

08/23/2022

**Mr. Dani Fawaz, P.E.**

Senior Transportation Engineer  
Transportation & Mobility Department  
City of Miami Beach  
1700 Convention Center Drive, 3rd Floor  
Miami Beach, FL 33139

RE: The Morris – Traffic Impact Statement  
1709 Jefferson Avenue. Miami Beach, FL 33139

Dear Mr. Fawaz,

The 53 parking spaces at the existing surface parking lot at the northeast corner of the intersection between Jefferson Avenue and 17<sup>th</sup> Street are planned to be redeveloped into The Morris, a 24-unit Multifamily building. Access to the new development will use the same access driveway location as for the existing surface parking lot. Please refer to Exhibit A, which provides a set of existing and proposed plans for the modifications. Exhibit B provides details on the Trip Generation evaluation.

The proposed development will generate 18 vehicular trips during the PM peak hour. The surface parking lot is gated and is currently being used by the Owner's lease tenants for the building at 1688 Meridian Avenue. The parking lot has a total of 53 spaces. Based on communications with the Owner, the majority of tenants who park their cars subscribe to regular business hours (9:00 AM – 6:00 PM). Being conservative an 85% utilization of the parking would yield a total of 45 vehicular trips during the AM peak hour, and 45 vehicular trips during the PM peak hour. The proposed development is estimated to decrease PM peak hour volume by 27 trips, this represents a 60% reduction.

In advance of the development, the Owner has started to transition parking lot tenants to use parking at 1691 Michigan Avenue. The proposed development will not make modifications to the narrower surface parking lot at the southeast corner of Jefferson Avenue and 17<sup>th</sup> Street. Since both surface garages are private, the proposed development will not impact parking spaces open to the public.

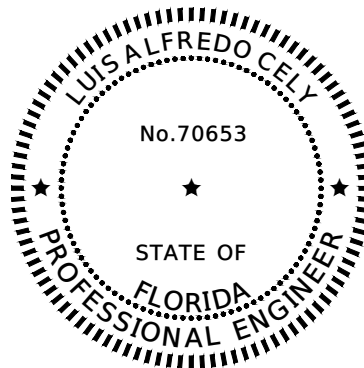
Sincerely,

ALFKA, LLC



Alfredo Cely, PE, PMP  
Senior Engineer

Encl.  
Exhibit A – Existing Survey and Proposed Plans  
Exhibit B - Trip Generation Calculations



*THIS ITEM HAS BEEN DIGITALLY  
SIGNED AND SEALED BY  
Luis Alfredo Cely*

*SignNow e-signature ID: 396cd6b17e...  
08/23/2022 20:13:41 UTC*

*ON THE DATE ADJACENT TO THE SEAL*

*PRINTED COPIES OF THIS DOCUMENT ARE  
NOT CONSIDERED SIGNED AND SEALED  
AND THE SIGNATURE MUST BE VERIFIED  
ON ANY ELECTRONIC COPIES*

