EnviroDesign Associates inc.
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298 Pineapple Grove Way - Delray Beach, FL 33444
Florida Certificate of Authorization #6506

TRAFFIC STATEMENT

FOR

202 SE 4th AVE
DELRAY BEACH, FL

MARCH 28, 2019

TRAFFIC STATEMENT

202 SE 4th Ave
Delray Beach, Florida
March 28, 2019

SITE DATA

The proposed project is situated at the southeast corner of SE 2nd Street and SE 4th Avenue in the City of Delray Beach, Florida. The Property Control Numbers for the subject parcel is 12-43-46-16-04-095-0130 and 12-43-46-16-04-095-0140.

Figure 1 depicts the site location. Currently, the parcel is developed with a single family residence. The proposed site redevelopment on the parcel will consist of three residential townhome style dwellings. Therefore the following ITE Land Use was utilized:

Existing Land Use		Size
Vacant	(ITE Land Use 210)	1 dwelling units
Proposed Land Use		Size
Residential (Condo/TH)	(ITE Land Use 230)	3 dwelling units

For additional information concerning site location and layout, please refer to the site plan prepared by Silberstein Architecture.

Figure 1: Location Map

TRAFFIC GENERATION

The daily trip generation of the proposed development has been calculated in accordance with the traffic rates provided in Table 10.8-1 Fair Share Road Impact Fee Schedule. The net external A.M. peak hour and P.M. peak hour traffic volumes to be generated by the proposed development were calculated in accordance with the peak hour traffic generation rates provided by the ITE Trip Generation Manual, 9th Edition.

Tables 1, 2 and 3, show the daily, A.M. peak hour and P.M. peak hour, traffic generation for the **existing** development, respectively. Based on the existing vacant land, the traffic generation may be summarized as follows:

Daily Traffic Generation	=	10 tpd
A.M. Peak Hour Traffic Generation	=	1 pht
P.M. Peak Hour Traffic Generation	=	2 pht
pht		

Tables 4, 5 and 6 show the daily, A.M. peak hour, and P.M. peak hour traffic generation for the **proposed** development, respectively. Based on the proposed redevelopment, there will be a total of twelve residential condo style dwellings. Accordingly, traffic generation may be summarized as follows:

Daily Traffic Generation	=	20 tpd
A.M. Peak Hour Traffic Generation	=	4 pht
P.M. Peak Hour Traffic Generation	=	4 pht

Table 7 shows the net difference in traffic generation as a result of the proposed plan of development may be summarized as follows:

DAILY	=	10 trip per day increase
A.M. PEAK HOUR	=	3 peak hour trip increase
P.M. PEAK HOUR	=	2 peak hour trip increase

202 SE 4th Ave Existing Trip Generation Analysis

TABLE 1 - Existing Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Pass-by %	Pass-by Trips	Net Trips
Single Family Detached	210	1	Dwelling Units	10			10	0%	0	10
			Grand Totals:				**10**		**0**	**10**

TABLE 2 - Existing AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	1	Dwelling Units	0.75	0.25	0.75	0	1	1	0%	0	0	1	1
			Grand Totals:				**0**	**1**	**1**		**0**	**0**	**1**	**1**

TABLE 3 - Existing PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Single Family Detached	210	1	Dwelling Units	Ln(T) = 0.90 Ln(X) + 0.51	0.63	0.37	1	1	2	0%	0	1	1	2
			Grand Totals:				**1**	**1**	**2**		**0**	**1**	**1**	**2**

202 SE 4th Ave Proposed Trip Generation Analysis

TABLE 4 - Proposed Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Pass-by %	Pass-by Trips	Net Trips
Condo/TH (Fee Simple)	230	3	Dwelling Units	6.65			20	0%	0	20
			Grand Totals:				**20**		**0**	**20**

TABLE 5 - Proposed AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Condo/TH (Fee Simple)	230	3	Dwelling Units	Ln(T) = 0.80 Ln(X) + 0.26	0.17	0.83	1	3	4	0%	0	1	3	4
			Grand Totals:				**1**	**3**	**4**		**0**	**1**	**3**	**4**

TABLE 6 - Proposed PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Condo/TH (Fee Simple)	230	3	Dwelling Units	Ln(T) = 0.82 Ln(X) + 0.32	0.67	0.33	3	1	4	0%	0	3	1	4
			Grand Totals:				**3**	**1**	**4**		**0**	**3**	**1**	**4**

TABLE 7 - Summary Proposed

	Total	
Net Total Daily	10	(Increase)
Net AM Peak Hours	3	(Increase)
Net PM Peak Hours	2	(Increase)

SITE ACCESS

The A.M. and P.M. peak hour turning movement volumes and directional distributions at the project entrance for the overall development are shown in Tables 5 and 6 as well as Figure 2 attached with this report and may be summarized as follows:

PEAK HOUR TRIPS IN / OUT

A.M. Peak Hour	=	1 IN / 3 OUT
P.M. Peak Hour	=	3 IN / 1 OUT

The site access is via public right-of-way connections to SE 4th Ave on the east side of the property and SE 2nd St (via alley) on the north side of the property. See Figure 2 for site access turning movements.

