

Mike Bokzam
4211 N FED, LLC
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Boca Raton FL 33487 2765

Re: The Satori (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*, a redevelopment project that proposes replacing an existing 61-room hotel with a mixed-use development consisting of 187 apartments, 1,705 SF Office and 2,507 SF Retail. 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 503, 60 (12 In/48 Out) and 76 (46 In/30 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	221	4.54	23%	77%	$T = 0.44(X) - 11.61$	61%	39%	$T = 0.39(X) + 0.34$
Small Office	712	2.43	87%	13%	3.33	17%	83%	1.52
Retail (<40KSF)	822	54.45	60%	40%	2.38	50%	50%	6.59

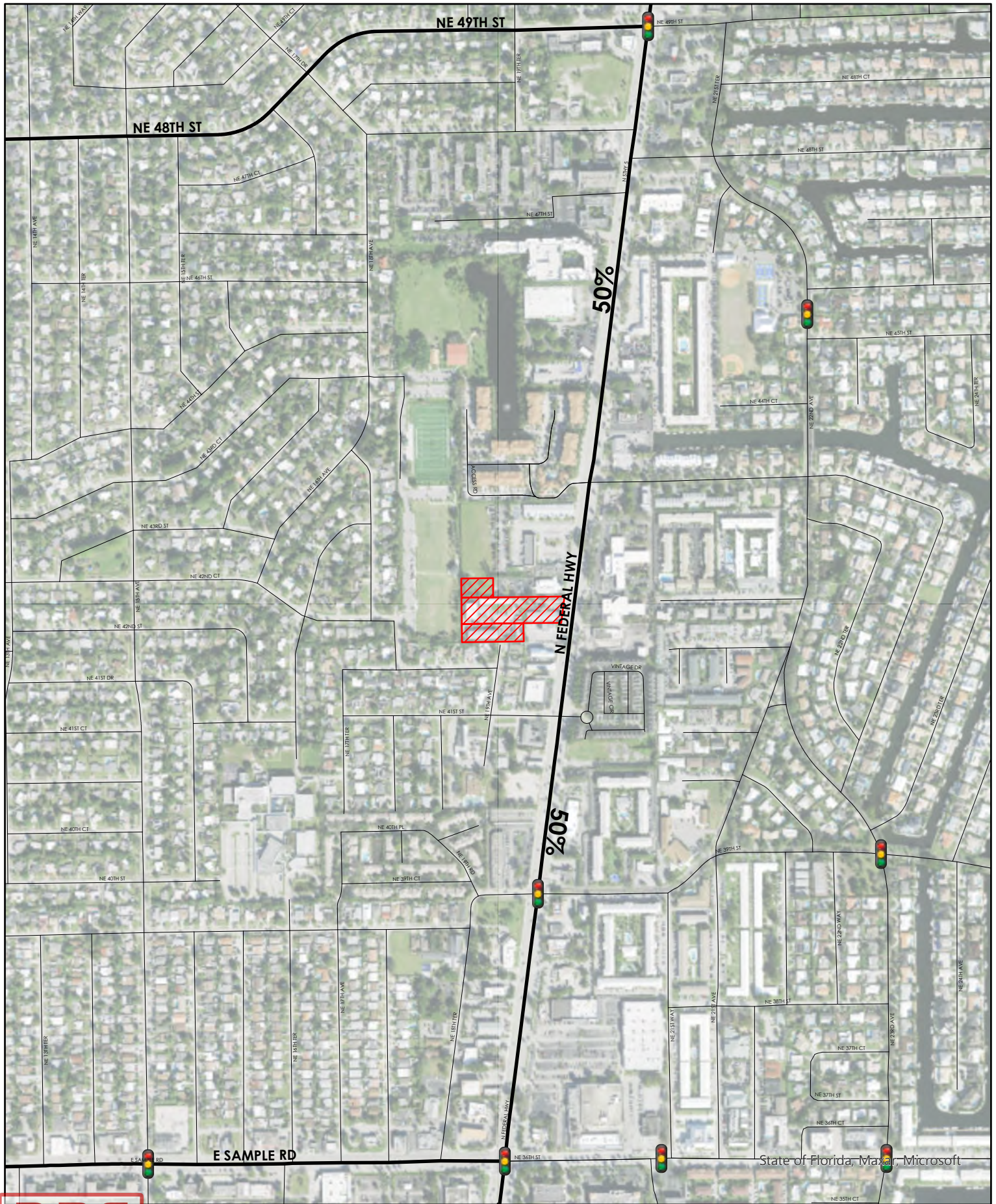
Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Figure 2 includes project trip distribution in the project vicinity. Table 3 summarizes Level of Service analyses for daily and peak hour conditions.

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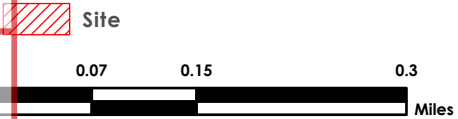
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**Figure 2:
 Traffic Assignment
 The Satori**



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	187 DUs	849	16	55	71	45	28	73
Small Office	1,705 SF	4	5	1	6	1	2	3
Retail (<40KSF)	2,507 SF	137	4	2	6	9	8	17
Net Proposed Trips		990	25	58	83	55	38	93
Net Trips		503	12	48	60	46	30	76

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%	252	0.42%	49,252	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%	38	0.71%	4,693	0.87

Moreover, as shown in Figure 3, The Satori 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.

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PZ25-12000016

12/03/2025

2025-10-25 File Satori_Traffic_1193.02

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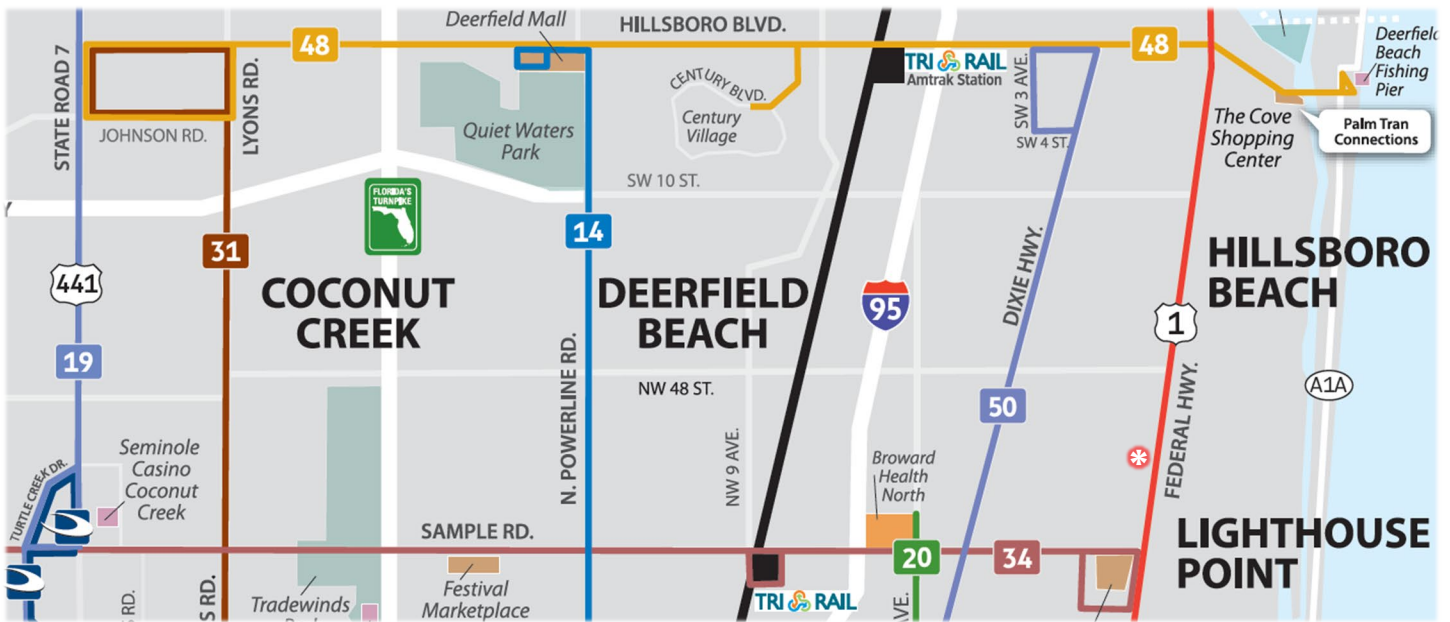


Figure 3 : Broward County Transit

The proposed redevelopment, which involves replacing an existing 61-room hotel with a mixed-use development consisting of 187 apartments, 1,705 SF Office and 2,507 SF Retail, is expected to have a de minimis impact on the transportation network, generating approximately 503 daily trips and 76 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 76 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 project.

