

33 NW 33rd St Industrial LLC/ Criterion Group
Matthew Frank
C/O Chris Lall, P.E.
28-18 Steinway St
Astoria, NY 11103

Re: 33 NW 33rd Street (Pompano Beach)
Traffic Statement
Parcel ID: 4842-21-07-0070

Dear Matthew,

JFO Group Inc. has been retained to evaluate a traffic impact analysis to determine compliance with the City of Pompano Beach Land Development Code. This traffic statement is associated with a Site Plan application for the 33 NW 33rd Street property. The subject site is located in the I-1 General Industrial Zoning District, west of NW 27th Avenue, just south of Sample Road in the City of Pompano Beach, Florida.

Figure 1 shows an aerial view of the project location in relation to the transportation network. Parcel ID Number associated with this project is 4842-21-07-0070. A copy of the property appraiser information associated with this site is included as Exhibit 1.

The 33 NW 33rd Street project is proposing 36,545 SF of General Light Industrial uses and a 13,452 SF Office. Exhibit 2 includes a copy of a conceptual site plan for the project.

Project trip generation rates used for this analysis were based on the *Institute of Transportation Engineering (ITE) Trip Generation Manual 11th Edition*. Table 1 shows the rates and equations used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. When fitted curve equations were not available, weighted average rates were used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R² of at least 0.75, fitted curve equations were used. Exhibit 3 includes a copy of the ITE trip generation rates and equations.



Figure 1 : Project Location

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
General Light Industrial	110	4.87	88%	12%	0.74	14%	86%	0.65
General Office Building	710	$\ln(T) = 0.87$ $\ln(X) + 3.05$	88%	12%	$\ln(T) = 0.86$ $\ln(X) + 1.16$	17%	83%	$\ln(T) = 0.83$ $\ln(X) + 1.29$

Table 2 summarizes the net Daily, AM, and PM peak trips potentially generated by the proposed development. According to Table 2, the net Daily, AM and PM peak hour trips potentially generated due to the proposed development are 381, 57 (50 In/7 Out), and 55 (8 In/47 Out) trips respectively.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Light Industrial	36,545 SF	178	24	3	27	3	21	24
Office	13,452 SF	203	26	4	30	5	26	31
Net Proposed Traffic		381	50	7	57	8	47	55

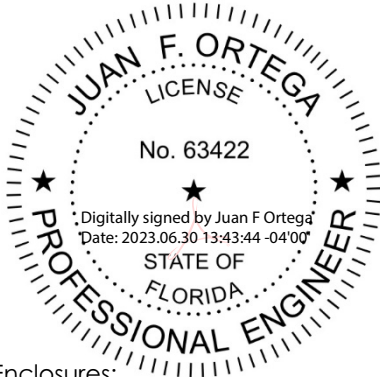
According to Section 154.74.F of the City's Land Development Code, Broward County implemented a Transit Concurrency Impact Fee in December 2004. Under this Fee System, the City of Pompano Beach is located in the Northeast Zone. The revised Transportation Concurrency Management System requires payment of a Transit Concurrency Impact Fee prior to building permit based on the type of development and the fee schedule for the Northeast and Central Transit Concurrency Districts.

The City has incorporated the Broward County Transportation Concurrency Management System into its Comprehensive Plan and issues development permits for projects which pay the transit fee prior to building permit issuance. Payment of the fee satisfies concurrency. The city also requires all projects submitted for concurrency review to the Development Review Committee to satisfy County and City Road right-of-way requirements prior to the issuance of a building permit.

The proposed changes to the 33 NW 33rd Street property have been evaluated following the City's Land Development Code. This analysis shows that the proposed request for 36,545 SF of General Light Industrial and a 13,452 SF Office will generate 381 net daily trips where 57 (50 In/7 Out) trips will occur during the AM peak hour and 55 (8 In/47 Out) during the PM peak hour. 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 57 peak hour trips.

Sincerely,

JFO GROUP INC
COA Number 32276



Enclosures:

- Exhibit 1: Property Appraiser
- Exhibit 2: Conceptual Site Plan
- Exhibit 3: ITE Trip Generation Rates

DRC



The just values displayed below were set in compliance with [Sec. 193.011](#), Fla. Stat., and include a reduction for costs of sale and other adjustments required by [Sec. 193.011\(8\)](#).

