

7729 Carlyle Ave., Miami Beach, FL, 33141

TRAFFIC METHODOLOGY

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PROPOSED TRAFFIC METHODOLOGY

- The site is currently zoned RM-1 – 3900 Multi-Family and it is currently occupied by a single-family home with an actual area of construction of 899 Sq. Ft. The proposed development will consist of a four story Multi-Family development with a total of six units with two bedrooms and two and one half bathrooms. All the units will be accessed at the ground level and six parking spaces will be provided. Figure 1 shows the location of the project site.

- As required by City of Miami Beach for a proposed multi-family project with “more than four new units or 15,000 new gross square feet, a transportation analysis and mitigation plan, prepared by a professional traffic engineer, licensed and registered in the State of Florida. The Analysis and plan shall at a minimum include the following:
 - A. “Details on the impact of the projected traffic on the adjacent corridors, intersections, and areas to be determined by the city
 - B. Strategies to mitigate the impact of the proposed development on the adjacent transportation network, to the maximum extent feasible, in a manner consistent with the adopted transportation master plan and adopted mode share goals.
 - C. Whenever possible, driveways shall be minimized and use common access points to reduce potential turn movements and conflict points with pedestrians.
 - D. Applicable treatments may include, without limitation, transportation demand management strategies included in the transportation element of the comprehensive plan.”

- The trip generation analysis will be based upon the Institute of Transportation Engineers (ITE) Trip Generation Report (11th Edition). Tables 1 and 2 document the trip generation associated with the existing and proposed residential developments. Due to the low number of residential units for both existing and proposed projects, the trip generation rates were used as opposed to the formulas for a more accurate result.

All ITE references will be included in the traffic report.

- The trip distribution and assignment of project traffic will be based upon the applicable TAZ data contained within the Long-Range Transportation Plan (LRTP) published by the Miami-Dade MPO. The distribution will be interpolated between the 2015 and 2045 model years for the appropriate buildout year (tentatively estimated to be 2026).

- The project will not provide valet service and therefore, valet analysis is not applicable for this project.

- Even though the estimated trip generation is not expected to negatively impact to the nearby street network, bicycle racks will be included, if possible, with a minimum of 10 spots in line with the City’s Transportation Demand Management (TDM) initiatives to reduce vehicular traffic.
- Since gates are included as part of the project, a queue analysis will be included as part of the Traffic Impact Statement to ensure that queueing will not impact the adjacent street. The location of the gate will be highlighted in the site plan as well as the distance from the gate to the ROW line.
- AutoTURN vehicle maneuverability exhibit(s) for a Chevy Suburban design vehicle for parking spots 1, 4, and 6 will be included in the traffic report. As part of the maneuverability analysis the limit of maneuverability area will be the proposed paved area beyond the parking facility.
- A sight distance evaluation will be performed at each of the driveways to ensure the appropriate sight distance is provided. The sight distance evaluation will be performed in accordance with City of Miami Beach Standards.
- A traffic statement will be prepared for the project documenting the trip generation, entry gates/queueing, maneuverability of the design vehicle to access the site and within the parking area. The traffic report will be signed and sealed by a Florida Registered Engineer consistent with the criteria outlined in the “Land Use Board Coordination with the Transportation and Mobility Department”.



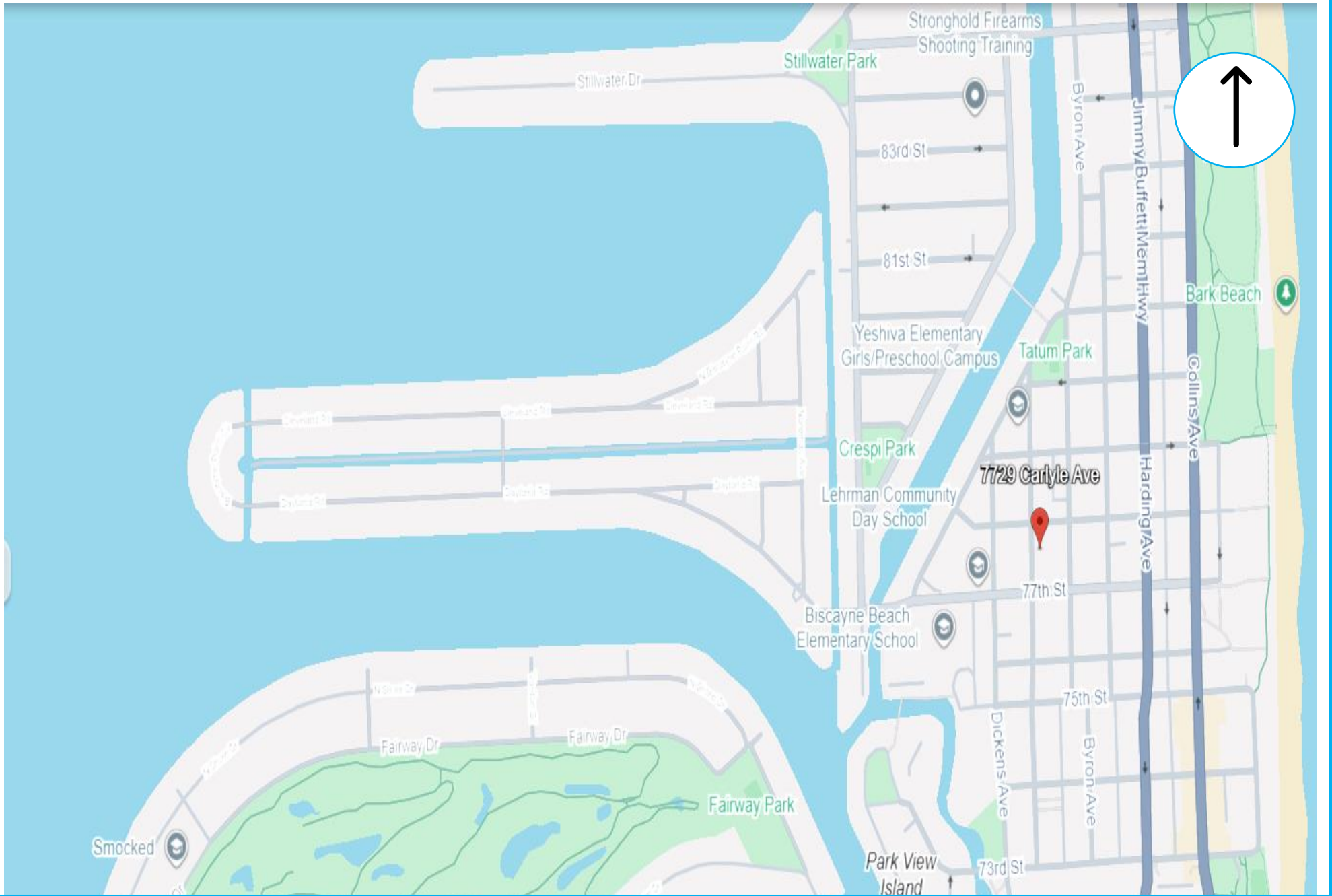


Figure 1: Project Location Map

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