Sincerely,

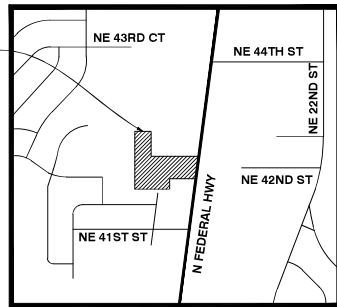
JFO GROUP INC
COA Number 32276



Enclosures:

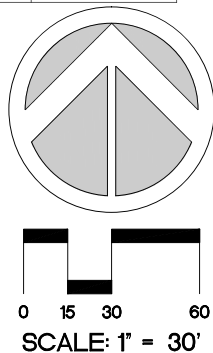
- Exhibit 1: Site Plan
- Exhibit 2: Trip Generation Rates
- Exhibit 3: Broward County LOS Report
- Exhibit 4: Route 10 – Broward County Transit
- Exhibit 5: FDOT Conceptual Approval

SITE



DAILY TRAFFIC VOLUMES	
AM PEAK	16 IN
	55 OUT
PM PEAK	45 IN
	29 OUT
854 TOTAL TRIPS	

Application Name	THE SATORI	
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	Vacant 61 Room Motel	
Proposed Uses	Mixed Use	
Residential	288,019 SF (187 Units)	
	Office	1,705 SF
	Retail	2,507 SF
	Total Area Under Air	292,213 SF
Site Data	B-3 General Business	PROVIDED
155.3304.C&D - General Business (B-3)		
Min. Lot Area (SF)	30,000 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) - per LDC	Max 46 du/ac (124 units)	69 du/ac (187 units with 27 flex units)
Bonus Density per Broward County Policy 2.16.13	23 units/ac (64 units)	
Max. Lot Coverage (% of Lot Area) 118,416 x 60% = 71,050 SF	60% / 71,050 SF	47% / 55,809 SF
Min. Pervious Area (% of Lot Area) 118,416 x 20% = 23,683 SF	20% / 23,683 SF	29,372 SF Total (24%) (2,843 SF) Under Canopy 26,006 SF Credit (22%)
Max Height (Ft)	105'	90' (8-Stories)
Min. Front Yard Setback (east)	0'	26.6'
Min. Interior Side Setback (north)	10'	10.9'
Min. Interior Side Setback (south)	10'	14.4'
Min. Rear Yard Setback (west)	10'	10.3'
155.5203.D.3 - Perimeter Landscaping Strips		
North (Type A Buffer)	10'	10'
South (Type C Buffer)	10'	27.3' (with wall)
East (Type A Buffer)	10'	10'
West (Type A Buffer)	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	12' Wide w/ Superior Landscaping (see landscape plan)
90' Height Building		
Unit Count (Multifamily Units)		
1 BD Units (777-950 sf)		55
2 BD Units (1,053-1,394 sf)		105
3 BD Units (1,470-1,798 sf)		27
Total # of Units		187
155.4202.A.2.c.1 - Minimum Floor Area Per Dwelling Unit		
1 Bedroom	650 sf	814 sf
2 Bedroom	750 sf	1,141 sf
3 Bedroom	850 sf	1,719 sf
155.5102.D.1 - Parking		
1 BD Units: 1.5 space per DU (1.5 x 55) = 83 Spaces	83	83
2 BD Units: 1.5 space per DU (1.5 x 105) = 158 Spaces	158	158
3 BD Units: 2.0 space per DU (2 x 27) = 54 Spaces	54	54
Guest Spaces: 1 per 5 DU (187 DU / 5) = 38 Spaces	38	41
Office: 1.0 space per 400 sf (1,705 sf/400) = 5 - 3 shared spaces = 2 spaces	2	2
Retail: 1.0 space per 300 sf (2,507 sf / 300) = 9 - 6 shared spaces = 3 spaces	3	3
ADA Parking Spaces (FBC: 208.2) 301-400 = 8 Spaces (Not included in total)	8	8
Total Parking Spaces	338	341
155.5102.L - Bicycle Parking		
4 bicycles for each 10 parking spaces (Max 20 Bike Spaces) : 336 / 10 = 20 spaces	20	20



GENERAL NOTES

- LOCATIONS, ELEVATIONS AND DIMENSIONS OF EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES WERE PROVIDED BY OTHERS AND ARE SHOWN ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF THE PREPARATION OF THESE CONTRACT DOCUMENTS. JESSAMINE DESIGN BUILD, LLC SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND/OR COMPLETENESS OF THAT INFORMATION SHOWN HEREIN OR ANY ERRORS OR OMISSIONS RESULTING FROM SUCH.
- THE CONTRACTOR SHALL FIELD LOCATE, VERIFY AND FURTHER IDENTIFY THE LOCATIONS, ELEVATIONS AND DIMENSIONS OF ALL EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES ABOVE AND BELOW GRADE AFFECTING ANY COMPONENT OF THE WORK CONTAINED IN THE CONTRACT DOCUMENTS PRIOR TO THE START OF ANY PHASE OF CONSTRUCTION. DISCREPANCIES, CONFLICTS OR POTENTIAL DEVIATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNERS REPRESENTATIVE IN WRITING WITHIN 48 HOURS OF DISCOVERY. NO CLAIM FOR EXPENSES INCURRED BY THE CONTRACTOR DUE TO SUCH CONDITIONS WILL BE AWARDED IF WRITTEN NOTIFICATION IS NOT PROVIDED PRIOR TO THE START OF ANY PHASE OF CONSTRUCTION.
- DO NOT TAKE ADVANTAGE OF ANY APPARENT ERROR OR OMISSION DISCOVERED IN THE CONTRACT DOCUMENTS. IMMEDIATELY NOTIFY THE OWNERS REPRESENTATIVE OF ANY SUCH DISCOVERY. THE OWNERS REPRESENTATIVE WILL PROVIDE DIRECTION REGARDING ANY CORRECTION OR INTERPRETATION NECESSARY TO REFLECT THE DESIGN INTENT OF THE CONTRACT DOCUMENTS.
- ALL EXISTING SITE FACILITIES TO REMAIN SHALL BE PROTECTED FROM ANY DAMAGE THROUGHOUT ALL CONSTRUCTION PHASES. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO SAID FACILITIES THAT OCCURS DUE TO WORK PERFORMED BY THE CONTRACTOR CALLED FOR IN THE CONTRACT DOCUMENTS.
- ALL WORK SHALL COMPLY WITH THE CODES, STANDARDS, REGULATIONS, REQUIREMENTS AND ORDINANCES OF ANY GOVERNMENTAL AGENCY HAVING JURISDICTION OVER THE WORK. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO THE START OF CONSTRUCTION AND SCHEDULE ALL INSPECTIONS AND TESTING ACCORDING TO THE REQUIREMENTS OF SAID AGENCIES AND THE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL COORDINATE ALL WORK WITH RELATED CONTRACTORS AND WITH THE GENERAL CONSTRUCTION OF THE PROJECT SO AS NOT TO IMPEDE THE PROGRESS OF THE WORK OF OTHERS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF THE PUBLIC AND ALL PERSONNEL ASSOCIATED WITH THE CONSTRUCTION OF THIS PROJECT. ALL SAFETY REGULATIONS REQUIRED BY APPLICABLE CODES, REGULATIONS, AND RECOGNIZED LOCAL PRACTICES SHALL BE ENFORCED DURING THE CONSTRUCTION AND/OR MAINTENANCE OF THIS PROJECT.
- THE OWNERS REPRESENTATIVE SHALL HAVE THE RIGHT AT ANY STAGE OF THE OPERATION TO REJECT ALL WORK OR MATERIALS WHICH IN THEIR OPINION DO NOT MEET THE WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.
- ALL REQUIRED SEDIMENT AND EROSION CONTROL MEASURES INSTALLED AS PART OF THIS PROJECT SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED IN GOOD CONDITION UNTIL CONSTRUCTION IS COMPLETE. SEE THE CIVIL ENGINEERING CONTRACT DOCUMENTS FOR ADDITIONAL REQUIREMENTS.
- THE CONTRACTOR SHALL REFER TO THE LANDSCAPE NOTES, SPECIFICATIONS, AND THE CONTRACT DOCUMENTS PREPARED BY OTHERS FOR ADDITIONAL REQUIREMENTS.
- PURSUIT TO SECTION 155.5509, ALL ELECTRICAL SECONDARY FEEDER LINE AND OTHER UTILITY LINES LOCATED ON THE DEVELOPMENT SITE AND/OR ALONG THE PUBLIC RIGHT OF WAY FRONTING THE DEVELOPMENT SITE SHALL BE PLACED UNDERGROUND.