Property Assessment Values

2023* Exemptions and Taxable Values by Taxing Authority

Sales History

Land Calculations

* Denotes Multi-Parcel Sale (See Deed)

DRC

Exhibit 1

This Page Intentionally Left Blank

DRC

PZ23-12000019

08/16/2023

FLORIDA'S
TURNPIKE

FLORIDA'S TURNPIKE

N.W. 27TH AVENUE

VARIABLE WIDE RIGHT-OF-WAY
ASPHALT PAVED PUBLIC ROADWAY
P.E. 111 PG. 33

N.W. 33RD STREET

SITE NOTES:

- ALL DIMENSIONS ARE SHOWN AT FACE OF CURB, UNLESS OTHERWISE NOTED. B/C INDICATES DIMENSION IS TO BACK OF CURB.
- ALL RADII DIMENSIONS ARE 3' TO FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL PAVEMENT MARKINGS AND SIGNAGE SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," LATEST EDITION, AND BROWARD COUNTY LAND DEVELOPMENT CODE.
- FREE STANDING SIGNAGE SHOWN ONLY FOR REPRESENTATIONAL PURPOSES, AND SHALL BE PERMITTED SEPARATELY.
- PROPOSED DUMPSTER ENCLOSURE WILL HAVE A COMPATIBLE FINISH AND COLOR WITH THE RESPECTIVE STRUCTURE.
- ALL IMPACTED RIGHT-OF-WAY AREAS SHALL BE SODDED .
- ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED SO AS NOT TO BE VISIBLE FROM GROUND LEVEL.
- THERE SHALL BE NO OUTSIDE STORAGE OF MATERIAL OR EQUIPMENT WITH THE EXCEPTION OF DINING APPARATUS-TABLES, CHAIRS, UMBRELLA AND BENCHES.
- THE AMOUNT OF EXTERIOR LIGHTING SHALL BE REDUCED TO 0.00 FOOTCANDLE READINGS AT THE PROPERTY LINE.
- PLEASE SEE UTILITY PLAN FOR PROPOSED UTILITIES WHICH ARE NOT SHOWN ON THIS SHEET FOR CLARITY.
- ALL PAVEMENT MARKINGS TO BE INSTALLED WITH SLIP RESISTANT PAINT.
- SIDEWALK CURBING ALONG STORE FRONT FRONTAGE TO BE TRAFFIC YELLOW.
- GENERAL CONTRACTOR SHALL COMPLY WITH THE COMMERCIAL DESIGNS STANDARDS SET FORTH BY BROWARD COUNTY CODE. ANY REQUIREMENTS LISTED IN THE BROWARD COUNTY INDUSTRIAL DESIGN STANDARDS THAT CAN NOT BE MET SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION IMMEDIATELY. ANYTHING NOT BUILT TO THE ABOVE STANDARDS WILL REQUIRE REMOVAL AND REPLACEMENT OF THE NON COMPLIANT AREAS AT THE GENERAL CONTRACTOR'S COST.

ADA ACCESSIBILITY NOTES:

- ALL HANDICAPPED PARKING SPACES AND ACCESS AISLES ADJACENT TO THE HANDICAP PARKING SPACES SHALL HAVE A MAXIMUM OF 2% SLOPE IN ALL DIRECTIONS (THIS INCLUDES RUNNING SLOPE AND CROSS SLOPE).
- AN ACCESSIBLE ROUTE FROM THE PUBLIC STREET OR SIDEWALK TO ALL BUILDING ENTRANCES MUST BE PROVIDED. THIS ACCESSIBLE ROUTE SHALL BE A MINIMUM OF 60" WIDE. THE RUNNING SLOPE OF AN ACCESSIBLE ROUTE SHALL NOT EXCEED 5% AND THE CROSS SLOPE SHALL NOT EXCEED 2%.
- SLOPES EXCEEDING 5% BUT LESS THAN 8% WILL REQUIRE A RAMP AND MUST CONFORM TO THE REQUIREMENTS FOR RAMP DESIGN (HANDRAILS, CURBS, LANDINGS). NO RAMP SHALL EXCEED AN 8% RUNNING SLOPE OR 2% CROSS SLOPE.
- IN THE CASE THAT A NEW SIDEWALK WILL BE CONSTRUCTED IN THE ROW OF A SITE THE RUNNING SLOPE OF THE SIDEWALK SHALL NOT EXCEED 5% AND THE CROSS SLOPE SHALL NOT EXCEED 2%. THIS STANDARD APPLIES TO CROSS WALKS IN THE DRIVEWAY AS WELL AND WILL REQUIRE SPECIAL ATTENTION DURING STAKING TO MAKE SURE THE 2% CROSS SLOPE IS MET IN THE CROSS WALK.
- IT WILL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO ENSURE THAT THE HANDICAP PARKING SPACES, ACCESSIBLE ROUTES, AND SIDEWALKS/CROSSWALKS ARE CONSTRUCTED TO MEET ADA REQUIREMENTS.
- ANY REQUIREMENTS LISTED ABOVE THAT CAN NOT BE MET SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION IMMEDIATELY. ANYTHING NOT BUILT TO THE ABOVE STANDARDS WILL REQUIRE REMOVAL AND REPLACEMENT OF THE NON COMPLIANT AREAS AT THE GENERAL CONTRACTOR'S COST.

