

## MEMORANDUM

To: Grant Webster  
City of Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE

Date: January 29, 2025

**Subject: 914 Marseille Drive  
HPB #240629  
Traffic Impact Statement**

The purpose of this memorandum is to summarize the traffic impact statement prepared for the proposed redevelopment located at 914 Marseille Drive on the southwest quadrant of the intersection of Marseille Drive and Bay Drive in Miami Beach, Florida. Currently, the site is occupied by six (6) low-rise multifamily residential units that will remain. The proposed redevelopment consists of an additional 10 units for a total of 16 low-rise multifamily residential units. Although there is no parking requirement, six (6) parking spaces are proposed to be provided on-site. The project is expected to be completed by year 2027. A project location map and conceptual site plan are provided in Attachment A. The following sections summarize the project trip generation calculations, parking evaluation, transportation demand management (TDM) plan, and refuse operations.

## TRIP GENERATION

Trip generation calculations for the proposed redevelopment were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 220 (Multifamily Housing [Low-Rise]). The trip generation for the proposed redevelopment was determined using ITE LUC 220 (Multifamily Housing [Low-Rise]).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the redevelopment. A multimodal factor of 12.0 percent (12.0%) was applied to the trip generation calculations to account for the urban environment in which the project site is located. It is expected that some residents and guests will choose to walk, bike, or use public transit to and from the redevelopment.

Two (2) Miami-Dade County Department of Transportation and Public Works (DPTW) routes and one (1) City of Miami Beach Trolley route currently operate within the vicinity of the site during the A.M. and P.M. peak hours. Detailed transit route information is included in Attachment B.

- **DPTW Route 79** operates along Normandy Drive in the vicinity of the project site with the nearest stop located just east of Rue Versailles Drive. This route operates with 15-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **DPTW Route 279** operates along Normandy Drive in the vicinity of the project site with the nearest stop located just east of Rue Versailles Drive. This route operates with approximately 24-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **City of Miami Beach Trolley North Beach Loop** operates along Normandy Drive in the vicinity of the project site with the nearest stop located just west of Bay Drive. This route operates with approximately 20-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.

As shown in Table 1, the project is expected to result in 60 net new daily vehicle trips, three (3) net new weekday A.M. peak hour vehicular trips, and four (4) net new weekday P.M. peak hour vehicular trips. Detailed trip generation calculations and US Census Data are included in Attachment C.

Table 1: Peak Hour Trip Generation Summary				
Future Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	Net New External Trips
<i>A.M. Peak Hour (P.M. Peak Hour) [Daily]</i>				
<i>Existing Development</i>				
Multifamily Housing (Mid-Rise) (221)	6 dwelling units	0 (2) [18]	2 (1) [17]	2 (3) [35]
<i>Proposed Redevelopment</i>				
Multifamily Housing (Mid-Rise) (221)	16 dwelling unit	1 (4) [48]	4 (3) [47]	5 (7) [95]
<i>Net New Redevelopment</i>				
	<b>Net New Project Trips</b>	<b>1 (2) [30]</b>	<b>2 (2) [30]</b>	<b>3 (4) [60]</b>

## PARKING EVALUATION

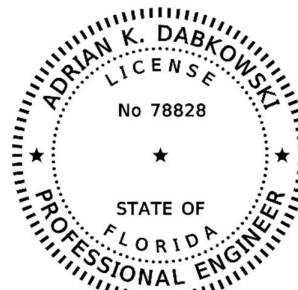
The proposed development currently is not required to provide parking per the City of Miami Beach requirements. However, the project is proposing to provide six (6) parking spaces that will be utilized by the largest six (6) residential units in the redevelopment. Refer to the site plan contained in Attachment A.

## TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies are proposed to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures promote bicycling and walking, encourage car/vanpooling, and offer alternatives to the typical workday hours. The applicant will commit to providing four (4) short-term bicycle parking spaces and 12 secure bicycle parking spaces as a TDM strategy.

## REFUSE OPERATIONS

Refuse operations will include the refuse truck traveling eastbound along the rear alley to the site's trash room. The trash receptacles will be wheeled out to the rear alley for pick-up. Refer to the Attachment D.



This item has been digitally signed and sealed by Adrian K. Dabkowski, P.E., PTOE, on the date adjacent to the seal.

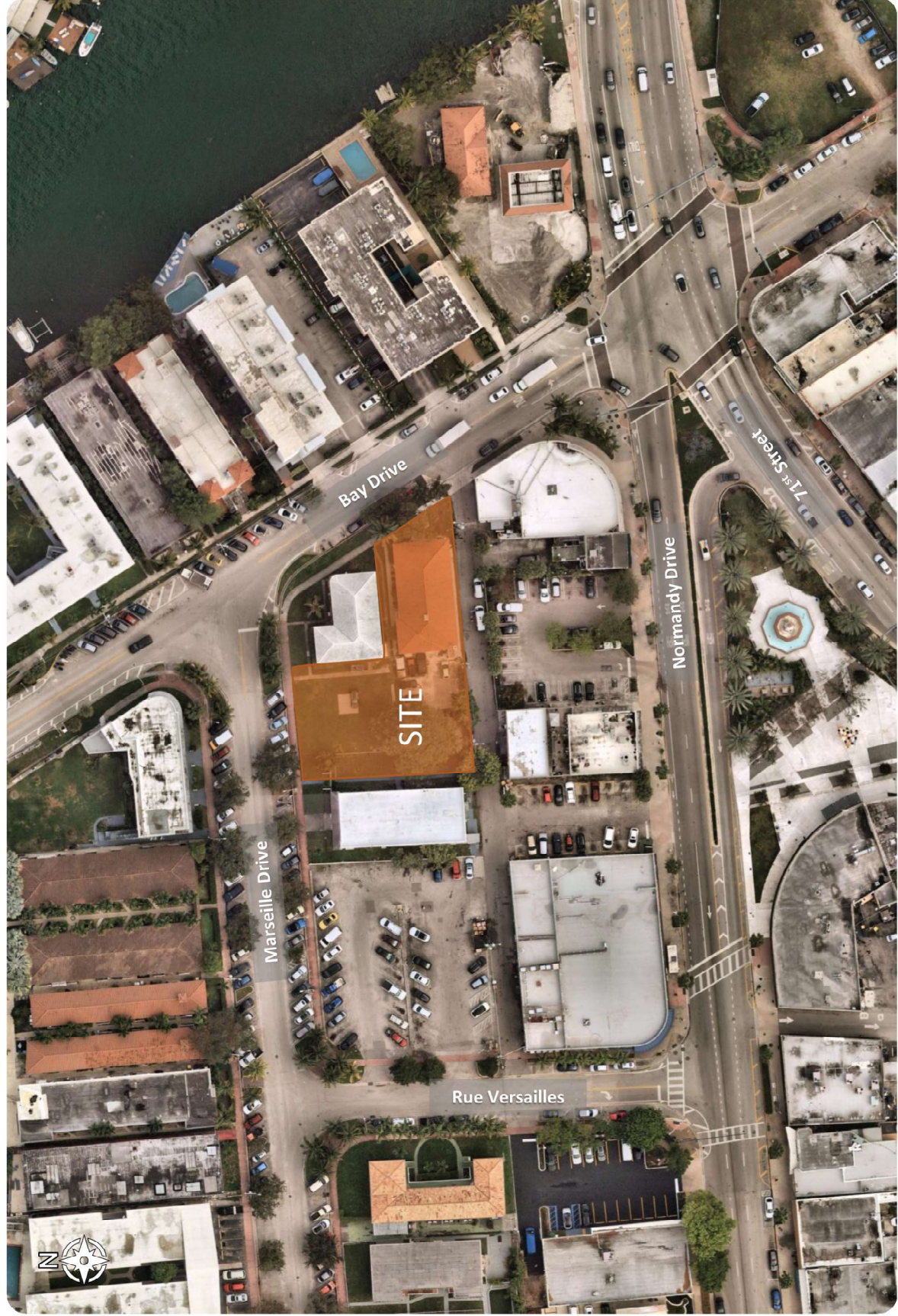


Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Adrian K. Dabkowski, P.E., PTOE  
 Florida Registration Number 78828  
 Kimley-Horn and Associates, Inc.  
 8201 Peters Road, Suite 2200  
 Plantation, Florida 33324

