

Mike Bokzam
C/O Yexsy Schomberg | urbana
4211 N FED, LLC
6001 Broken Sound Pkwy NW
Boca Raton FL 33487 2765

Re: The Satori at Lighthouse Point (Pompano Beach) • 4211 N Federal Hwy
TRAFFIC IMPACT ANALYSIS
Parcel IDs 48-43-18-00-0380/-0351/-0401

JFO Group Inc. has been engaged to conduct a Traffic Impact Analysis (TIA) to assess how the proposed development may affect Level of Service (LOS) operations in the surrounding area. This analysis supports a site plan application for *The Satori at Lighthouse Point*, a redevelopment project that proposes replacing an existing 61-room hotel with a 188-unit apartment complex. A copy of the site plan for the proposed redevelopment is provided in Exhibit 1.

The subject site is located at 4211 N. Federal Hwy in the City of Pompano Beach, Florida. Parcel IDs associated with this project are 48-43-18-00-0380/-0351/-0401. Figure 1 shows the project location in relation to the transportation network.

Project traffic potentially generated by the proposed development was calculated using the *Trip Generation Manual, 11th Edition* from the Institute of Transportation Engineers (ITE) publication. Exhibit 2 includes a copy of the ITE trip generation. Table 1 shows the equations/rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. According to Table 2, the net Daily, AM and PM peak trips potentially generated due to the proposed development are 367, 48 (3 In/45 Out) and 57 (36 In/21 Out) trips respectively.



Figure 1 : Project Location

Table 1: Trip Generation Rates/Equations (ITE Trip Generation, 11th Edition)

Land Use	ITE Code	Daily Trip Gen.	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Hotel	310	7.99	56%	44%	$T = 0.50(X) - 7.45$	51%	49%	$T = 0.74(X) - 27.89$
Multifamily Housing (Mid-Rise)	221	4.54	23%	77%	$T = 0.44(X) - 11.61$	61%	39%	$T = 0.39(X) + 0.34$

Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Figure 2 includes project trip distribution in the project vicinity. Table 3 summarizes Level of Service analyses for daily and peak hour conditions. **DRC**

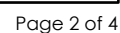


Table 2: Trip Generation – Existing Vs Proposed Development

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
VESTED DEVELOPMENT								
Hotel	61 Rooms	487	13	10	23	9	8	17
PROPOSED DEVELOPMENT								
Multifamily Housing	188 DUs	854	16	55	71	45	29	74
Net Trips		367	3	45	48	36	21	57

Given the project location and as part of a conservative analysis, a 50/50 project traffic distribution was assumed on Federal Hwy. As shown in Table 3, according to the latest (2020/2045) Broward Metropolitan Planning Organization (MPO) Roadway and Capacity and Level of Service Analysis report and even with conservative assumptions for the project, existing/adopted roadway capacity on Federal Hwy will be able to accommodate the proposed project. Furthermore, the project will have a *De Minimis* impact during both daily and peak hour conditions.

Table 3: Project Impact and Level of Service

DAILY										
ID	Roadway	Segment	Design Code	AADT	Capacity	Project Distribution	Project Trips	Project Significance Impact	Traffic with Project	V/C
921	US 1	N of Sample Rd	622	49,000	59,900	50%	184	0.31%	49,184	0.82
PEAK HOUR										
ID	Roadway	Segment	Design Code	Peak Hour	Capacity	Project Distribution	Project Trips	Project Significance Impact	Traffic with Project	V/C
921	US 1	N of Sample Rd	622	4,655	5,390	50%	29	0.54%	4,684	0.87

Moreover, as shown in Figure 3, The Satori at Lighthouse Point project provides direct access to Route 10 of the Broward County Transit System. Exhibit 4 includes a copy of Route 10 from the Broward County Transit website.

In December 2004, Broward County introduced a Transit Concurrency Impact Fee. Under this system, the City of Pompano Beach falls within the Northeast Zone. According to the updated Transportation Concurrency Management System, developers must pay this fee—based on the type of development and the applicable fee schedule for the Northeast and Central Transit Concurrency Districts—before a building permit can be issued.

The City has adopted the Broward County Transportation Concurrency Management System into its Comprehensive Plan and issues development permits for projects that pay the required transit fee prior to building permit issuance. Payment of this fee fulfills the concurrency requirement. Additionally, all projects submitted to the Development Review Committee for concurrency review must meet both County and City right-of-way requirements before a building permit can be issued.