SITE DATA

FUTURE LAND USE DESIGNATION	I (INDUSTRIAL)	
ZONING DISTRICT	I-1 (GENERAL INDUSTRIAL)	
PARCEL IDENTIFICATION NUMBER	484221070070	
PROPOSED USE	TWO-STORY OFFICE BUILDING, REPAIR AND MAINTENANCE, BUILDING, AND OUTDOOR STORAGE FOR CONSTRUCTION EQUIPMENT	
GROSS ACREAGE	449,974.8 S.F. (±10.33 A.C.)	
	REQUIRED	PROPOSED
LOT AREA (MINIMUM)	10,000 SF (MINIMUM)	51,433 SF
LOT WIDTH (MINIMUM)	100' (MINIMUM)	120'
LOT COVERAGE (MAXIMUM)	65% REQUIRED	11.43%
PERVIOUS AREA (MINIMUM)	20% REQUIRED	38.14% (3.94 AC)
BUILDING HEIGHT (MAXIMUM)	45' REQUIRED	
	REQUIRED	PROPOSED
LANDSCAPE BUFFERS		
FRONT (NW 33RD STREET)	TYPE B: 10'	10'
SIDE (NW 27TH AVE)	TYPE C: 10'	10'
SIDE/ROAD:	TYPE A: 10'	10'
	REQUIRED	PROPOSED
BUILDING SETBACKS		
FRONT SETBACK (NW 33RD STREET)	25'	49.7'
SIDE SETBACK (NW 27TH AVE)	10'	100.5'
SIDE SETBACK (INTERIOR)	10'	355.9'
REAR SETBACK	30'	145.1'
	REQUIRED	PROPOSED
PARKING		
OFFICE (13,462 SF): 1 PER 400 SF OF OFFICE SPACE	34	35
WAREHOUSE(44,707 SF): STANDARD (1 PER 750 SF FOR THE FIRST 3,000 SF OF FLOOR AREA, THEN 1 PER 2,500 SF FOR ADDITIONAL FLOOR AREA)	21	21
ACCESSIBLE	3	3
TOTAL	55	56

LEGEND:

- HEAVY DUTY CONCRETE
- HEAVY DUTY ASPHALT
- STANDARD DUTY ASPHALT



ALWAYS CALL 811
It's fast. It's free. It's the law.

SITE PLAN

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: FLB230101.00
DRAWN BY: RN
CHECKED BY: MEK / CL
DATE: 02/08/2023
CAD I.D.: SITE

PROJECT:

PROPOSED
SITE PLAN

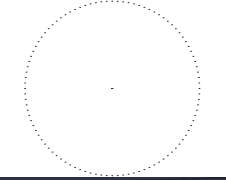
FOR

CRITERION
CRITERION GROUP LLC

PROPOSED
DEVELOPMENT
NW 33RD STREET
POMPANO BEACH, FL 33069

BOHLER//

1900 NW CORPORATE BOULEVARD
SUITE 101E
BOCA RATON, FLORIDA 33431
Phone: (561) 571-0280
Fax: (561) 571-0281
FLORIDA BUSINESS CERT. OF AUTH. No. 30790



SHEET TITLE:

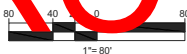
SITE
PLAN

SHEET NUMBER:

C-301

ORG. DATE - 02/08/2023

DRC



PZ23-12000019

08/16/2023

Exhibit 2

This Page Intentionally Left Blank

DRC

PZ23-12000019

08/16/2023

Land Use: 110

General Light Industrial

Description

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) 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 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912



General Light Industrial

(110)