# Attachment A

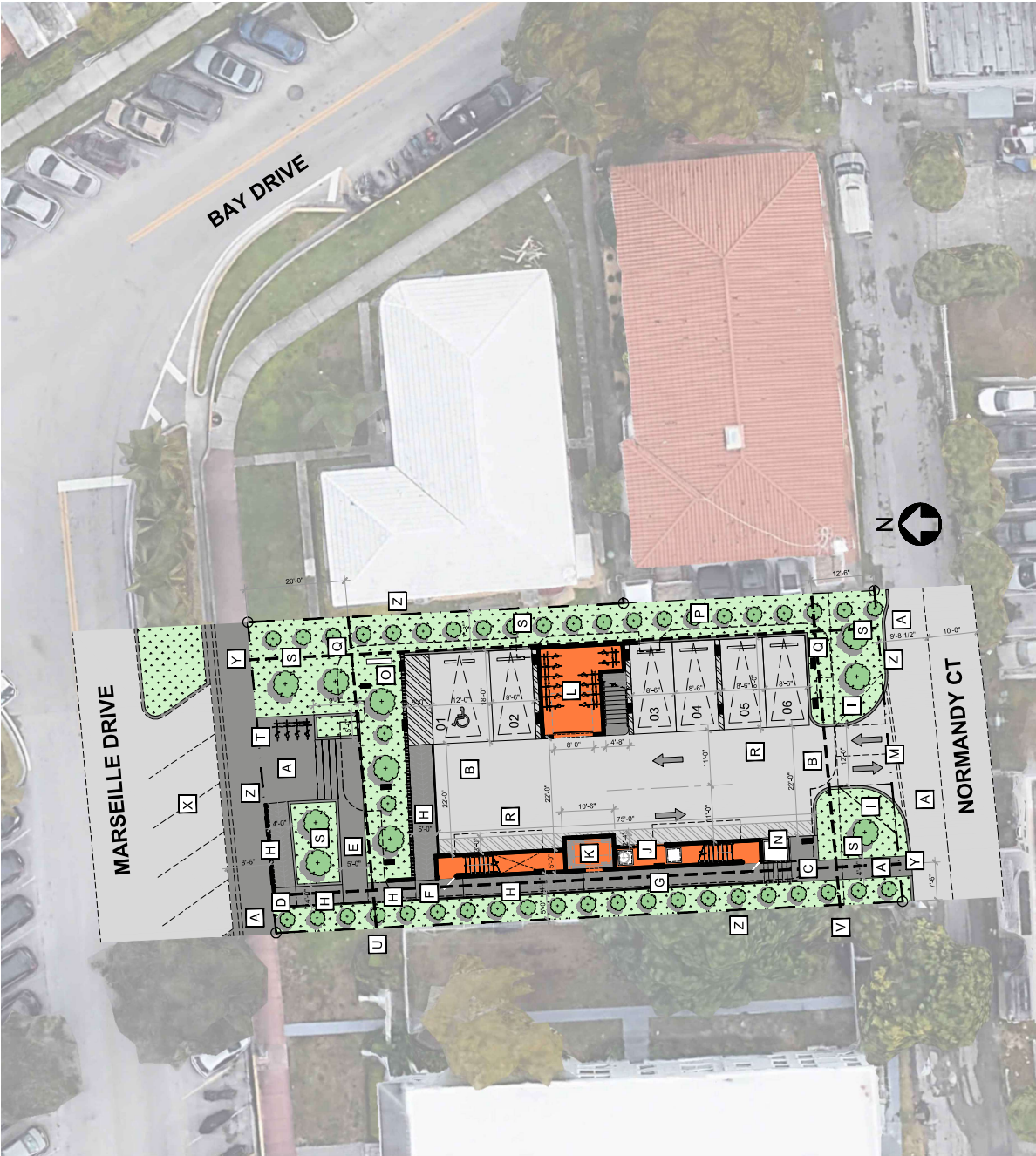
Project Location Map and Conceptual Site Plan

