

MEMORANDUM

TO: Todd Stickler (Todd@iegroup.net)
Infinity Engineering Group, LLC.

FROM: Paul H. Rhoads, AICP (Paul@Ltec-FL.com)

DATE: March 12, 2026

RE: Proposed Bank of America RATM Site - Belle Isle
Access Analysis

([Ltec #26-0801](#))

This memorandum summarizes the proposed Bank of America RATM site in Belle Isle, Florida. The proposed Bank of America RATM site (“Project”) site location (part of Parcel ID 17-23-30-0000-00-062), northwest of the intersection of Hoffner Avenue (CR 506) and Conway Road (SR 15), is shown in **Figure 1**, which also depicts the adjacent roadway network. This site is serviced primarily by an existing westbound right-in/right-out driveway on Hoffner Avenue approximately 200’ west of southbound Conway Road.

This memorandum includes a summary of the existing property uses and the proposed development plan. It also includes the estimated trip generation for the proposed land use, as well as the traffic operating conditions for the existing westbound right-in/right-out driveway.

Proposed Development & Trip Generation

The Project property / parcel is currently a portion of an existing 80,797 SF shopping center. The proposed Project development is a new remote walk-up ATM in the existing parking lot. The ATM will be situated in a stand-alone kiosk on a new 813 square foot concrete island in an existing grass island in the parking area (see Figure 1 and **Figure 2**). A 1,319 square foot portion of the surrounding parking lot will be re-graded, with no increase nor decrease in parking. The ATM would be accessible via internal access to the existing shopping center, and is anticipated to primarily be accessed externally via the westbound right-in/right-out driveway on Hoffner Avenue. Build-out of the plan is expected to be by 2027.

The 12th Edition of the ITE *Trip Generation Report* was used to estimate the trip generation for the proposed Project Land Use. **Table 1** summarizes the estimated Daily, A.M. and P.M. peak hour trip generation, as available. There is no category or “Land Use Code” (LUC) for stand-

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alone ATM, only “Walk-in Bank” (ITE LUC 911) and Drive-in Bank” (ITE LUC 912). Using the difference between the two for ATM operations, an 813 square foot facility would generate 8 two-way PM Peak Hour trips, with 5 trips entering and 3 trips leaving. Daily and A.M. Peak Hour trip generation is not available for “Walk-in Bank”.

The Project trip generation is limited and would not require a Traffic Impact Analysis based on the adopted Orange County Standard Procedures Manual for Specific Transportation Analysis Methodology Plan (STAMP).

Existing Traffic Volumes and Conditions

An intersection traffic count was conducted at the intersection of Hoffner Avenue & the Site right-in/right-out access point over the weekday AM and PM peak hours. This intersection is configured with single lanes for each approach and is currently under minor street STOP control. **Attachment A** contains the existing P.M. peak hour intersection turning movement traffic volumes. AM trip generation for this land use is not available and therefore AM is not reported.

The study intersection was analyzed under existing conditions using the procedures of the *7th Edition Highway Capacity Manual* for unsignalized and unsignalized intersections using the *Synchro 12* software. Based on this analysis, the PM peak hour conditions were determined to be level of service (LOS) A for the minor street (Site Access Right-in/Right-out) turns, with an average 95th percentile queue of approximately one vehicle. AM trip generation for this land use is not available and therefore AM is not analyzed.

Future Traffic Volumes and Conditions

The anticipated traffic for this project was distributed fully to the single site access to produce conservatively high volume conditions (worst case). No reductions were assumed for the traffic being spread out among the various other access points nor for traffic originating within the shopping center.

The intersection of Hoffner Avenue & Site Access Right-in/Right-out was also analyzed for future conditions with build-out of the Project and a default traffic growth (2% per year) to reflect year 2027. Based on the Synchro analysis (reports available upon request), the PM peak hour conditions were determined to continue to be LOS B for the minor street turns with an average 95th percentile queue of approximately one vehicle. AM trip generation for this land use is not available and therefore not analyzed.

In summary, the additional traffic generated by the Project is not expected to alter the traffic conditions at the intersection of Hoffner Avenue & Site Access Right-in/Right-out.

**Proposed Bank of America RATM Site - Belle Isle
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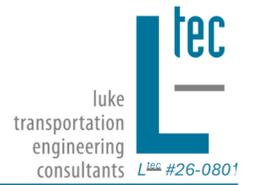