DRC

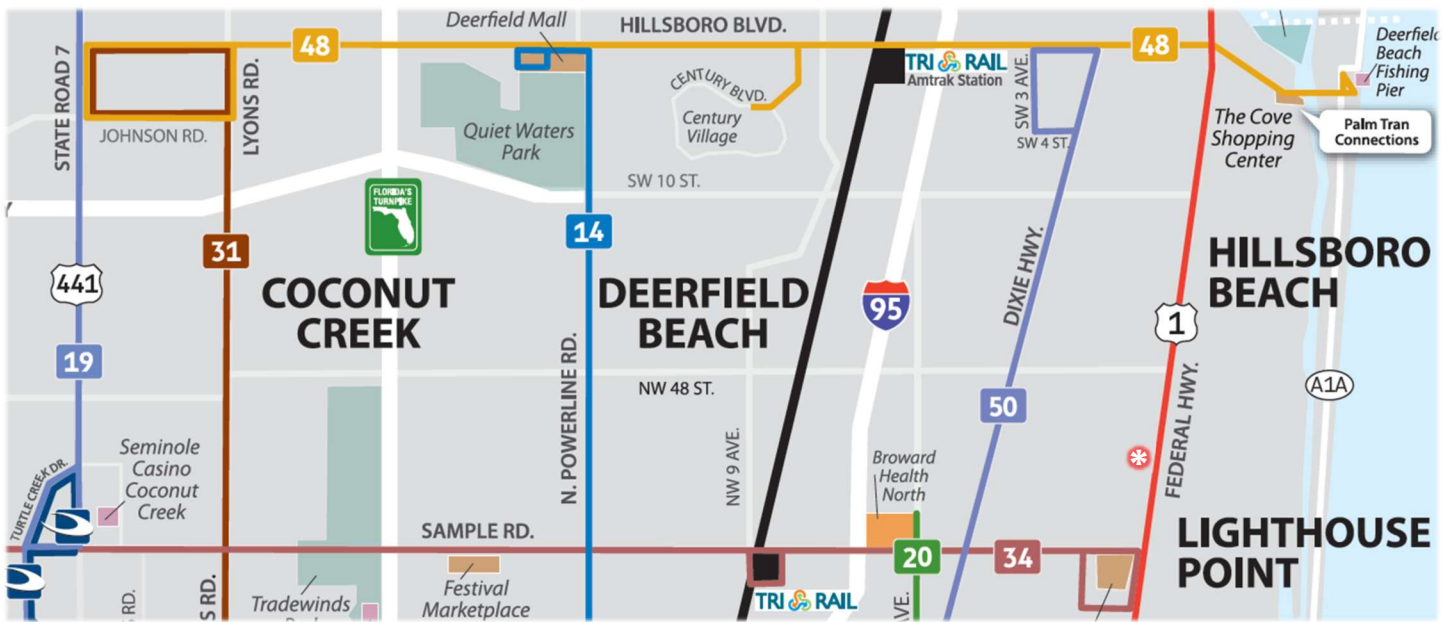


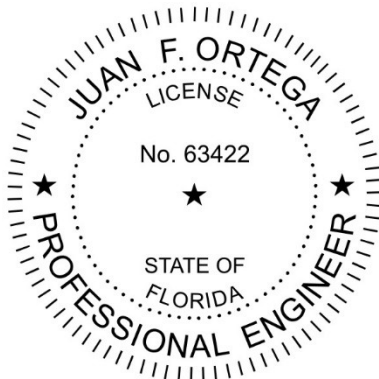
Figure 3 : Broward County Transit

The proposed redevelopment, which involves replacing an existing 61-room hotel with a 188-unit apartment complex, is expected to have a de minimis impact on the transportation network, generating approximately 367 daily trips and 57 peak hour trips. Furthermore, this analysis shows that the proposed development will be in compliance with transportation concurrency requirements in the City of Pompano Beach once Transportation Concurrency Fees are paid to Broward County for the 57 peak hour trips.

Level of Service (LOS) is a qualitative metric used to evaluate the performance and quality of vehicle traffic flow on roadways and at intersections. It categorizes traffic conditions based on factors such as vehicle speed, density, and congestion. LOS is typically represented by letter grades from A to F, with LOS A indicating free-flowing traffic and LOS F representing highly congested conditions. For automobile travel, LOS D is generally considered an acceptable standard, especially in urbanized areas, and is commonly used as a design benchmark. As demonstrated in this analysis, Federal Highway currently operates at LOS C and is projected to maintain this level of service following the completion of The Satori at Lighthouse Point project.

Sincerely,

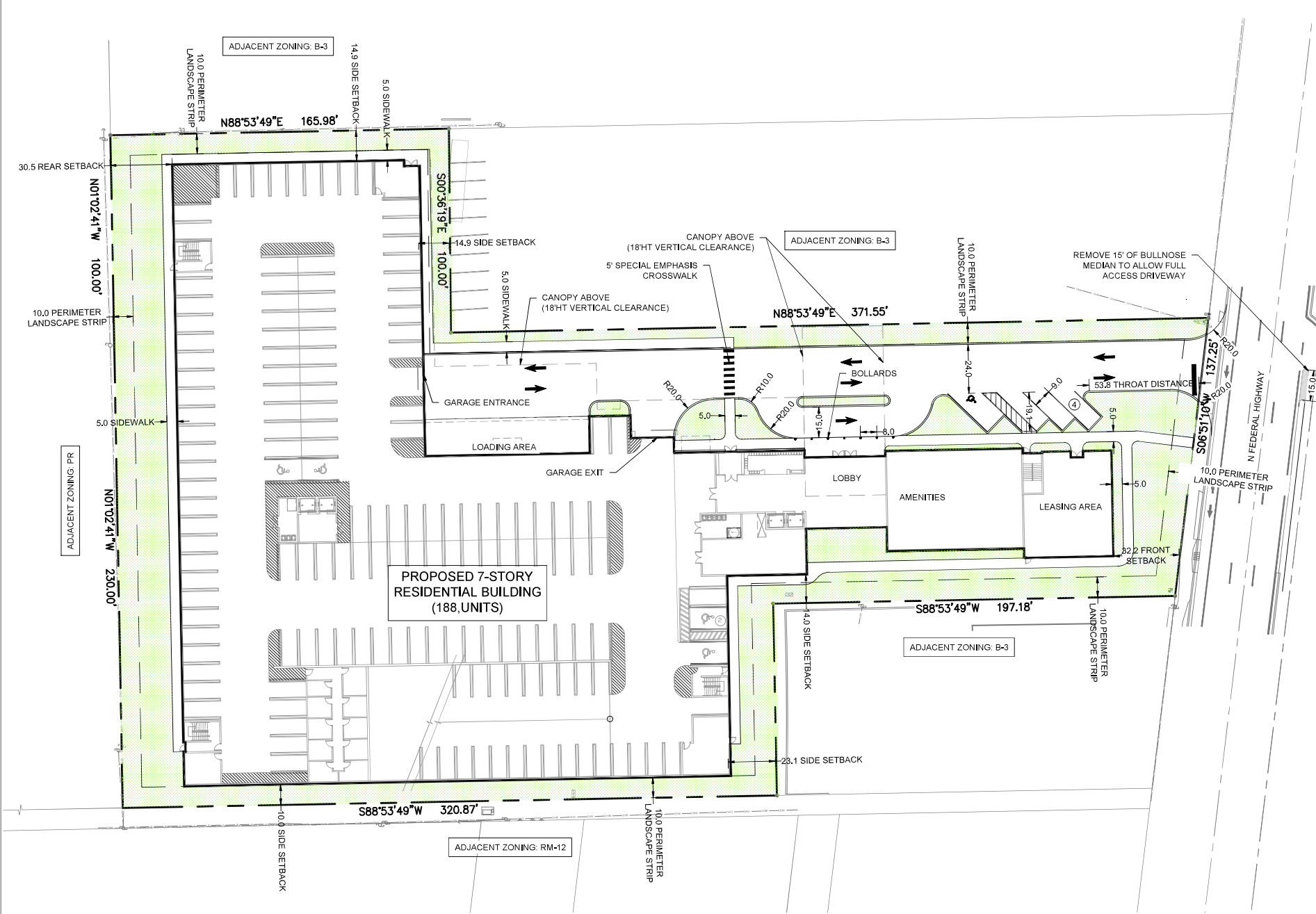
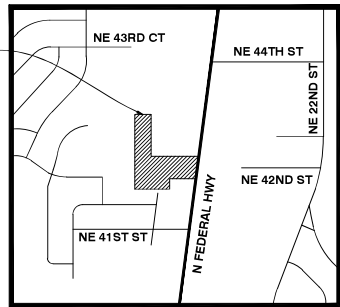
JFO GROUP INC
COA Number 32276



