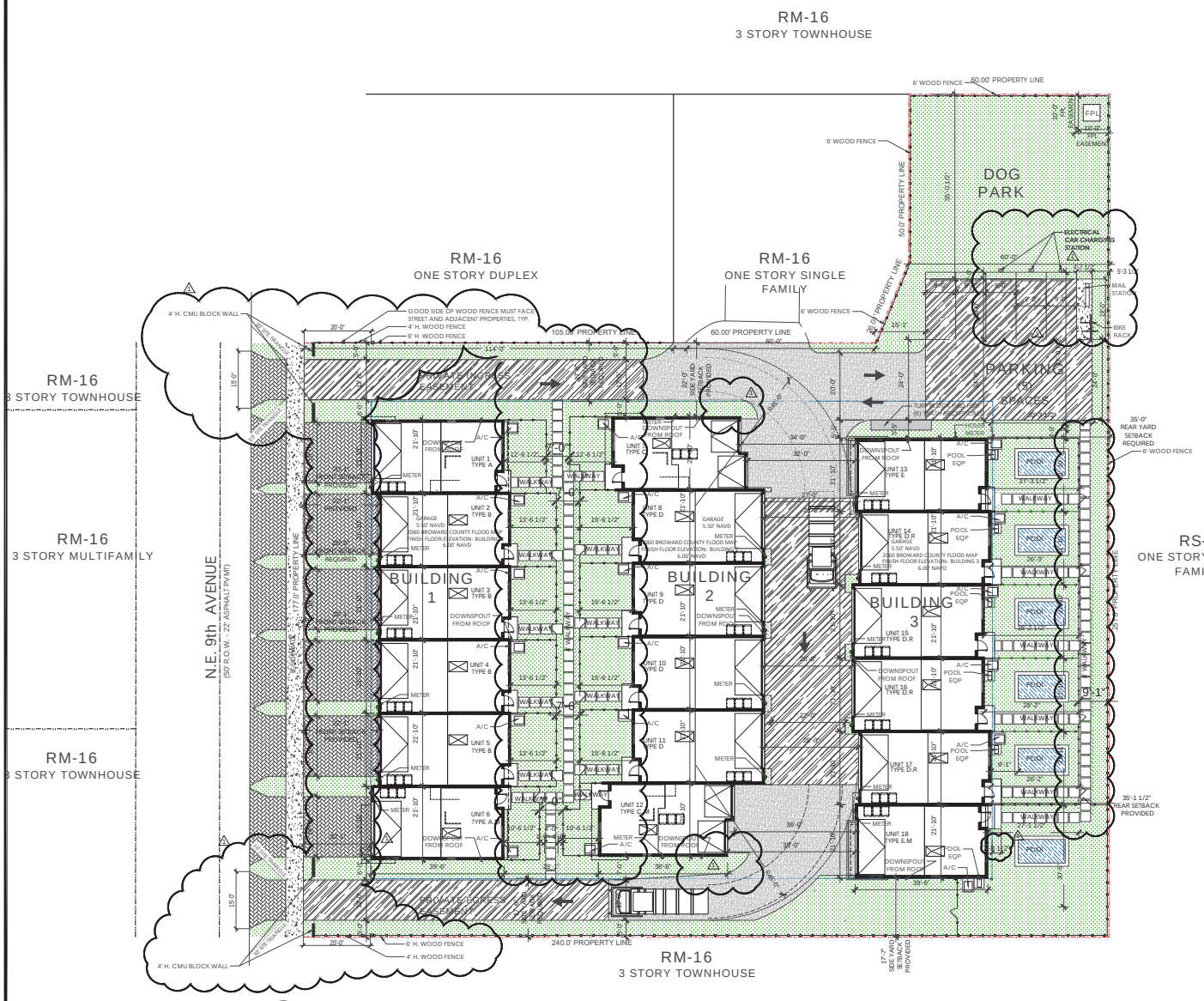
KBP
CONSULTING, INC.