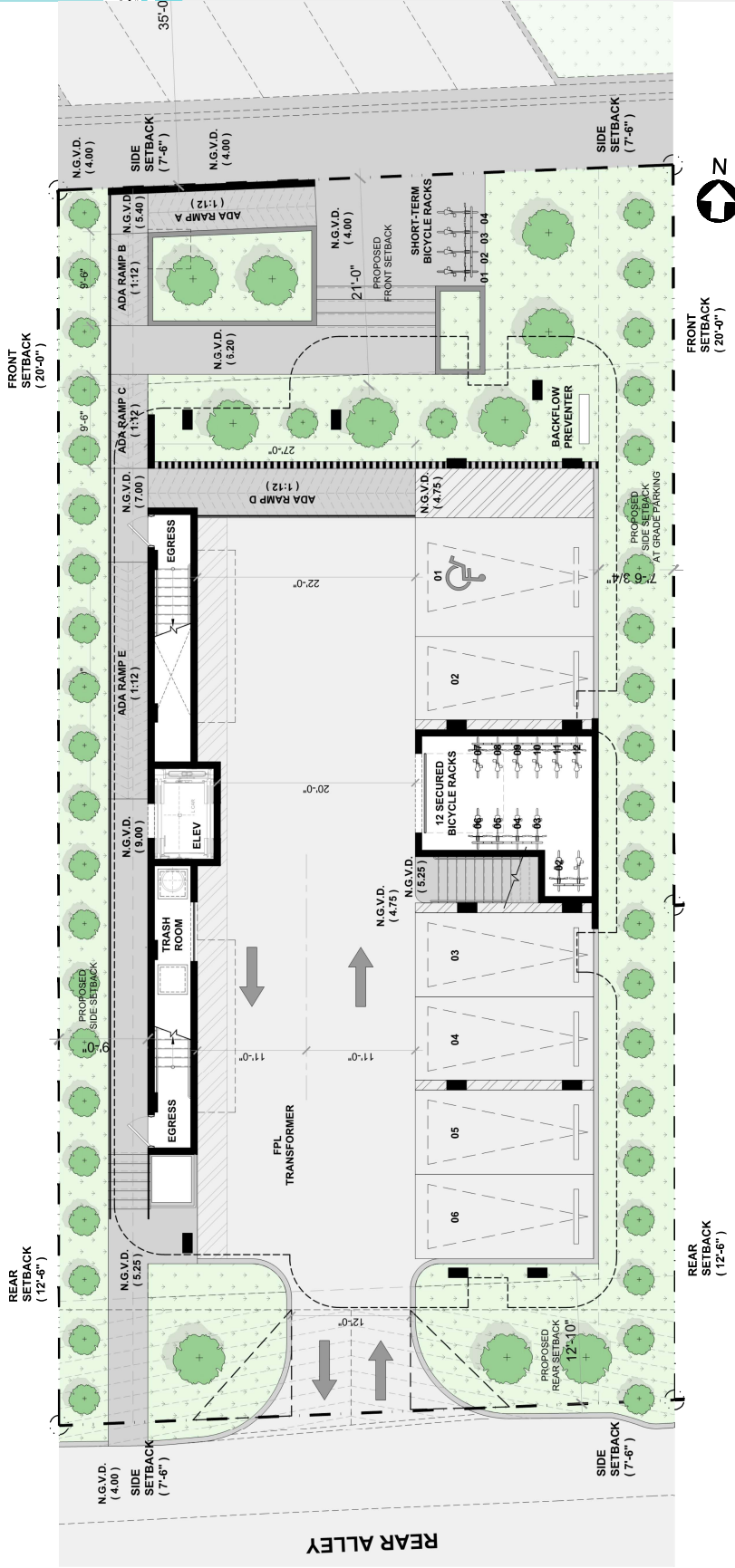


Project Location Map  
914 Marseille Drive  
Miami Beach, Florida

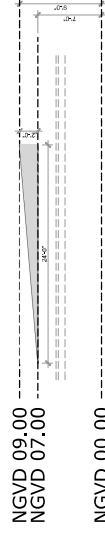
SITE PLAN NOTES	
A	SPOT ELEVATION- N.G.V.D. 4.00
B	SPOT ELEVATION- N.G.V.D. 4.75
C	SPOT ELEVATION- N.G.V.D. 5.25
D	SPOT ELEVATION- N.G.V.D. 5.40
E	SPOT ELEVATION- N.G.V.D. 6.20
F	SPOT ELEVATION- N.G.V.D. 7.00
G	SPOT ELEVATION- N.G.V.D. 9.00
H	ADA RAMP SLOPE 1/2. SEE RAMP SECTION A-201
I	SIGHT TRIANGLE SEE LANDSCAPING PLAN
J	TRASH ROOM, WITH ROLLING DOOR
K	ELEVATOR (6'0" X 6'4" ) TO ACCESS LEVEL 2-4
L	SECURED BICYCLE STORAGE, 12 RACKS
M	VEHICULAR ENTRANCE / EXIT, 12 FEET WIDE
N	PPL TRANSFORMER, NOT IN SETBACK & SCREENED
O	BACKFLOW PREVENTER, NOT LOCATED IN SETBACK AND SCREENED WITH VEGETATION. SEE LANDSCAPE
P	AT GRADE PARKING, NOT ENCROACHING IN SETBACK
Q	2ND FLOOR OUTLINE PERIMETER, COVERED.
R	22 FEET WIDE ABLE FOR PARKING GARAGE
S	SEE LANDSCAPING PLAN FOR EXACT TREES DESIGN
T	4 SHORT-TERM BICYCLE PARKING
U	FRONT SETBACK 20 FEET, WITH NO ENCROACHMENTS
V	REAR SETBACK 12.5 FEET, WITH NO ENCROACHMENTS
W	22 FEET WIDE ABLE FOR PARKING GARAGE
X	ON-STREET PARKING, NOT COUNT IN CALCULATION
Y	SIDE SETBACK 7.5 FEET
Z	PROPERTY LINES
<p><b>LANDSCAPING</b>                  IN ADDITION TO THE MINIMUM SETBACK REQUIREMENTS WHICH IS EQUAL TO 5 PERCENT OF THE TOTAL LOT AREA.                  LOT AREA = SITE A (4,663 SF) + SITE B1 (1,109 SF) + 7,772 SF = 38,666 SF                  5% X 7,772 SF = 388.6 SF REQUIRED PROVIDING = 473 SF</p>	
<p>LANDSCAPED AREA</p>	
<p>SEWERWALK &amp; CURBS AREA</p>	
<p>ACTUAL AREA</p>	
<p>BUILDING AREA ABOVE</p>	

01 SITE PLAN  
 SPA-080 SCALE: 1" = 20'-0"

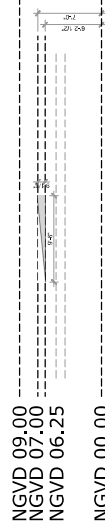




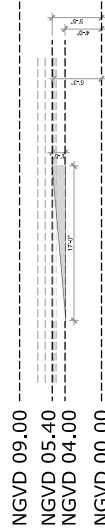
**RAMP E**



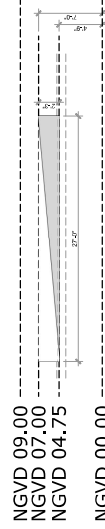
**RAMP C**



**RAMP A**



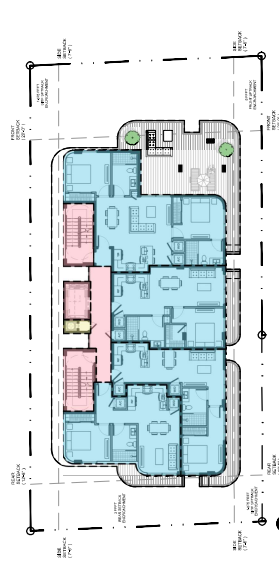
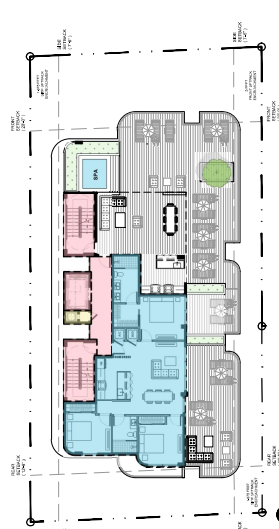
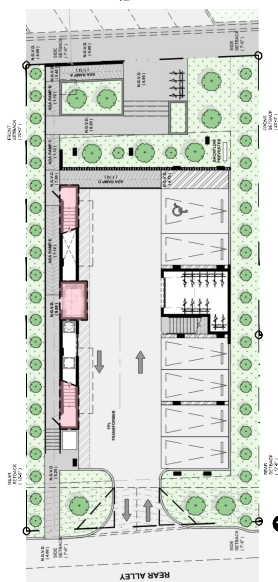
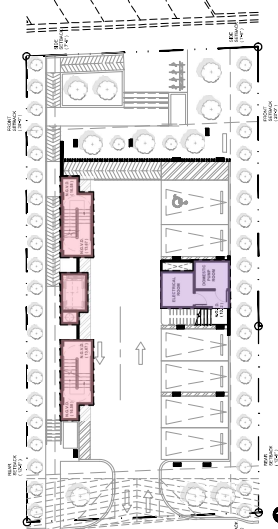
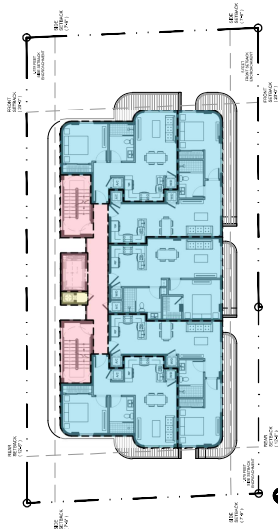
**RAMP D**



**RAMP B**



0.1 GROUND FLOOR PLAN  
SPA-201 SCALE: 3/32" = 1'-0"



**TOTAL F.A.R. CALCULATION**

- LEVEL 1 = 200 SF
- LEVEL 1.5 = 660 SF
- LEVEL 2 = 3,730 SF
- LEVEL 3 = 3,389 SF
- LEVEL 4 = 1,733 SF

**TOTAL F.A.R. = 9,712 SF**

LEVEL	( INTERIOR )				( EXTERIOR )				TOTAL
	LEASABLE UNITS	RENTABLE/BIKE STORAGE	VERTICAL CIRCULATION ( ELEVATOR )	VERTICAL CIRCULATION ( STAIRCASES )	HORIZONTAL CIRCULATION	BALCONIES & TERRACES	ROOF DECK ( AMENITIES )	MECHANICAL AREAS	
LEVEL 4 / AMENITIES	1,215	-	75	280	140	730	1,635	25	4,100
LEVEL 3	2,825	-	75	285	180	920	-	25	4,310
LEVEL 2	3,150	-	75	290	195	575	-	25	4,310
MEZZANINE	-	-	95	350	-	-	-	215	660
GROUND	-	265	75	180	615	-	-	85	1,220
<b>TOTAL</b>	<b>7,190</b>	<b>265</b>	<b>395</b>	<b>1,385</b>	<b>1,130</b>	<b>2,225</b>	<b>1,635</b>	<b>375</b>	<b>14,600</b>
%	49.25%	1.82%	2.71%	9.49%	7.74%	15.24%	11.20%	2.57%	100.00%

EFFICIENCY	=	$\frac{(A+B)}{(I)}$	=	51.06%
AVERAGE UNIT SIZE	=	$\frac{(A)}{(J)}$	=	719,000

01 PROJECT PROGRAM  
 SPA-007 SCALE: NTS

AMOUNT OF PARKING SPACES	=	6
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RESIDENTIAL UNITS MATRIX

UNIT TYPE	AMOUNT OF UNITS	AREA / UNIT ( SQ. FT. )	TOTAL AREA ( SQ. FT. )
1 BD	2	625	1,250
1 BD	1	625	625
1 BD	2	625	1,250
1 BD	1	625	625
1 BD	2	650	1,300
2 BD	1	925	925
3 BD	1	1,215	1,215
<b>TOTAL</b>	<b>10</b>	<b>-</b>	<b>7,190</b>

