## Kimley »Horn

September 26, 2024

Mr. Richard R. Lillis Fort Lauderdale 8<sup>th</sup> Avenue Hotel LLC 641 Danbury Road Ridgefield, CT 06877

#### RE: Canopy Hotel – Traffic Generation Statement Ft. Lauderdale, Florida Kimley-Horn # 241083000

Dear Richard:

On June 2, 2023, Kimley-Horn and Associates, Inc. prepared a trip generation statement for the proposed development of a 169-room hotel on the above-referenced property. The site is located in the northeast quadrant of the intersection of SE 8<sup>th</sup> Avenue & SE 2<sup>nd</sup> Street in Fort Lauderdale, Florida (see *Figure 1*). The plan for the site has been modified slightly, resulting in the addition of three guest rooms to the plan for a total of 172 rooms for the proposed business hotel. For reference, the folio numbers for the proposed site are the following:

- 5042-11-07-0240
- 5042-11-07-0250
- 5042-11-07-0260

A summary of the trip generation determination is provided below.

### **Trip Generation Determination**

A trip generation determination was prepared to determine the potential impacts of the proposed redevelopment. Rates and equations published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11<sup>th</sup> Edition,* were used to determine the trips generated by the existing and proposed land uses.

For the previously existing buildings on site, trip generation rates and equations for the General Office (Land Use 710), and Medical Office (Land Use 720) were used. For the proposed land use, trip generation rates and equations for the Business Hotel (Land Use 312) were used. Under these uses, in cases in which "Center City Core" or "Dense Multi-Use Urban" trip generation rates were published, these rates were used. *Table 1* summarizes the trip generation calculations for the project. The applicable excerpts from ITE's *Trip Generation Manual* are attached for reference.

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Land Use		Intensity		AM Peak Hour		PM Peak Hour			
				Total	In	Out	Total	In	Out
	-	Existing Sc	enario >5 Ye	ars					
General Office (10k-250k)	7.693	KSF	111	26	21	5	12	2	10
Medical Office (Dental-Stand-Alone)	1.046	KSF	38	3	2	1	4	1	3
Driveway Volumes			149	29	23	6	16	3	13
Net New External Trips			149	29	23	6	16	3	13
		Propos	ed Scenario						
Business Hotel	172	Rooms	468	29	15	14	33	22	11
Driveway Volumes			468	29	15	14	33	22	11
Net New External Trips			468	29	15	14	33	22	11
Trip Differential (Proposed - Existing)			319	0	-8	8	17	19	-2
Land Use	Da	aily	Α	M Peak Hou	ur	P	M Peak Hou	r	
Small Office Building	14.39 trip	s/1,000 SF	3.33 trips /	/ 1,000 SF (82% i	n, 18% out)	1.52 trips /	1,000 SF (17% in	, 83% out)	
Medical Office (Dental-Stand-Alone)	36 trips	/1,000 sf	3.10 trips	/1,000 sf (79% ir	n, 21% out)	3.93 trips/	1,000 sf (30% in,	70% out)	
Business Hotel	2.72 tri	ns/Room	0.17 trin	s/Room 50% in	50% out)	0.19 trips	/Room (67% in .3	33% out)	

#### **Table 1: Trip Generation**

As shown in *Table 1*, the development of the proposed site results in a net increase of 319 net new external daily trips, a change of 0 net new external AM peak hour trips (-8 inbound, +8 outbound), and an increase of 17 net new external PM peak hour trips (+19 inbound, and -2 outbound) in comparison to the existing uses on the overall redevelopment site. Based on this net trip differential, a full Traffic Impact Analysis (TIA) is not required under the City of Ft. Lauderdale's Unified Land Development Regulation (ULDR), Section 47-25.2M(4), because the net new vehicle trip generation resulting from site redevelopment is under 1,000 vehicle trips. Therefore, no further roadway capacity or level of service analysis is required.

#### Site Driveway/Circulation

Primary vehicular access to the site is provided via two driveways on the west side of the site, both located on SE 8<sup>th</sup> Avenue. The southern driveway is an inbound only driveway, which will allow right-in/left-in access into a pick-up/drop-off area. The northern driveway is a full-access driveway allowing all inbound and outbound movements and is aligned with the ramp for the structured parking on site.

On the south side of the site, a proposed loading dock is proposed on SE 2<sup>nd</sup> Street.