LAYOUT NOTES

- ALL ONSITE PAVING DIMENSIONS ARE TO THE FACE OF CURB, WHERE APPLICABLE, UNLESS NOTED OTHERWISE.
- ALL CURB RADII AND SIDEWALK RETURNS ARE 3' UNLESS NOTED OTHERWISE.
- ALL PAVING AND EARTHWORK OPERATIONS SHALL CONFORM TO THE PROJECT GEOTECHNICAL REPORT AND CIVIL ENGINEERING CONTRACT DOCUMENTS.
- BOUNDARY SURVEY: BOUNDARY SURVEY INFORMATION IS BASED ON THE BOUNDARY SURVEY PROVIDED BY CAULFIELD & WHEELER INC DATED 12/6/2024. REFER TO THE BOUNDARY SURVEY AND PLAT TO VERIFY PROPERTY LINES AND EASEMENT LOCATIONS.
- BUILDING DIMENSIONS: THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS TO VERIFY THE EXACT BUILDING DIMENSIONS.
- SEE CIVIL ENGINEERING PLANS FOR PROPOSED PAVING, GRADING, DRAINAGE, AND UTILITY IMPROVEMENT.
- TO THE BEST OF THE ARCHITECTS OR ENGINEERS KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM BUILDING CODES AND APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND FLORIDA BUILDING CODE.

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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

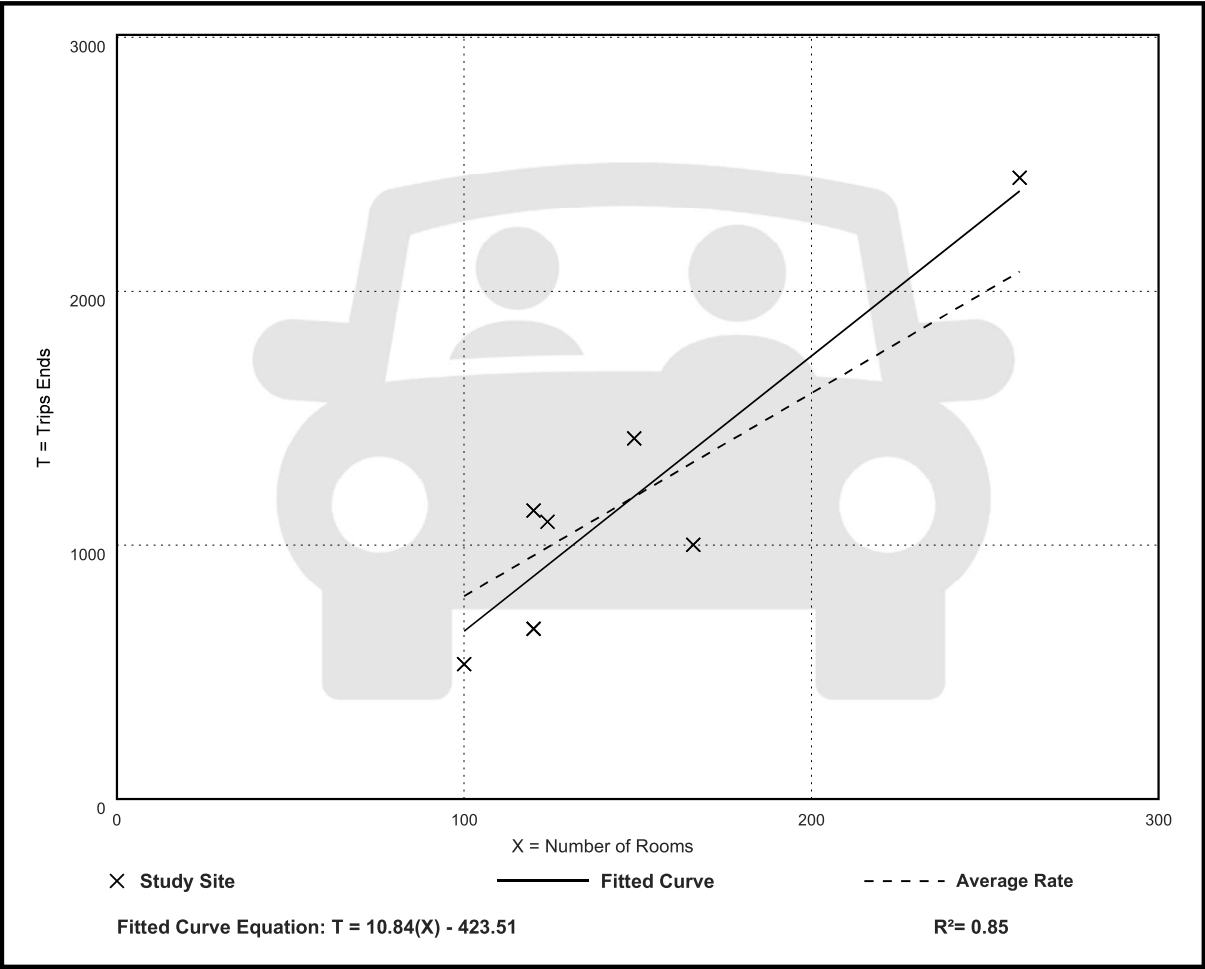
Avg. Num. of Rooms: 148

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



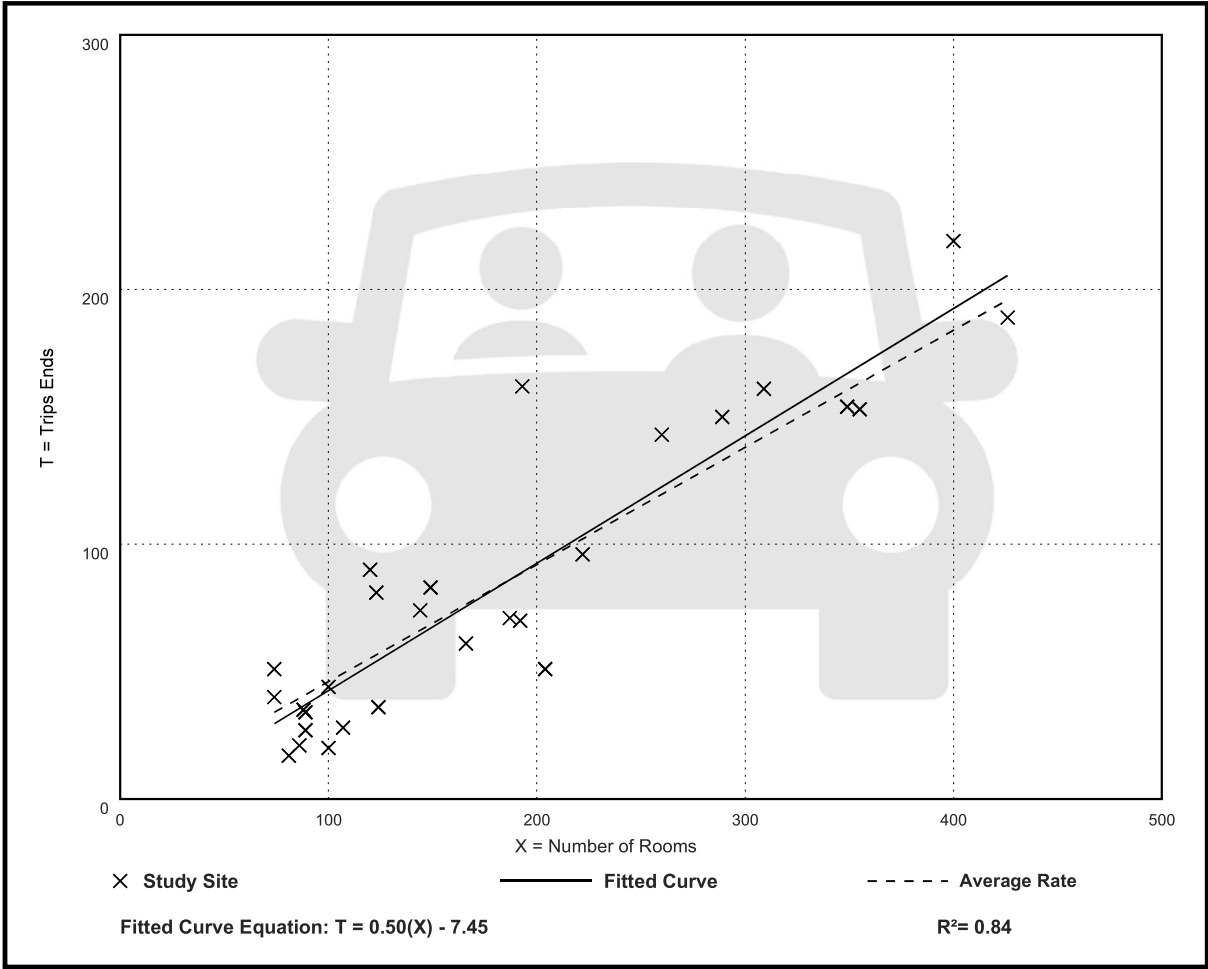
Hotel
(310)