02 UNIT MATRIX  
 SPA-007 SCALE: NTS

# Attachment B

## Transit Service Data

## SERVICE FREQUENCIES

### FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
	12:00 a.m.	4:00 a.m.	60 min (Northside-M Beach)
<b>WEEKDAY</b> DIAS LABORABLES LASEMÈN	4:00 a.m.	6:00 a.m.	30 min (Hialeah-M Beach)
	6:00 a.m.	10:00 p.m.	15 min (Hialeah-M Beach)
	10:00 p.m.	12:00a.m.	30 min (Hialeah-M Beach)
	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
<b>SATURDAY</b> SÁBADO	5:00 a.m.	7:00 a.m.	30 min (Hialeah-M Beach)
<b>SUNDAY</b> DOMINGO	7:00 a.m.	10:00 p.m.	15 min (Hialeah-M Beach)
<b>DIMANCH</b>	10:00 p.m.	12:00 a.m.	30 min (Hialeah-M Beach)
	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
	5:00 a.m.	8:00 a.m.	30 min (Hialeah-M Beach)
	8:00 a.m.	8:00 p.m.	20 min (Hialeah-M Beach)
	8:00 p.m.	12:00 a.m.	60 min (Hialeah-M Beach)

**Frequencies are approximate and may vary depending on traffic and road conditions.**  
 Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.  
 Asseye yo apwòksimatif epi yo ka varye selon kondisyon siklasyon sou wout yo.

**Language Assistance:** Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305-468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

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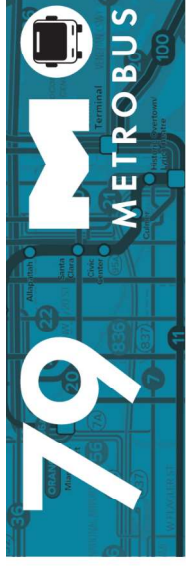
El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios. Los dispositivos y servicios de ayuda auditiva para la comunicación están disponibles previa solicitud, con cinco días de anticipación. Para obtener materiales en formato alternativo (cinta de audio, Braille o disco de computadora), para solicitar un intérprete del lenguaje de las señas u otros servicios similares sírvase llamar a: Transporte de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: ADA Coordinador. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: DTPW-ADA@miamidade.gov.

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Kontakte Miami-Dade bay aksè ak opòtinite egal ego nan anplwa epi li pa fè diskriminasyon baze sou enfi mite nan pwogram li yo ak sèvis li yo. Apatèy ak sèvis komunikasyon pou moun ki pa tande/wè byen yo disponib ak yon preyavi senik jou. Pou jwenn dokiman nan lòt fòm (tep odyo, Bray oswa disk konpit), sèvis yo entèprèt ki pale lang sij oswa lòt akomodasyon, tanpri kontakte: Miami-Dade Transit, Biwo Dwa Civil ak Reajasyon Travay, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: ADA Coordinador. Telefon: 786-469-5225, Faks: 786-469-5589. Imel: DTPW-ADA@miamidade.gov.



**miamidade.gov/transposition**  
 Information • Información • Enfòmasyon  
 311 (305.468.5900) TTY/Florida Relay: 711  
  
 @GoMiamiDade GO Miami-Dade Transit



APRIL 2024 | AVRIL 2024



- Local service seven days a week.
- Travels from Hialeah Metrorail Station to South Beach along NW/NE 79 St, the 79th Street Causeway and Collins Ave
- Overnight trips travel from Northside Metrorail Station



- Servicio local los siete días de la semana.
- Va desde la estación de Hialeah del Metrorail hasta South Beach, pasando por NW/NE 79 St, 79th Street Causeway y Collins Ave.
- En el horario nocturno el recorrido comienza en la estación Northside del Metrorail.

- Sèvis lokal sèt jou sou sèt.
- Ywayaje soti nan estasyon Hialeah Metrorail pou rive nan South Beach sou NW/NE 79 St, 79th Street Causeway ak Collins Ave.
- Ywayaj lanmwit yo fè soti nan estasyon Northside Metrorail.



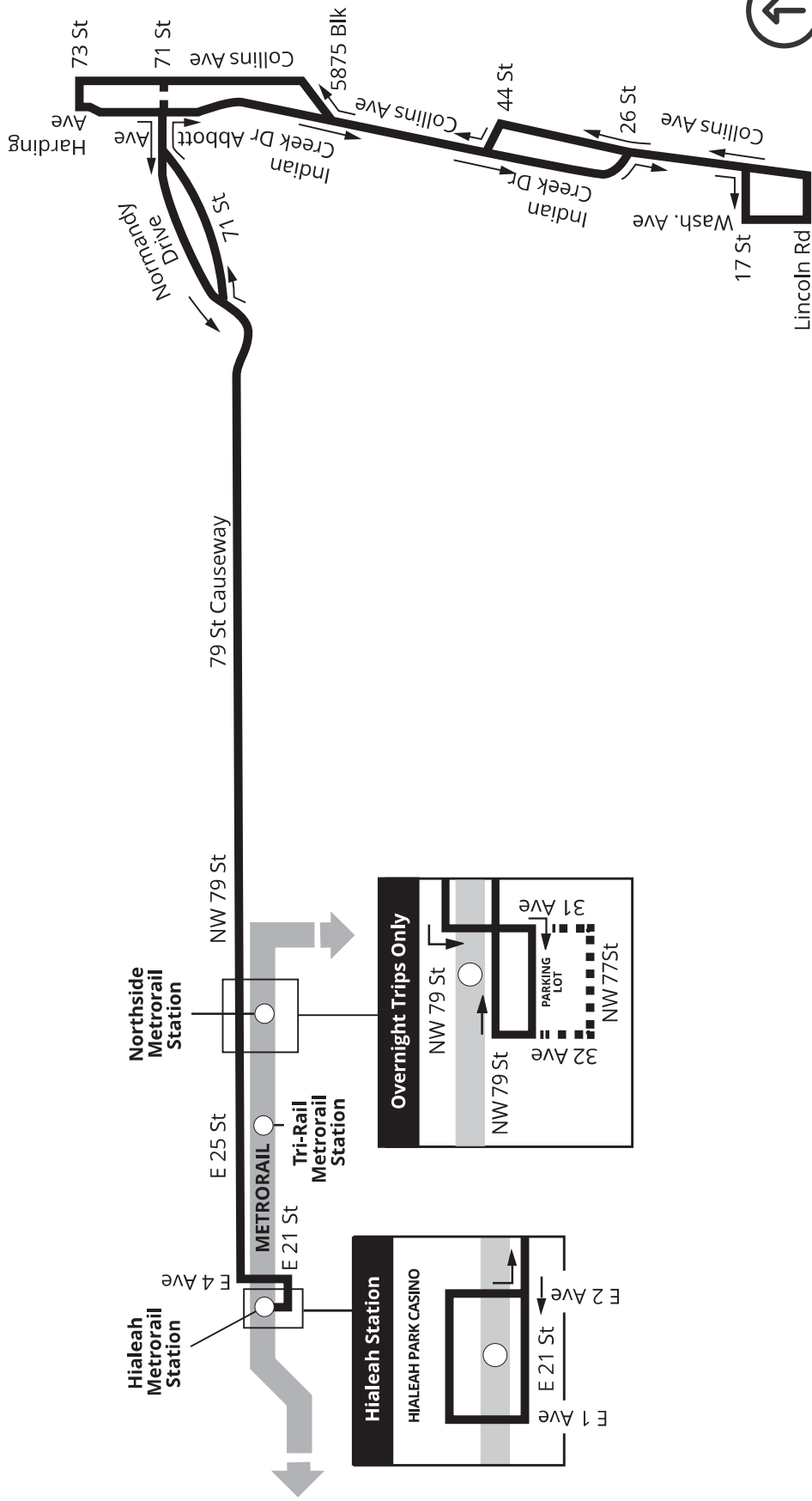
MORE INFORMATION  
 MÈS INFORMASYON | PIUS ENFÒMASYON



DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



# 79



**NORTH**  
11/2023

## SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
5:45 a.m.	8:15 a.m.	24 min
<b>WEEKDAY</b> DÍAS LABORABLES LASEMÈN		
4:00 p.m.	6:00 p.m.	24 min

**Frequencies are approximate and may vary depending on traffic and road conditions.**  
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Asoyè yo apwòksimanif epi yo ka varye selon kondisyon sikilasyon sou wout yo.