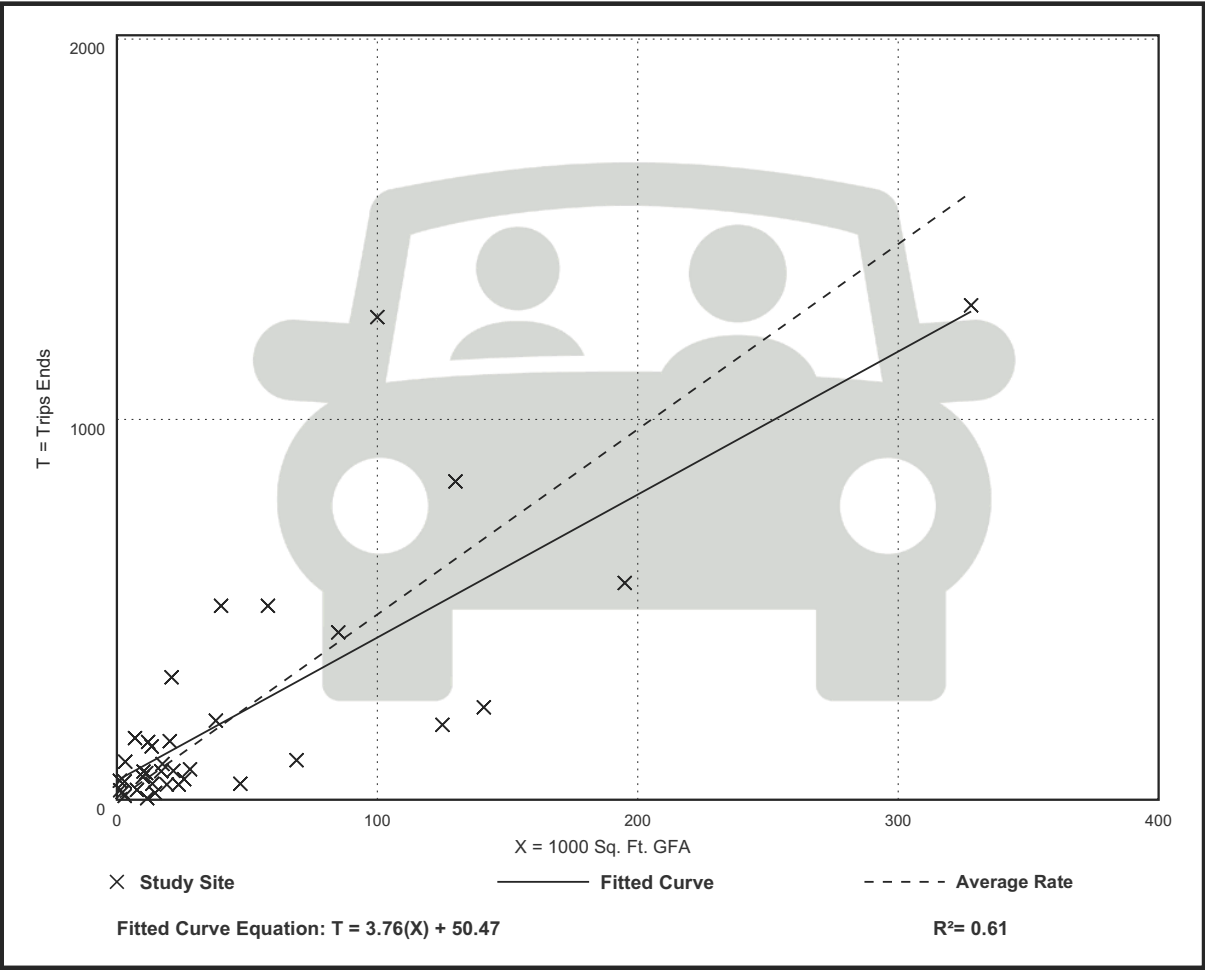
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 37
Avg. 1000 Sq. Ft. GFA: 45
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.87	0.34 - 43.86	4.08

