

PZB

PZ25-92000002
06/24/2026

LA PLAGE

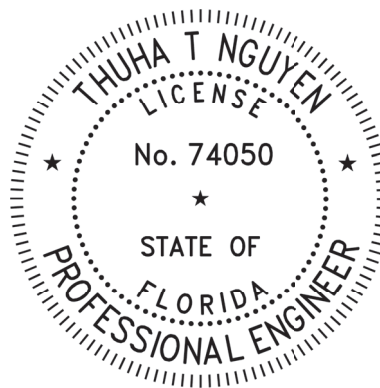
FUTURE LAND USE AMENDMENT

TRAFFIC IMPACT STUDY

Prepared by:

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via PN: 1094.21
December 2025
Revised March 2026
Revised May 2026



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INTRODUCTION

via planning, inc. (via) was retained by Turks Capital Acquisitions LLC to prepare a traffic study for the proposed future land use amendment associated with the parcels located at 552 and 600 N Ocean Boulevard, in the City of Pompano Beach, FL. The site location is shown in Figure 1. The parcels currently have nine (9) multifamily dwelling units (D.U.), and the proposal is to construct a 15-story residential building with 54 D.U., along with ground-floor amenities for residents and their guests. The project is anticipated to be built by 2028.



FIGURE 1: SITE LOCATION

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The subject parcels are currently designated as Medium-High (MH) Residential on the City of Pompano Beach's future land use map. The applicant is requesting a land use change to High (H) Residential to accommodate the proposed development. The City of Pompano Beach's future land use map is attached in Appendix A. A summary of the existing and proposed conditions is shown in Table 1.

TABLE 1: EXISTING AND PROPOSED FUTURE LAND USE

	Existing	Proposed
Acreage	1.29 acres	
Future Land Use	Medium-High (MH)	High (H)
Zoning	RM-20	PDI
Maximum Density D.U./Acre	25 D.U./Acre	42 D.U./Acre
Maximum Units	32 D.U.	54 D.U.

The purpose of this traffic study is to evaluate the long-range traffic impacts associated with the proposed future land use map amendment.

TRIP GENERATION

Trip generation estimates were developed using the ITE *Trip Generation Manual*, 12th edition. ITE Land Use Code (LUC) 220 Multifamily Housing (Low-Rise) and LUC 222 Multifamily Housing (High-Rise) were used to estimate the trip generation for the existing and proposed land use conditions, respectively. The daily trip rate for LUC 222 was assumed to be equivalent to that for LUC 221 Multifamily Housing (Mid-Rise), as daily trip rate data is not provided for LUC 222 in the ITE *Trip Generation Manual*.

Based on the maximum allowable development intensities, the proposed development is expected to result in a net reduction in vehicular trips of (60) daily, (13) AM peak hour, and (9) PM peak hour trips. A summary of the trip generation is shown in Table 2 on the next page.

Based on the City's request, ITE LUC 221 Multifamily Housing (Mid-Rise) was also used to estimate the trip generation for the existing land use condition. Using the maximum allowable development intensities, the proposed development is expected to result in a net increase of 98 daily trips, five (5) AM peak hour trips, and a net decrease of one (1) PM peak hour trip. A summary of the trip generation is shown in Table 3.

TABLE 2: WEEKDAY TRIP GENERATION (ASSUMING EXISTING LOW-RISE RESIDENTIAL)

Land Use	Land Use Code (LUC)	Intensity	Weekday Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total
EXISTING									
Multifamily Housing (Low-Rise) ⁽¹⁾	220	32 D.U.	301	6	18	24	14	9	23
PROPOSED									
Multifamily Housing (High-Rise) ⁽¹⁾⁽²⁾	222	54 D.U.	241	3	8	11	9	5	14
NET NEW TRIPS			-60	-3	-10	-13	-5	-4	-9

(1) General Urban/Suburban, Not Close to Rail Transit

(2) Daily rate assumed to be the same as Multifamily Housing Mid-Rise (General Urban/Suburban, Not Close to Rail Transit)

LUC		Daily	AM	PM
220	Rate	$T=5.63(x)+120.45$	$T=0.35(X)+12.93$	$T=0.48(X)+7.35$
	In/Out	50%/50%	24%/76%	62%/38%
222	Rate	4.46	0.20	0.26
	In/Out	50%/50%	29%/71%	61%/39%

TABLE 3: WEEKDAY TRIP GENERATION (ASSUMING EXISTING MID-RISE RESIDENTIAL)

Land Use	Land Use Code (LUC)	Intensity	Weekday Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total
EXISTING									
Multifamily Housing (Mid-Rise) ⁽¹⁾	221	32 D.U.	143	1	5	6	9	6	15
PROPOSED									
Multifamily Housing (High-Rise) ⁽¹⁾⁽²⁾	222	54 D.U.	241	3	8	11	9	5	14
NET NEW TRIPS			98	2	3	5	0	-1	-1

(1) General Urban/Suburban, Not Close to Rail Transit

(2) Daily rate assumed to be the same as Multifamily Housing Mid-Rise (General Urban/Suburban, Not Close to Rail Transit)

LUC		Daily	AM	PM
221	Rate	4.46	$T = 0.42(X) - 7.77$	$T = 0.36(X) + 3.07$
	In/Out	50%/50%	23%/77%	64%/36%
222	Rate	4.46	0.20	0.26
	In/Out	50%/50%	29%/71%	61%/39%

PZ25-92000002
06/24/2026**BROWARD COUNTY FUTURE LAND USE AMENDMENT POLICY**

Pursuant to Broward County Land Use Plan policy 2.14.9, "The impact analysis for proposed amendments to the Broward County Land Use Plan shall continue to consider as significant those regional roadway segments that are projected to experience, as a result of the net effect from the proposed amendment, an impact of three percent (3%) or greater than the p.m. peak hour level of service capacity for those regional roadway segments."