**MetroCONNECT**  
**YOUR FREE AND DIRECT CONNECTION TO BETTER BUS**  
THE A  
786-3  
R CALL  
QR CODE  
METROCONNECT  
MIAMI-DADE COUNTY

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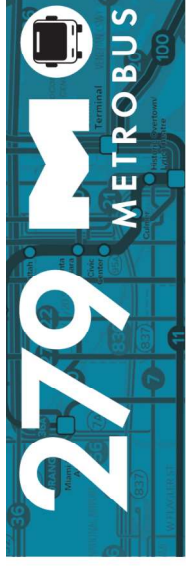
Konte Miami-Dade bay aksè ak opòtinite egal ego nan anplwa epi li pa fè diskriminasyon baze sou enfi mite nan pwogram li yo ak sèvis li yo. Aprey ak sèvis komunikasyon pou moun ki pa tande/wè byen yo disponib ak yon preyavi senik jou. Pou jwenn dokiman nan lòt fòm (ep odyo, Bray oswa disk konpit), sèvis yo enpèèt ki pale lang sij oswa lòt akomodasyon, tanpri kontakte: Miami-Dade Transit, Biwo Dwa Civil ak Reajasyon Travay, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: ADA Coordinator. Telefon: 786-469-5225, Faks: 786-469-5589. Imel: DTPW-ADA@miamidadade.gov.



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MARCH 2024 | MARZO 2024 | MARS 2024

## 79 STREET MAX



- Limited-stop weekday morning and afternoon service.
- Travels from Northside Metrorail station to 73 St & Collins Ave on Miami Beach along NW/NE 79 St and the 79th Street Causeway.

- Servicio con paradas limitadas en las mañanas y las tardes de los días laborables.
- Va desde la estación Northside del Metrorail hasta 73 St y Collins Ave en Miami Beach, pasando por NW/NE 79 St y 79th Street Causeway.
- Sèvis arè limite nan maten ak apre midi nan lasemèn.
- Vwayajè soti nan estasyon Northside Metrorail pou rive nan 73 St & Collins Ave sou Miami Beach sou NW/NE 79 St ak 79th Street Causeway.



MORE INFORMATION  
MIS INFORMASION | PLEZ ENFOYASYON

DRIVE LESS. LIVE MORE.™

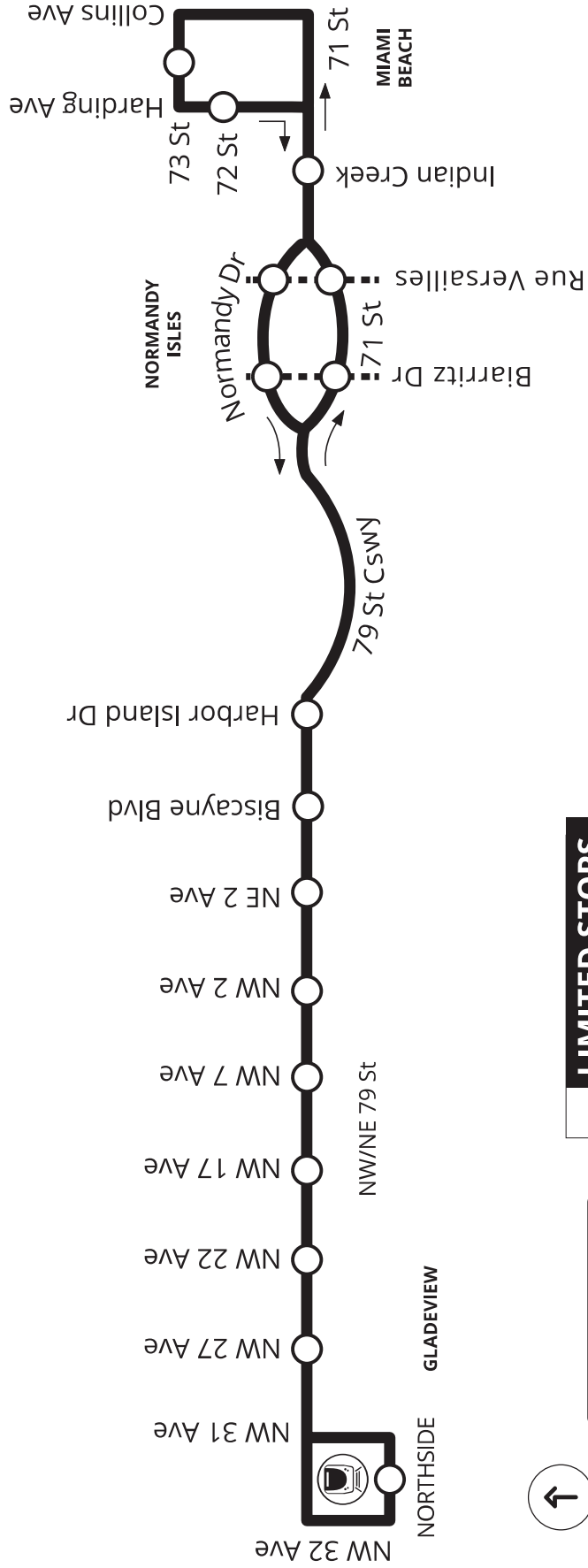
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS





# 279

## 79 STREET MAX



**NORTH**  
11/2023



Metrorail Station



**LIMITED STOPS**  
*entire route*

# MIAMI-DADE COUNTY METROBUS SYSTEM

## Metrobus routes

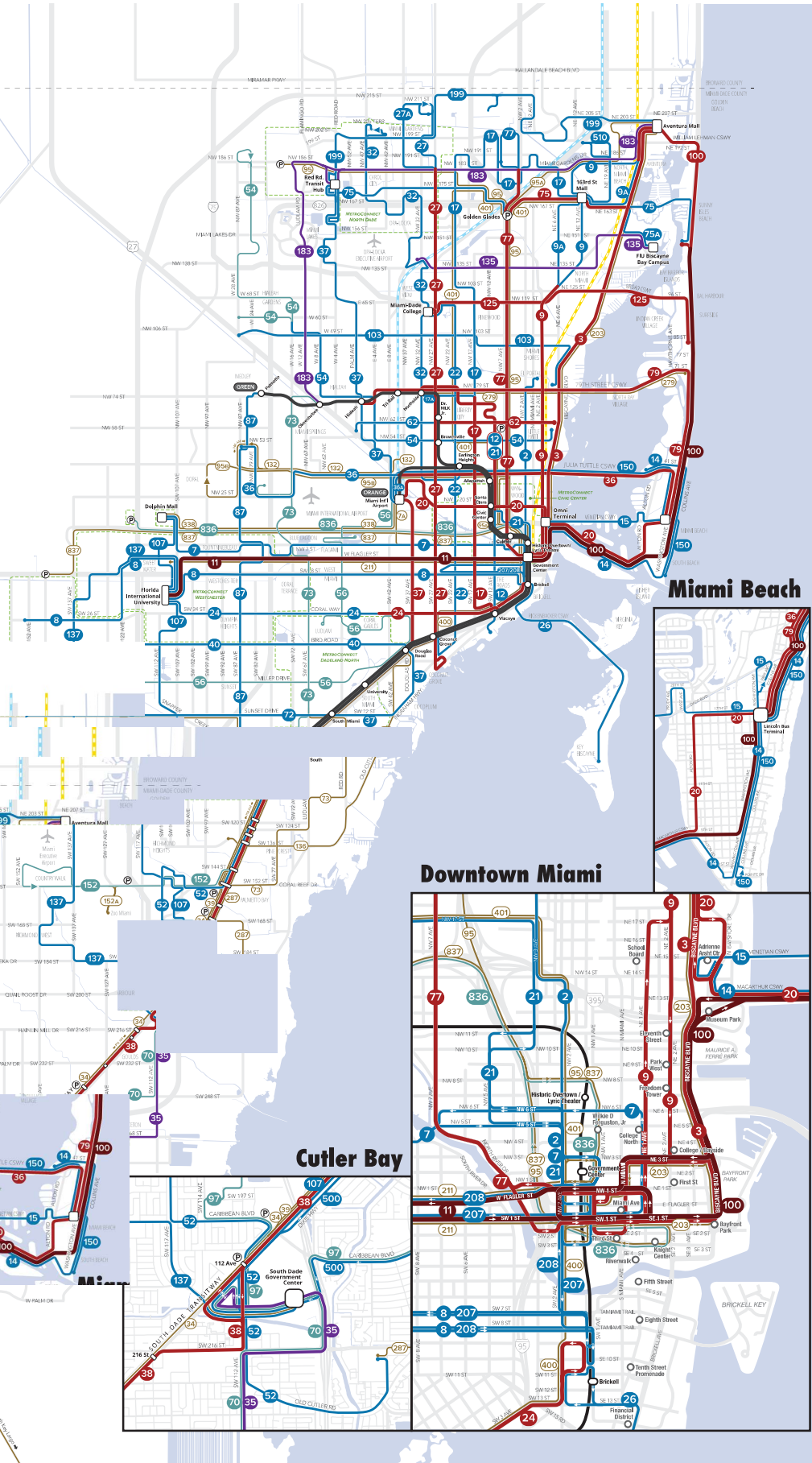
During weekdays at midday, the bus comes every...