It is noted that the internal connection exiting the pick-up/drop-off loop is approximately 25 feet from the edge of pavement on SE 8<sup>th</sup> Avenue. The main conflicting movement that occurs at this internal connection point is the traffic making a left turn out of the pick-up/drop-off loop (making a northbound-to-westbound left turn) with the inbound (eastbound) traffic entering the garage. Figure 2 (attached) identifies the driveway volumes at the two site driveways and at this internal connection point. As noted in Figure 2, the northbound-to-westbound left turn volumes are anticipated to be very minimal (2 AM peak hour trips and 1 PM peak hour trips). Supplemental signage can be provided at this point to warn drivers making the left turn to be aware of potential eastbound traffic plus to proceed with caution approaching the sidewalk due to the potential presence of pedestrians or bicyclists. Although vehicles making the maneuver from the pick-up/drop-off loop will need to partially position their vehicles across the sidewalk in order to not impede eastbound traffic, this maneuver will be made from a stop condition and supplemental signage can instruct the drivers to proceed with caution.

## Kimley »Horn

Please contact me via telephone at (561) 840-0248 or via e-mail at <u>chris.heggen@kimley-horn.com</u> should you have any questions regarding the information provided.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E. Transportation Engineer

Florida Registration Number 58636



This item has been electronically signed and sealed by Christopher W. Heggen, P.E. using a Digital Signature and date. Printed copies of this document are not considered signed and sealed and the signature must be verified on electronic copies.

Digitally signed by Christopher W Heggen Date: 2024.09.26 11:17:45 -04'00'

Registry No. 35106

Attachments

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kimley-horn.com 477 S Rosemary Avenue, Suite 215, West Palm Beach, FL 33401

561 840 0848

CAM#25-0454 Exhibit 6 Page 3 of 14

Page 3





# Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA On a: Weekday

### Setting/Location: General Urban/Suburban

Number of Studies:	21
Avg. 1000 Sq. Ft. GFA:	3
Directional Distribution:	50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.39	4.44 - 50.91	10.16

### **Data Plot and Equation**



Trip Gen Manual, 11th Edition

# Small Office Building (712)

Vehicle Trip Ends vs: On a:	1000 Sq. Ft. GFA Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
Setting/Location:	Dense Multi-Use Urban
Number of Studies:	1
Avg. 1000 Sq. Ft. GFA:	3
Directional Distribution:	Not Available

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.33	3.33 - 3.33	*

### **Data Plot and Equation**

Caution – Small Sample Size



Trip Gen Manual, 11th Edition

# Small Office Building (712)

Vehicle Trip Ends vs: On a:	1000 Sq. Ft. GFA Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.
Setting/Location:	Dense Multi-Use Urban
Number of Studies:	1
Avg. 1000 Sq. Ft. GFA:	3
Directional Distribution:	17% entering, 83% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	1.52 - 1.52	*

### **Data Plot and Equation**

Caution – Small Sample Size



Trip Gen Manual, 11th Edition

## Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies:	18
Avg. 1000 Sq. Ft. GFA:	15
Directional Distribution:	50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

### **Data Plot and Equation**



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### Medical-Dental Office Building - Stand-Alone

Vehicle Trip Ends vs: On a:	1000 Sq. Ft. GFA Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	24
Avg. 1000 Sq. Ft. GFA:	25
Directional Distribution:	79% entering, 21% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

### **Data Plot and Equation**



Trip Gen Manual, 11th Edition

## Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: On a:	1000 Sq. Ft. GFA Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	30
Avg. 1000 Sq. Ft. GFA:	23
Directional Distribution:	30% entering, 70% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

### **Data Plot and Equation**



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### **Business Hotel**

(312)

### Vehicle Trip Ends vs: Rooms On a: Weekday

#### Setting/Location: Center City Core

Number of Studies:	1
Avg. Num. of Rooms:	96
Directional Distribution:	50% entering, 50% exiting

### Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
2.72	2.72 - 2.72	*

### **Data Plot and Equation**

Caution – Small Sample Size



Trip Gen Manual, 11th Edition

### **Business Hotel**

(312)

Vehicle Trip Ends vs: On a:	Rooms Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
Setting/Location:	Center City Core
Number of Studies:	1
Avg. Num. of Rooms:	96
Directional Distribution:	50% entering, 50% exiting

### Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.17	0.17 - 0.17	*

### **Data Plot and Equation**

Caution – Small Sample Size



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### **Business Hotel**

(312)

Vehicle Trip Ends vs: On a:	Rooms Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.
Setting/Location:	Center City Core
Number of Studies:	1
Avg. Num. of Rooms: Directional Distribution:	96 67% entering, 33% exiting

### Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.19	0.19 - 0.19	*

### **Data Plot and Equation**

Caution – Small Sample Size



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