Kimley»Horn

March 3, 2022

Mr. Firat Akcay
City of Miami Beach Transportation Department
1688 Meridian Avenue, Suite 801
Miami Beach, Florida 33139

Re: HACMB Development
Traffic Assessment
280-300 S Shore Drive, Miami Beach, Florida

Dear Mr. Akcay:

Kimley-Horn and Associates, Inc. has prepared a traffic assessment for the proposed development of the properties located at 280-300 S Shore Drive in Miami Beach, Florida. Note, the site proposed for development is currently vacant. The proposed development includes 70 senior/affordable housing units. Trip generation calculations and transportation demand management strategies were included as part of the traffic assessment. A project location map and conceptual site plan are included in Attachment A. The following sections summarize the traffic assessment.

TRIP GENERATION

Trip generation calculations for the proposed development were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed development was determined using ITE LUC 223 (Affordable Housing – Senior). Project trips were estimated for the weekday A.M. and P.M. peak hours.

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tracts in the vicinity of the site. The US Census data indicated that there is a 19.8 percent (19.8%) multimodal factor within the vicinity of the site. It is expected that a portion of residents, employees, and guests will choose to walk, bike, or use public transit to and from the site.

The project is expected to result in ten (10) net new vehicle trips during the weekday A.M. peak hour and five (5) net new vehicle trips during the weekday P.M. peak hour. Detailed trip generation calculations are included as Attachment B.

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. Additionally, the applicant will commit to providing the following incentives including:

- Provide at least eight (8) long-term bicycle parking spaces (secured)
- Provide transit information within the site including route schedules and maps

CONCLUSION

Kimley-Horn and Associates, Inc. has prepared a traffic assessment for the proposed development of the properties located at 280-300 S Shore Drive in Miami Beach, Florida. Note, the site proposed for development is currently vacant. The proposed development includes 70 senior/affordable housing units. The proposed redevelopment is expected to generate ten (10) net new vehicle trips during the weekday A.M. peak hour and five (5) net new vehicle trips during the weekday P.M. peak hour.

Furthermore, the applicant will commit to providing the following TDM incentives including:
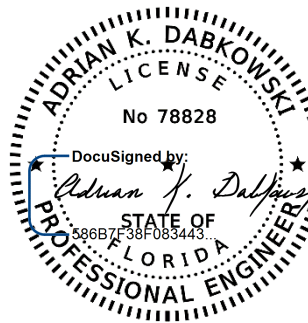
- Provide at least eight (8) long-term bicycle parking spaces (secured)
- Provide transit information within the site including route schedules and maps

If you have any questions regarding this analysis, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adrian K. Dabkowski, P.E., PTOE
Vice President

ADRIAN K. DABKOWSKI
LICENSE
No 78828
DocuSigned by:
Adrian K. Dabkowski
586B7F38F083443...
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

This item has been digitally signed and sealed by Adrian K. Dabkowski, P.E., PTOE, on 3/3/2022.

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

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Attachment A
Project Location Map and Site Plan

SOUTH SHORE DR.

PEDESTRIAN ACCESS PLAZA

ACTIVE USE OUTDOOR AREA

10' WIDE VEHICULAR DRIVE

ATLANTIC PACIFIC
COMMUNITIES

10'X20 LOADING BERTH.