*ALFKA, LLC  
100 SOUTH ASHLEY DRIVE. SUITE 600.  
TAMPA, FL 33602  
LUIS ALFREDO CELY, P.E. NO. 70653*

**Exhibit A - Existing Survey and Proposed Plans**



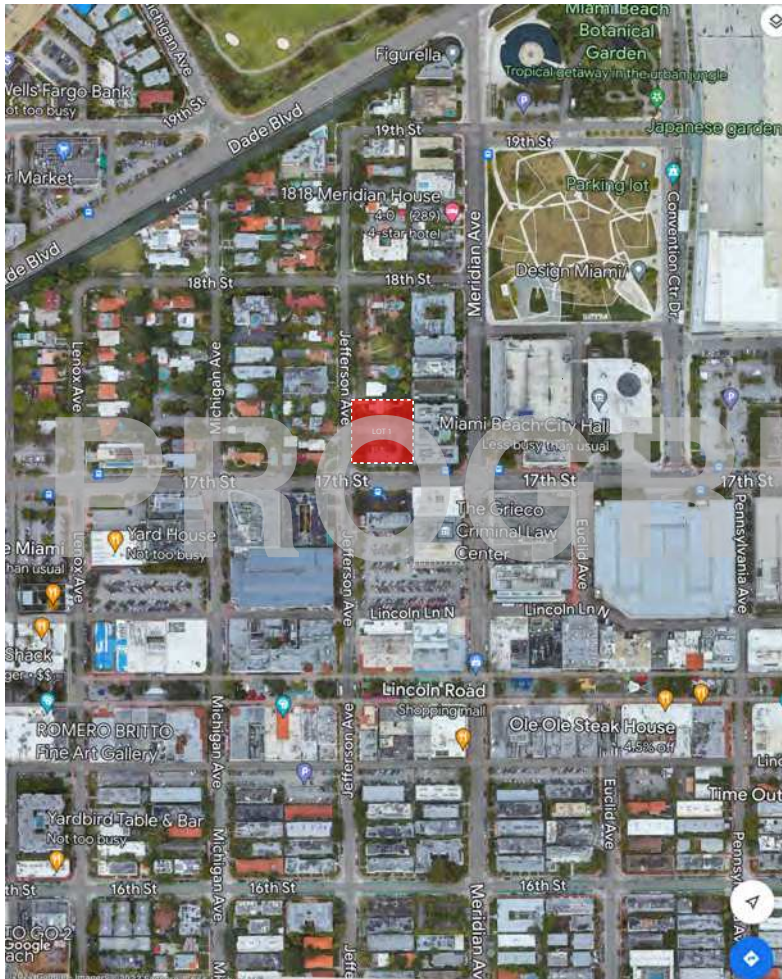
PROGRESS

# THE MORRIS NORTH

Site and Architecture Concept Design

08/03/2022

**B+**  
**BA** Berenblum  
Busch Architects

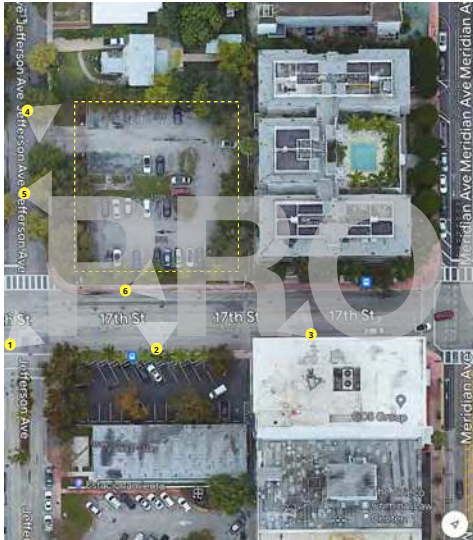


PROGRESS SET

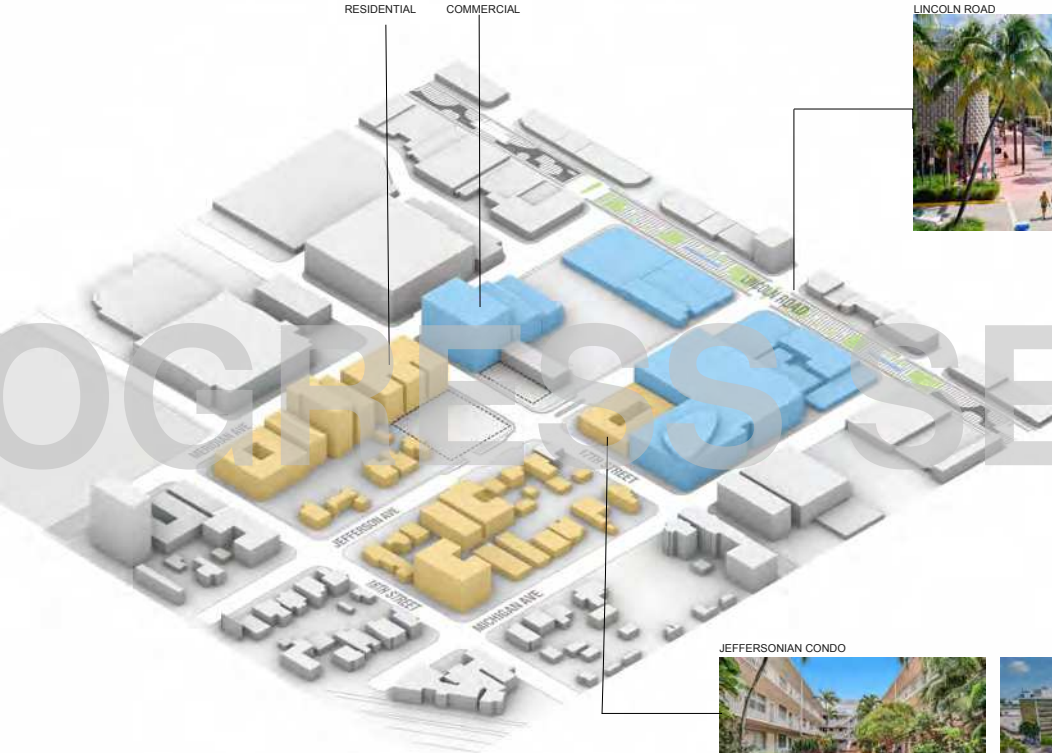
SITE LOCATION



Aerial View



**The Morris North: 1701 Jefferson Ave, Miami Beach, FL 33139**



JEFFERSONIAN CONDO





Building A 2 Story



Building D 9 Story



Building B 5 Story



Building C 5 Story







The building located at 1688 Meridian Avenue, designed by Morris Lapidus was used as reference and inspiration when designing The Morris.