Based on the trip generation analysis, the proposed Future Land Use Amendment is expected to result in a net reduction/no change in vehicular trips in the PM peak hour. Therefore, the proposed amendment would not meet the threshold for a significant transportation impact as defined under Policy 2.14.9.

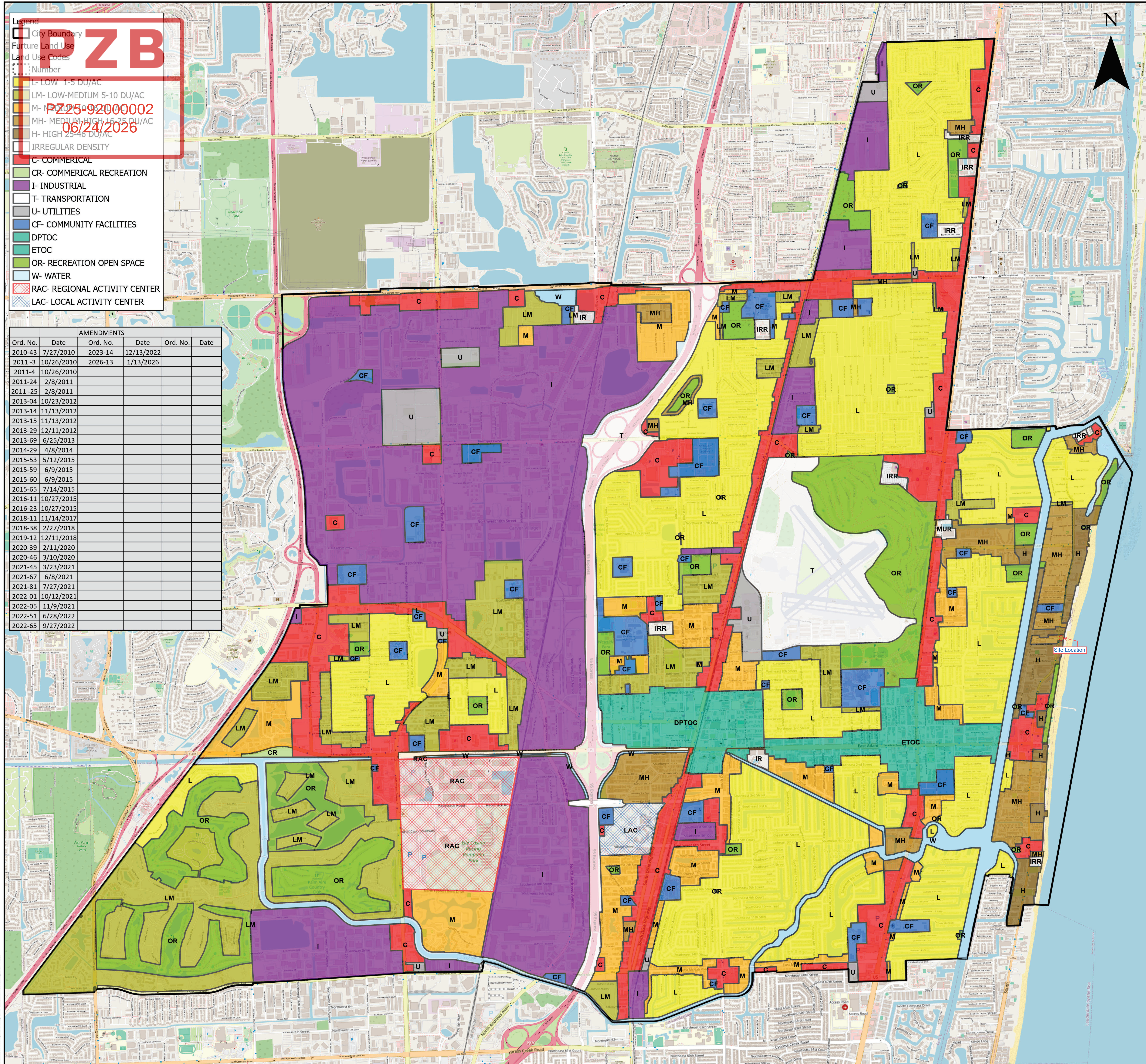
CONCLUSION

The proposed future land use amendment results in a net reduction/no change in vehicular trips in the PM peak hour and is not anticipated to significantly impact the regional transportation system per Broward County Land Use Plan policy 2.14.9. We respectfully request your acceptance of this traffic impact study and approval of the proposed future land use amendment.