BOH / SUPPORT AMENITIES

PARKING ON GRADE

10

11

12

1

2

13

3

14

15

4 H.C.

16

5

17

9 8 7 6 HC

18

19

20

33 32 31 30 29 18.36ft 28 8.54ft 8.53ft 27 26

25

21

24

22

23

TERRACE

LANDSCAPE BUFFER

EXISTING DOCK- ACTIVE USE OUTDOOR AREA

WATERWAY
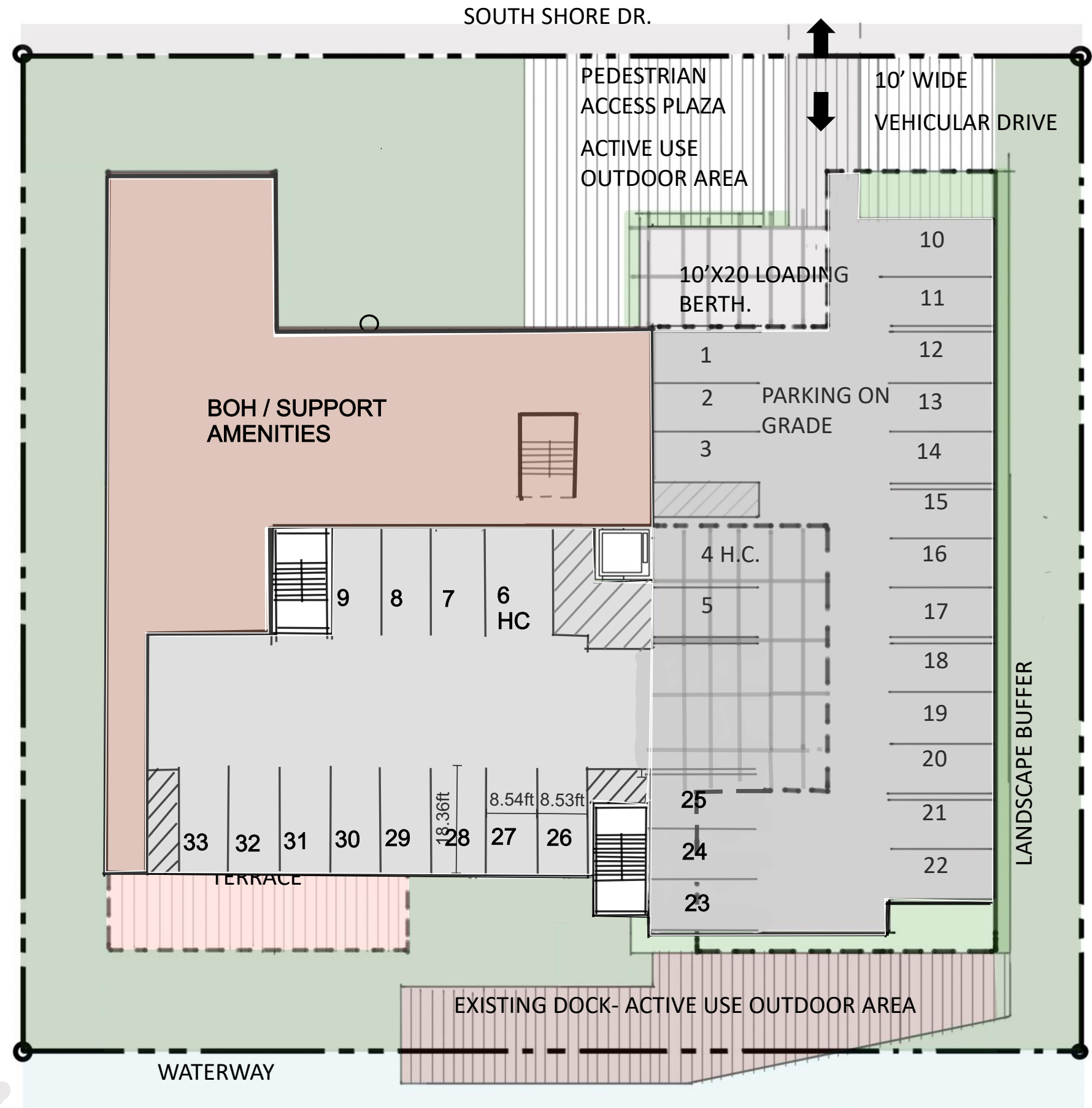
LOT#2- SITE/
GROUND FLOOR PLAN

N
NOT TO SCALE

N Shore Drive

S Shore Drive

SITE

Marseille Drive

Kimley»Horn
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Figure 1
Location Map
HACMB Development
Miami Beach, Florida

Attachment B
Trip Generation

AM PEAK HOUR TRIP GENERATION COMPARISON

280-300 S Shore Drive - 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		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Affordable Housing - Senior	11	223	70	du	58%	42%	8	5	13	19.8%	3	6	4	10	0.0%	0	6	4	10	0.0%	0	6	4	10
	2																									
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ITE Land Use Code	Rate or Equation		**Total:**	8	5	13	19.8%	3	6	4	10	0.0%	0	6	4	10	0.0%	0	6	4	10
223	Y=0.18(X)																					

PM PEAK HOUR TRIP GENERATION COMPARISON

280-300 S Shore Drive - 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		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In Percent	Out Percent	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
G R O U P 2	1	Affordable Housing - Senior	11	223	70	du	61%	39%	4	2	6	19.8%	1	3	2	5	0.0%	0	3	2	5	0.0%	0	3	2	5
	2																									
	3																									
	4																									
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	14																									
	15																									

ITE Land Use Code	Rate or Equation		Total:	4	2	6	19.8%	1	3	2	5	0.0%	0	3	2	5	0.0%	0	3	2	5
223	Y=0.09(X)																				

MEANS OF TRANSPORTATION TO WORK

United States® Census Bureau

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.

`(334+59+12)/(2315-269)=19.8%`	Census Tract 39.16, Miami-Dade County, Florida	
Label	**Estimate**	**Margin of Error**
∨ Total:	2,315	±296
∨ Car, truck, or van:	1,497	±248
Drove alone	1,130	±248
∨ Carpooled:	367	±174
In 2-person carpool	283	±145
In 3-person carpool	11	±17
In 4-person carpool	73	±91
In 5- or 6-person carpool	0	±14
In 7-or-more-person carpool	0	±14
∨ Public transportation (excluding taxicab):	334	±163
Bus	312	±160
Subway or elevated rail	0	±14
Long-distance train or commuter rail	22	±35
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	103	±86
Motorcycle	24	±28
Bicycle	59	±58
Walked	12	±19
Other means	17	±27
Worked from home	269	±107

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey
Universe: Workers 16 years and over
Year: 2019
Estimates: 5-Year
Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that 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.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

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.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 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 Census 2010 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:

An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

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.