Enclosures:

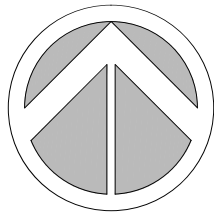
- Exhibit 1: Site Plan
- Exhibit 2: Trip Generation Rates
- Exhibit 3: Broward County LOS Report
- Exhibit 4: Route 10 – Broward County Transit
- Exhibit 5: FDOT Conceptual Approval

SITE



Application Name		THE SATORI AT LIGHTHOUSE POINT	
Property Address		4211 N FEDERAL HIGHWAY	
Folio No.		4843-18-00-0380 4843-18-00-0351 4843-18-00-0410	
Gross Site Area		2.71 ac / 118,416 SF	
Existing Land Use Designation		C-Commercial	
Existing Zoning Designation		B-3 - General Business	
Proposed Land Use Designation		C-Commercial	
Proposed Zoning Designation		B-3 - General Business	
Overlay		None	
Neighborhood		Highlands Neighborhood	
Existing Uses		Hotel	
Proposed Uses		Multifamily Residential	
Site Data		B-3 General Business	PROVIDED
155.3304.C&D - General Business (B-3)			
Min. Lot Area (SF)		10,000 SF	118,416 SF
Max Lot Area (SF)		5 ac/217,800 SF	2.71 ac / 118,416 SF
Min. Lot Width (Ft)		100'	137.25'
Max. Density (du/ac)		Max 46 du/ac	66.4 du/ac
Max. Lot Coverage (%of Lot Area) 118,416 x 60% = 71,050 SF		60% / 71,050 SF	60% / 70,259 SF
Min. Pervious Area (% of Lot Area)		20% / 23,683 SF	22% / 27,767 SF
Max Height (Ft)		105'	75'
Min. Front Yard Setback (east)		0'	32.2'
Min. Interior Side Setback (north)		10'	14.9'
Min. Interior Side Setback (south)		10'	10'
Min. Rear Yard Setback (west)		30'	30.5'
155.5203.D.3 - Perimeter Landscaping Strips			
North		10'	10'
South		10'	10'
East		5'	10'
West		10'	10'
155.5203.D.5 - Landscape Between VUA and Building			
8' W for first 15' HT + 1' for each additional 2' of building height (Max 24")		24' Wide	26.8'
75' Height Building			
Unit Count (Multifamily Units)			
1 BD Units (xx sf)			47
2 BD Units (xx sf)			113
3 BD Units (xx sf)			28
Total # of Units			188
155.5102.D.1 - Parking			
1 BD Units: 1.5 space per DU (1.5 x 47) = 71 Spaces		71	71
2 BD Units: 1.5 space per DU (1.5 x 113) = 170 Spaces		170	170
3 BD Units: 2.0 space per DU (2x 28) = 56 Spaces		56	42
Guest Spaces: 1 per 5 DU (188 DU / 5) = 38 Spaces		38	33
Total Parking Spaces		335	316
155.5102.L - Bicycle Parking			
4 icyles for each 10 parking spaces: 321 / 10 (Max 20 Bike Spaces)		20	10

DRAFT



0 15 30 60
SCALE: 1" = 30'



Know what's below.
Call before you dig.

THE SATORI AT LIGHTHOUSE POINT
4211 N FEDERAL HIGHWAY
POMPA NO BEACH, FL

Sheet Title
SITE PLAN

Revision Dates

Date
05/09/2025

Sheet Number
SP-1

Seal

16/07/2025

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Land Use: 310

Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties in this land use provide guest transportation services (e.g., airport shuttle, limousine service, golf course shuttle service) which may have an impact on the overall trip generation rates.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Ontario (CAN), Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951, 1009, 1021, 1026, 1046

Hotel

(310)