Data Plot and Equation



DRC
PZ23-12000019
08/16/2023

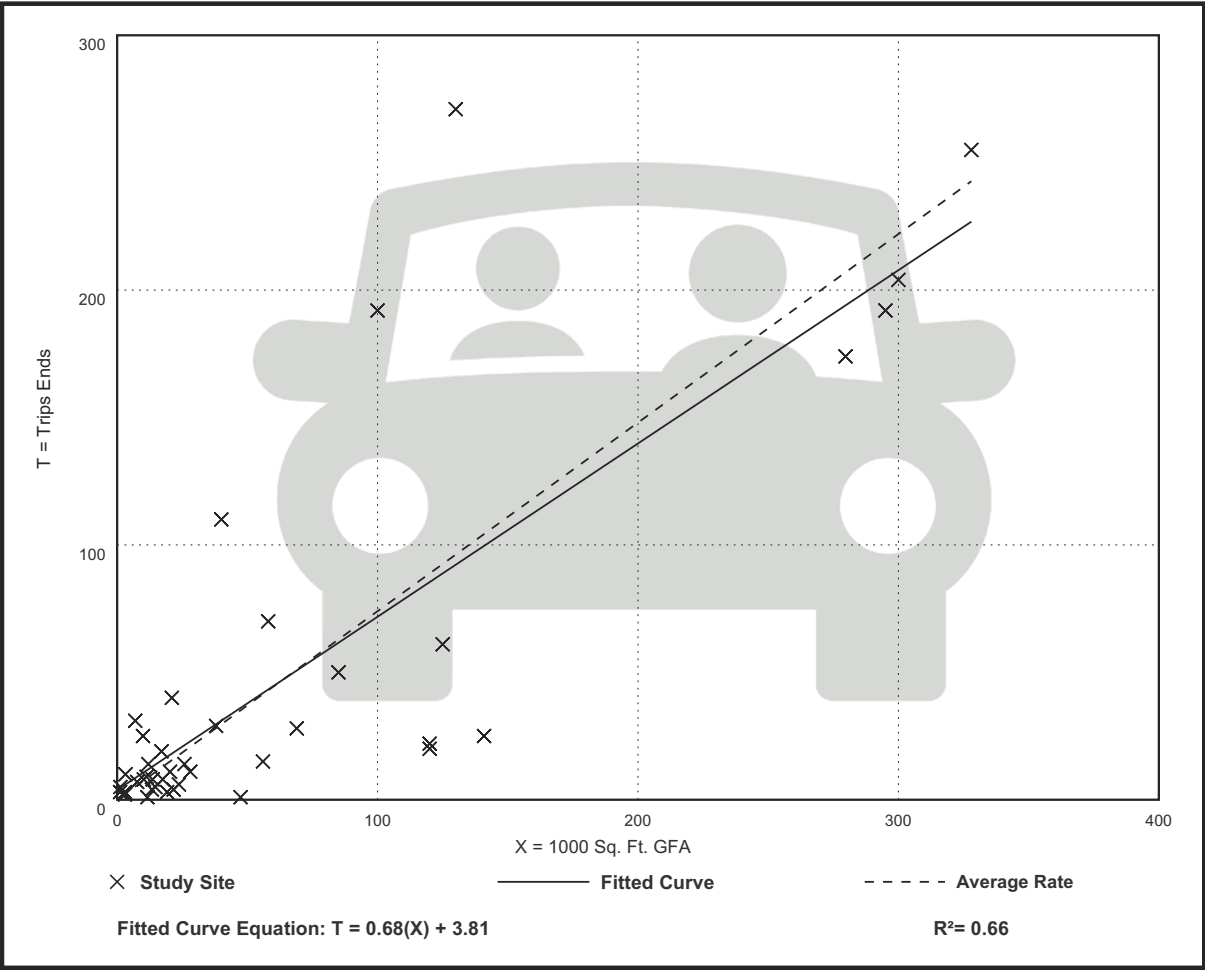
General Light Industrial
(110)

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: General Urban/Suburban
Number of Studies: 41
Avg. 1000 Sq. Ft. GFA: 65
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.02 - 4.46	0.61

Data Plot and Equation



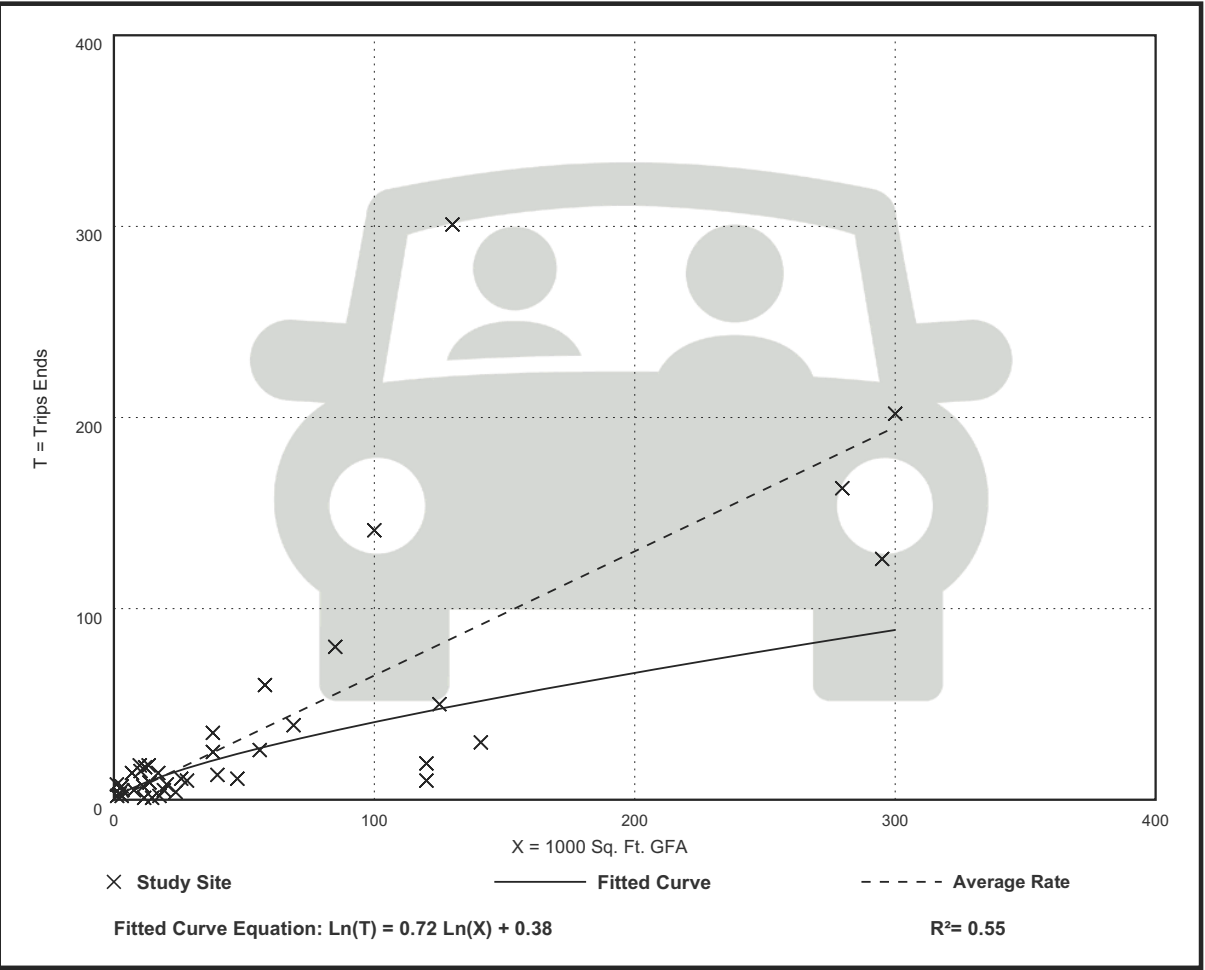
General Light Industrial
(110)