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



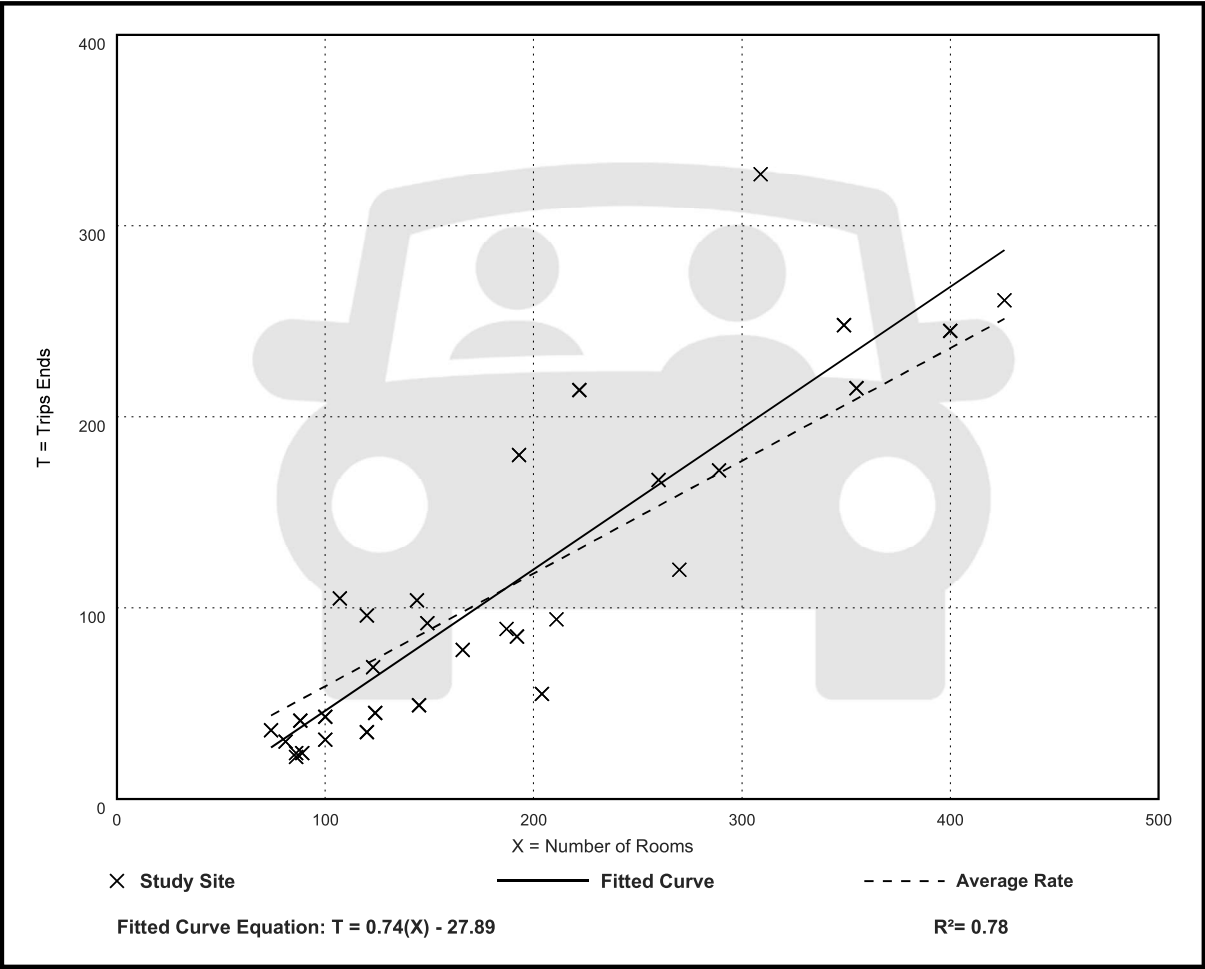
Hotel
(310)

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)

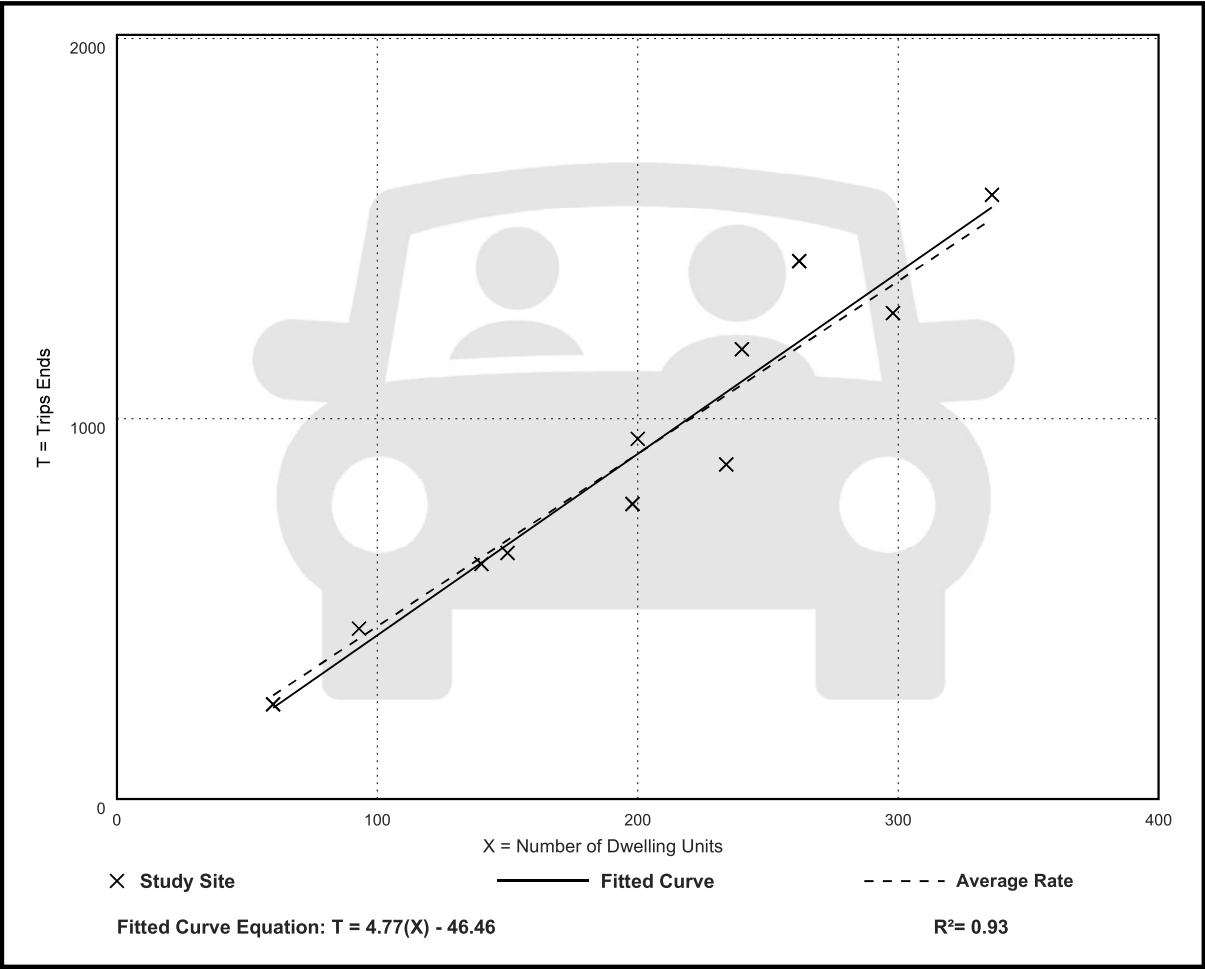
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