CONCLUSION

The subject development is located within the Delray Beach Traffic Concerning Exception Area (TCEA). Nevertheless, an analysis of the traffic impacts associated with the proposed development was performed in accordance with Palm Beach County's Article, Traffic Performance Standards. The proposed redevelopment has been estimated to generate the following: an increase of 10 daily trips, an increase of 3 trips during AM peak hour, and an increase of 2 trips during PM peak hour at a build-out in 2020.

The results of this analysis indicate that the proposed redevelopment will have an insignificant impact on the surrounding roadway network, meeting the requirement of Palm Beach County's Traffic Performance Standards.

Certified By:
EnviroDesign Associates, Inc.
Certificate of Authorization No. 6506

Joseph A. Pike, P.E., President
FL Registration No. 42696

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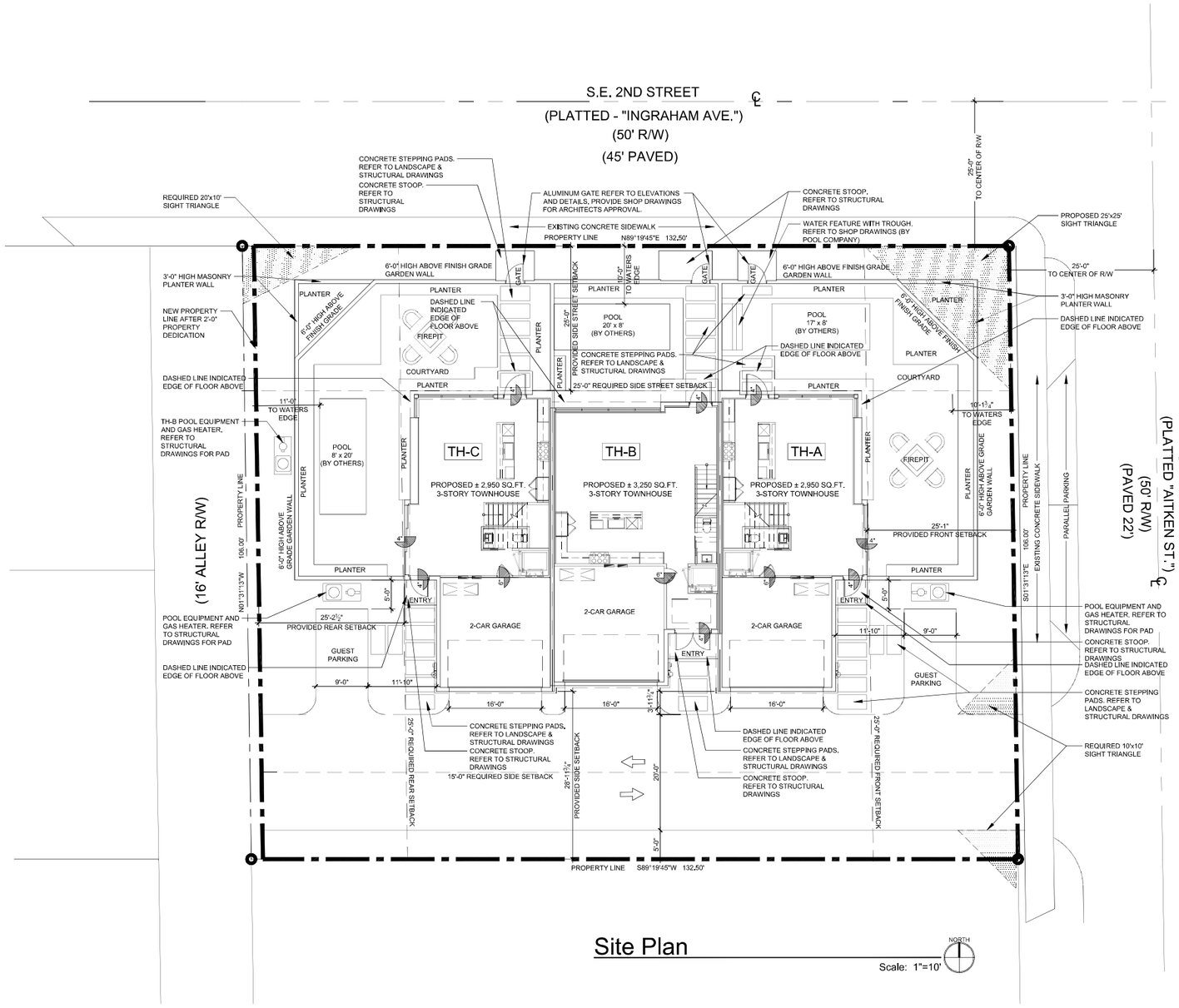
APPENDIX A
SITE PLAN