1688 Meridian Avenue by Morris Lapidus

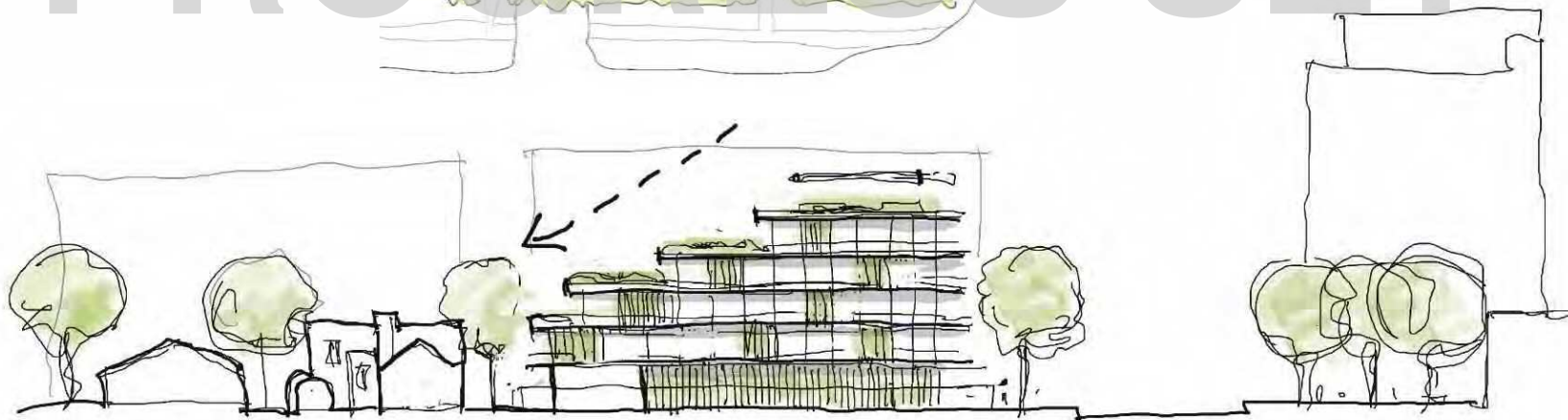
PROGRESS SET

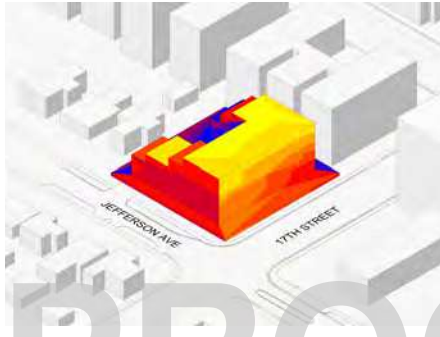




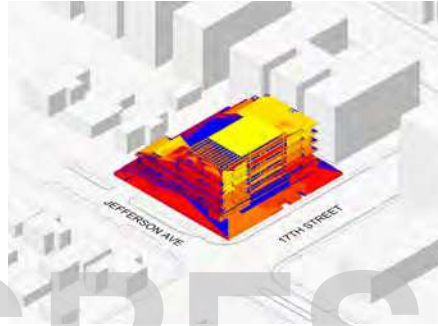


PROJECTS SET

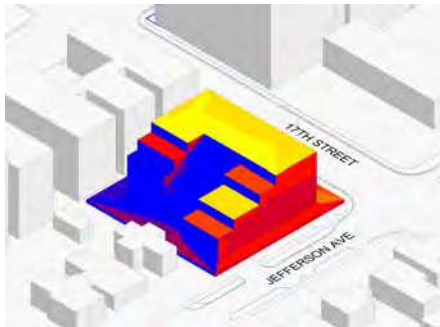




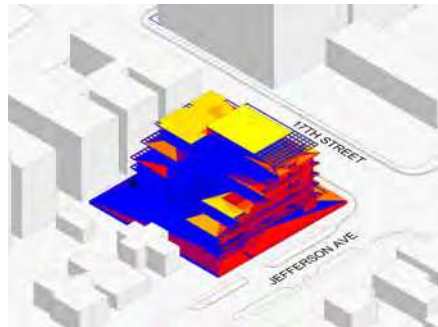
BASE MASSING



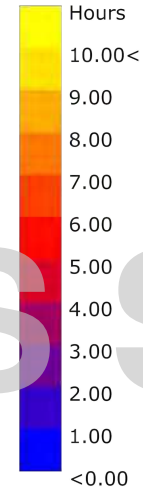
PROPOSED DESIGN



BASE MASSING



PROPOSED DESIGN



Hours  
Sunlight hour  
per year

# PROGRESS SET

Density: 24 Units

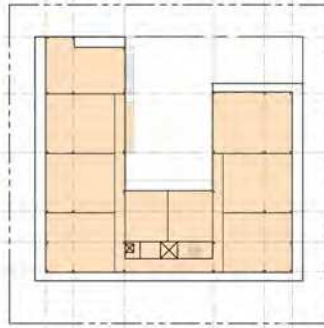
Lot Coverage: 10,123 SF

**Building Area**

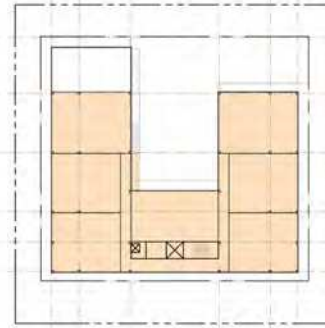
Level 1 926 SF  
Level 2 8,548 SF  
Level 3 7,702 SF  
Level 4 5,618 SF  
Level 5 4,287 SF  
**Total: 27,081 SF**