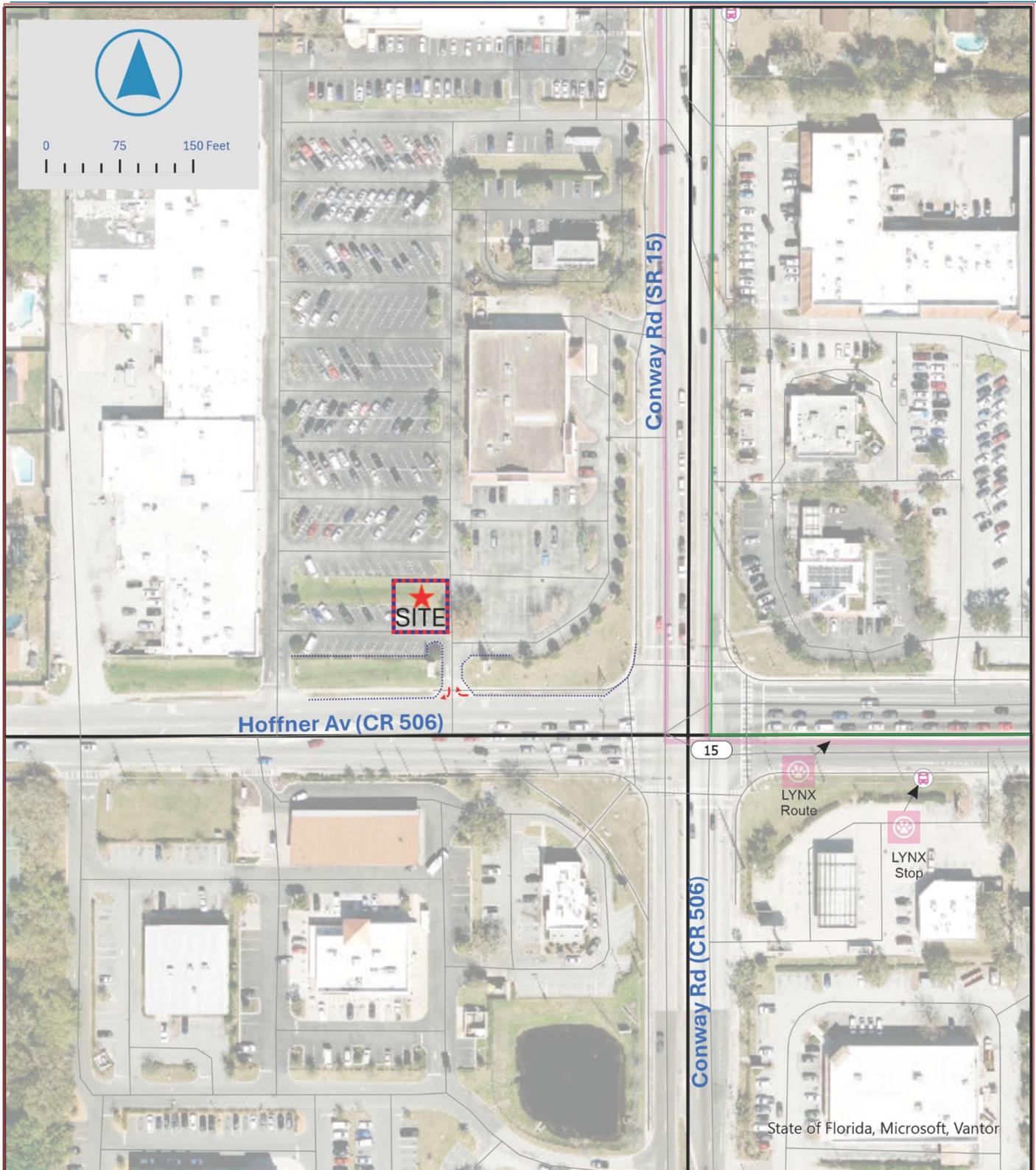
TABLE 1
Proposed Bank of America RATMS Site - Belle Isle - Traffic Impact Analysis
Estimated Trip Generation | Build-out (2027)

Land Use	ITE Code ²	Size	Trip Generation Rates ¹						Trips Generated							
			Daily	A.M. Peak Hour			P.M. Peak Hour			Daily	A.M. Peak Hour			P.M. Peak Hour		
				Total	Enter	Exit	Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Walk-in Bank	911 / R	0.813 x 1000 Sq Ft					12.130	5.337	6.793					10	4	6
Drive-in Bank	912 / R	0.813 x 1000 Sq Ft	98.850	9.950	5.771	4.179	21.030	10.515	10.515	80	8	5	3	18	9	9
Drive-in Bank minus Walk-in Bank:														8	5	3

¹ - Trip Generation Rates from 12th Edition of ITE Trip Generation Report, 2025, updated per errata sheets through January 8, 2025.

² - **E** = Fitted Curve Equation ($R^2 \geq 0.75$) or **R** = average Rate

Proposed Bank of America RATM Site - Belle Isle Access Analysis



PROPOSED BANK OF AMERICA RATM SITE

Traffic Access Analysis

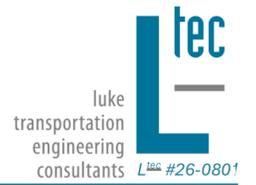
City of Belle Isle, Orange County, Florida

Site Location

Figure 1

**Proposed Bank of America RATM Site - Belle Isle
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March 12, 2026



Attachment A: Turning Movement Calculations

1: Plaza Right-in/Right-out at Hoffner Av	Eastbound Hoffner Av			Westbound Hoffner Av			Southbound Plaza Right-in/Right-out		
		Thru		Thru	Right			Right	
PM Existing Traffic		2		2	<			1	
Observed Volumes (03/03/26)		994		650	56			41	
Seasonal Factor		0.99		0.99	0.99			0.99	
Existing 2026 Total Volumes		984		644	55			41	
Existing 2026 Truck Volumes		0		0	0			1	
% Trucks		0%		0%	0%			2%	
PHE: 0.96 PM									
Adjacent Segment ID (blank if none):		
Annual Growth Rate (see approp. Seg.)		2.0%		2.0%	2.0%			2.0%	
Background growth from 2026 to 2027		2.0%		2.0%	2.0%			2.0%	
2027 Background Growth Using Annual Growth Rate above		20		13	1			1	
2027 Total Background Traffic		1,004		657	56			42	
Outline:		.		.	∅			∅	
Percent Project Distribution:		.		.	100.0%			100.0%	
Project direction:		.		.	InB			OutB	
PM Project Trips -		0		0	5			3	
2027 Total Build-out Traffic		1,004		657	61			45	