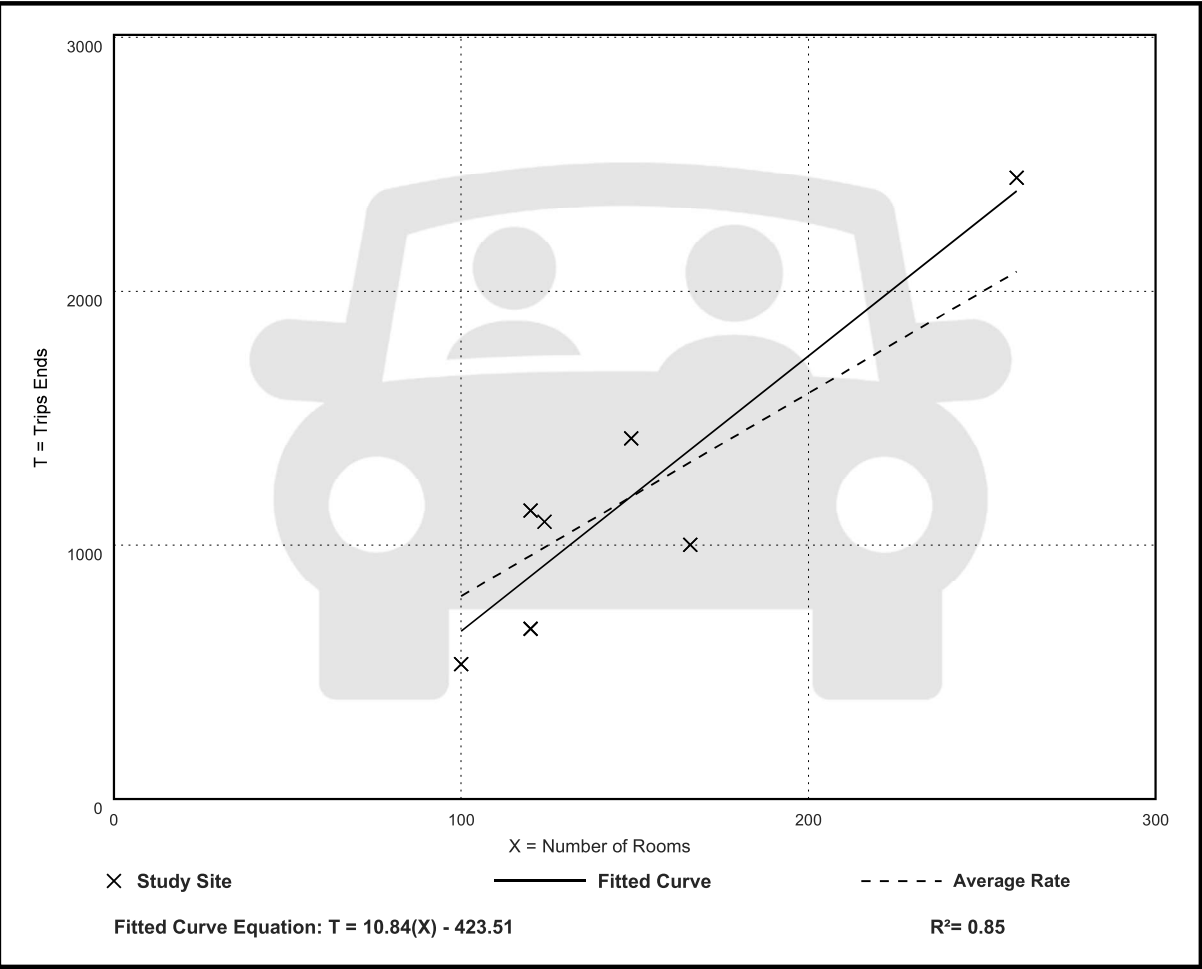
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Rooms: 148
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



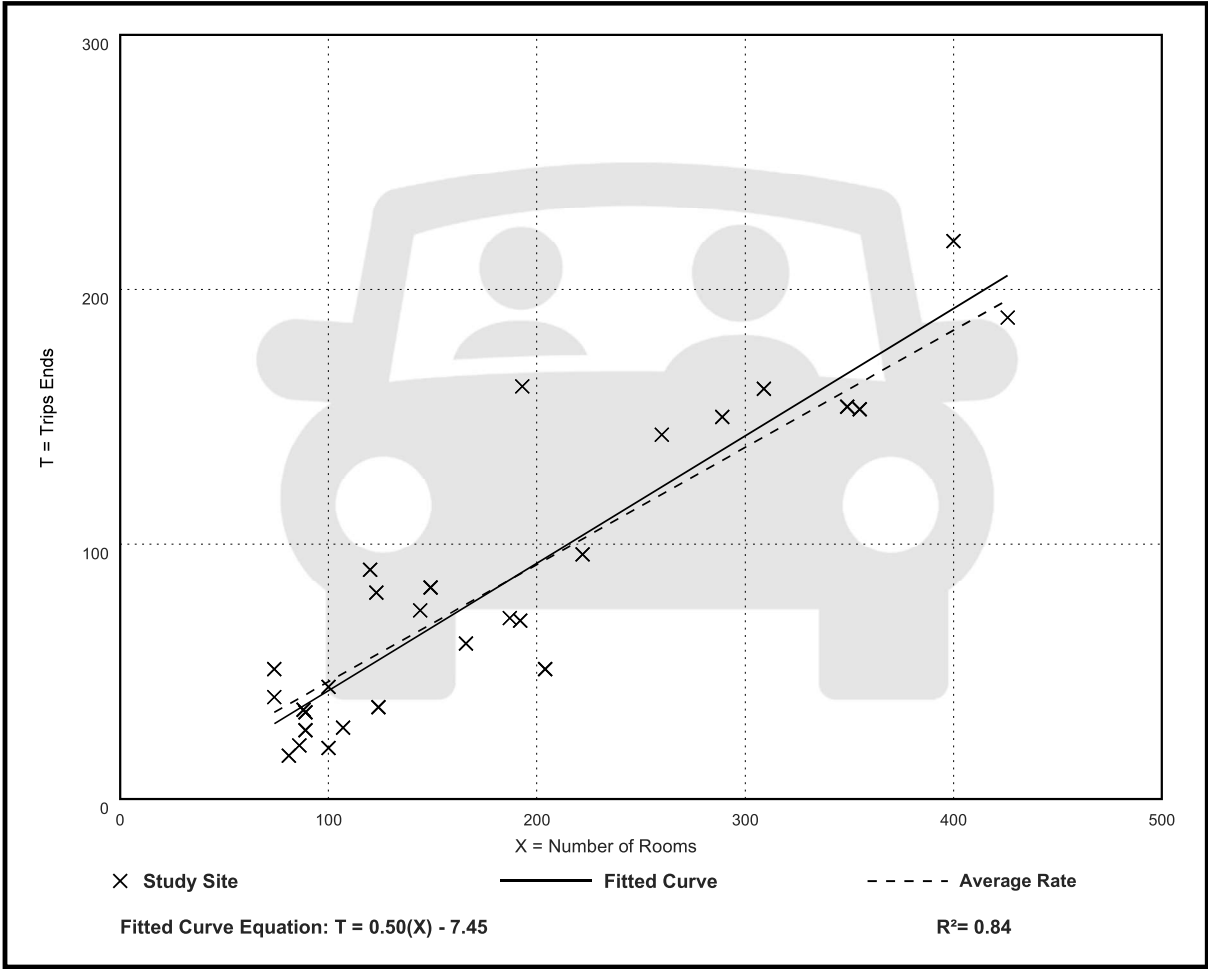
Hotel
(310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. Num. of Rooms: 182
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