- 10 minutes or less
- 15 minutes
- 20 minutes
- 30 minutes
- 60 minutes
- Peak-Only or Limited Service

## Other transit services

- MetroConnect Zone
- Metrorail and Station
- Metromover and Station
- South Dade TransitWay Stations
- Tri-Rail
- Brightline

This is a general reference map. Consult individual route maps for details.



**Miami Beach**

**Downtown Miami**

**Cutler Bay**



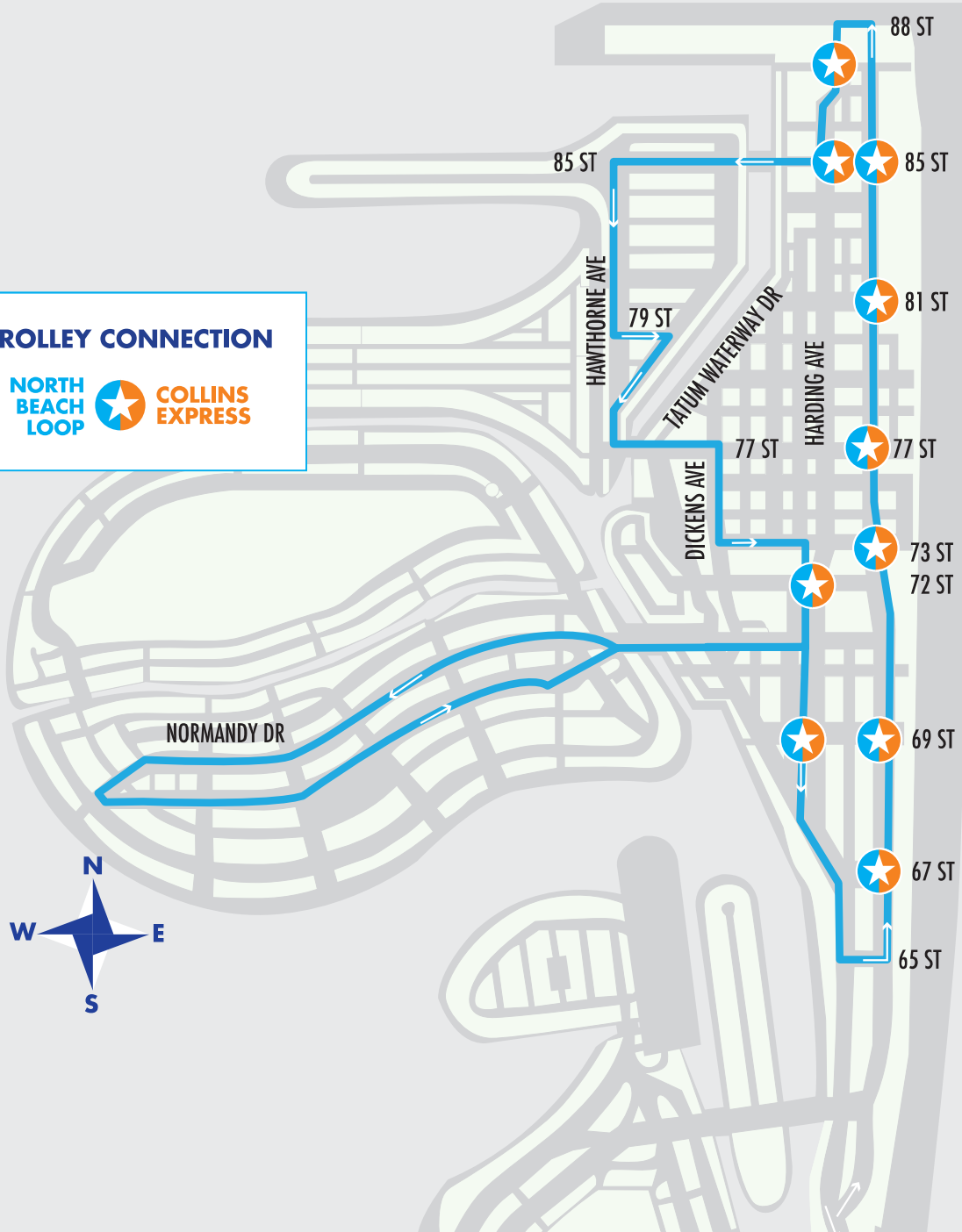
# NORTH BEACH LOOP

## TROLLEY CONNECTION

NORTH  
BEACH  
LOOP



COLLINS  
EXPRESS



# Attachment C

## Trip Generation Calculations

# DAILY TRIP GENERATION COMPARISON

## EXISTING DAILY TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS	DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		MULTIMODAL REDUCTION		GROSS TRIPS		INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
	ITE Edition	ITE Units	In	Out	In	Out	Percent	MR	In	Out	In	Out	Percent	Trips	In	Out			
1 Multifamily Housing (Low-Rise)	11	220	50%	50%	20	20	40	12.0%	5	18	17	35	0.0%	0	18	17			
2																			
3																			
4																			
5																			
6																			
7																			
8																			
9																			
10																			
11																			
12																			
13																			
14																			
15																			
<b>Total:</b>					20	20	40		5	18	17	35	0.0%	0	18	17			
ITE Land Use Code					Rate of Equation					Rate of Equation					Rate of Equation				
220					Y=6.74(X)					220					Y=6.74(X)				

## PROPOSED DAILY TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS	DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		MULTIMODAL REDUCTION		GROSS TRIPS		INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
	ITE Edition	ITE Units	In	Out	In	Out	Percent	MR	In	Out	In	Out	Percent	Trips	In	Out			
1 Multifamily Housing (Low-Rise)	11	220	50%	50%	54	54	108	12.0%	13	48	47	95	0.0%	0	48	47			
2																			
3																			
4																			
5																			
6																			
7																			
8																			
9																			
10																			
11																			
12																			
13																			
14																			
15																			
<b>Total:</b>					54	54	108		13	48	47	95	0.0%	0	48	47			
ITE Land Use Code					Rate of Equation					Rate of Equation					Rate of Equation				
220					Y=6.74(X)					220					Y=6.74(X)				