APPENDIX A

City of Pompano Beach Future Land Use Map



Legend

City Boundary

Future Land Use

Land Use Codes

Number

L- LOW 1-5 DU/AC

LM- LOW-MEDIUM 5-10 DU/AC

M- MEDIUM-HIGH 16-25 DU/AC

MH- MEDIUM-HIGH 16-25 DU/AC

H- HIGH 25-46 DU/AC

IRREGULAR DENSITY

C- COMMERCIAL

CR- COMMERCIAL RECREATION

I- INDUSTRIAL

T- TRANSPORTATION

U- UTILITIES

CF- COMMUNITY FACILITIES

DPTOC

ETOC

OR- RECREATION OPEN SPACE

W- WATER

RAC- REGIONAL ACTIVITY CENTER

LAC- LOCAL ACTIVITY CENTER

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AMENDMENTS					
Ord. No.	Date	Ord. No.	Date	Ord. No.	Date
2010-43	7/27/2010	2023-14	12/13/2022		
2011-3	10/26/2010	2026-13	1/13/2026		
2011-4	10/26/2010				
2011-24	2/8/2011				
2011-25	2/8/2011				
2013-04	10/23/2012				
2013-14	11/13/2012				
2013-15	11/13/2012				
2013-29	12/11/2012				
2013-69	6/25/2013				
2014-29	4/8/2014				
2015-53	5/12/2015				
2015-59	6/9/2015				
2015-60	6/9/2015				
2015-65	7/14/2015				
2016-11	10/27/2015				
2016-23	10/27/2015				
2018-11	11/14/2017				
2018-38	2/27/2018				
2019-12	12/11/2018				
2020-39	2/11/2020				
2020-46	3/10/2020				
2021-45	3/23/2021				
2021-67	6/8/2021				
2021-81	7/27/2021				
2022-01	10/12/2021				
2022-05	11/9/2021				
2022-51	6/28/2022				
2022-65	9/27/2022				

Disclaimer:
This product has been compiled from various source data. However, this product is for reference only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. The City of Pompano Beach assumes no responsibility for any use of the information contained herein or any loss resulting there from.

Created by:
Engineering Division
GIS Department | TCW

City of Pompano Beach

Future Land Use Map

Updated January 20, 2026

0

0.13

0.25

0.5

0.75

1

Miles

pompano

beach.

Florida's Warmest Welcome



APPENDIX B

Excerpts from ITE 12th Edition Trip Generation Manual

Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing is a residential building with two or three floors (levels) of residences. Various configurations fit this description, including the following:

- Walk-up apartment or multiplex—access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway.
- Mansion apartment with several dwelling units within what appears from the outside to be a single-family dwelling unit.
- Stacked townhouse designed to match the external appearance of a townhouse, but which has dwelling units that share both floors and walls and with access through a central entry and stairway.

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 three sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

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 Arizona, British Columbia (CAN), California, Delaware, Florida, Illinois, Maine, Massachusetts, Minnesota, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, and Washington.

Source Numbers

357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076, 1219, 1236, 1265, 1267