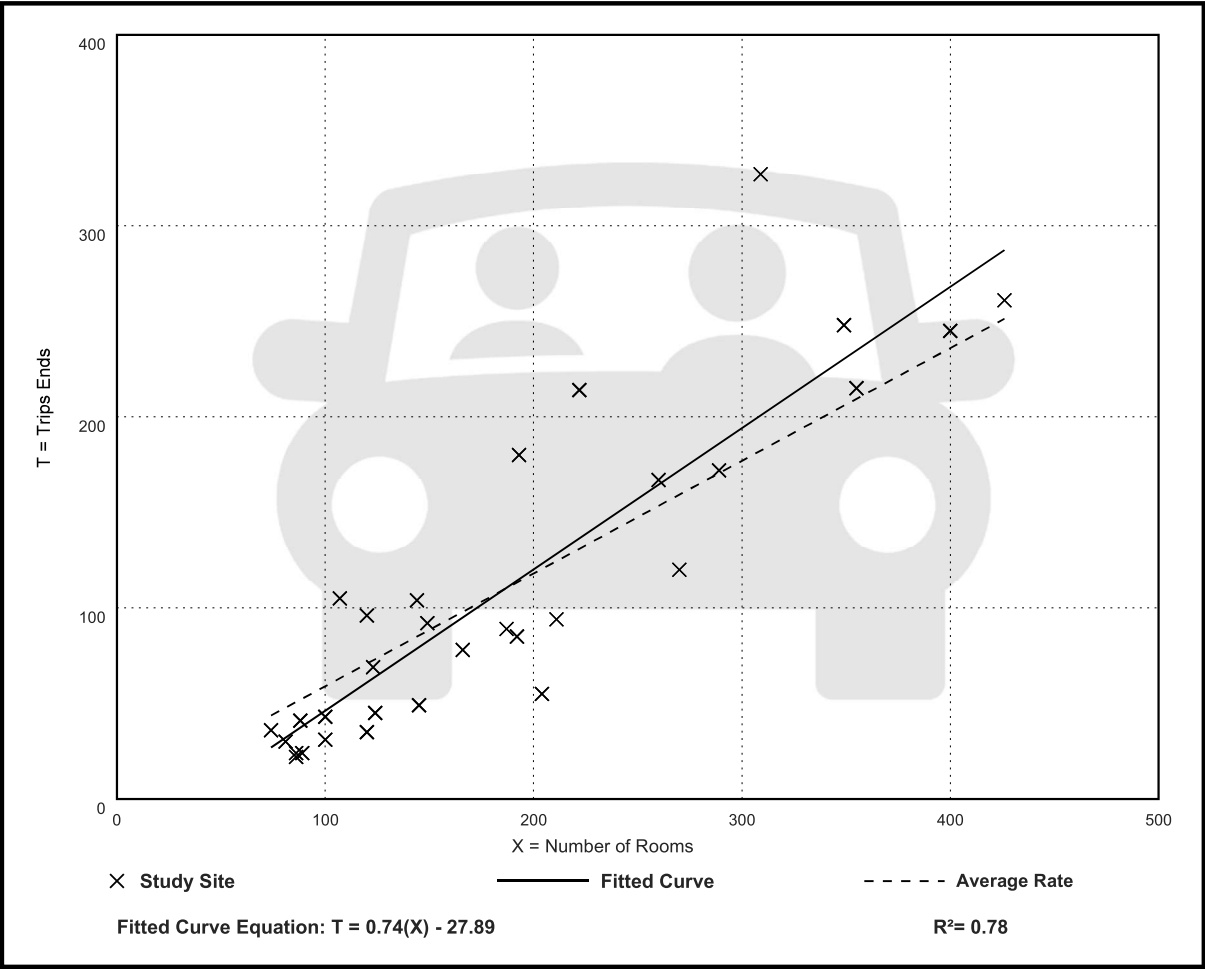
Hotel
(310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Rooms: 186
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise)

Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

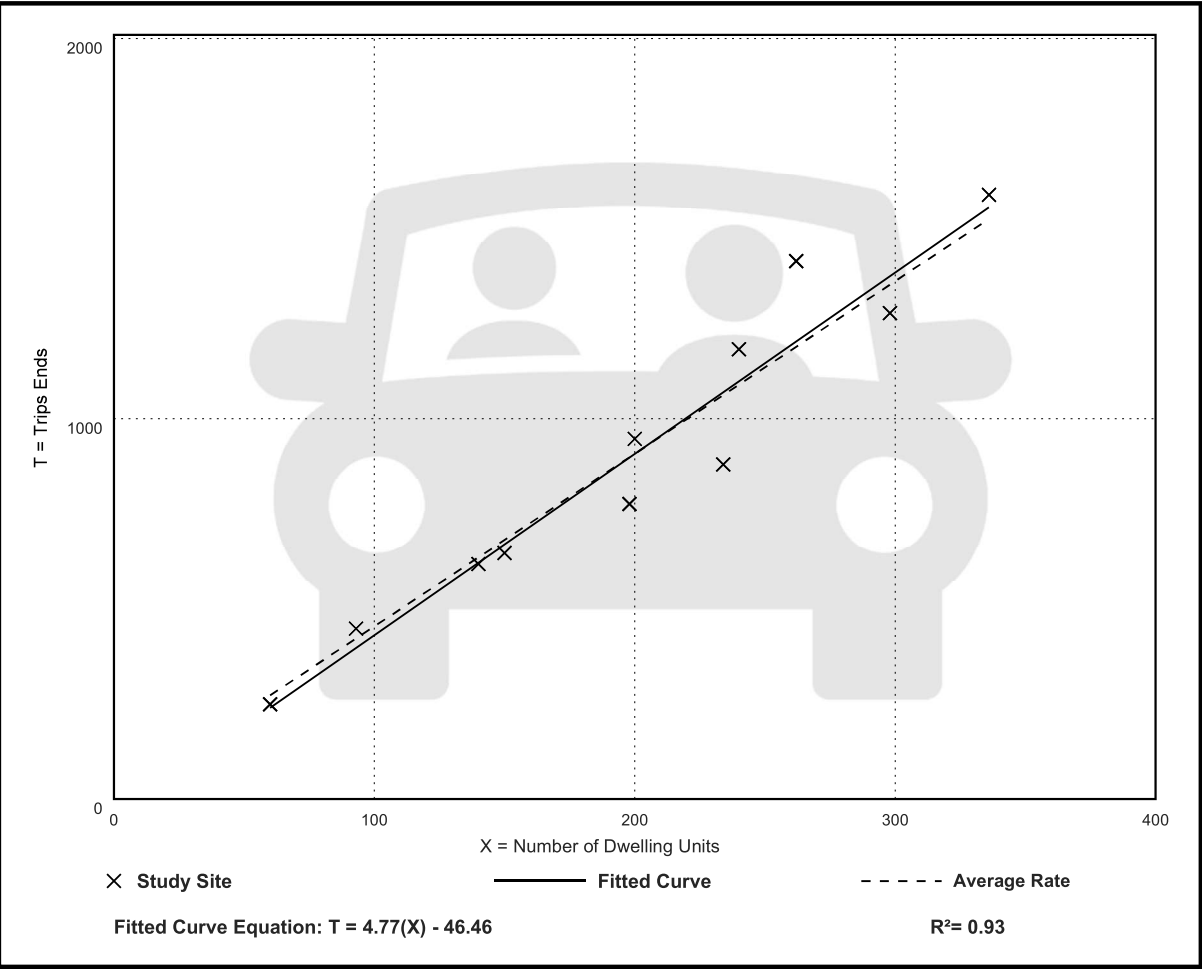
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



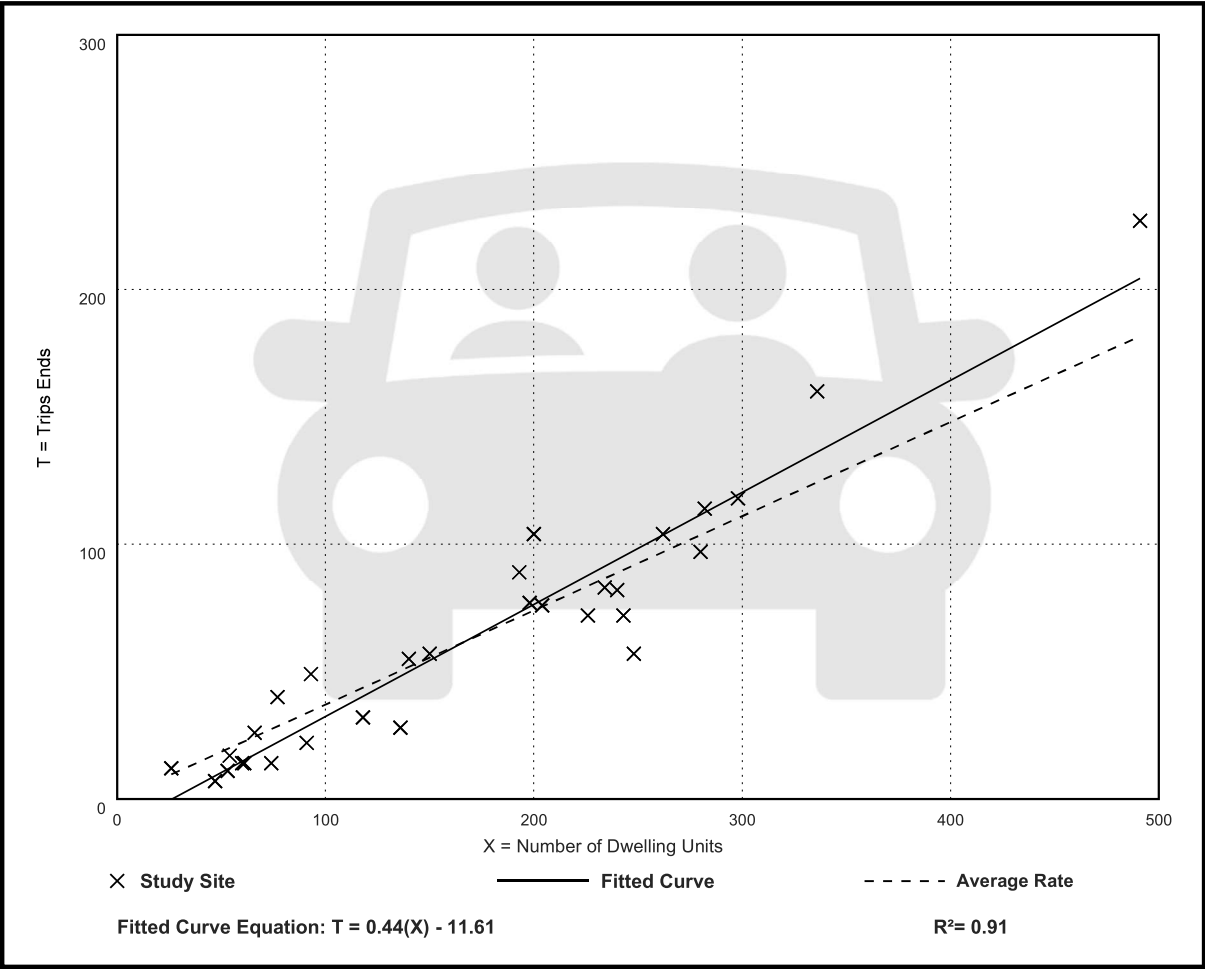
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