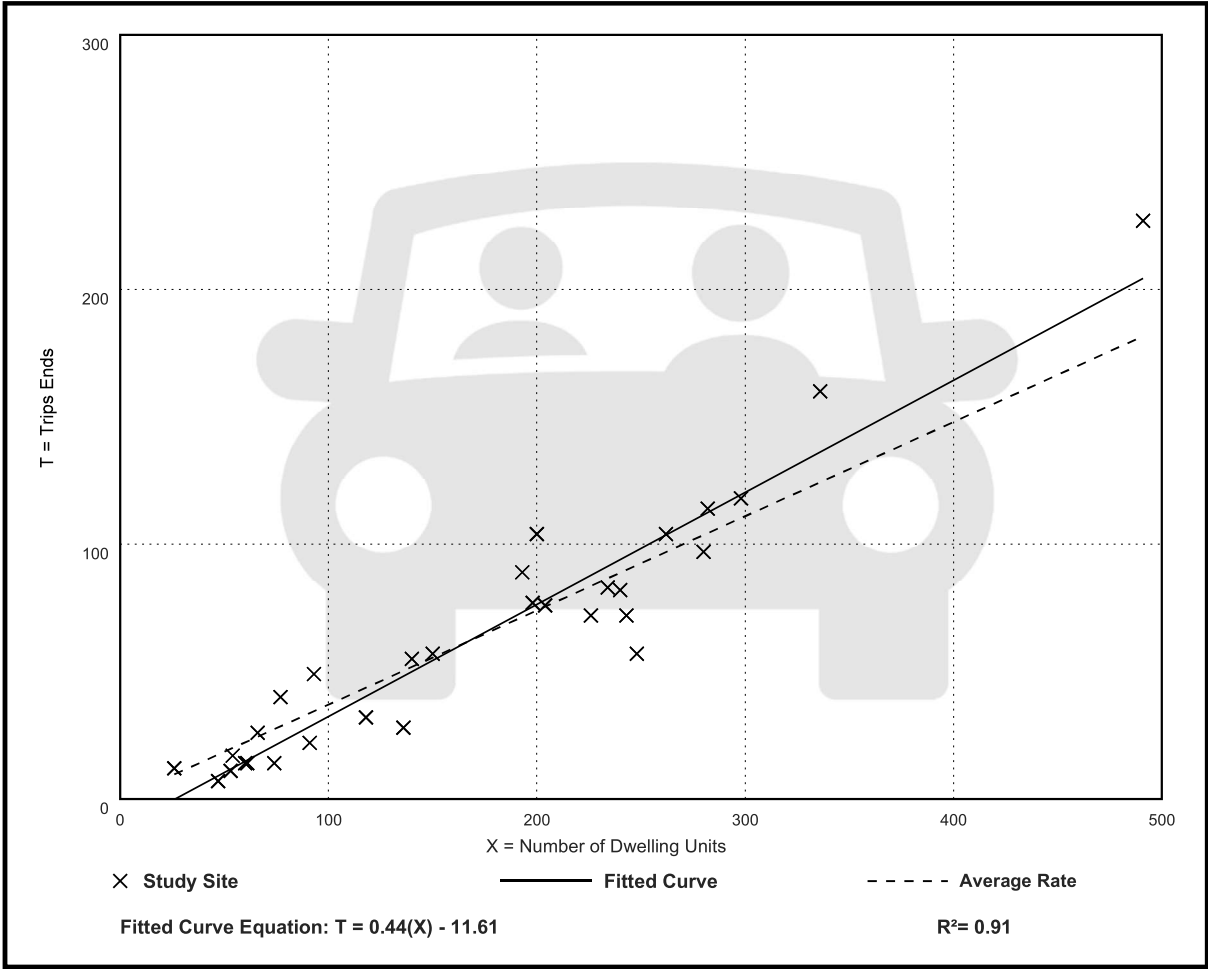
Avg. Num. of Dwelling Units: 173

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

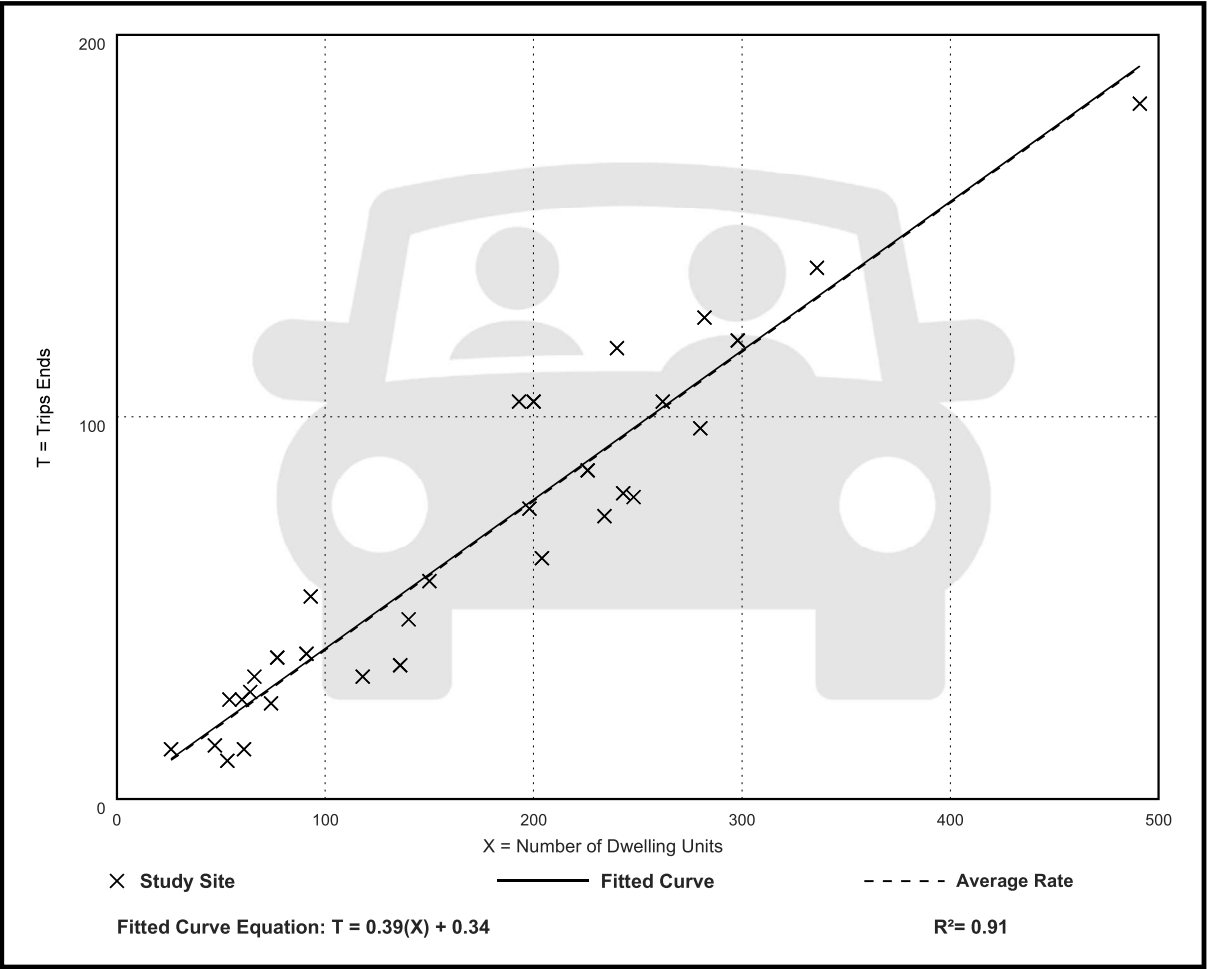
Avg. Num. of Dwelling Units: 169

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



Land Use: 712

Small Office Building

Description

A small office building is the same as a general office building (Land Use 710) but with less than or equal to 10,000 square feet of gross floor area. The building typically houses a single tenant. It is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted. General office building (Land Use 710) is a related use.