LEVEL 1  
TOTAL FLOOR AREA: 926 SF

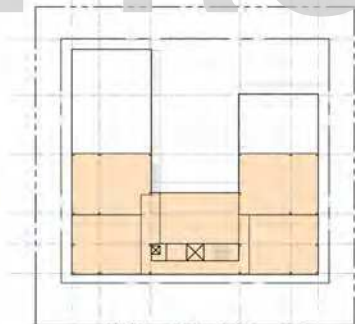


LEVEL 2 | 9 UNITS  
TOTAL FLOOR AREA: 8,548 SF

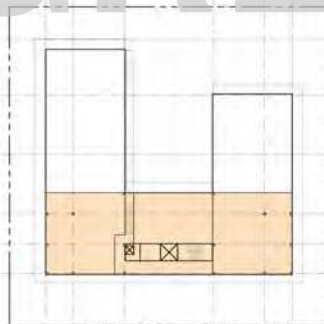


LEVEL 3 | 7 UNITS  
TOTAL FLOOR AREA: 7,702 SF

# PROGRESS SET



LEVEL 4 | 5 UNITS  
TOTAL FLOOR AREA: 5,618 SF



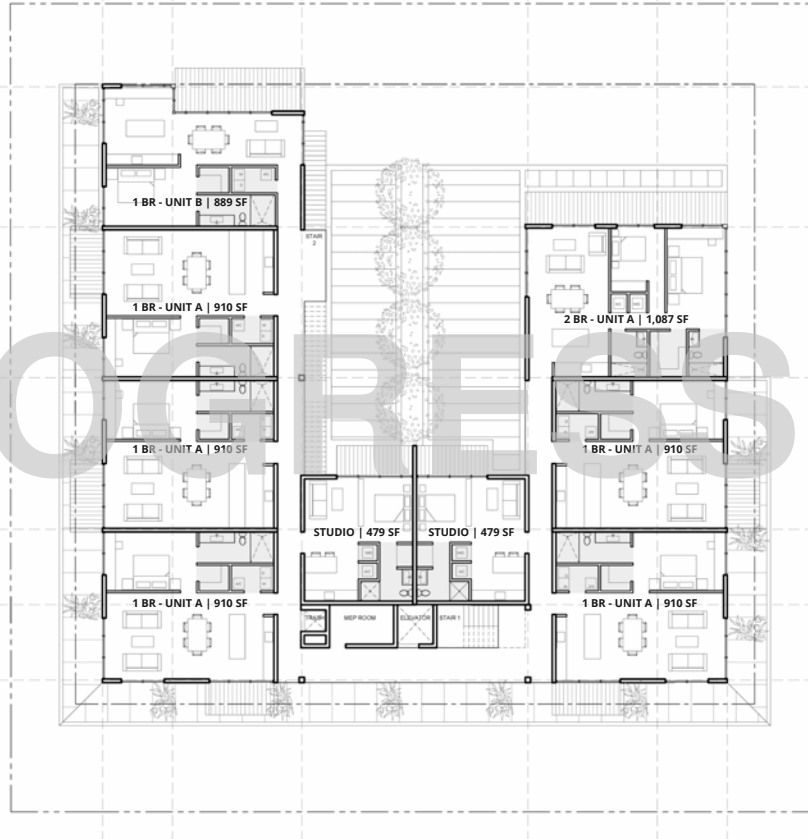
LEVEL 5 | 3 UNITS  
TOTAL FLOOR AREA: 4,287 SF