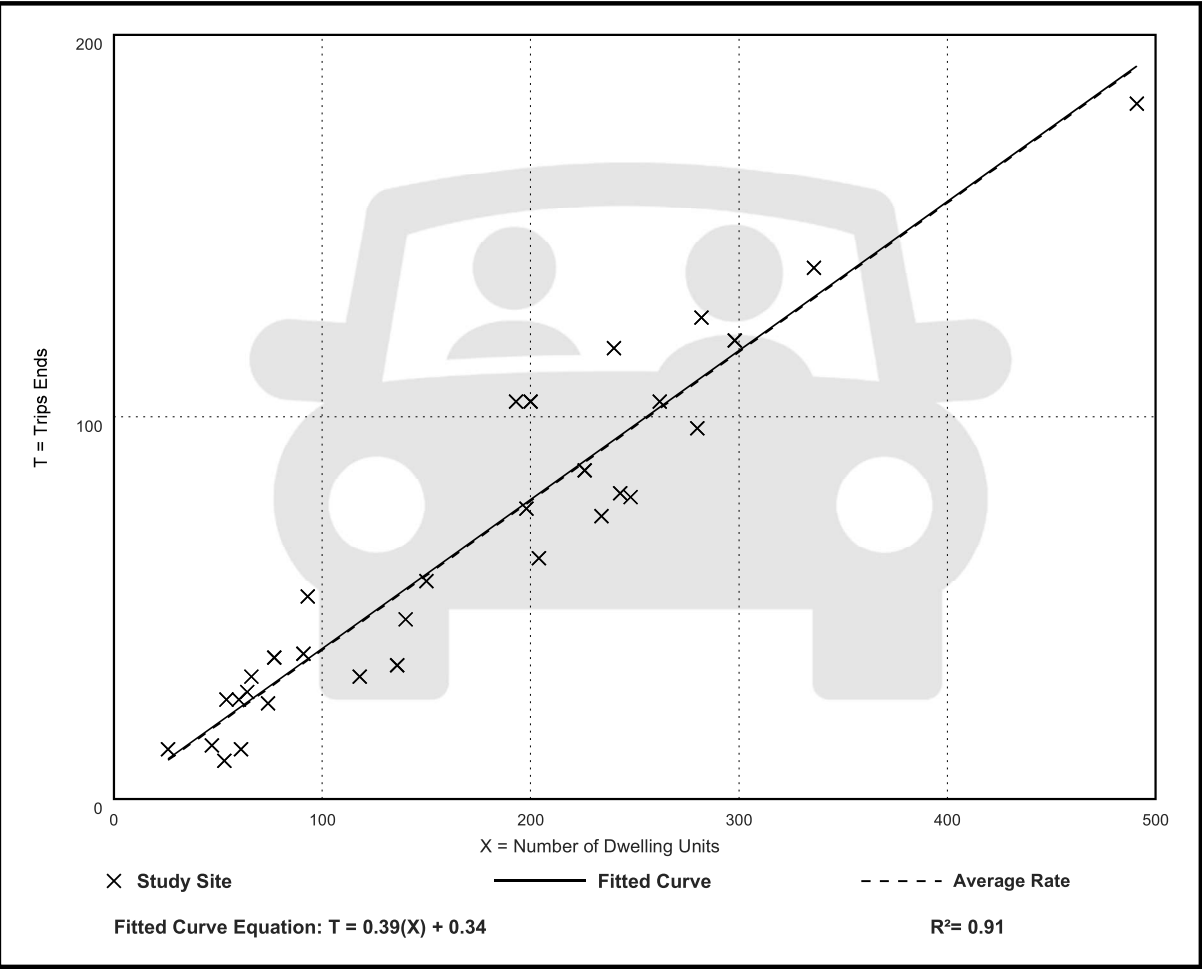
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2020 & 2045

			2020								2020								2045				
			Design Code	Daily Conditions				Peak Hour Conditions				Design Code	Daily Conditions										
				AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS		Volume	Capacity	V/C	LOS							
ID	N/S Roadway	Segment	622	49000	59900	0.82	C	4655	5390	0.86	C	622	53600	59900	0.89	C							

e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5%

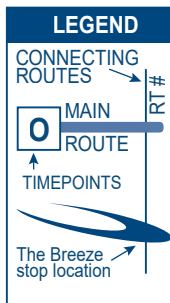
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ROUTE 10