Additional Data

Attorney office, mortgage company, financial advisor, insurance agency, home health care provider, and real estate company are examples of tenants included in the small office building database. The diversity of employer types results in a wide range in employee density in the database. Densities range from a high of 1,300 to a low of 240 square feet per employee with an overall average of nearly 600 square feet per employee (a value much larger than the average observed in a general office building study sites).

In addition to the significant difference in employee density, small office buildings tend to be dominated by a single tenant (or very few) that are more service-oriented than a typical general office building. The result is more frequent and regular visitors and higher 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 and the 2010s in Alberta (CAN), California, Texas, and Wisconsin.

Source Numbers

418, 890, 891, 959, 976

Small Office Building

(712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: Dense Multi-Use Urban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 3

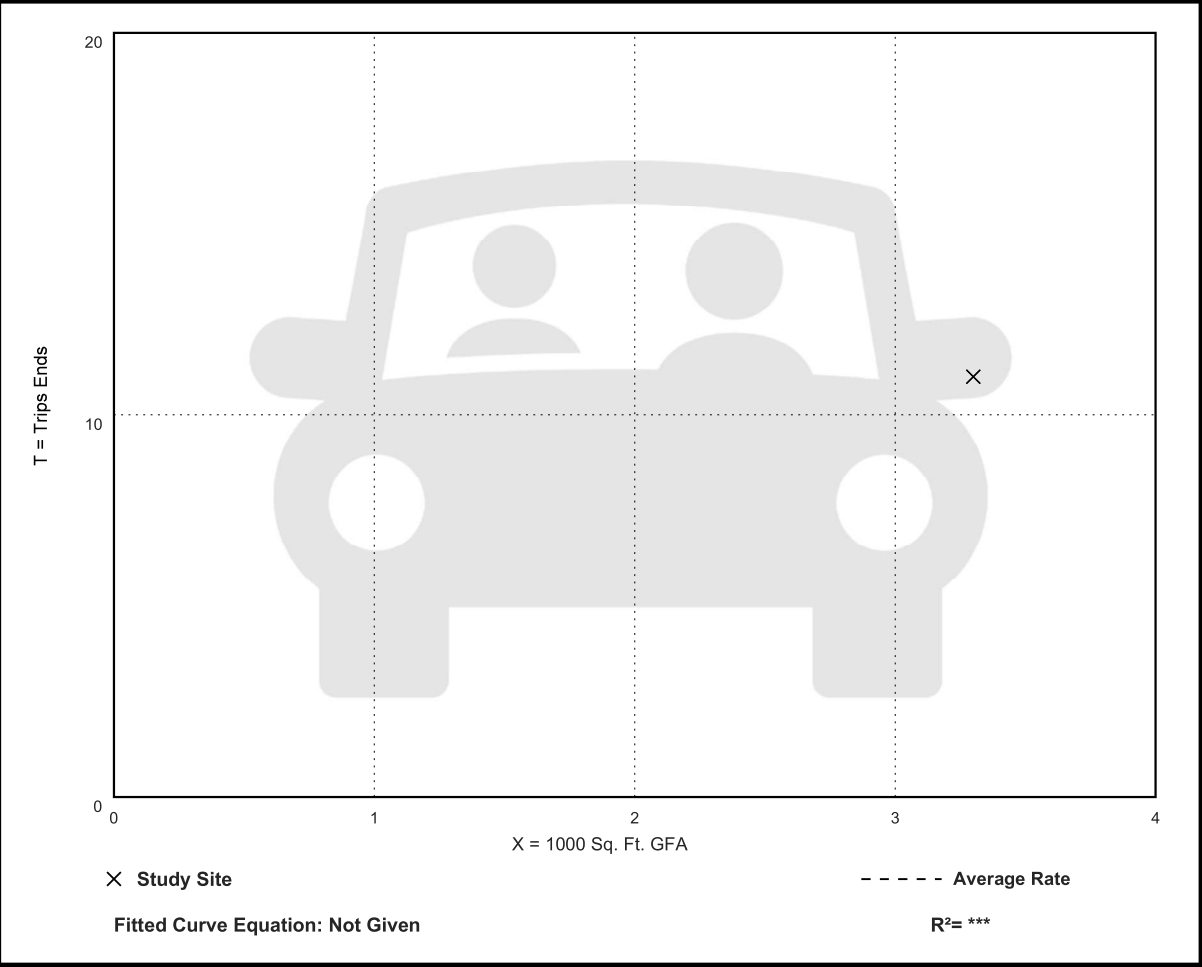
Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.33	3.33 - 3.33	***

Data Plot and Equation

Caution – Small Sample Size



Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: Dense Multi-Use Urban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 3

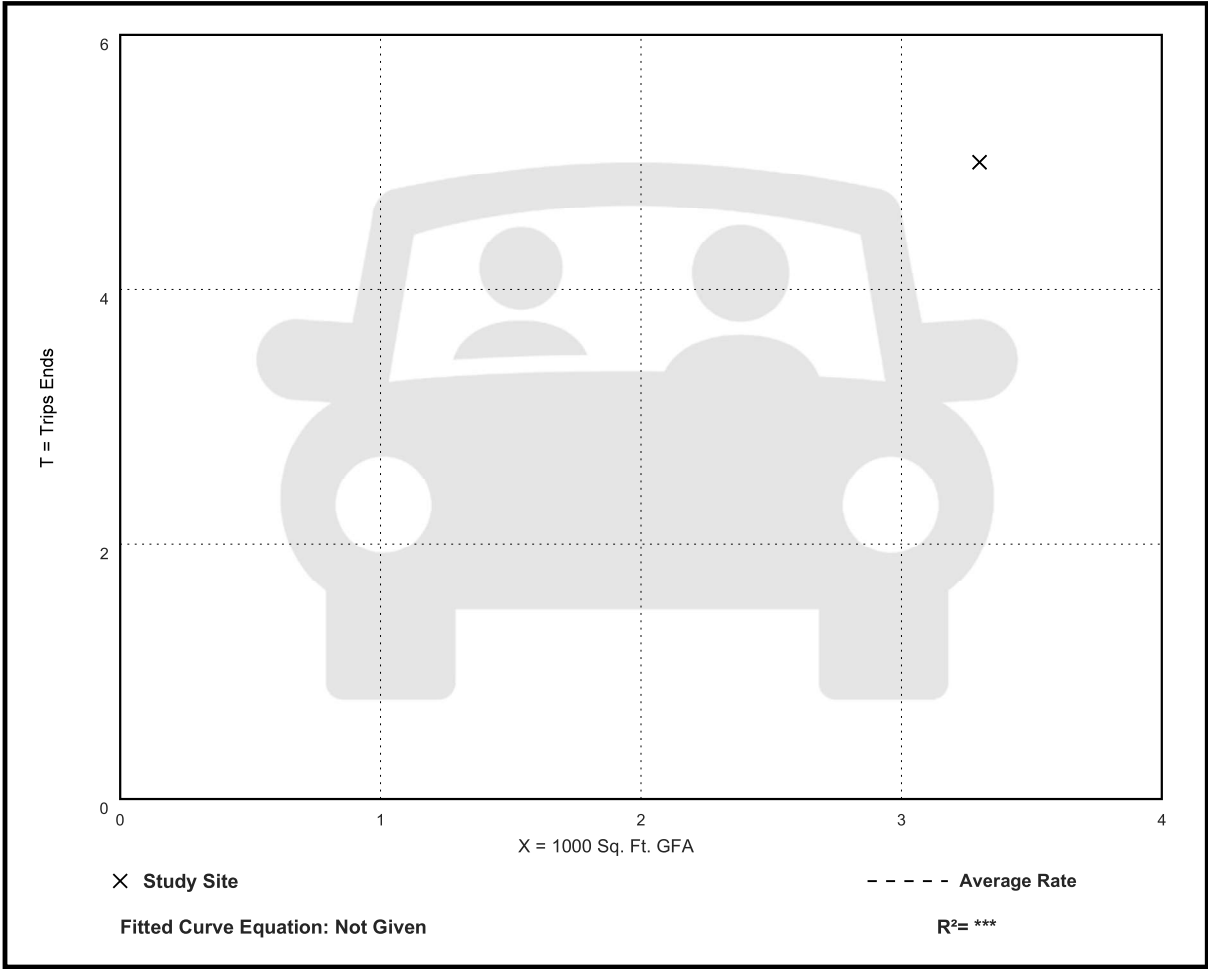
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	1.52 - 1.52	***