Level 1 |  
Total Floor Area: 925 SF

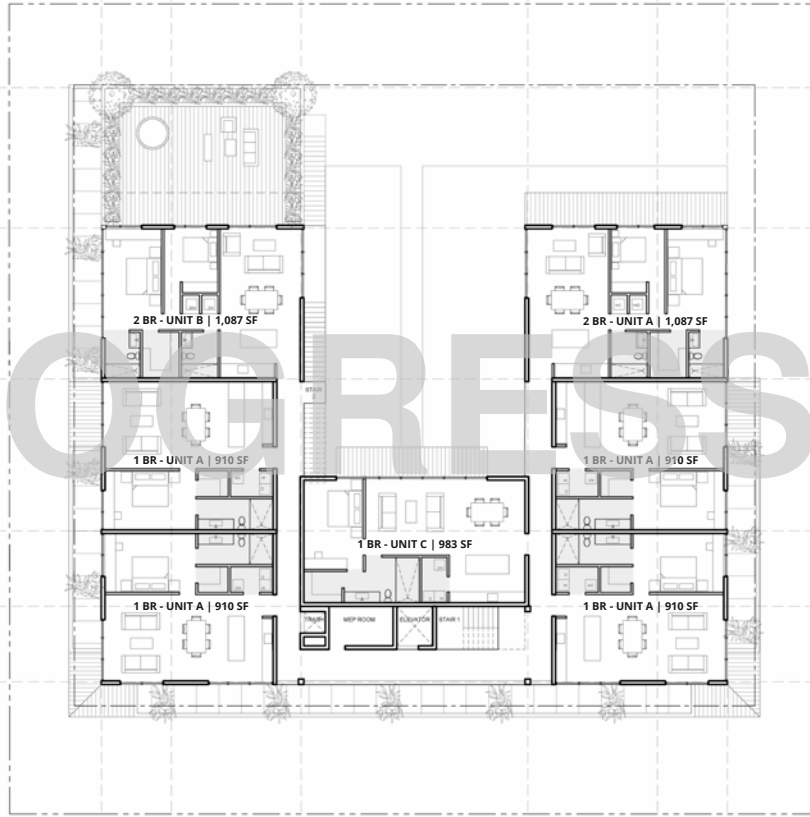
PROGRESS SET



LEVEL 2

Level 2 | 9 Units  
Total Floor Area: 8,548 SF

PROGRESS SET



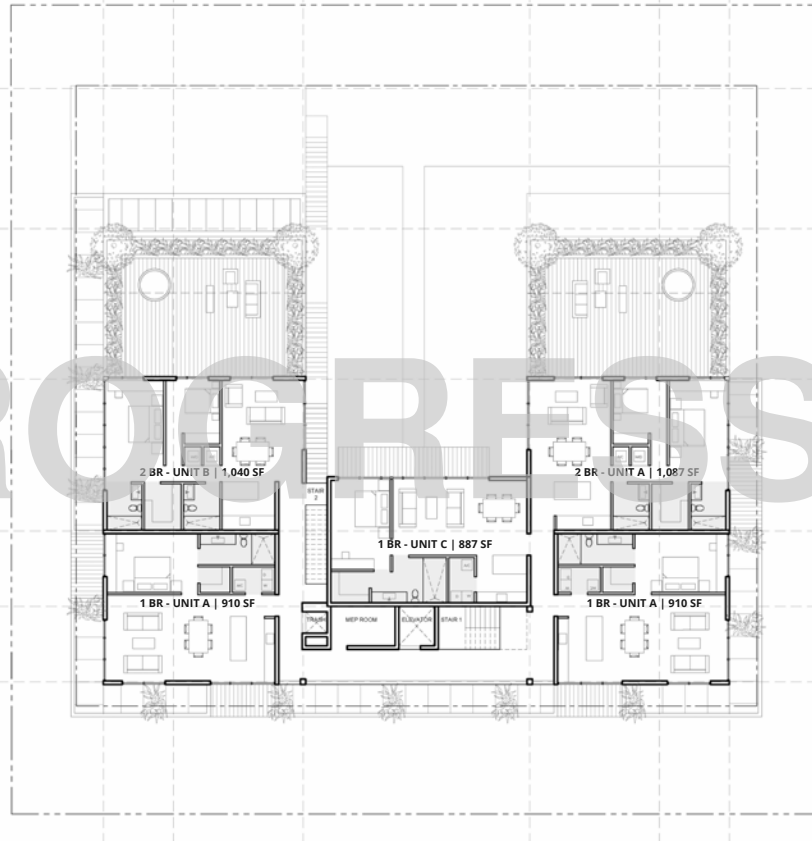
LEVEL 3

Level 3 | 7 Units  
Total Floor Area: 7,702 SF



duravit blue moon

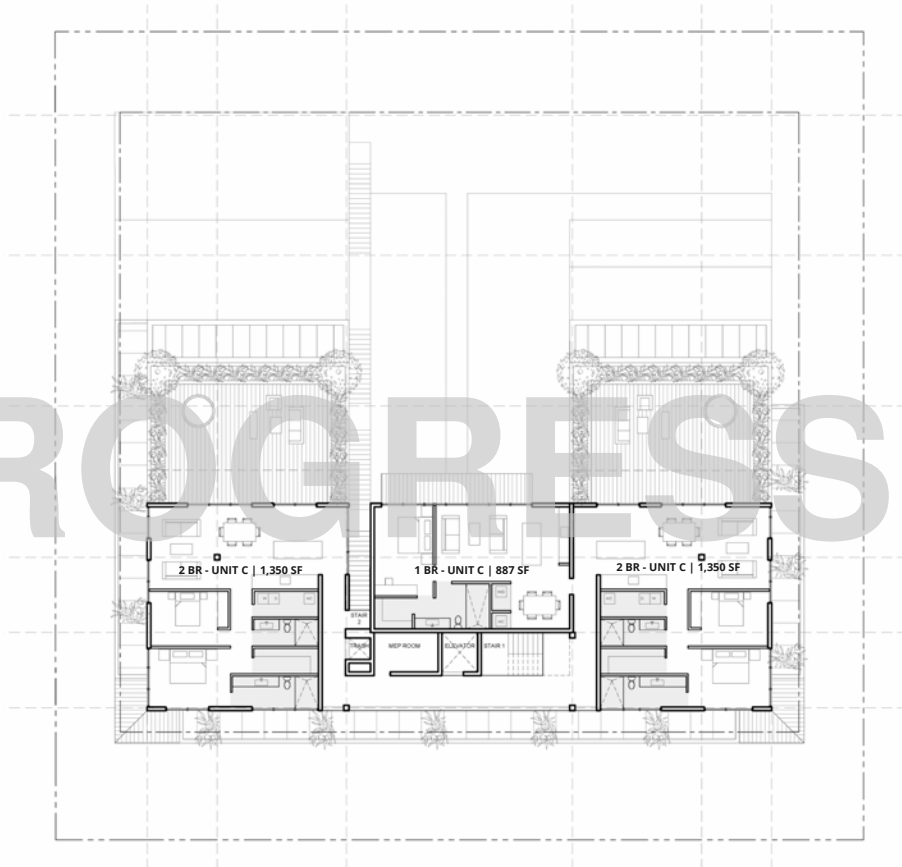
PROGRESS SITE



LEVEL 4

Level 4 | 5 Units  
Total Floor Area: 5,618 SF

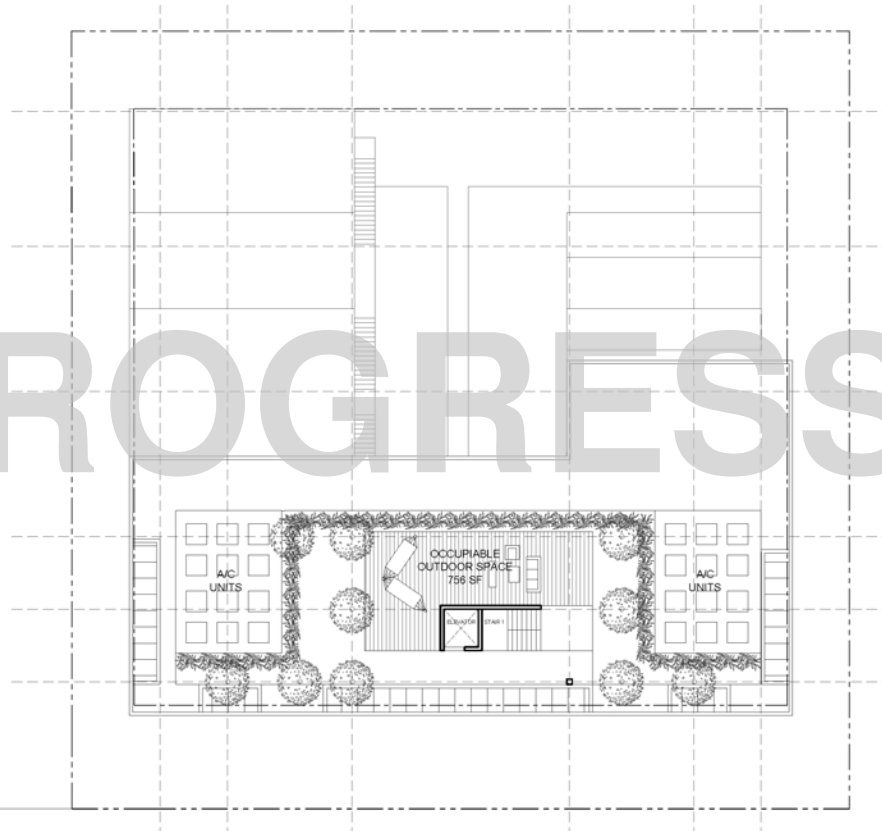
PROGRESS SET



LEVEL 5

Level 5 | 3 Units  