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 28

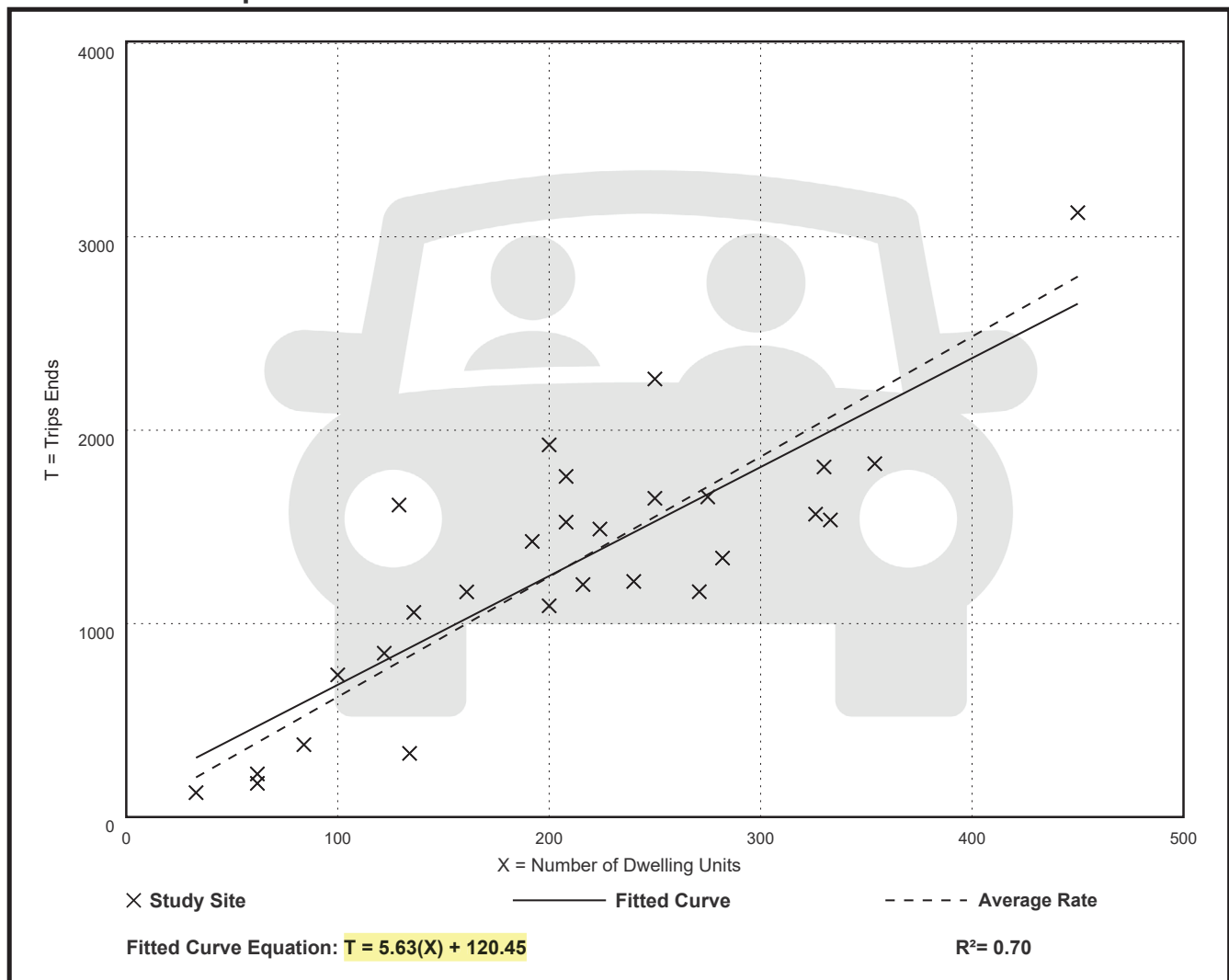
Avg. Num. of Dwelling Units: 208

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

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: 51

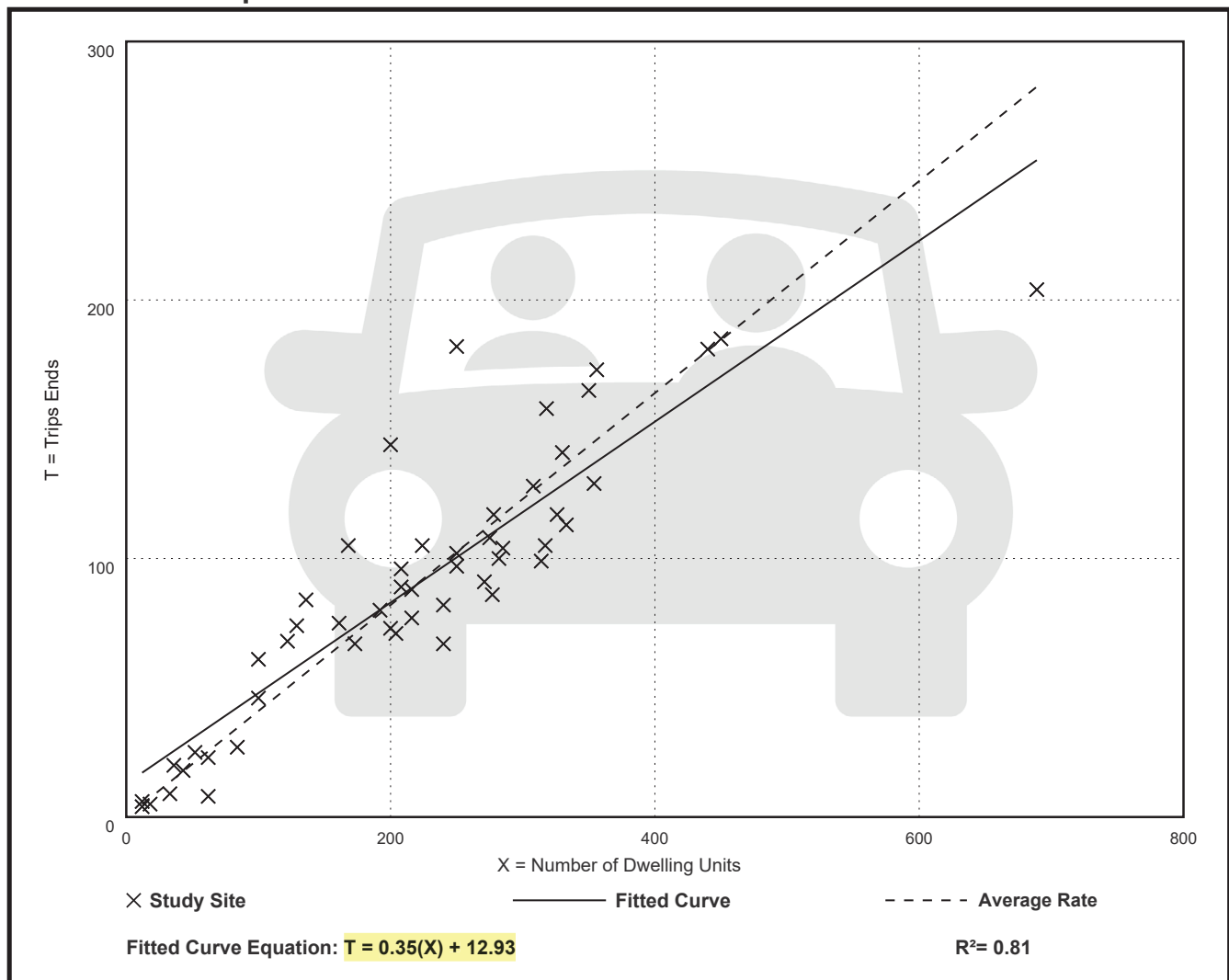
Avg. Num. of Dwelling Units: 219

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

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: 61

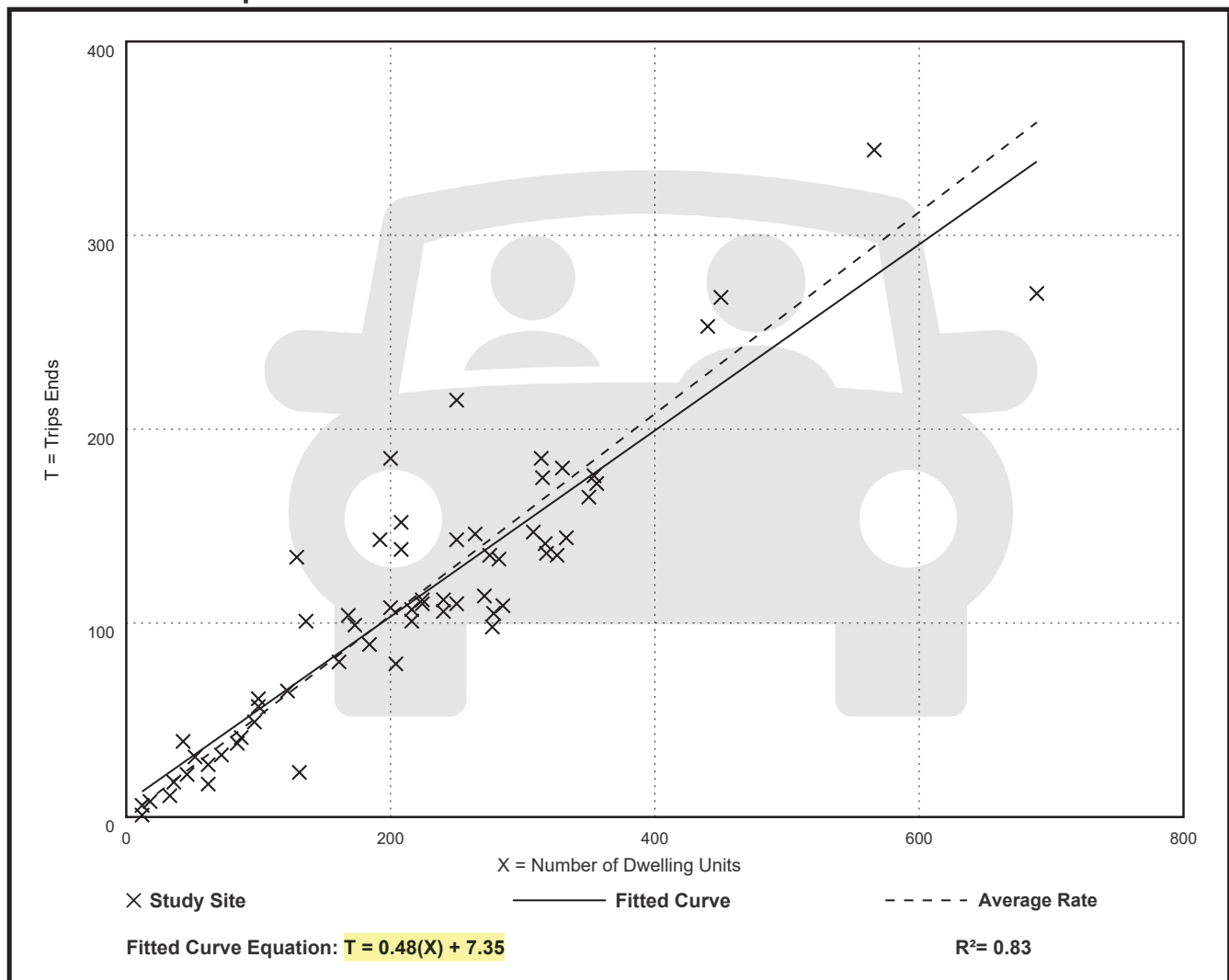
Avg. Num. of Dwelling Units: 215

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation



Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing is a residential building with between four and 10 floors of residence. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

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 was 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.

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 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, and Virginia.

Source Numbers

818, 857, 862, 866, 901, 904, 910, 949, 951, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1057, 1058, 1071, 1076, 1219, 1292