NET NEW TRIPS	IN	OUT	TOTAL
	30	30	60

# AM PEAK HOUR TRIP GENERATION COMPARISON

## EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		MULTIMODAL REDUCTION		GROSS TRIPS		INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS												
																				ITE Edition	ITE Code	Scale	Units	In	Out	Percent	Total	MR	Trips	In
1	Multifamily Housing (Low+Rise)	11	220	6	du	24%	76%	0	2	2	0	2	0.0%	0	2	0.0%	0	0	2											
2																														
3																														
4																														
5																														
6																														
7																														
8																														
9																														
10																														
11																														
12																														
13																														
14																														
15																														
<b>Total:</b>																0	2	2	0.0%	0	2	2	0.0%	0	2	2	0.0%	0	2	2

ITE Land Use Code 220  
Rate of Equation Y=0.4(X)

## PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		MULTIMODAL REDUCTION		GROSS TRIPS		INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS														
																				ITE Edition	ITE Code	Scale	Units	In	Out	Percent	Total	MR	Trips	In	Out	Percent
1	Multifamily Housing (Low+Rise)	11	220	16	du	24%	76%	1	5	6	1	4	12.0%	1	4	5	0.0%	0	1	4												
2																																
3																																
4																																
5																																
6																																
7																																
8																																
9																																
10																																
11																																
12																																
13																																
14																																
15																																
<b>Total:</b>																1	5	6	12.0%	1	4	5	0.0%	0	1	4	5	0.0%	0	1	4	5

ITE Land Use Code 220  
Rate of Equation Y=0.4(X)

NET NEW TRIPS	IN	OUT	TOTAL
1	1	2	3

# PM PEAK HOUR TRIP GENERATION COMPARISON

## EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		MULTIMODAL REDUCTION		GROSS TRIPS		INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS	
ITE Edition	ITE Code	Scale	Units	In	Out	In	Out	Percent	Total	In	Out	Percent	Total	In	Out	Percent	Total	In	Out
11	220	6	0U	63%	37%	2	1	12.0%	3	2	1	0.0%	3	2	1	0.0%	3	2	1
				<b>Total:</b>		2	1	12.0%	3	2	1	0.0%	3	2	1	0.0%	3	2	1
ITE Land Use Code				Rate of Equation															
220				Y=0.51(X)															

## PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		MULTIMODAL REDUCTION		GROSS TRIPS		INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS	
ITE Edition	ITE Code	Scale	Units	In	Out	In	Out	Percent	Total	In	Out	Percent	Total	In	Out	Percent	Total	In	Out
11	220	16	0U	63%	37%	5	3	12.0%	8	4	3	0.0%	7	4	3	0.0%	7	4	3
				<b>Total:</b>		5	3	12.0%	8	4	3	0.0%	7	4	3	0.0%	7	4	3
ITE Land Use Code				Rate of Equation															
220				Y=0.51(X)															

NET NEW TRIPS	2	2	4
IN	2	2	4
OUT	2	2	4
TOTAL	4	4	8



# Means of Transportation to Work

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	Census Tract 39.15; Miami-Dade County; Florida	
$(202+57+112) / 2,989=12\%$	Estimate	Margin of Error
▼ Total:	2,989	±491
▼ Car, truck, or van:	1,810	±371
Drove alone	1,643	±387
▼ Carooled:	167	±118
In 2-person carpool	143	±112
In 3-person carpool	24	±38
In 4-person carpool	0	±21
In 5- or 6-person carpool	0	±21
In 7-or-more-person carpool	0	±21
▼ Public transportation (excluding taxicab):	202	±145
Bus	202	±145
Subway or elevated rail	0	±21
Long-distance train or commuter rail	0	±21
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±21
Ferryboat	0	±21
Taxicab	157	±185
Motorcycle	178	±152
Bicycle	57	±92
Walked	112	±111
Other means	116	±184
Worked from home	357	±243

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## Table Notes

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### Means of Transportation to Work

**Survey/Program:** American Community Survey

**Universe:** Workers 16 years and over

**Year:** 2022

**Estimates:** 5-Year

**Table ID:** B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the [Methodology](#) section.

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Several means of transportation to work categories were updated in 2019. For more information, see: [Change to Means of Transportation](#).

The 2018-2022 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

#### Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

\*\*

The margin of error could not be computed because there were an insufficient number of sample observations.

\*\*\*

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

\*\*\*\*\*

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6/20/24, 11:35 AM

B08301: Means of Transportation ... - Census Bureau Table

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

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# Land Use: 220

## Multifamily Housing (Low-Rise)

---

### Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) 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 three sites for which both the number of residents and the number of occupied dwelling units were available, there were 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.

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/>).

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

***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 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

### **Source Numbers**

188, 204, 237, 300, 305, 306, 320, 321, 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

# 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: 22

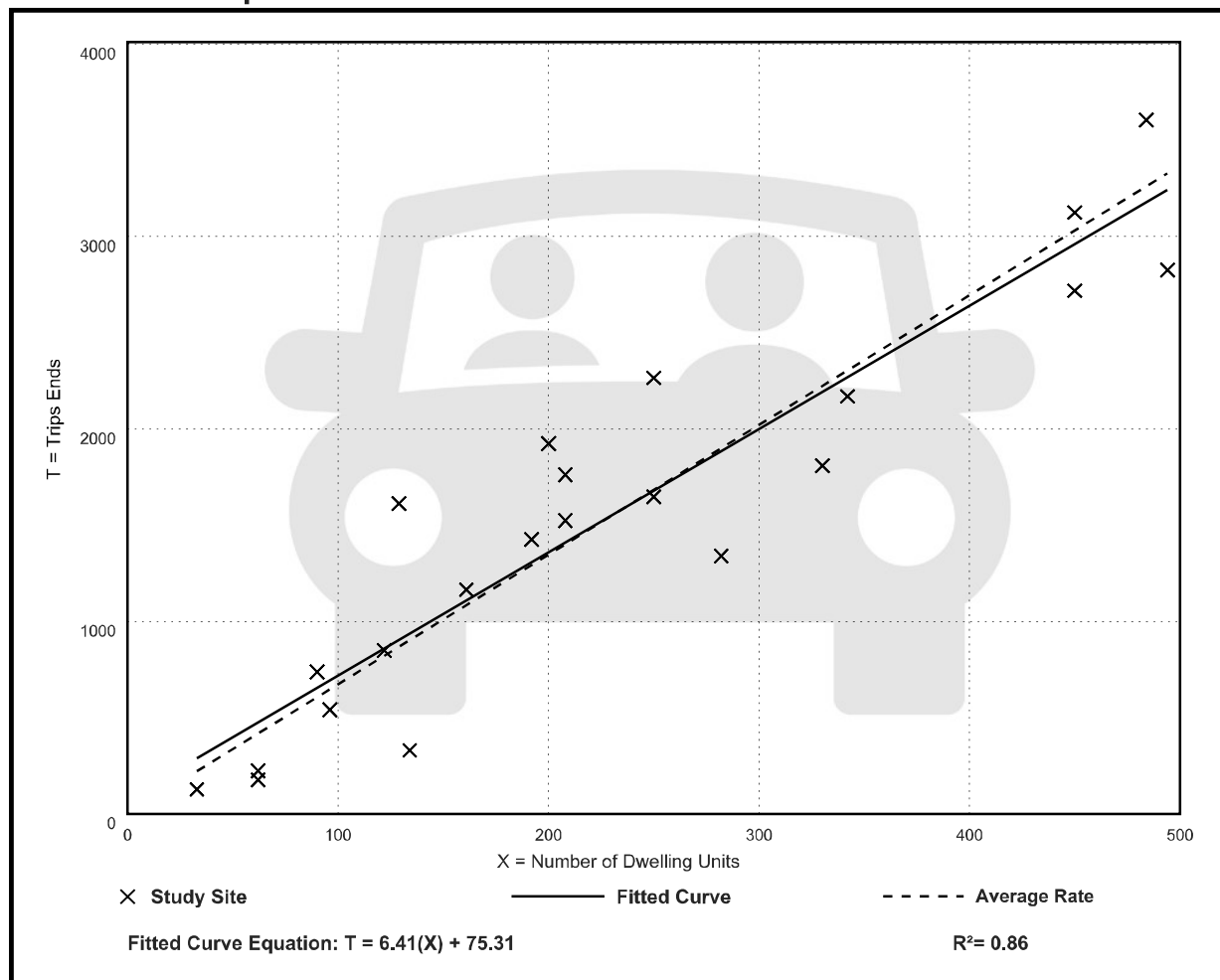
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