Total Floor Area: 4,287 SF

# PROGRESS SET



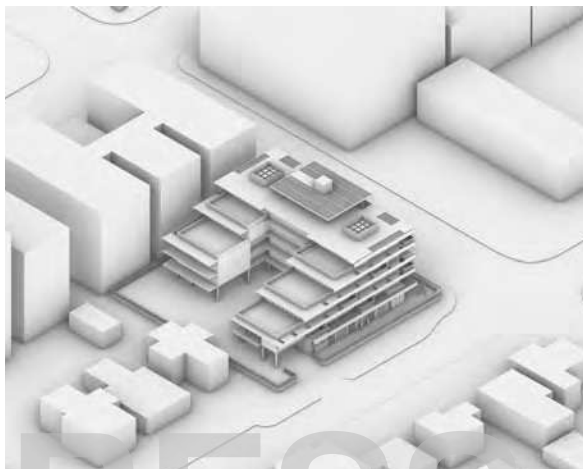
Roof Terrace







NE



NW



SW



SE

# PROGRESS SET

PROGRESS SET



# PROGRESS SET





# PROGRESS ST



PROGRESS SET



**Exhibit B - Trip Generation Calculations**

**PROPOSED WEEKDAY ADT**

ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Net Peak Hour Trips			
			In	Out	Total		In	Out	Total	
221 / Multifamily Mid-Rise	24	DU	34	34	68	20%	27	27	54	
<b>Totals</b>								<b>27</b>	<b>27</b>	<b>54</b>

