

HODGE MARINE

Pompano Beach, FL

TRAFFIC GENERATION STATEMENT

PREPARED FOR:

5 Architecture
33 SE 4th Street, Suite 100
Boca Raton, Florida 33432

JOB NO. 25-093

DATE: 7/1/2025

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This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 7/1/2025.

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TABLE OF CONTENTS

PAGE 3

- 1.0 SITE DATA
- 2.0 TRAFFIC GENERATION
- 3.0 SITE RELATED IMPROVEMENTS

PAGE 4

- 4.0 CONCLUSION

1.0 SITE DATA

The subject parcel is located on the north side of Northwest 21st Street approximately 0.17 miles east of South Powerline Road in Pompano Beach, Florida and contains approximately 0.48 acres. The Parcel ID Number for the subject parcel is 4842-27-02-0410. The proposed plan of development is to consist of 6,634 SF of light industrial with a build out of 2030. Site access is proposed via an existing full access driveway connection to Northwest 21st Street. For additional information concerning site location and layout, please refer to the Existing Site Plan, Proposed Site Plan, and CPTED Security Drawing Plan prepared by 5 Architecture.

2.0 TRAFFIC GENERATION

The traffic currently generated by the proposed site has been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 11th Edition*.

Table 1 shows the daily traffic generation associated with the proposed development in trips per day (tpd). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The traffic to be generated by the proposed development may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	32 tpd
AM Peak Hour Traffic Generation (In/Out)	=	5 pht (4 In/1 Out)
PM Peak Hour Traffic Generation (In/Out)	=	4 pht (1 In/3 Out)

3.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour volumes at the project entrances for the overall development with no reduction for pass by credits are shown in Tables 2 and 3 and may be summarized as follows:

DIRECTIONAL DISTRIBUTION (TRIPS IN/OUT)

AM	=	4 / 1
PM	=	1 / 3

Figure 1 presents the AM and PM peak turning movement volumes. As previously mentioned, site access is not proposed to change and is existing via a full access driveway connection to Northwest 21st Street. Since the proposed development has a low volume of peak hour trips, no turn lanes or site modifications are warranted or recommended.

4.0 CONCLUSION

As shown in Tables 1-3, the proposed site will generate 32 daily trips, 5 AM peak hour trips, and 4 PM peak hour trips. Since the proposed development has a low volume of peak hour trips, the site will have an insignificant impact to the surrounding roadway network.

JG x:/docs/trafficdrainage/tgs.25093

PROPOSED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization		External Trips (Driveway Trips)	Pass-by		Net Trips
				In	Out		%	Total		%	Trips	
General Light Industrial	110	6,634	S.F.			32		0	32	0%	0	32
Grand Totals:						32	0.0%	0	32	0%	0	32

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
General Light Industrial	110	6,634	S.F.	0.88	0.12	4	1	5	0.0%	0	0	0	4	1	5	0%	0	4	1	5
Grand Totals:						4	1	5	0.0%	0	0	0	4	1	5	0%	0	4	1	5

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
General Light Industrial	110	6,634	S.F.	0.14	0.86	1	3	4	0.0%	0	0	0	1	3	4	0%	0	1	3	4
Grand Totals:						1	3	4	0.0%	0	0	0	1	3	4	0%	0	1	3	4



DRC Figure 1 – Driveway Trips
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