

December 11, 2019

Mr. Bret Elliott, CPA
Plaza Street Partners
2400 W 75th Street, Suite 220
Prairie Village, KS 66208

**Re: Sherwin Williams - Fort Lauderdale, Florida
Trip Generation Statement**

Dear Mr. Elliott:

Pursuant to your request, Danielsens Consulting Engineers, Inc. (DC Engineers, Inc.) has prepared this trip generation statement specific to development of a 14,200 square foot Sherwin-Williams facility comprised of Building A (6,600 square feet) and Building B (7,600 square feet). The new retail facility is proposed to be constructed along the west side of NE 4 Avenue (SR 811) immediately south of NE 11 Street within municipal limits of the City of Fort Lauderdale, Florida. Figure 1, attached, shows the location of the project site. This trip generation statement documents expected daily, AM peak hour, and PM peak hour trip generation of the proposed retail facility. The following is a summary of our findings.

Trip Generation

Estimates of trip generation were determined using rates and formulae published in the Institute of Transportation Engineers (ITE) report *Trip Generation* (10th Edition). Based upon the information provided, the weekday, AM peak hour, and PM peak hour trip generation rates for the proposed land use are as follows

Hardware/Paint Store - ITE Land Use #816

- Weekday: $T = 9.94 (X) - 12.22$ (50% entering 50% exiting)
where T = number of trips, X = 1,000 sf gross floor area
- AM Peak Hour: $T = 1.28 (X) - 3.07$ (54% entering 46% exiting)
- PM Peak Hour: $T = 2.68 (X)$ (47% entering 53% exiting)

Table 1, attached, summarizes trip generation results for the proposed Sherwin-Williams facility. As shown in Table 1, the 14,200 square foot retail space is expected to generate a maximum 129 gross vehicle trips per day (vpd) with 15 vehicle trips occurring during the AM peak hour (8 entering and 7 exiting) and 38 vehicle trips occurring during the PM peak hour (18 entering and 20 exiting).

DC ENGINEERS, INC.

Conclusion

Based upon the foregoing analysis, the proposed project should not require a comprehensive traffic impact study for the following reasons:

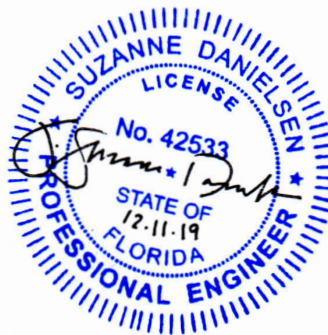
- Unified Land Development Regulations (ULDR's) specific to the City of Fort Lauderdale stipulate that when a proposed project generates more than 1,000 net new vehicle trips per day, a comprehensive traffic study is required. The subject project is expected to produce a maximum 129 net new vehicle trips per day as shown in Table 1.
- And, if the net new vehicle trips are less than 1,000 vehicle trips per day and more than 20 percent of the daily trips are anticipated to arrive or depart, or both, within one-half hour, a comprehensive traffic study is required. As shown in Table 1, 20 percent of daily trips are not expected to arrive or depart (or both) within one-half hour.

Of course, please call or email with any questions you may have.

DANIELSEN CONSULTING ENGINEERS, INC.