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: General Urban/Suburban
Number of Studies: 40
Avg. 1000 Sq. Ft. GFA: 58
Directional Distribution: 14% entering, 86% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.65	0.07 - 7.02	0.56

Data Plot and Equation



Land Use: 710

General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

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 average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator



The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061



General Office Building (710)

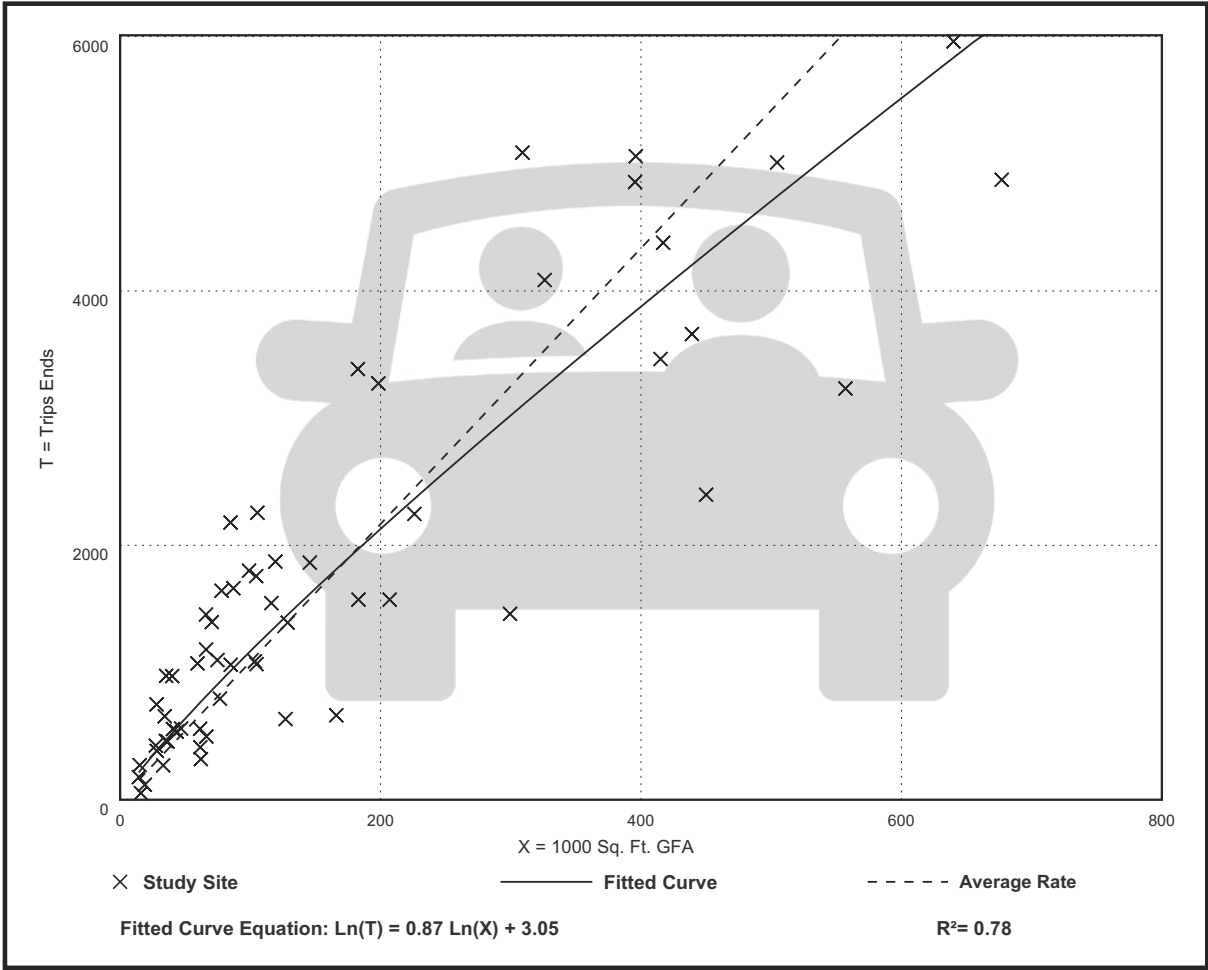
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