Site Plan

Scale: 1"=10'

NORTH

a. REFER TO LANDSCAPE DRAWINGS FOR LANDSCAPE BUFFER AROUND EQUIPMENT. G.C. TO COORDINATE.
b. ALL EQUIPMENT TO BE INSTALLED MINIMUM AT FEMA FLOOD ELEVATION, G.C. TO COORDINATE
c. ALL UTILITY TO BE PLACED UNDERGROUND, REFER TO CIVIL DRAWINGS FOR LOCATION. G.C. TO COORDINATE
d. G.C. TO COORDINATE PERIMETER FENCE AND GATES TO COMPLY WITH ALL POOL ENCLOSURE REQUIREMENTS.
e. REFER TO CIVIL FOR CONNECTION OF DECK DRAINS, G.C. TO COORDINATE.
f. 5'-0" SIDEWALK, EXISTING.
g. CALCULATED AVERAGE CROWN OF ROAD = 9.97' N.A.V.D.
h. LOWEST FINISH FLOOR = MIN. 18" ABOVE CROWN OF ROAD, REFER TO CIVIL ENGINEERING DRAWINGS.

LEGAL DESCRIPTION

PARCEL A: LOT 13, BLOCK 95 OF LINN'S ADDITION TO OSCEOLA PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 1, PAGE 133, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

PARCEL B: LOT 14, BLOCK 95 OF LINN'S ADDITION TO OSCEOLA PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 1, PAGE 133, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

BUILDING SETBACKS

	Required	Provided
Front Setback (East)	25'-0" / 30'-0"	25'-1" / 30'-0 1/2"
Rear Setback (West)	25'-0"	25'-2 1/2"
Side Interior Setback (South)	15'-0" / 30'-0"	28'-11 3/4" / 28'-8"
Side Street Setback (North)	25'-0" / 30'-0"	25'-0" / 30'-8"

SITE DATA CHART

	PROVIDED	REQUIRED
Bldg Footprint =	3,781 SQ.FT.	
Impervious Area =	8,908 SQ.FT.	
Pervious Area =	5,135 SQ.FT.	
Total Site Area =	14,043 SQ.FT.	
Post Dedication Site Area =	13,831 SQ.FT.	
Lot Coverage =	26.9%	40%
% Impervious =	63.4%	
% Pervious =	36.6%	
%Open Space =	36.6%	25% Non-Vehicular
Lot Width =	132.50'	
Lot Depth =	106.00'	
Lot Frontage =	132.50'	
Building Height =	33'-4"	35'-0" (FROM FINISH FLOOR)
Total Building Floor Area =	11,205 SQ.FT.	

PARKING REQUIREMENTS

PARKING REQUIRED:	
3 BEDROOM UNITS: CALCULATED AT 2 SPACES PER UNIT = 3 x 2 = 6 SPACES	
GUEST PARKING: FOR THE FIRST 20 UNITS 0.5 SPACES PER UNIT = 3 x 0.5 = 1.5 SPACES	
TOTAL REQUIRED SPACES = 8 SPACES	
PARKING PROVIDED:	
GARAGE:	= 6 SPACES
GUEST PARKING	= 2 FULL SIZE SPACES - 2 PARALLEL STREET PARKING
TOTAL	= 10 SPACES - NON COMPACT

RICHARD JONES
ARCHITECTURE
10 S.E. FIRST AVENUE | SUITE 102
DELRAY BEACH, FLORIDA 33444
V 561.274.9186 | F 561.274.9196
AA26001617 | IB26001056
WWW.RJARCHITECTURE.COM