Project Location Map

Attachment A
Wilton Yards Townhomes
Wilton Manors, Florida

Attachment B

Site Plan



1 A-001 PROPOSED SITE PLAN - 18 UNITS

scale- 1:15

N

SOLID WASTE:
1. Garbage, Recycling and Bulk Trash shall be provided by the City.
2. Service Days shall be: Scheduled service days will be set by the City.
3. Containers shall be placed NE 9th Avenue for collection on scheduled days.
4. Containers shall not be stored in public view on non-collection days.

ARTICLE 170: MULTIFAMILY RESIDETIAL - 12 POINTS

1.	ELECTRIC CHARGING STATIONS (2) ADDITIONAL STATIONS	(4) POINTS
2.	WHITE ROOF - ROOFING WILL BE TPO WHITE MEMBRANE ROOFING	(4) POINTS
3.	ENERGY START RATED APPLIANCES (ALL APPLIANCES/EQUIPMENT	(4) POINTS
	TOTAL POINTS	(12) POINTS

SITE PLAN INFORMATION

PROPERTY ADDRESS
2662 - 2700 NE 9THE AVENUE, WILTON MANORS, FLORIDA 33334

SITE PLAN DATA TABLE

A.	CURRENT USE OF PROPERTY AND INTENSITY	MULTI FAMILY RESIDENCES (11 UNITS)
B.	LAND USE DESIGNATION	36 LOW MEDIUM (10) RESIDENTIAL
C.	ZONING DESIGNATION	RM-16
D.	UTILITY SERVICE PROVIDER	CITY OF WILTON MANORS
E.	SITE AREA (MINIMUM REQUIRED 9,000 SQ. FT.)	47,040 SQ.FT. / 1.08 NET ACRES 51,442 SQ. FT./ 1.18 GROSS ACRES

G. RESIDENTIAL DEVELOPMENT RESIDENTIAL UNITS
REFER TO SCHEDULE BELOW:
TOTAL PROPOSED 18 UNITS
SITE DENSITY GROSS- 51,442 SQ. FT. / 43,650 =1.18 X 16 UNITS PER ACRE = 18.88 UNITS

F. EXISTING AND PROPOSED SQUARE FOTTAGES FOR RESIDENTIAL PROJECT
EXISTING

2662 NE 9TH AVENUE	0 SQ. FT.
2682 NE 9TH AVENUE	2,264 SQ. FT.
2688-90 NE 9TH AVENUE	1,105 SQ. FT.
2692-96 NE 9TH AVENUE	1,225 SQ. FT.
2700 NE 9TH AVENUE	1,249 SQ. FT.
	5,843 SQ. FT. 12.4% LOT COVERAGE

PROPOSED

BUILDING 1	5,258 SQ. FT.
BUILDING 2	5,159 SQ. FT.
BUILDING 3	5,258 SQ. FT.
	15,675 SQ. FT. - 33.3 % LOT COVERAGE

O. VEHICULAR USE AREA: NOT ENCLOSED OR COVERED
12,309 SQ.FT. (DRIVEWAY AND PARKING)

P. COMMON SPACE: 20,928 SQ. FT. TOTAL (COMMON AREAS)

P. PLOT COVERAGE BY ROOFED STRUCTURES
PROPOSED

BUILDING 1	5,258 SQ. FT.
BUILDING 2	5,159 SQ. FT.
BUILDING 3	5,258 SQ. FT.
	15,675 SQ. FT. - 33.3 % LOT COVERAGE

Q. PERVIOUS VERSES IMPERVIOUS - SITE AREA 47,040 SQ. FT.
IMPERVIOUS - MAXIMUM ALLOWABLE 60% 28,224 SQ. FT.

BUILDINGS AND STRUCTURES	15,675 SQ. FT. 33.3%
DRIVEWAYS AND PARKING	12,309 SQ. FT. 26.2%
	27,984 SQ. FT. 59.5%
PERVIOUS - MINUMUM REQUIRED 40%	18,818 SQ. FT.
LANDSCAPE AREAS	19,061 SQ. FT. 40.5%

I. PARKING DATA - DUPLEX MULTIFAMILY TOWNHOUSE - Sec. 135-080.B.4
TOTAL PARKING REQUIRED:
TOWNHOUSE : 2.7 PARKING PER UNIT + .10 GUEST PARKING PER UNIT = 3 PER UNIT