## 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: 49

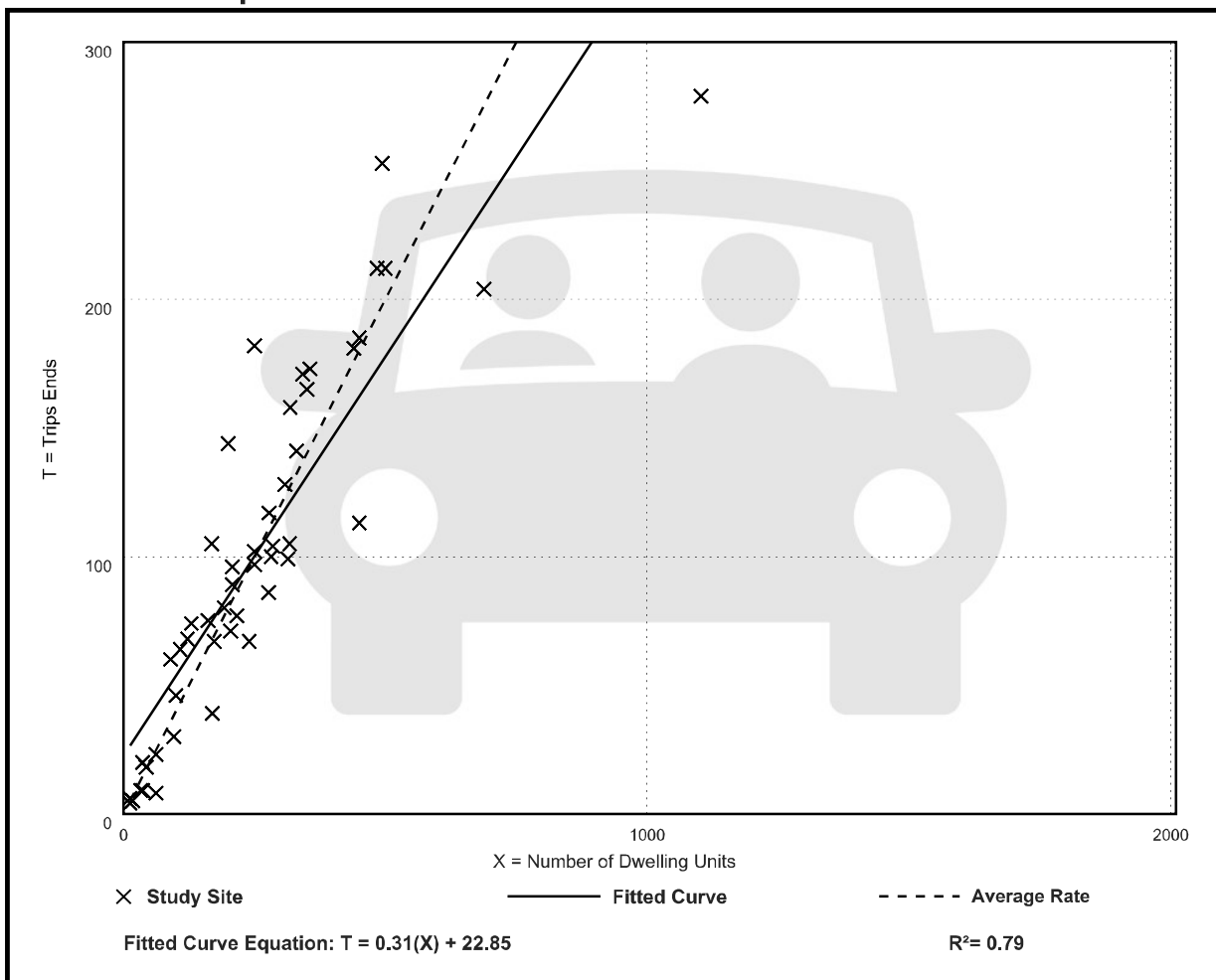
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

## 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: 59

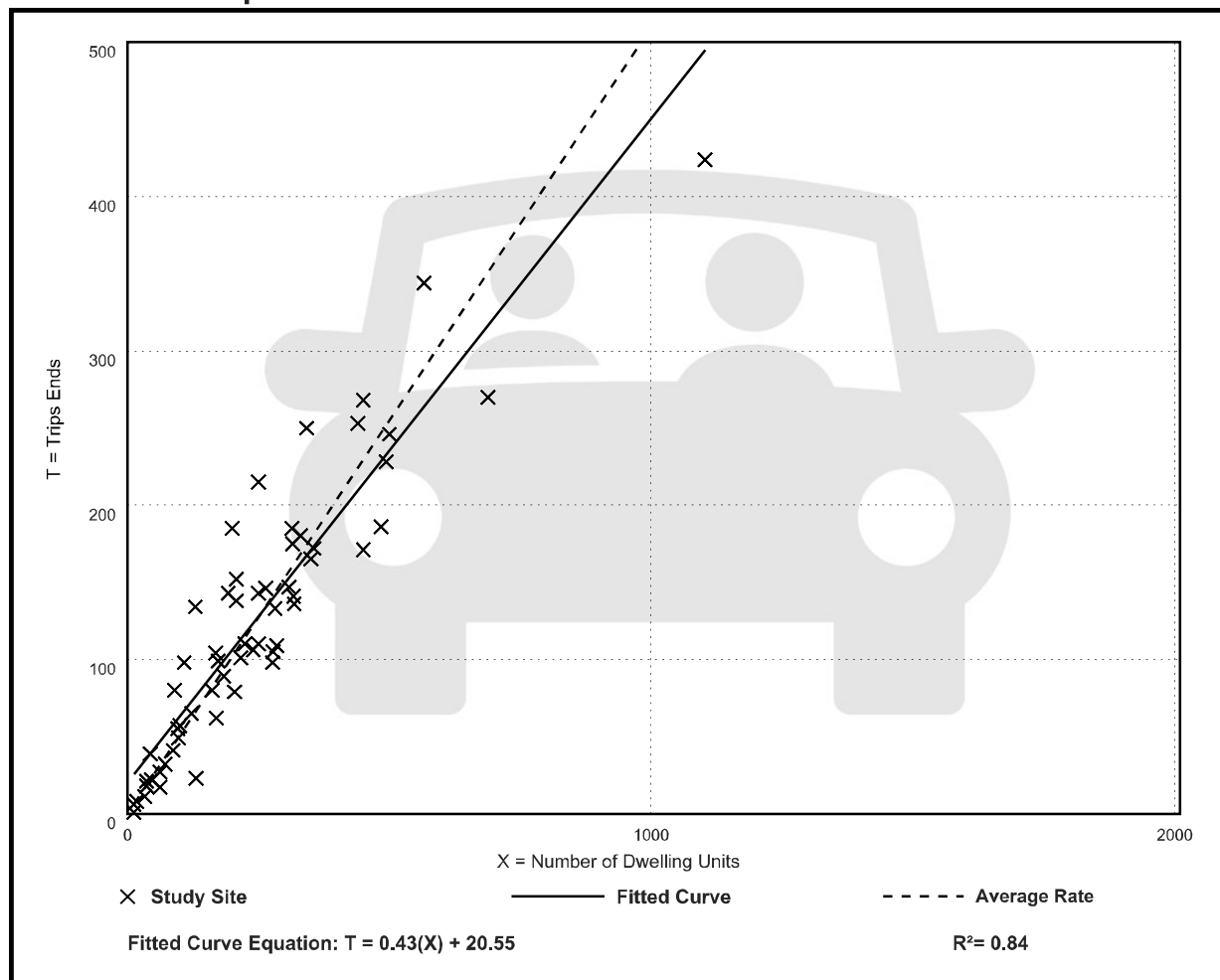
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

## Data Plot and Equation



# Attachment D

## Refuse Operations

MARSEILLE RESIDENTIAL BUILDING

914 MARSEILLE DRIVE, MIAMI BEACH, FLORIDA 33141

ISSUED FOR : HPB24-0629

SPA-201