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: 7

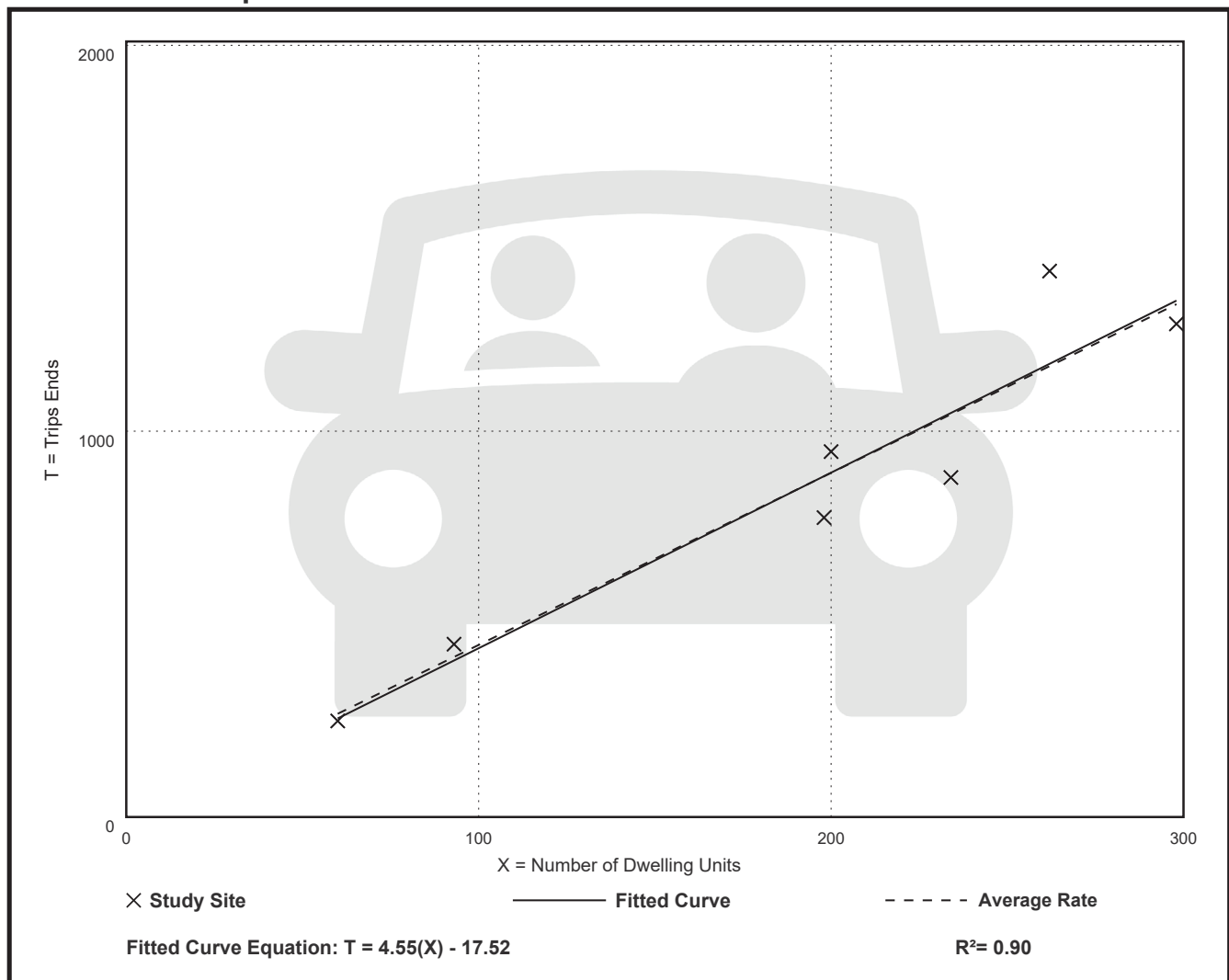
Avg. Num. of Dwelling Units: 192

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.46	3.76 - 5.40	0.62

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: 20

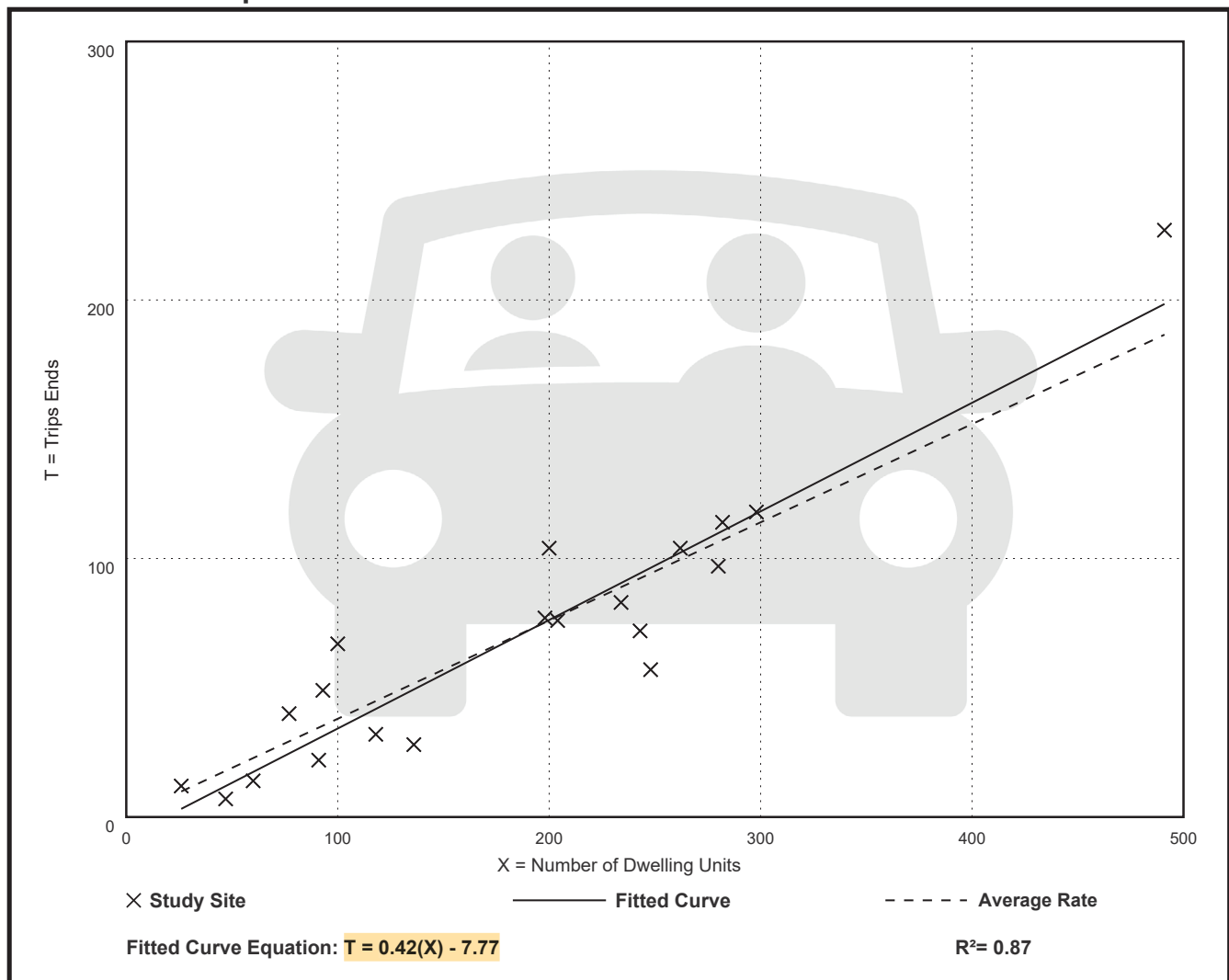
Avg. Num. of Dwelling Units: 184

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.15 - 0.67	0.10

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: 21

