EXHIBIT "5"

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March 9, 2017

Pete Ganci, Assoc. AIA, LEED® AP *BD+C*
Principal
West Architecture + Design, LLC
318 South Dixie Highway
Suite 4-5
Lake Worth, Florida 33460

RE: Hallandale Commons Traffic Statement
Project No. 201647.01

Dear Pete:

Thomas A. Hall, Inc. has completed a traffic statement for the Hallandale Commons residential townhouse development on the southwest corner of Foster Road (NW 5th Street) and NW 3rd Avenue in the City of Hallandale Beach, Florida. Hallandale Commons is proposed to be a ten-unit townhouse development with a single driveway connection to NW 3rd Avenue.

Trip Generation Analysis

Using trip generating characteristics data obtained from the Institute of Transportation Engineers' (ITE) Trip Generation manual, 9th Edition, trips for ITE Land Use Code 230 – Residential Condominium/Townhouse, estimates of daily, a.m. peak-hour and p.m. peak-hour trips were completed. **Tables 1, 2 and 3** (enclosed) show the estimated development trips. As the tables show, Hallandale Commons is estimated to generate 87 daily trips, eight (8) a.m. peak-hour trips and nine (9) p.m. peak-hour trips.

The City of Hallandale Beach's Transportation Element states, in Policy 1.3.7, that "For projects generating in total less than 100 average net daily trips per day, a traffic statement may be provided assessing conditions within 1,000 feet of the subject site, unless otherwise required by the City." Based on the daily trips shown in the enclosed Table 1, Hallandale Commons is not expected to generate 100 or more trips per day. Therefore, a traffic impact study is not required by City Code.

A brief review of traffic conditions within 1,000 feet of the proposed development shows that Hallandale Commons is located within what is largely a grid network of local two-way, two-lane streets with no major intersections or major collector or arterial roadways.

Conclusion

Based on the findings of this traffic statement, it is concluded that the proposed Hallandale Commons project is expected to generate 87 daily trips, eight (8) a.m. peak-hour trips and nine

(9) p.m. peak-hour trips. Per the City of Hallandale's Code of Ordinances, no further traffic study is required.

Should you have any questions regarding this analysis, please do not hesitate to contact this office.

Very truly yours,

Thomas A. Hall
President

Dan A. Tintner, P.E.
FL Registration No. 39656
814 S. Military Trail
Deerfield Beach, FL 33442

Enclosures

TAH/kh

Table 1
Daily Trip Generation
Hallandale Commons Traffic Statement

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	Total Trips			Internal Trips				External Trips			Pass-by Trips		New Trips		
					In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Proposed Use																			
Residential Townhouse	230	10	d.u.	Ln(T)=0.87Ln(X)+2.46 (50/50)	43	44	87	0	0	0	0.0%	43	44	87	0	0.0%	43	44	87
Total					**43**	**44**	**87**	**0**	**0**	**0**		**43**	**44**	**87**	**0**		**43**	**44**	**87**

[1] Trip generation data obtained from the Institute of Transportation Engineers' *Trip Generation* manual, 9th Edition.

Table 2
AM Peak Hour Trip Generation
Hallandale Commons Traffic Statement

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	Total Trips			Internal Trips				External Trips			Pass-by Trips		New Trips		
					In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Proposed Use																			
Residential Townhouse	230	10	d.u.	Ln(T)=0.80Ln(X)+0.26 (17/83)	1	7	8	0	0	0	0.0%	1	7	8	0	0.0%	1	7	8
Total					**1**	**7**	**8**	**0**	**0**	**0**		**1**	**7**	**8**	**0**		**1**	**7**	**8**

[1] Trip generation data obtained from the Institute of Transportation Engineers' *Trip Generation* manual, 9th Edition.

Table 3
PM Peak Hour Trip Generation
Hallandale Commons Traffic Statement

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	Total Trips			Internal Trips				External Trips			Pass-by Trips		New Trips		
					In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Proposed Use																			
Residential Townhouse	230	10	d.u.	Ln(T)=0.82Ln(X)+0.32 (67/33)	6	3	9	0	0	0	0.0%	6	3	9	0	0.0%	6	3	9
Total					**6**	**3**	**9**	**0**	**0**	**0**		**6**	**3**	**9**	**0**		**6**	**3**	**9**

[1] Trip generation data obtained from the Institute of Transportation Engineers' *Trip Generation* manual, 9th Edition.