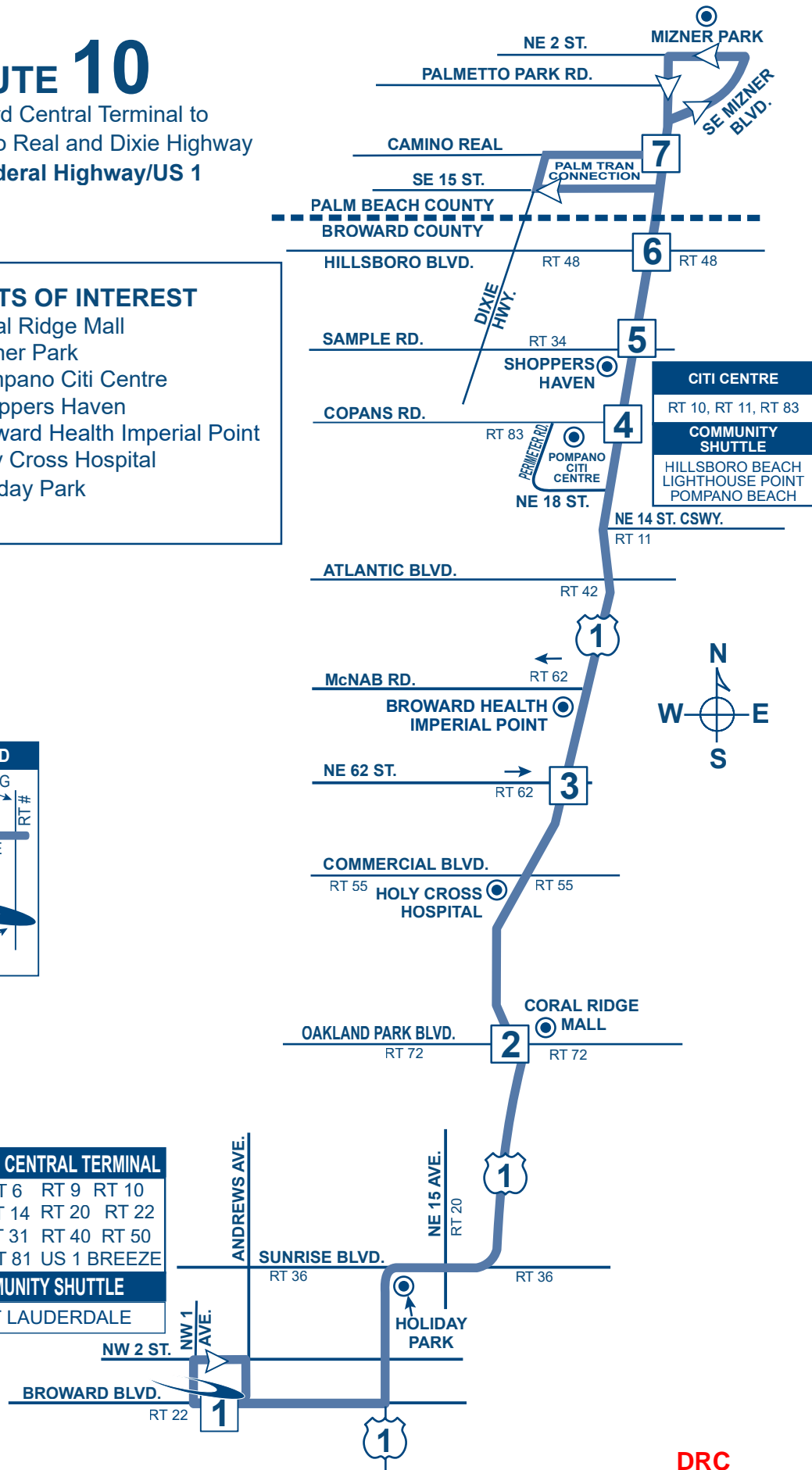
Broward Central Terminal to
Camino Real and Dixie Highway
via Federal Highway/US 1

POINTS OF INTEREST

- Coral Ridge Mall
- Mizner Park
- Pompano Citi Centre
- Shoppers Haven
- Broward Health Imperial Point
- Holy Cross Hospital
- Holiday Park



BROWARD CENTRAL TERMINAL			
RT 1	RT 6	RT 9	RT 10
RT 11	RT 14	RT 20	RT 22
RT 30	RT 31	RT 40	RT 50
RT 60	RT 81	US 1 BREEZE	
COMMUNITY SHUTTLE			
FORT LAUDERDALE			



DRC

PZ25-12000016

10/01/2025

Exhibit 4

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

December 20, 2024

THIS PRE-APPLICATION LETTER IS VALID UNTIL – December 20, 2025
THIS LETTER IS NOT A PERMIT APPROVAL

Dr. Juan F. Ortega, PE
JFO GROUP INC
6671 W. Indiantown Rd, Suite 50-324 , Jupiter, FL 33458

Dear Dr. Juan F. Ortega, PE:

RE: Pre-Application Review for **Category C Driveway**, Pre-Application Meeting Date: **12/19/2024**

Broward County - Pompano Beach; SR 5; Sec. # 86020000; MP: 12.3; Access Class - 5;
Posted Speed - 45; SIS - Influence Area; FDOT Ref. Project: N/A

Request: Proposed right-in/right-out/left-in driveway located along the west side of SR 5 located approximately 10 feet south of the north property line.

SITE SPECIFIC INFORMATION

Project Name & Address: **4211 N Federal Hwy – 4211 N Federal Hwy, Pompano Beach, FL, 33064**
Property Owner: **4211 N FEDERAL LLC**; Parcel Size: **2.71 Acres**
Development Size: **186 Multifamily DU**

REQUEST APPROVED

This decision is based on your presentation of the facts, site plan and survey - please see the conditions and comments below. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions:

- A minimum driveway length of 50 feet, as measured from the ultimate right-of-way line to the first conflict point shall be provided.
- If a gate is proposed, a minimum driveway length of 100 feet to the call box and/or gate house, and a turnaround area before the gate are required.
- The queue length for the existing left turn lane and any adjacent affected left turn lanes must be determined by a traffic study.


Comments:

- All driveways not approved in this letter must be fully removed and the area restored.
- Drainage mitigation is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage.). The drainage mitigation shall meet all FDOT Drainage Manual criteria and will be reviewed/approved as part of an access permit.
- The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway System and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval.** The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: <https://osp.fdot.gov>; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

Please contact the District Traffic Operations Access Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter.

Sincerely,


Roya Edwards
2024.12.20 11:48:
14 -05'00'

Roya Edwards, AICP
District Traffic Operations Access Manager

DRC

cc: Anthony Beecher

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www.fdot.gov | www.d4fdot.com

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PZ25-12000016

10/01/2025

Exhibit 5

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