202 SE 4TH AVE
DELRAY BEACH, FLORIDA

U.S. CONSTRUCTION INC.
400 MARKET STREET, SUITE 415
PHILADELPHIA, PA 19106

FLORIDA LICENSURE

AA26001617 | IB26001056

COMMISSION #	18-064
DESIGNER:	RJ
DRAWN BY:	JH/RB
PLAN REVIEW:	RJ

SUBMITTALS:
CLASS V SUBMISSION 02.18.19

REVISIONS:

SITE PLAN

SP-1

RICHARD JONES ARCHITECTURE

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APPENDIX B
DRIVEWAY TURNING MOVEMENTS

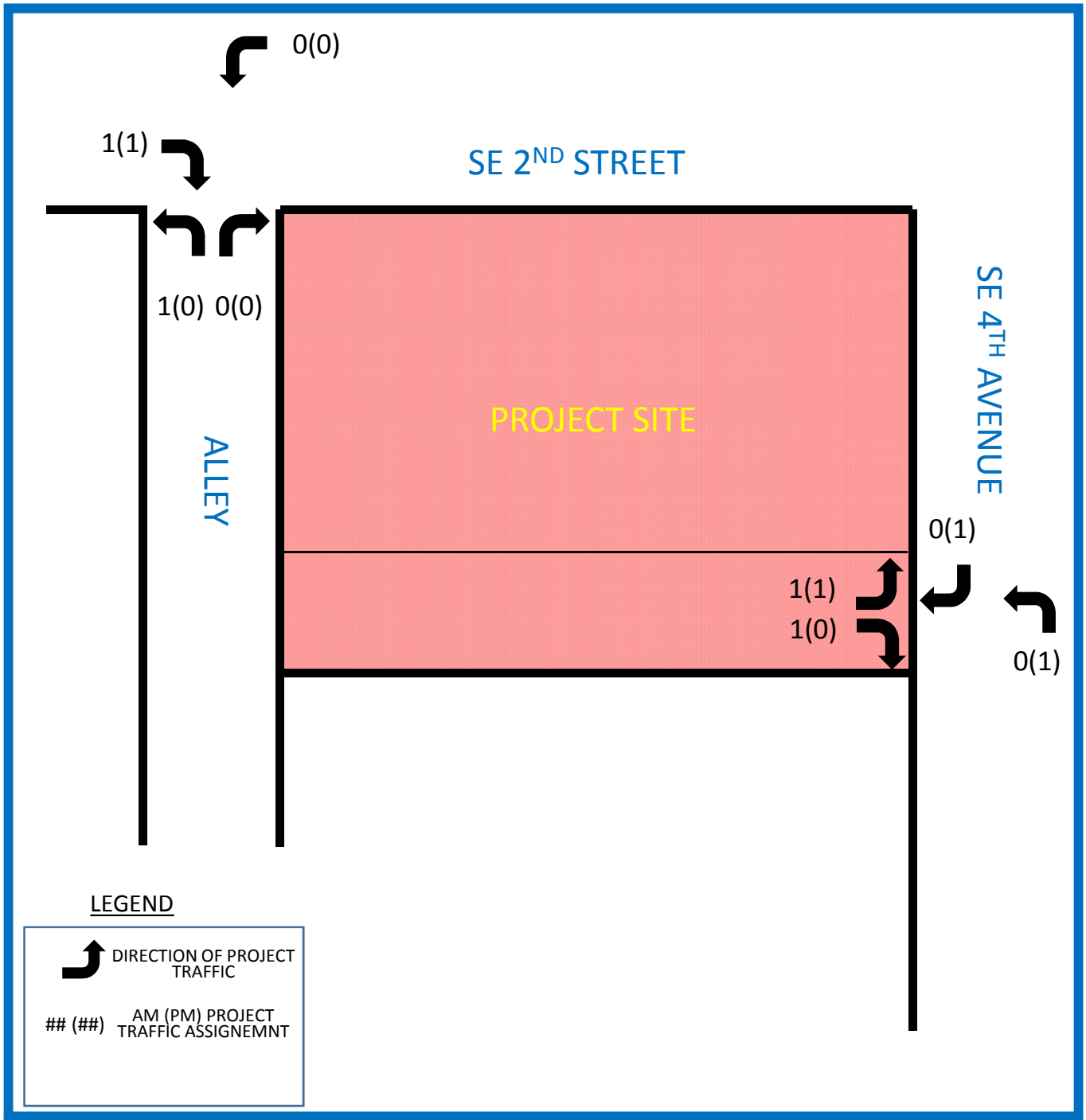

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FIGURE 2-DRIVEWAY TURNING MOVEMENT

202 SE 4TH AVE
DELRAY BEACH, FL

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