Data Plot and Equation

Caution – Small Sample Size



Land Use: 822 Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

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 Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

DRC

PZ25- 12000016
12/03/2025

Strip Retail Plaza (<40k)
(822)

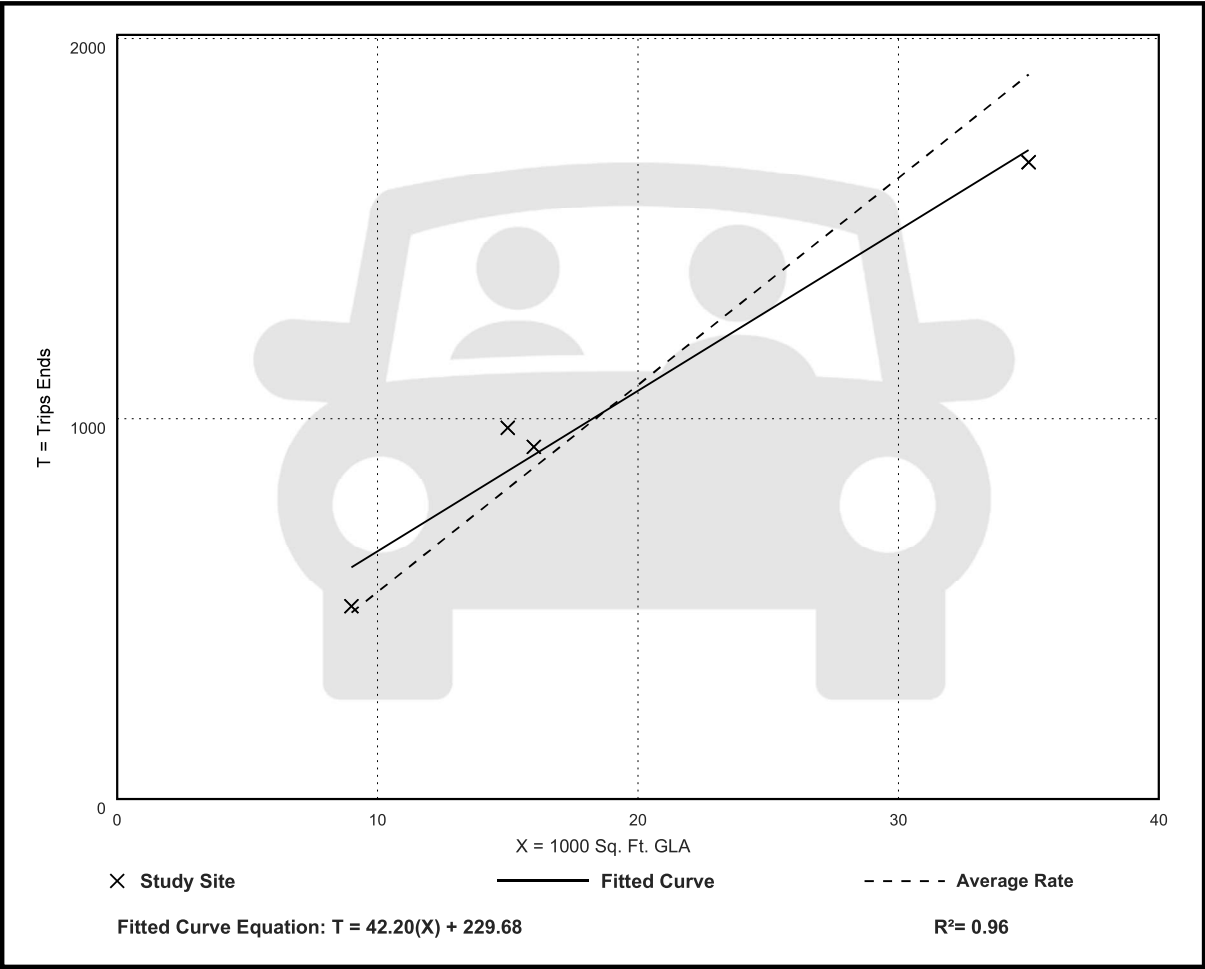
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Strip Retail Plaza (<40k)
(822)

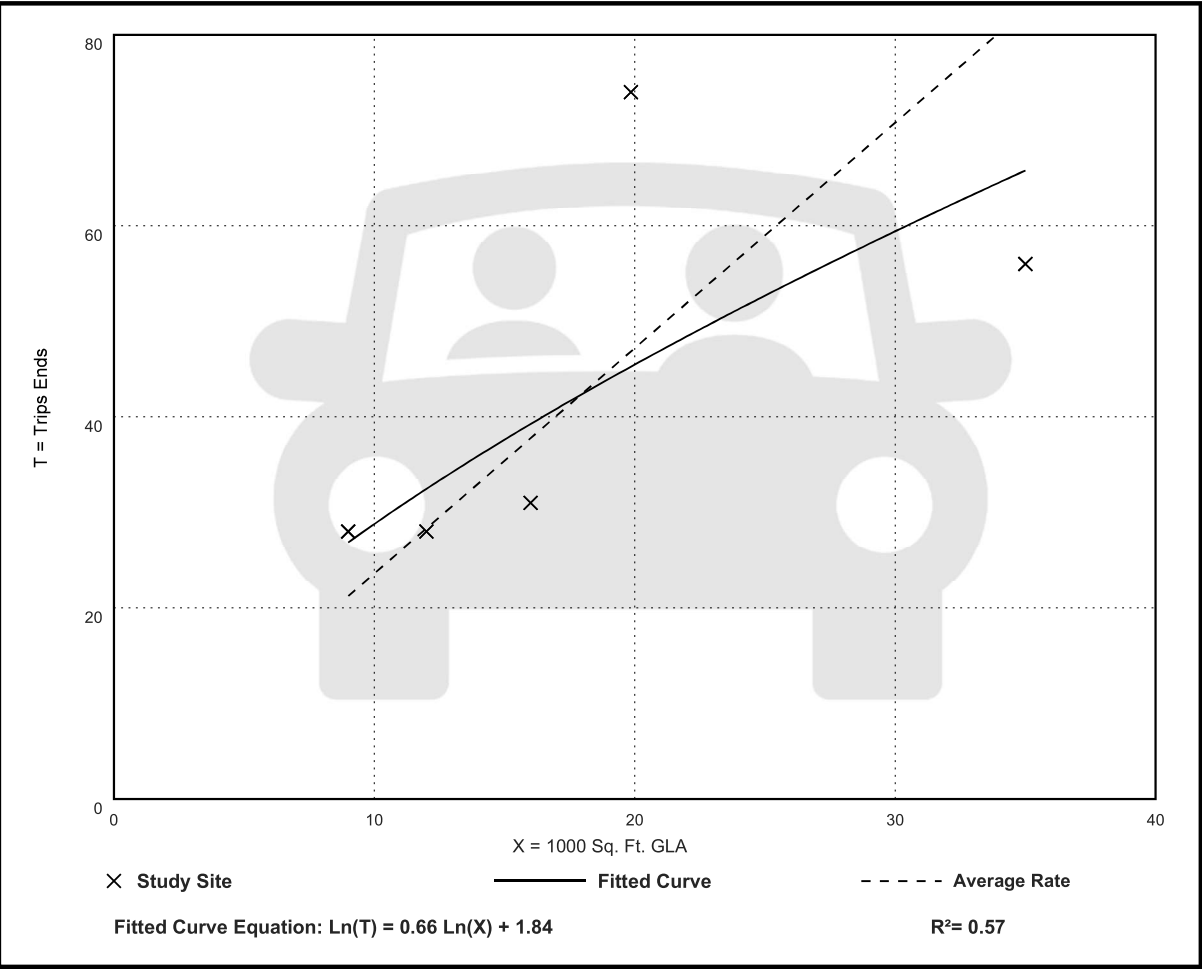
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 25

