

May 8, 2019

Mr. Frank Zickar
Planning and Zoning Manager
City of Tamarac
7525 NW 88th Avenue
Tamarac, Florida 33321-2401

**Re: Woodmont Country Club Hotel
Traffic Study Review**

Dear Frank:

Traf Tech Engineering, Inc. has reviewed the traffic impact study and proposed site plan in connection with the proposed Woodmont Country Club Hotel project to be located on NW 80th Avenue in the City of Tamarac, Florida. The traffic study was prepared by DC Engineers, Inc. and is dated April 2019.

Our review focused on the proposed development intensity, the associated trip generation characteristics, trip distribution and assignment, the traffic analysis of the nearby intersections and the proposed site plan characteristics. Based upon this review, we offer the following:

- **Background Information.** The subject hotel site is located immediately south of the new country club building (under construction). The proposed development consists of hotel with 127 suites.
- **Inventory.** Turning movement counts were collected on Tuesday, March 5, 2019 and Saturday, March 9, 2019 at the following locations:
 - N. Pine Island Road at NW 75th Street
 - N. Pine Island Road at NW 81st Street
 - NW 80th Avenue at W. McNab Road
 - NW 80th Avenue at NW 75th Street
 - NW 80th Avenue at NW 78th Street
 - University Drive (State Road 817) at NW 78th Street
- **Trip Generation.** Land Use Code 311 – All Suites Hotel was used for this analysis. The weekday and Saturday rates / equations utilized are appropriate for this location / use. The net new vehicle trips attributed to this action total 541 weekday vehicle trips with 35 vehicle trips occurring during the AM peak hour (19 entering and 16 exiting) and 43 vehicle trips occurring during the PM peak hour (21 entering and 22 exiting). The estimated number of Saturday PM peak hour trips is 49 with 27 inbound and 22 outbound.

- **Trip Distribution.** The trip distribution documented for this analysis is as follows: 25% north, 32% south, 26% east, and 17% west. Based upon the proposed land use and the prevailing traffic patterns of the area, this distribution appears to be reasonable.
- **Adjustment and Growth Factors.** The Peak Season Conversion Factor (PSCF) utilized in this analysis is 0.98. The areawide growth rate was determined to be 2.5%.
- **Committed Development.** The traffic associated with the approved (and under construction) residential development in Woodmont is considered in this analysis. A summary trip generation table for this development is presented in Appendix E. The units in this table are identified as “ksf” and should be “DU”. This has no bearing on the analysis but should be revised to avoid confusion by others that may end up reviewing this document. (No need to re-issue the report – just swap this page out.)

The foregoing study parameters have been found to be acceptable and consistent with the approved traffic impact study methodology. Concerning the traffic impact study, we offer the following observations and comments:

- **Capacity Analyses (Signalized Intersections).** Each of the signalized intersections within the project study area are projected to operate at an acceptable Level of Service (LOS) in the buildout year of 2021 with the project traffic associated with the Woodmont Country Club Hotel project.
- **Capacity Analyses (Unsignalized Intersections).** Each of the unsignalized intersections and the project driveway are projected to operate at an acceptable LOS in the buildout year of 2021 with the project traffic associated with the proposed lodging facility.

We have no additional comments on the traffic impact study or the proposed site plan at this time. If you have any questions, please do not hesitate to contact us.

TRAF TECH ENGINEERING, INC.



Karl B. Peterson, P.E.
Senior Transportation Engineer