General Office Building (710)

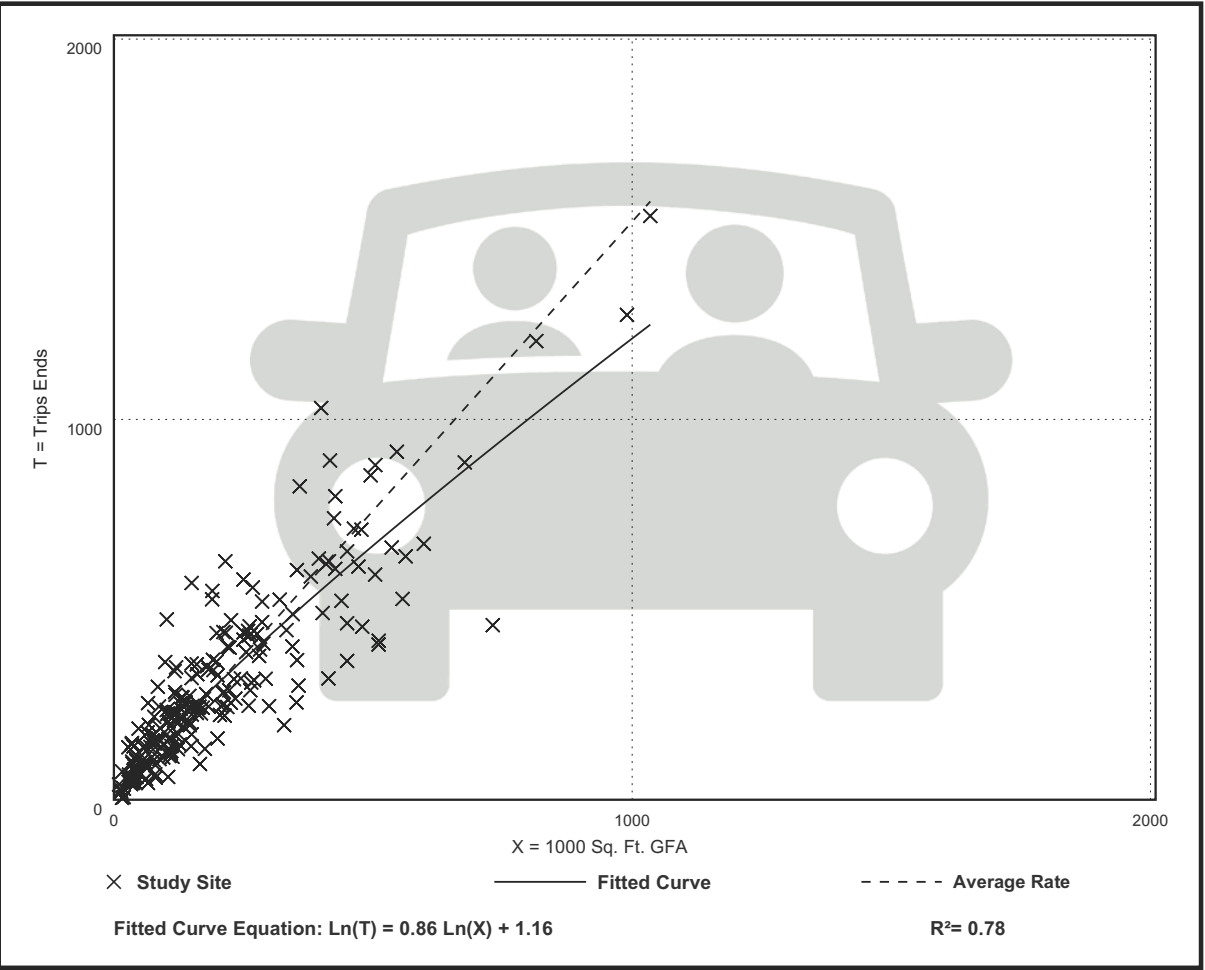
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



