



NEWKIRK ENGINEERING, INC.

CIVIL ENGINEERING - TRANSPORTATION - CEI - LANDSCAPE ARCHITECTURE

1230 N US HWY 1, SUITE 3, ORMOND BEACH, FLORIDA 32174 386-872-7794

October 28, 2024

Lupita McClenning, City Planner

Planning

Flagler Beach

800 S. Daytona Avenue

Flagler Beach, FL 32136

(386) 517-2000

Re: Legacy Pointe Cottages Traffic Impact Statement

Dear Ms. McClenning:

The proposed Legacy Pointe Cottages project consists of 22 units. Site access is provided by existing paved road on Leslie Street connected to John Anderson Highway. Joyce Street will provide exist from sites one (1) way drive to John Anderson Highway.

The trip generation calculations shows that the total project generated trip to external roadway network is 146 Daily Trips, 11 AM (2 In, 9 Out and 0 Pass-By) and 14 PM Peak Hour (9 In, 5 Out and 0 Pass-By). The Daily Traffic Trips does not exceed 500 Daily Trips and is considered minimal traffic impact to John Anderson Highway, State Road 100, A1A and surrounding local road network. Florida Department of Transportation does not require full traffic studies for projects generating less than 500 Daily Trips as this traffic as these projects are considered minimal impact.

The 11 AM (2 In, 9 Out and 0 Pass-By) Peak Hour (7:00 AM – 9:00 AM) trips will not impact the adopted level of service of John Anderson Highway, State Road 100, A1A and surrounding local road network as maximum trips in any direction is less than 20. Trip distribution is as follows:

- SR 100 (In Bound): 1 east bound and 1 west bound to John Anderson Drive (minimal impact)
- SR 100 (Out Bound): 5 east bound and 4 west bound from John Anderson Drive (minimal impact)

The 14 PM (9 In, 5 Out and 0 Pass-By) Peak Hour (4:00 PM – 6:00 PM) trips will not impact the adopted level of service of John Anderson Highway, State Road 100, A1A and surrounding local road network as maximum trips in any direction is less than 20. Trip distribution is as follows:


- SR 100 (In Bound): 6 east bound and 3 west bound to John Anderson Drive (minimal impact)
- SR 100 (Out Bound): 3 east bound and 2 west bound from John Anderson Drive (minimal impact)

See pages 2 and 3 for ITE Trip Generation Rate Spreadsheet.

If you have any questions or need additional information, please feel free to call or email me at Harry@Newkirk-Engineering.com.

Sincerely,

NEWKIRK ENGINEERING, INC.



Digitally signed by Harry Newkirk
DN: C=US, E=harry@newkirk-engineering.com,
O=Newkirk Engineering Inc., OU=PE 62971,
CN=Harry Newkirk
Date: 2024.10.23 10:16:05-04'00'

Harry Newkirk

Harry Newkirk, PE No. 62971
President/CEO of Newkirk Engineering, Inc.

Description/ITE Code	Units	ITE Vehicle Trip Generation Rates <small>(peak hours are for peak hour of adjacent street traffic unless highlighted)</small>								Expected Units	Total Generated Trips			Total Distribution of Generated Trips					
		Weekday	AM	PM	Pass-By	AM In	AM Out	PM In	PM Out		Daily	AM Hour	PM Hour	AM In	AM Out	Pass-By	PM In	PM Out	Pass-By
		Fast Food w/o Drive Thru 933	Seats	42.12	NA	2.13		NA	NA		64%	36%		0	NA	0	NA	NA	0
Fast Food with Drive Thru 934	KSF ²	496.12	49.35	33.48	50%	51%	49%	52%	48%		0	0	0	0	0	0	0	0	0
Fast Food with Drive Thru 934	Seats	19.52	1.32	0.94	50%	53%	47%	53%	47%		0	0	0	0	0	0	0	0	0
Fast Food Drive Thru Only 935	KSF ²	NA	NA	153.85	89%	NA	NA	54%	46%		0	NA	0	NA	NA	0	0	0	0
Coffee/Donut Shop w/o Drive Thru 936	KSF ²	NA	117.23	40.75		51%	49%	50%	50%		0	0	0	0	0	0	0	0	0
Coffee/Donut Shop w/ Drive Thru 937	KSF ²	818.58	110.75	42.93		51%	49%	50%	50%		0	0	0	0	0	0	0	0	0
Coffee/Donut Drive Thru Only 938	KSF ²	1800.00	303.33	75.00	89%	50%	50%	50%	50%		0	0	0	0	0	0	0	0	0
Bread/Bagel Shop w/o Drive Thru 939	KSF ²	NA	70.22	28.00		47%	53%	50%	50%		0	0	0	0	0	0	0	0	0
Bread/Bagel Shop w/ Drive Thru 940	KSF ²	NA	36.92	19.56		50%	50%	50%	50%		0	0	0	0	0	0	0	0	0
Quick Lube Vehicle Shop 941	Service Bays	40.00	3.00	5.19		67%	33%	55%	45%		0	0	0	0	0	0	0	0	0
Automobile Care Center 942	Service Bays	12.48	1.52	2.17		68%	32%	NA	NA		0	0	0	0	0	0	NA	NA	0
Automobile Care Center 942	KSF ²	15.86	2.94	3.38		65%	35%	50%	50%		0	0	0	0	0	0	0	0	0
Automobile Parts & Service Center 943	KSF ²	NA	NA	4.46		NA	NA	42%	58%				0	NA	NA	0	0	0	0
Gasoline/Service Station 944	Fuel Position	168.56	12.16	13.87	42%	51%	49%	50%	50%		0	0	0	0	0	0	0	0	0
Serv.Station w/ Conven.Mkt 945	Fuel Position	162.78	10.16	13.38	56%	50%	50%	50%	50%		0	0	0	0	0	0	0	0	0
Serv.Stat.w/Conv.Mkt.&Carwash 946	Fuel Position	152.84	11.93	13.94		51%	49%	51%	49%		0	0	0	0	0	0	0	0	0
Self-Service Carwash 947	Stalls	108.00	8.00	5.54		50%	50%	51%	49%		0	0	0	0	0	0	0	0	0
Automated Car Wash 948	KSF ²	NA	NA	14.12		NA	NA	51%	49%		0	NA	0	NA	NA	0	0	0	0
											146	11	14	2	9	0	9	5	0

RED Rates = CAUTION - Use Carefully - Small Sample Size

Green Rates = Peak Hour of Generator - (no peak rate for the rush hour of adjacent street traffic)

Blue Rates = Saturday Daily total - (no weekday daily rate)

*Pass-By % are Rates from Weekday PM Peak Period

*The Total Pass-By Trips will be Distributed: 50% IN / 50 % OUT

NA = Not Available KSF² = Units of 1,000 square feet
DU = Dwelling Unit Fuel Position = the number of vehicles that could be fueled simultaneously
Occ.Room = Occupied Room