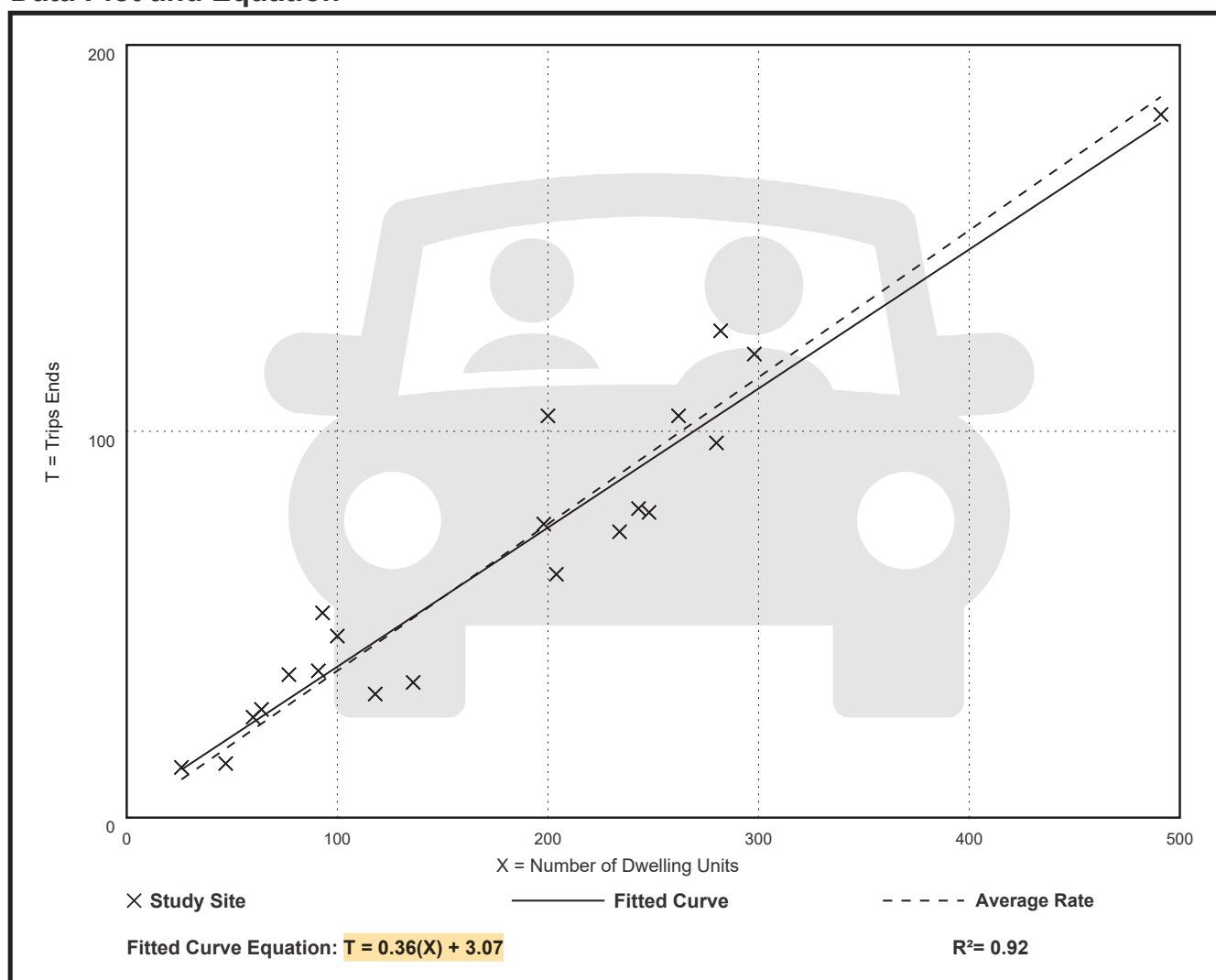
Avg. Num. of Dwelling Units: 179

Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.26 - 0.57	0.07

Data Plot and Equation



Land Use: 222

Multifamily Housing (High-Rise)

Description

High-rise multifamily housing is a residential building with more than 10 floors (levels) of residence. Access to individual dwelling units is through an outside building entrance, a lobby, elevators, and a set of hallways.