General Office Building (710)

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: General Urban/Suburban

Number of Studies: 232

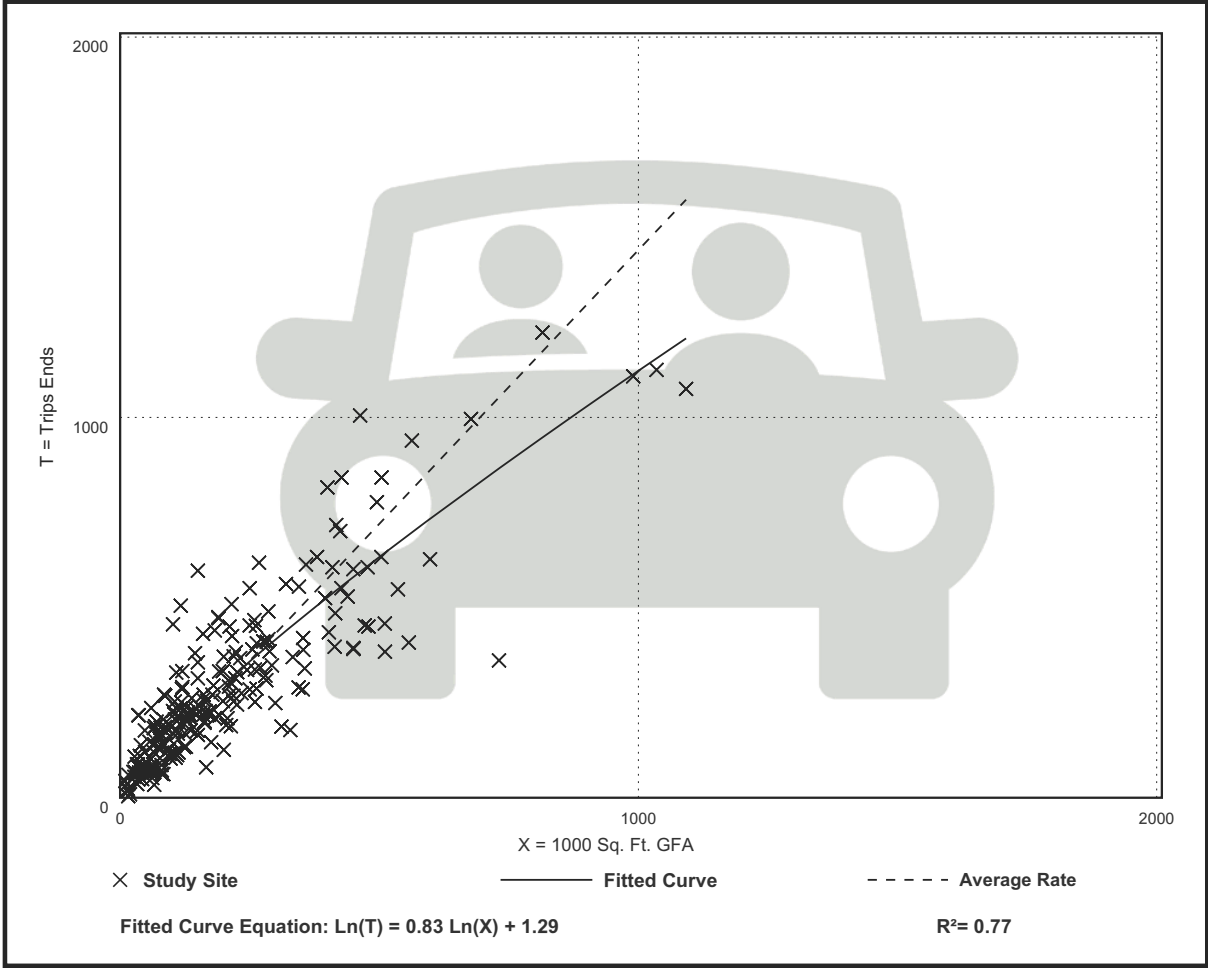
Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



This Page Intentionally Left Blank

This Page Intentionally Left Blank

DRC

PZ23-12000019

08/16/2023