**PROPOSED WEEKDAY AM PEAK HOUR**

ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Net Peak Hour Trips			
			In	Out	Total		In	Out	Total	
221 / Multifamily Mid-Rise	24	DU	4	10	14	20%	3	8	11	
<b>Totals</b>								<b>3</b>	<b>8</b>	<b>11</b>

**PROPOSED WEEKDAY PM PEAK HOUR**

ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Net Peak Hour Trips			
			In	Out	Total		In	Out	Total	
221 / Multifamily Mid-Rise	24	DU	14	9	23	20%	11	7	18	
<b>Totals</b>								<b>11</b>	<b>7</b>	<b>18</b>

**EXISTING LAND USES**

ITE Code	ITE Description	Use / Tenant	Quantity
N/A	N/A	Surface Parking Lot	53 spaces
Business hours of operation 9AM to 6PM. With 85% utilization rate, AM/PM peak hour trips= 45			

**PROPOSED ADDITIONAL LAND USES**

ITE Code	ITE Description	Use / Tenant	Quantity
221	Multifamily Mid-Rise	The Morris at Jefferson Ave.	24 Units

# Land Use: 221

## Multifamily Housing (Mid-Rise)

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### 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)

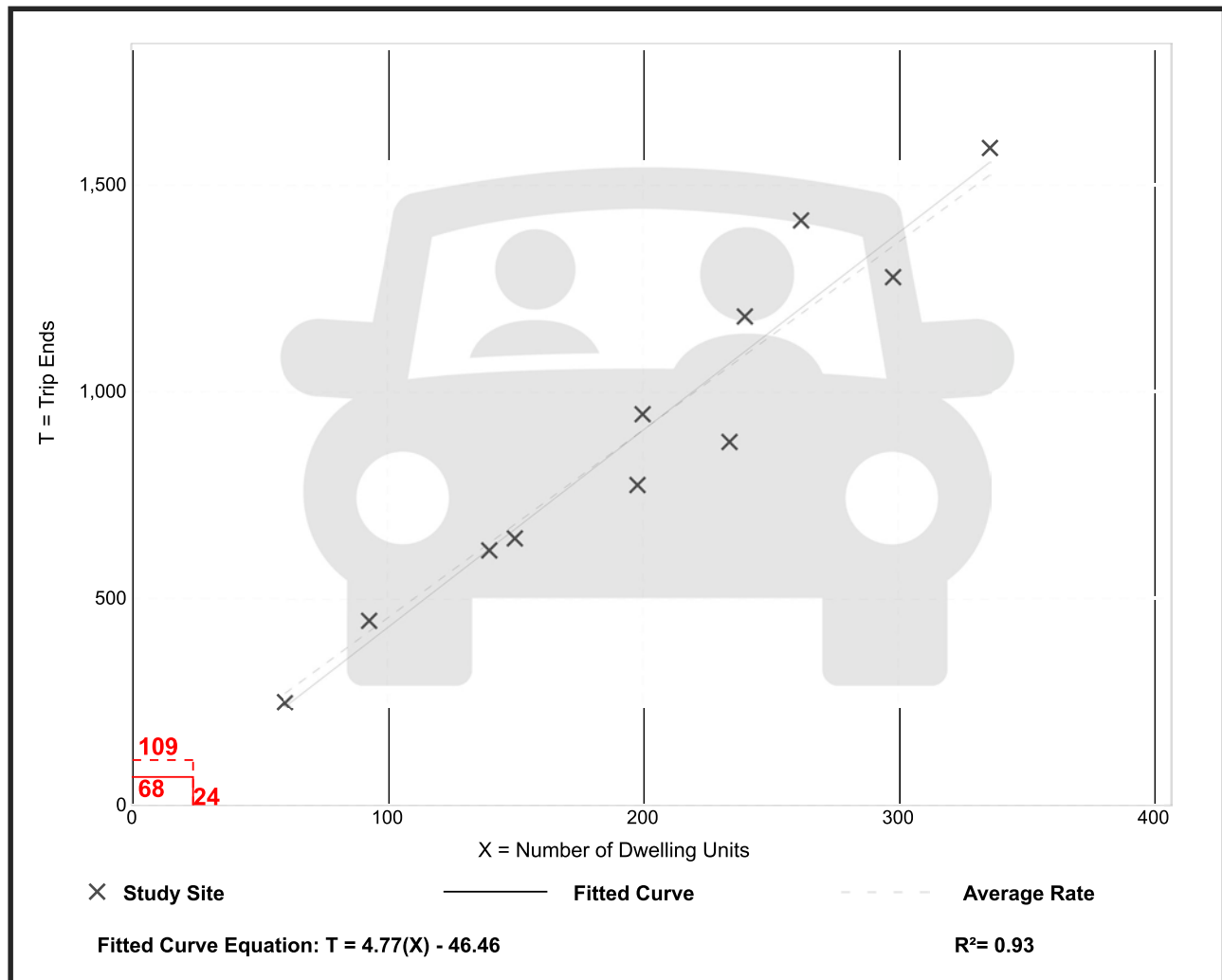
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