NUMBER OF UNITS 18 X 2.7 SPACES PER UNIT =		48.6 SPACES
NUMBER OF GUESTS PARKING 10%	=	4.9 SPACES
NUMBER OF PARKING SPACES REQUIRED	=	54 SPACES

TOTAL PARKING PROVIDED:

UNITS A (4) SPACES* - 2 UNIT A X (4) SPACES =	8 SPACES
UNITS B (4) SPACES* - 4 UNIT B X (4) SPACES =	16 SPACES
UNITS C (2) SPACE* - 2 UNIT C X (2) SPACE =	4 SPACES
UNITS D (2) SPACES* - 8 UNIT D X (2) SPACES =	16 SPACES
UNITS E (2) SPACE* - 2 UNIT E X (2) SPACE =	4 SPACES
ADDITIONAL GUEST PARKING ON SITE -	5 SPACES
TOTAL SPACES PROVIDED ON SITE -	53 SPACES

* NOTE: (2) PARKING SPACES FOR EACH DWELLING UNIT TO BE ENCLOSED IN GARAGES

E. SITE AREA (MINIMUM REQUIRED 9,000 SQ. FT.) 47,040 SQ. FT. / 1.08 NET ACRES
E. SITE LENGTHS
WIDTH - 75' MINIMUM REQUIRED - 177' PROVIDED (251' REAR)
DEPTH - 0' MINIMUM REQUIRED - 240' PROVIDED

N. SETBACK TABLE REQUIRED VS. PROVIDED - 020-060 -RM-16

DESCRIPTION	REQUIRED	BUILDING PROVIDED
FRONT (WEST)	20'-0"	20'-1"
REAR (EAST)	35'-0"	35'-1 1/2"
SIDE (NORTH)	17'-6"	22'-0"
SIDE (SOUTH)	17'-6"	17'-7"

K. BUILDING HEIGHT: 020-060
MAXIMUM 3 STORIES, BUT 4 IF GROUND FLOOR USED FOR PARKING ONLY MAX 50 FT.
PROVIDED - 3 STORIES - 35'

J. FLOOR AREA RATIO: 100% - MINIMUM REQUIRED 600 SQ. FT.
TOTAL BUILDING GROSS SQUARE FOOTAGE:

BUILDING 1	15,708 SQ. FT. (2,618 SQ. FT. X 6 UNITS)
BUILDING 2	15,526 SQ. FT. (2,557 SQ. FT. X 2 UNITS AND 2,603 X 4 UNITS)
BUILDING 3	15,618 SQ. FT. (2,603 SQ. FT. X 6 UNITS)
TOTAL SQUARE FOOTAGE	46,852 SQ. FT. /47,045 SQ. FT.

FLOOD ZONE AND FINISH FLOOR ELEVATIONS
NOTE ***: 2060 BROWARD COUNTY FLOOD MAP
NAVD -BFE 6'
FINISH FLOOR ELEVATION: BUILDING 1 6.00' NAVD
BUILDING 2 6.00' NAVD
BUILDING 3 6.00' NAVD
NOTE *: ALL ELEVATIONS ON PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM (NAVD) 1988

SITE PLAN LEGEND

PROPERTY LINE
PROPOSED BUILDING FOOTPRINT LINE
CMU BLOCK
PROPOSED PAVING AREA
PROPOSED TURF BLOCK AREA
PROPOSED ASPHALT AREA
PROPOSED CONCRETE AREA
PROPOSED LANDSCAPE AREA
6' ALUMINUM FENCE
6' WOOD FENCE HORIZONTAL SLAT

STATE OF FLORIDA
STEVEN GAYNAIR
AR102524
REGISTERED ARCHITECT

nest PLANS
ARCHITECTURE & INTERIOR DESIGN
2937 E Oakland Park Blvd, Ste 203
Fort Lauderdale, Florida 33306
954.326.9000 nestplans.com

WILTON YARDS TOWNHOMES
2700 NE 9TH AVENUE
WILTON MANORS, FLORIDA 33334

REVISIONS
DRC COMMENTS 03.2.23

Job No. NEST - 2153
Date: 1/9/2023
Drawn by: SAR/SG
Checked by: SG

DRC SUBMITTAL

Drawing No.
A-001

Attachment C

Relevant Excerpts from the ITE
Trip Generation Manual (11th Edition)

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.

- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.

- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

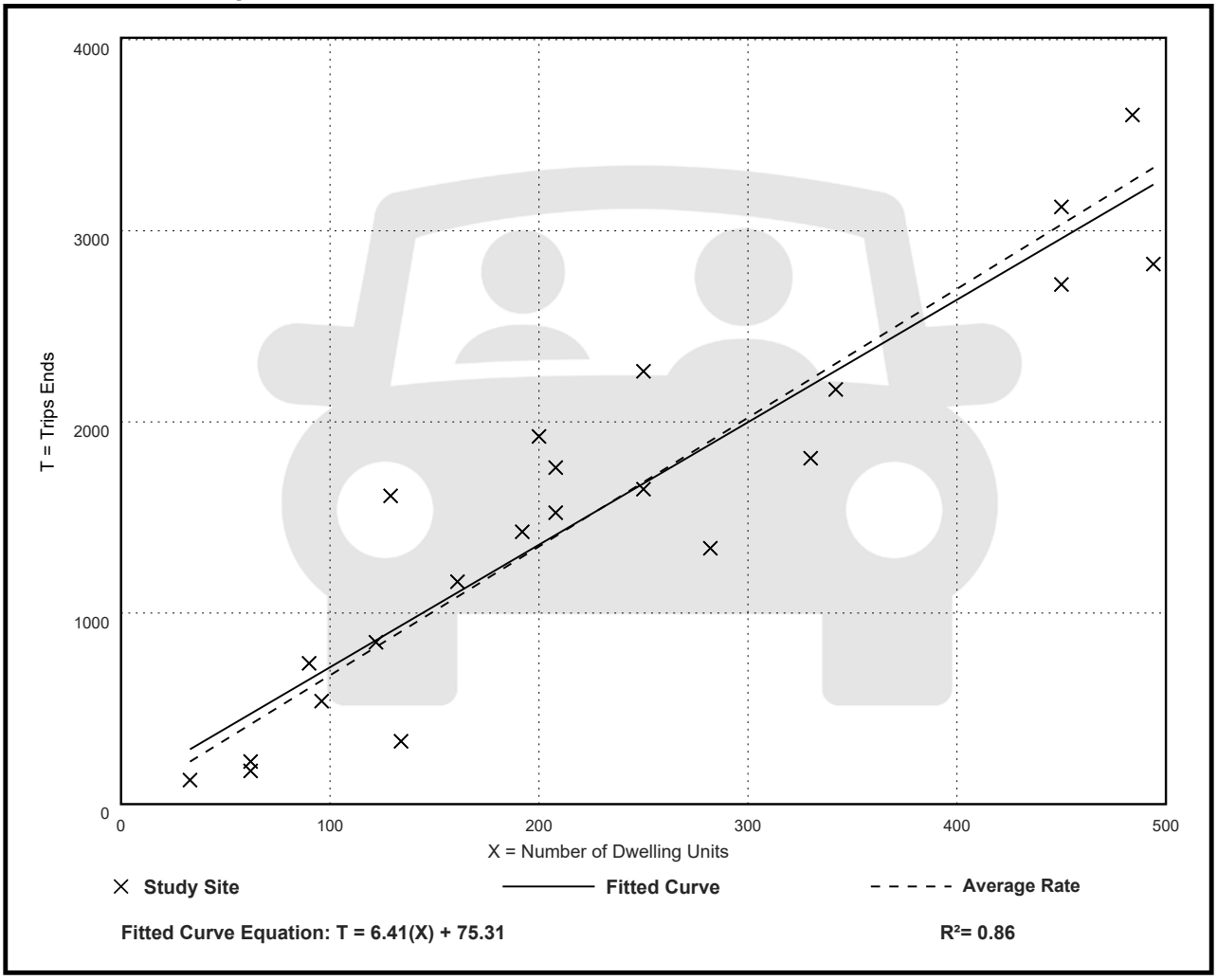
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