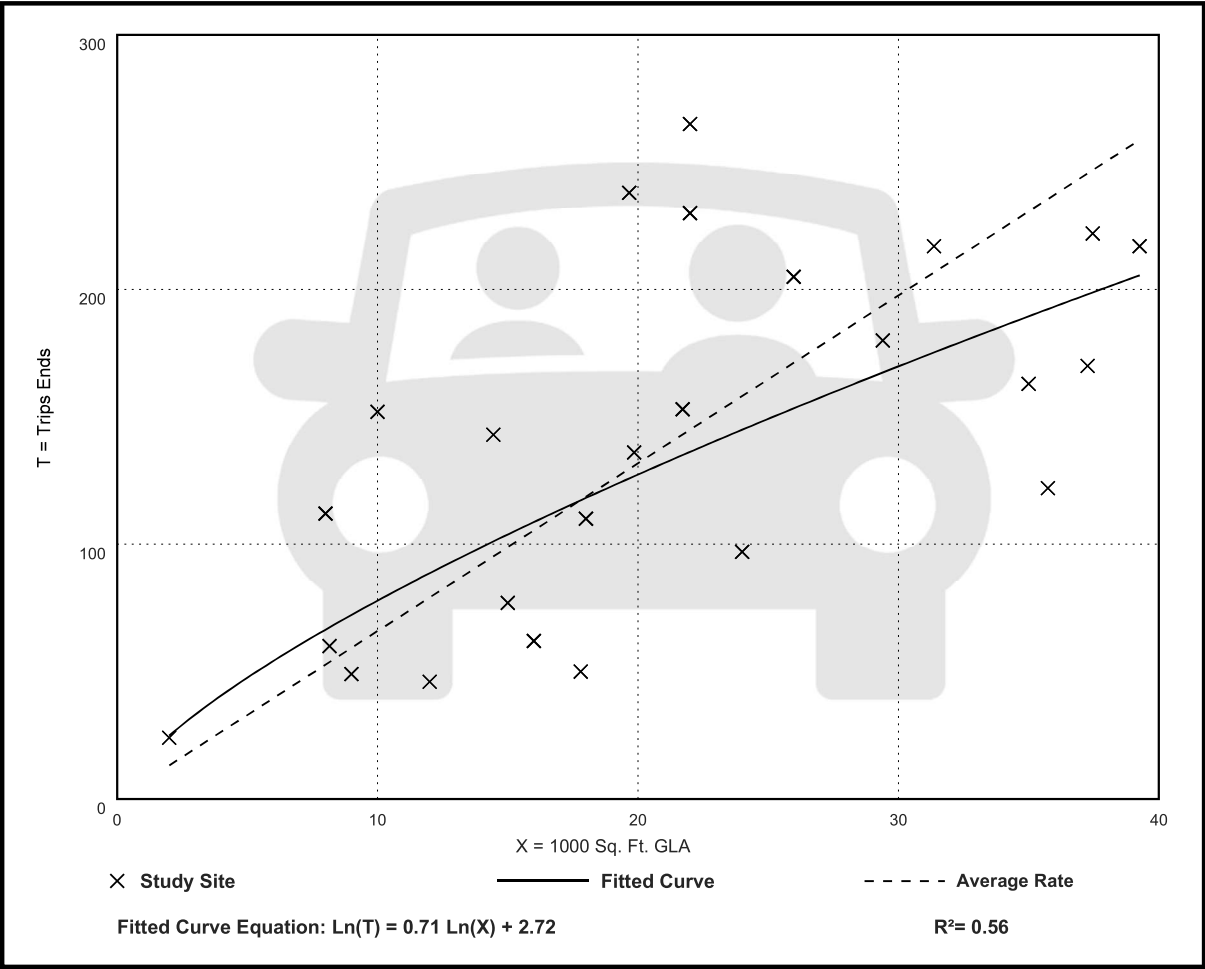
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



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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							



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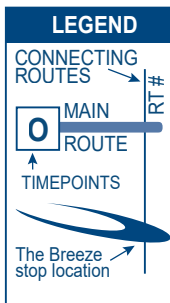
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12/03/2025

ROUTE 10

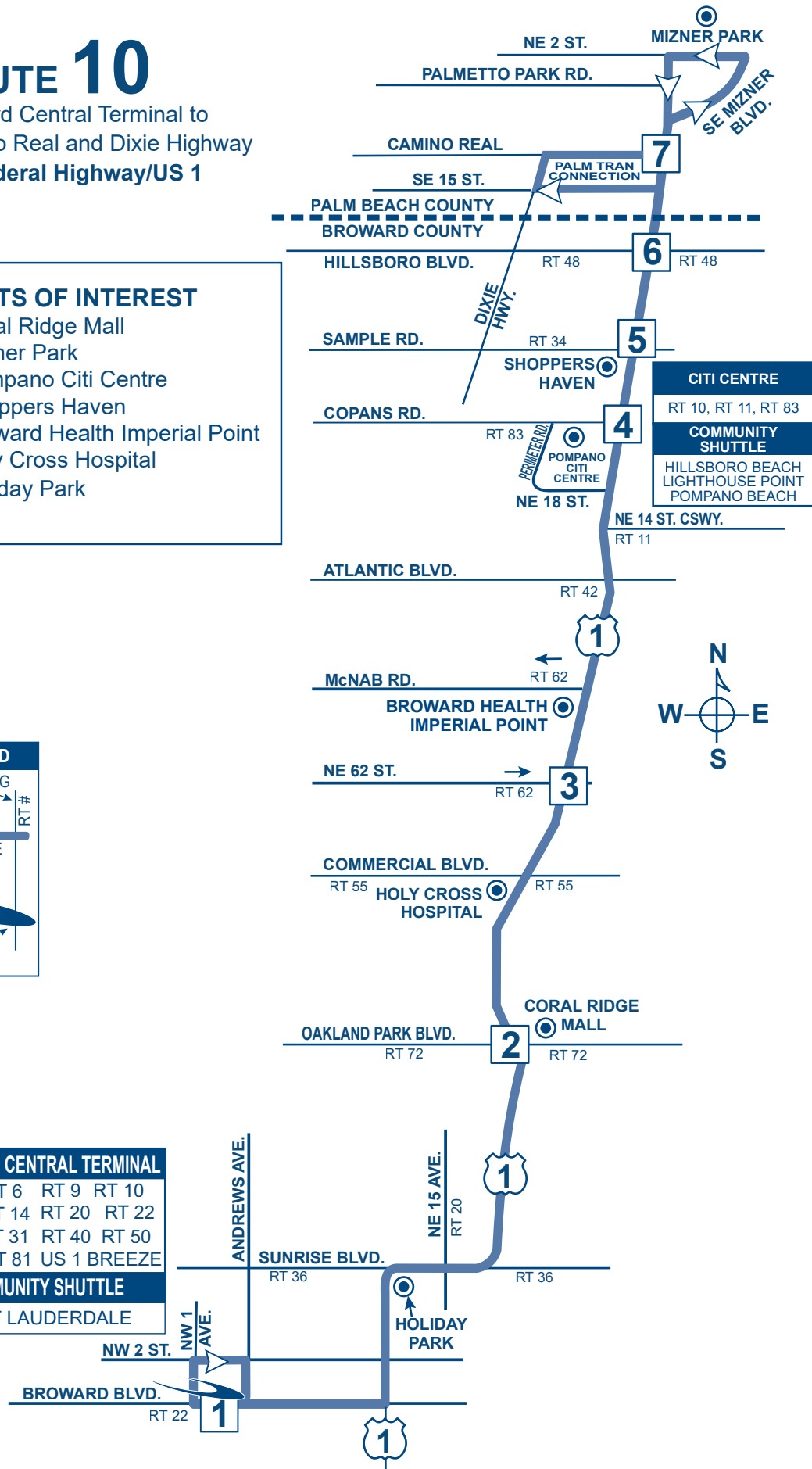
Broward Central Terminal to
Camino Real and Dixie Highway
via Federal Highway/US 1

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			



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PZ25- 12000016
12/03/2025



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

PZ25- 12600066 Transportation Operations\Traffic Operations\Access Management\1. Pre-Apps and Variance\2024-12-19\Pre-App 04-86020000 MP 12.30 4211 N Federal
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