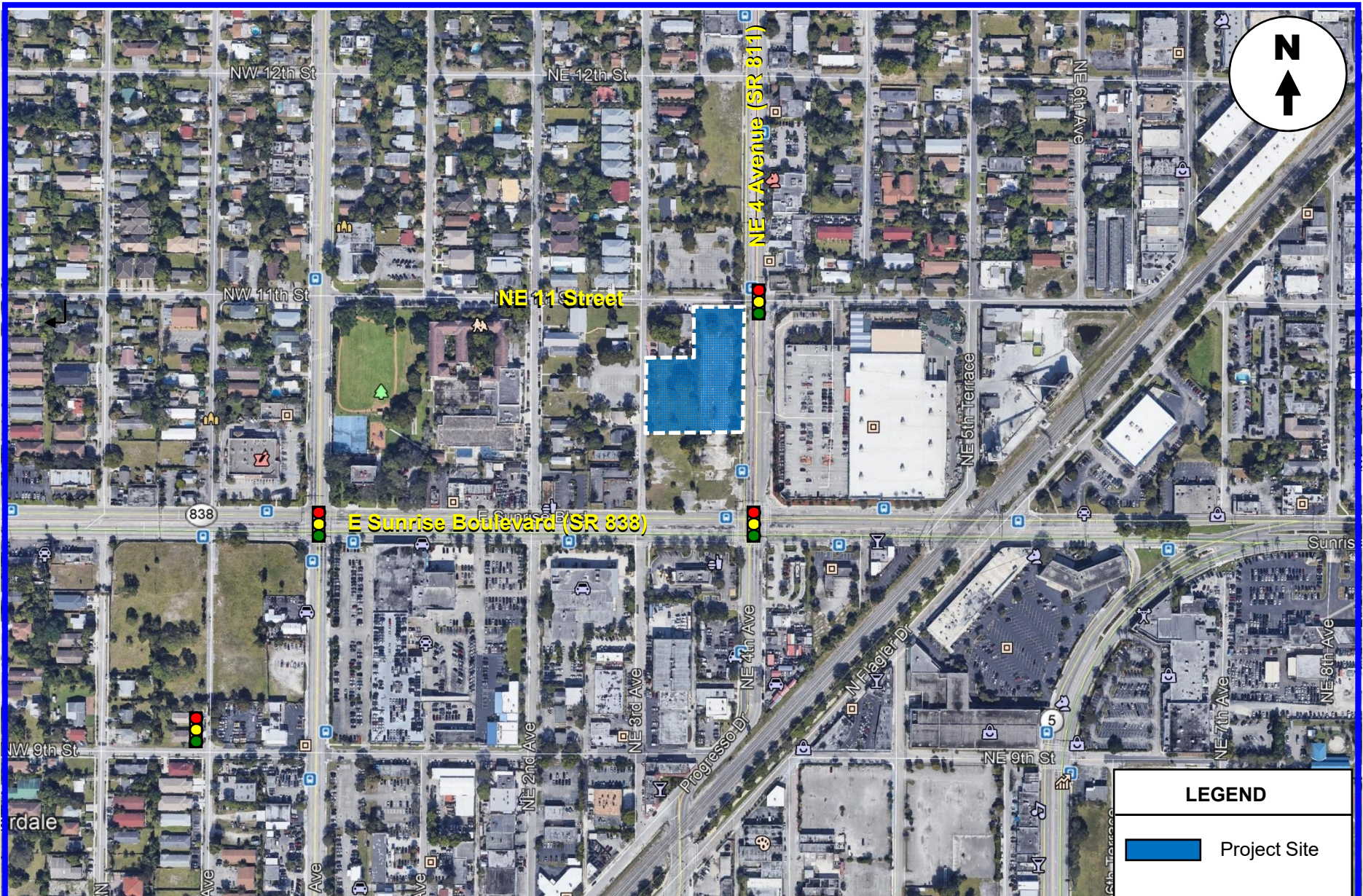


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DC Engineers, Inc.

Project Location Map

FIGURE 1
Sherwin-Williams
Fort Lauderdale, Florida

Table 1: Trip Generation Summary Proposed Use

Land Use	Scale	Units	Mid-day Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total Trips
Hardware/Paint Store (LUC 816)	14.200	ksf	15	8	7	38	18	20	129
Subtotal			15	8	7	38	18	20	129
Subtotal			15	8	7	38	18	20	129
Internal (0%)									
Subtotal			15	8	7	38	18	20	129
Net New Trips			15	8	7	38	18	20	129

Source: ITE Trip Generation Manual (10th Edition)

$T = 9.94(x) - 12.22$ 50% in, 50% out Daily
 $T = 1.28(x) - 3.07$ 54% in, 46% out AM Peak
 $T = 2.68(x)$ 47% in, 53% out PM Peak