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)

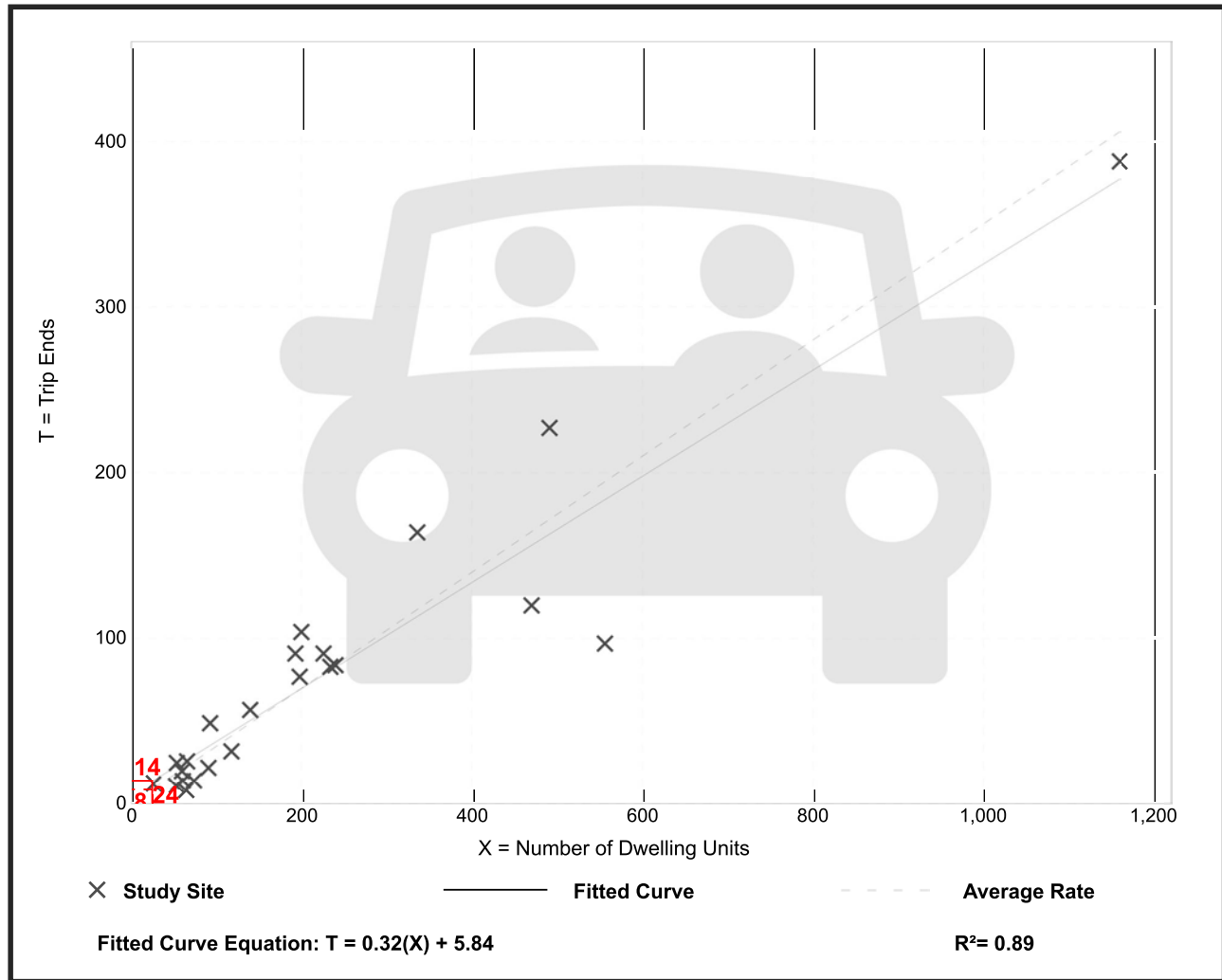
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 23  
Avg. Num. of Dwelling Units: 226  
Directional Distribution: 26% entering, 74% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.35	0.13 - 0.53	0.11

## Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 22  
Avg. Num. of Dwelling Units: 221  
Directional Distribution: 60% entering, 40% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.60	0.10

## Data Plot and Equation