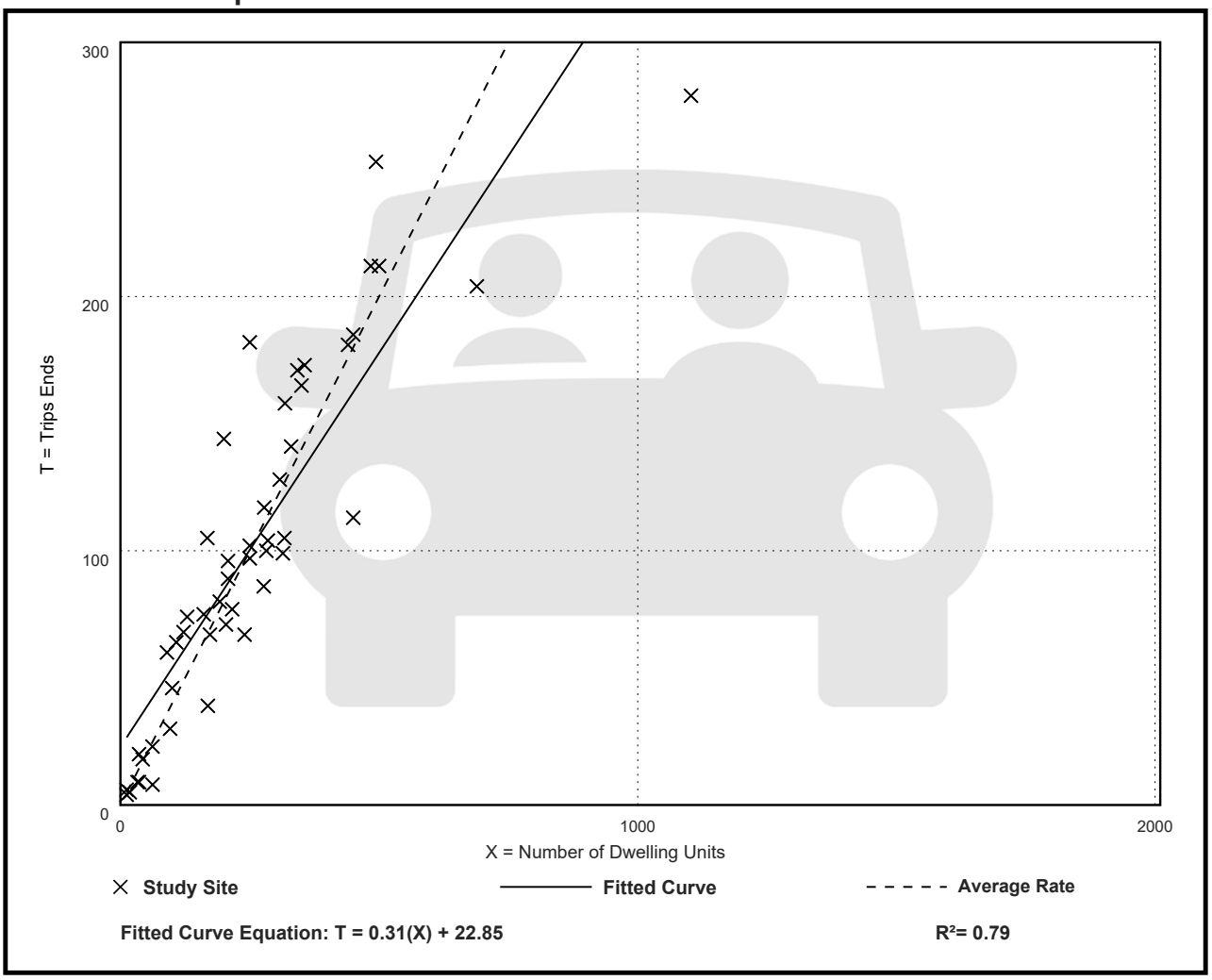
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: 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: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: 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: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation