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April 18, 2023

Rahil Sanghvi
701 NW 53rd Street
Boca Raton, FL 33487

Pompano Hotel Traffic Statement
Project No. 202313.01

Dear Mr. Sanghvi:

Thomas A. Hall, Inc. has completed a traffic analysis for your project to develop a new hotel at 872 East McNab Road in the City of Pompano Beach, Florida. The property's folio number is: 4942-12-32-0010. The property is currently vacant.

Figure 1 – Project Site Location shows the proposed development site. It is proposed that an 87-unit hotel be constructed on the property, which requires a special exception under the current B2 zoning.

What follows is a summary of the project-related trips associated with the proposed redevelopment project.

Trip Generation

Hotel Trip Generation

Using trip generation characteristics data obtained from the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 11th Edition, trip generation estimates for the proposed land use was completed. ITE Land Use Code 310 (Hotel) was used for the proposed land use on the project site. **Table 1 – Daily Trip Generation, Table 2 – AM Peak-Hour Trip Generation** and **Table 3 – PM Peak-Hour Trip Generation**, enclosed, show the resulting daily, a.m. peak-hour, and p.m. peak-hour trips for the project. As the tables show, the proposed redevelopment project is expected to generate 520 net new daily trips, 36 net new morning peak-hour trips, and 36 afternoon peak-hour trips.

The project site is zoned B2, which is a business, or commercial, zoning code. There are a number of other land uses that are permitted by right under this zoning code. In an effort to understand the comparative trip generation rates for these approved land uses, ITE Land Use Codes for each alternative land use were obtained from the ITE manual and additional trip generation analyses were completed.

Condominium Hotel Trip Generation

The first approved land use to be examined was Condominium Hotel. Trip generation characteristics specific to a Condominium Hotel are not provided by ITE. However, the amenities provided at Condominium Hotels are similar to standard Hotels. Therefore, it is reasonable to assume that Condominium Hotels generate the same trips as Hotels.

Table 4 – Daily Trip Generation, Table 5 – AM Peak-Hour Trip Generation and Table 6 – PM Peak-Hour Trip Generation show the daily, a.m. peak-hour, and p.m. peak-hour trip generation for an 87-dwelling-unit Condominium. This analysis was completed to determine the trip generation of a Condominium Hotel from the Condominium side. As the tables show, an 87-dwelling-unit Condominium is expected to produce 633 daily trips, 50 a.m. peak-hour trips, and 58 p.m. peak-hour trips. Note that the Condominium land use actually generates more daily and peak-hour trips than does the proposed Hotel land use.

Convenience Store Trip Generation

Table 7 – Daily Trip Generation, Table 8 – AM Peak-Hour Trip Generation and Table 9 – PM Peak-Hour Trip Generation show the daily, a.m. peak-hour, and p.m. peak-hour trip generation for a Convenience Store. For the purposes of the analysis, it was assumed that the Convenience Store occupied a Floor Area Ratio (FAR) of 0.25, which equals 8,400 square feet of building area. As the tables show, a Convenience Store is expected to generate 2,815 new daily trips, 210 a.m. new peak-hour trips, and 182 new p.m. peak-hour trips. A comparison between this land use's trip generation and the proposed Hotel land use reveals that a Convenience Store, which requires no special exception, would generate 2,295 more daily vehicle trips, 174 more a.m. peak-hour trips, and 146 more p.m. peak-hour trips than would a Hotel.

Gas Station Trip Generation

Table 10 – Daily Trip Generation, Table 11 – AM Peak-Hour Trip Generation and Table 12 – PM Peak-Hour Trip Generation show the daily, a.m. peak-hour, and p.m. peak-hour trip generation for a Gasoline/Service Station. For the purposes of the analysis, it was assumed that the Gas Station would, like most modern stations, have 16 fueling positions. As the tables show, a Gas Station is expected to generate 1,183 new daily trips, 61 a.m. new peak-hour trips, and 96 new p.m. peak-hour trips. A comparison between this land use's trip generation and the proposed Hotel land use reveals that a Gas Station, which requires no special exception, would generate 663 more daily vehicle trips, 25 more a.m. peak-hour trips, and 110 more p.m. peak-hour trips than would a Hotel.

Drive-In Bank Trip Generation

Table 13 – Daily Trip Generation, Table 14 – AM Peak-Hour Trip Generation and Table 15 – PM Peak-Hour Trip Generation show the daily, a.m. peak-hour, and p.m. peak-hour trip generation for a Drive In Bank. For the purposes of the analysis, it was assumed that the Bank would have an FAR of 0.25, or 8,400 square feet. As the tables show, a Bank is expected to generate 548 new daily trips, 59 a.m. new peak-hour trips, and 114 new p.m. peak-hour trips. A comparison between this land use's trip generation

Rahil Sanghvi

April 18, 2023

Page 3 of 3

and the proposed Hotel land use reveals that a Drive In Bank, which requires no special exception, would generate 28 more daily vehicle trips, 23 more a.m. peak-hour trips, and 78 more p.m. peak-hour trips than would a Hotel.

Conclusion

Based on the analysis findings described in this traffic statement, the proposed Hotel property in the City of Pompano Beach, Florida is expected to generate fewer daily, a.m. peak-hour, and p.m. peak-hour trips than would other land uses that are permitted by right.

Should you have any questions or comments regarding these findings, please do not hesitate to contact this office.

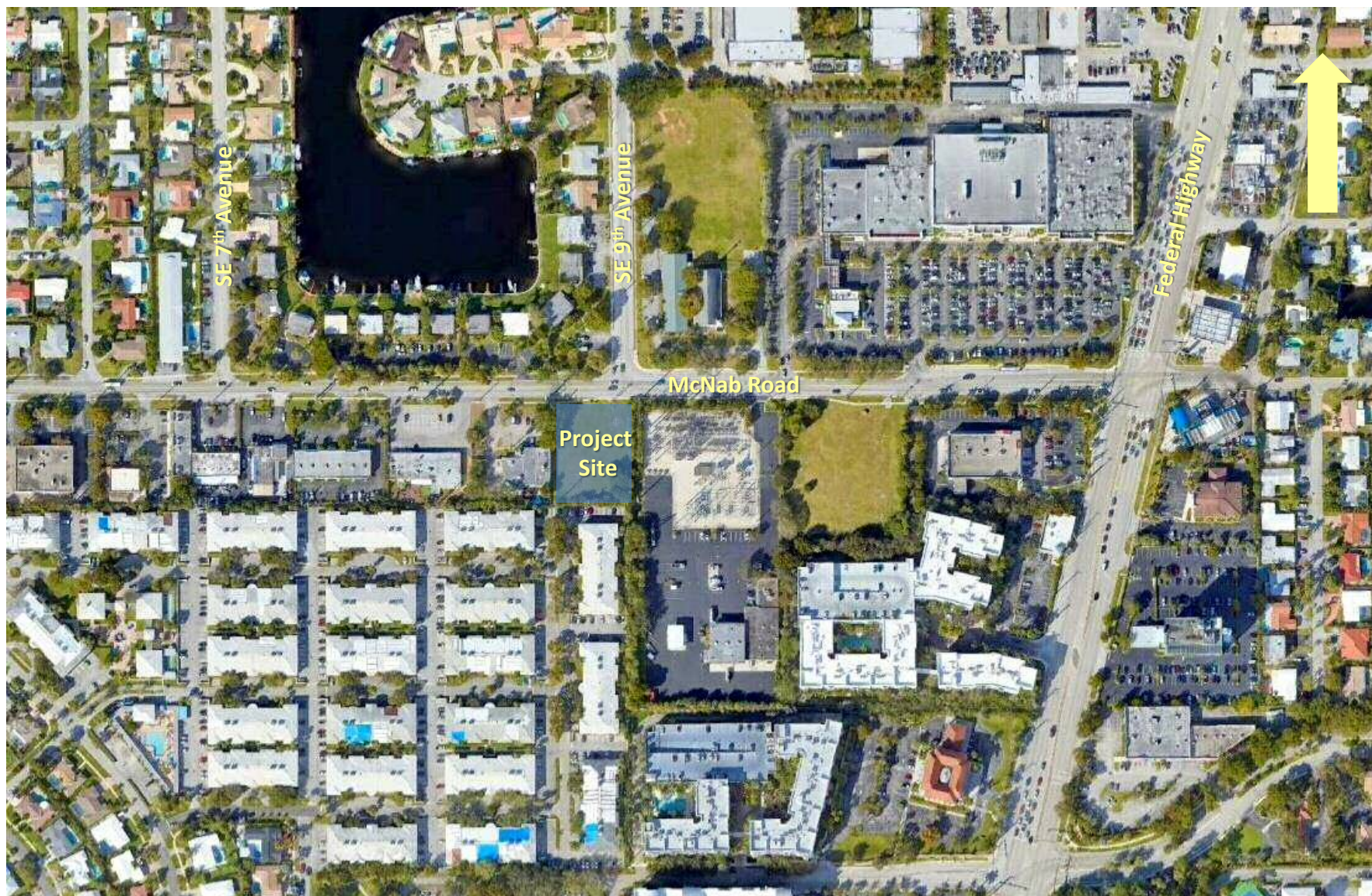
Very truly yours,

A handwritten signature in black ink, appearing to read 'Thomas A. Hall', written in a cursive style.

Thomas A. Hall
President

TAH/kh

Enclosures



Thomas A. Hall, Inc.

Figure 1 – Project Site Location
Pompano Hotel
City of Pompano Beach, Florida

Table 1
Daily Trip Generation
Pompano Beach Hotel

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips			
					In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total	
Proposed Use																									
Hotel	310	87	rooms	T = 10.84(X) - 423.51 (50/50)	260	260	520	0	0%	0	0%	0	260	260	520	0	0.00%	260	260	520	0	0.00%	260	260	520
Total					260	260	520	0		0		0	260	260	520	0		260	260	520	0		260	260	520

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 2
AM Peak-Hour Trip Generation
Pompano Beach Hotel

Land Use	ITE Code	Intensity	Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips				
				In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total		
Proposed Use																									
Hotel	310	87	rooms	T = 0.50(X) - 7.45 (56/44)	20	16	36	0	0%	0	0%	0	20	16	36	0	0.00%	20	16	36	0	0.00%	20	16	36
Total					20	16	36	0		0		0	20	16	36	0		20	16	36	0		20	16	36

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 3
PM Peak-Hour Trip Generation
Pompano Beach Hotel

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips			
					In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total	
Proposed Use																									
Hotel	310	87	rooms	T = 0.74(X) - 27.89 (51/49)	20	17	36	0	0%	0	0%	0	20	17	36	0	0.00%	20	17	36	0	0.00%	20	17	36
Total					20	17	36	0		0		0	20	17	36	0		20	17	36	0		20	17	36

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 4
Daily Trip Generation
Alternative Land Use - Condominium

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips			
					In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total	
Proposed Use																									
Multi-Family (Low Rise)	220	87	d.u.	T = 6.41(X) + 75.31 (50/50)	316	317	633	0	0%	0	0%	0	316	317	633	0	0.00%	316	317	633	0	0.00%	316	317	633
Total					316	317	633	0		0		0	316	317	633	0		316	317	633	0		316	317	633

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 5
AM Peak-Hour Trip Generation
Alternative Land Use - Condominium

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips			
					In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total	
Proposed Use																									
Multi-Family (Low Rise)	220	87	d.u.	T = 0.31(X) + 22.85 (24/76)	12	38	50	0	0%	0	0%	0	12	38	50	0	0.00%	12	38	50	0	0.00%	12	38	50
Total					12	38	50	0		0		0	12	38	50	0		12	38	50	0		12	38	50

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 6
PM Peak-Hour Trip Generation
Alternative Land Use - Condominium

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips			
					In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total	
Proposed Use																									
Multi-Family (Low Rise)	220	87	d.u.	T = 0.43(X) + 20.55 (63/37)	37	21	58	0	0%	0	0%	0	37	21	58	0	0.00%	37	21	58	0	0.00%	37	21	58
Total					37	21	58	0		0		0	37	21	58	0		37	21	58	0		37	21	58

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 7
Daily Trip Generation
Alternative Land Use - Convenience Store

Land Use	ITE Code	Intensity	Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips				
				In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total		
Proposed Use																									
Convenience Store	851	8,400	s.f.	T = 761.44(X) + 2.27 (50/50)	3,199	3,199	6,398	0	0%	0	0%	0	3,199	3,199	6,398	0	0.00%	3,199	3,199	6,398	3,583	56.00%	1,408	1,407	2,815
Total					3,199	3,199	6,398	0		0		0	3,199	3,199	6,398	0		3,199	3,199	6,398	3,583		1,408	1,407	2,815

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 8
AM Peak-Hour Trip Generation
Alternative Land Use - Convenience Store

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips			
					In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total	
Proposed Use																									
Convenience Store	851	8,400	s.f.	T = 62.54(X) (50/50)	263	262	525	0	0%	0	0%	0	263	262	525	0	0.00%	263	262	525	315	60.00%	105	105	210
Total					263	262	525	0		0		0	263	262	525	0		263	262	525	315		105	105	210

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 9
PM Peak-Hour Trip Generation
Alternative Land Use - Convenience Store

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips			
					In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total	
Proposed Use																									
Convenience Store	851	8,400	s.f.	T = 49.11(X) (51/49)	210	203	413	0	0%	0	0%	0	210	203	413	0	0.00%	210	203	413	231	56.00%	93	89	182
Total					210	203	413	0		0		0	210	203	413	0		210	203	413	231		93	89	182

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 10
Daily Trip Generation
Alternative Land Use - Gasoline/Service Station

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips			
					In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total	
Proposed Use																									
Gasoline/Service Station	944	16	f.s.	T = 172.01(X) (50/50)	1,376	1,376	2,752	0	0%	0	0%	0	1,376	1,376	2,752	0	0.00%	1,376	1,376	2,752	1,569	57.00%	592	591	1,183
Total					1,376	1,376	2,752	0		0		0	1,376	1,376	2,752	0		1,376	1,376	2,752	1,569		592	591	1,183

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 11
AM Peak-Hour Trip Generation
Alternative Land Use - Gasoline/Service Station

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips		Adjusted Trips			Pass-by Trips		Net New Trips		
					In	Out	Total	In	%	Out	%	Total	In	Out	Total			In	Out	Total			In	Out	Total
Proposed Use																									
Gasoline/Service Station	944	16	f.s.	T = 10.28(X) (50/50)	82	82	164	0	0%	0	0%	0	82	82	164	0	0.00%	82	82	164	104	63.00%	30	30	61
Total					82	82	164	0		0		0	82	82	164	0		82	82	164	104		30	30	61

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 12
PM Peak-Hour Trip Generation
Alternative Land Use - Gasoline/Service Station

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips			
					In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total	
Proposed Use																									
Gasoline/Service Station	944	16	f.s.	T = 13.91(X) (50/50)	111	112	223	0	0%	0	0%	0	111	112	223	0	0.00%	111	112	223	127	57.00%	48	48	96
Total					111	112	223	0		0		0	111	112	223	0		111	112	223	127		48	48	96

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 13
Daily Trip Generation
Alternative Land Use - Drive-In Bank

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips		
					In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total
Proposed Use																								
Convenience Store	851	8,400	s.f.	T = 100.35(X) (50/50)	421	422	843	0	0%	0	0%	0	421	422	843	0	421	422	843	295	35.00%	274	274	548
Total					421	422	843	0		0		0	421	422	843	0	421	422	843	295		274	274	548

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 14
AM Peak-Hour Trip Generation
Alternative Land Use - Drive-In Bank

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips		
					In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total
Proposed Use																								
Drive-In Bank	912	8,400	s.f.	T = 9.95(X) (58/42)	48	36	84	0	0%	0	0%	0	48	36	84	0	48	36	84	24	29.00%	34	25	59
Total					48	36	84	0		0		0	48	36	84	0	48	36	84	24		34	25	59

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 15
PM Peak-Hour Trip Generation
Alternative Land Use - Drive-In Bank

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Multi-Modal Trips	Adjusted Trips			Pass-by Trips		Net New Trips		
					In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total			In	Out	Total
Proposed Use																								
Convenience Store	912	8,400	s.f.	T = 21.01(X) (50/50)	90	86	176	0	0%	0	0%	0	90	86	176	0	90	86	176	62	35.00%	58	56	114
Total					90	86	176	0		0		0	90	86	176	0	90	86	176	62		58	56	114

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.