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 12 sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 1.6 residents per occupied dwelling unit.

For the 26 sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 98 percent of the total dwelling units were occupied.

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 2000s and the 2010s in California, District of Columbia, New York, Ontario (CAN), Oregon, and Virginia.

Source Numbers

818, 862, 901, 910, 949, 963, 964, 966, 967, 1056, 1057, 1076, 1077

Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

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: 23

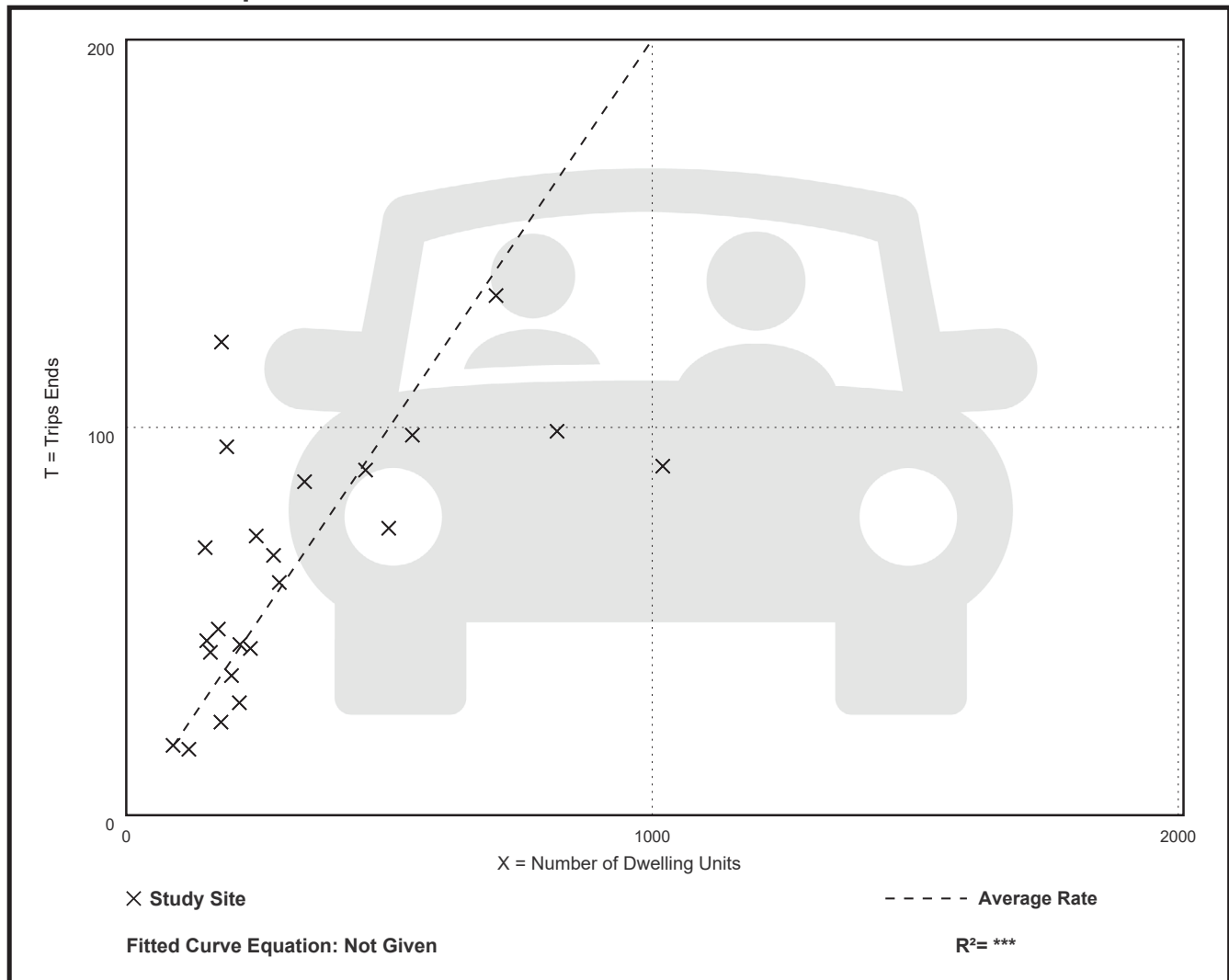
Avg. Num. of Dwelling Units: 324

Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.09 - 0.67	0.12

Data Plot and Equation



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

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: 23

Avg. Num. of Dwelling Units: 324

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.09 - 0.80	0.16

Data Plot and Equation

