TRAFTECH ENGINEERING, INC.

January 14, 2020

Mr. Yaniv Cohen
E.A.Y.C. Investments, LLC
4021 N. Andrews Avenue, Suite #5
Oakland Park, Florida 33309

Re: 914 Marseille Drive, Miami Beach
Traffic Statement

Dear Yaniv:

Per your request, Traf Tech Engineering, Inc. has prepared a traffic statement associated with the proposed residential development planned to be located on the south side of Marseille Drive approximately 75 feet west of Bay Drive in the City of Miami Beach, Miami-Dade County, Florida. More specifically, the subject site (i.e. Site 1) is located at 914 Marseille Drive and the Folio Number is 02-3210-013-0311. This project also incorporates an adjacent property (i.e. Site 2) located at 7116 Bay Drive (Folio Number 02-3210-013-0330). Figure 1 on the following page shows the location of both properties and surveys for these parcels are contained in Attachment A to this memorandum. This report documents the projected trip generation characteristics for the existing and proposed development as well as the anticipated driveway volume assignment at full build-out. The following is a summary of our findings.

Trip Generation Analysis

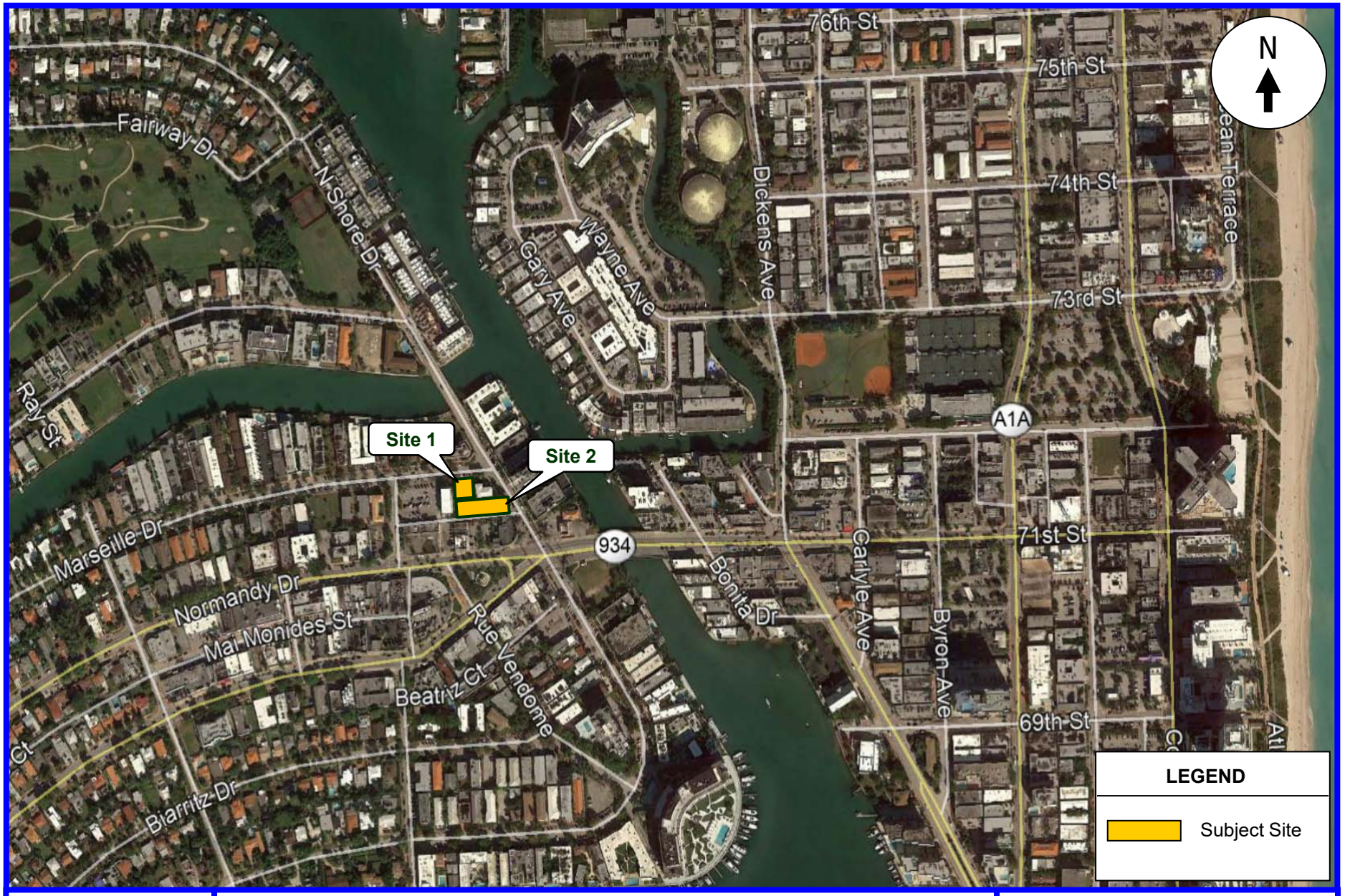
A trip generation analysis was performed using the trip generation rates and equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (10th Edition)*. The trip generation analysis was undertaken for daily and PM peak hour conditions. The analysis was based on the following assumptions:

EXISTING DEVELOPMENT (Site 2 – 7116 Bay Drive)

- 6 multifamily (low-rise) residential dwelling units (to remain)

PROPOSED DEVELOPMENT (Site 1 – 914 Marseille Drive)

- 6 multifamily (mid-rise) residential dwelling units (refer to site plan contained in Attachment B)



Traf Tech
ENGINEERING, INC.

Project Location Map

FIGURE 1
914 Marseille Drive
Miami Beach, Florida

According to referenced ITE *Trip Generation Manual*, the trip generation rates and equations used for the existing and proposed development are:

MULTIFAMILY HOUSING (LOW-RISE) (ITE Land Use 220)

Daily Trip Generation: T = 7.32 (X)
where T = number of daily trips, X = number of dwelling units

PM Peak Hour of Generator: T = 0.66(X) + 1.41 (59% in / 41% out)
where T = number of peak hour trips, X = number of dwelling units

MULTIFAMILY HOUSING (MID-RISE) (ITE Land Use 221)

Daily Trip Generation: T = 5.44 (X)
where T = number of daily trips, X = number of dwelling units

PM Peak Hour of Generator: Ln(T) = 0.83 Ln(X) – 0.05 (60% in / 40% out)
where T = number of peak hour trips, X = number of dwelling units

Using the above-listed trip generation rates and equations from the referenced ITE manual, a trip generation analysis was undertaken for the existing and proposed residential development. The results of this effort are documented in Table 1 below. Excerpts from the ITE *Trip Generation Manual* are presented in Attachment C to this memorandum.

Table 1
Trip Generation Analysis
914 Marseille Drive - Miami Beach, Florida

Land Use	Size	Daily Trips	PM Peak Hour of Generator Trips		
			In	Out	Total
Existing Development					
Multifamily Housing (Low-Rise)	6 DU	44	3	2	5
Total		**44**	**3**	**2**	**5**
Proposed Development					
Multifamily Housing (Low-Rise)	6 DU	44	3	2	5
Multi-Family Housing (Mid-Rise)	6 DU	33	2	2	4
Total		**77**	**5**	**4**	**9**
Difference (Proposed - Existing)		**33**	**2**	**2**	**4**

Compiled by: Traf Tech Engineering, Inc. (January 2020).
Source: ITE Trip Generation Manual (10th Edition).

As indicated in Table 1, the proposed 914 Marseille Drive project is projected to generate approximately 33 net new daily vehicle trips and approximately four (4) net new PM peak hour (of the generator) trips (2 inbound and 2 outbound). Therefore, the proposed residential development is anticipated to have a de-minimis traffic impact to the surrounding street system (i.e. one new peak hour trip every 15 minutes).

Driveway Assignment

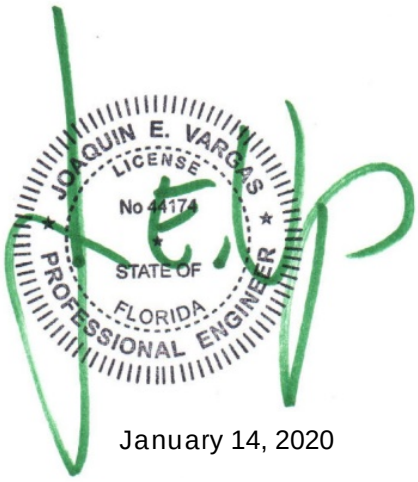
As indicated in the site plan contained in Attachment B, a parking lot with eight (8) parking spaces will be provided on the western portion of Site 2 (i.e. 7116 Bay Drive) and to the south of Site 1 (i.e. 914 Marseille Drive). This parking lot will be located along Normandy Court – a one-way (eastbound) alley between Rue Versailles Drive and Bay Drive. It is noted that on-street parking along the surrounding streets will be available to the residents of this development (as they are today); however, for the purposes of this driveway assignment task, all entering and exiting traffic have been assigned to the driveway serving the subject parking lot. The resulting assignment is presented in Attachment D to this memorandum.

If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer



January 14, 2020

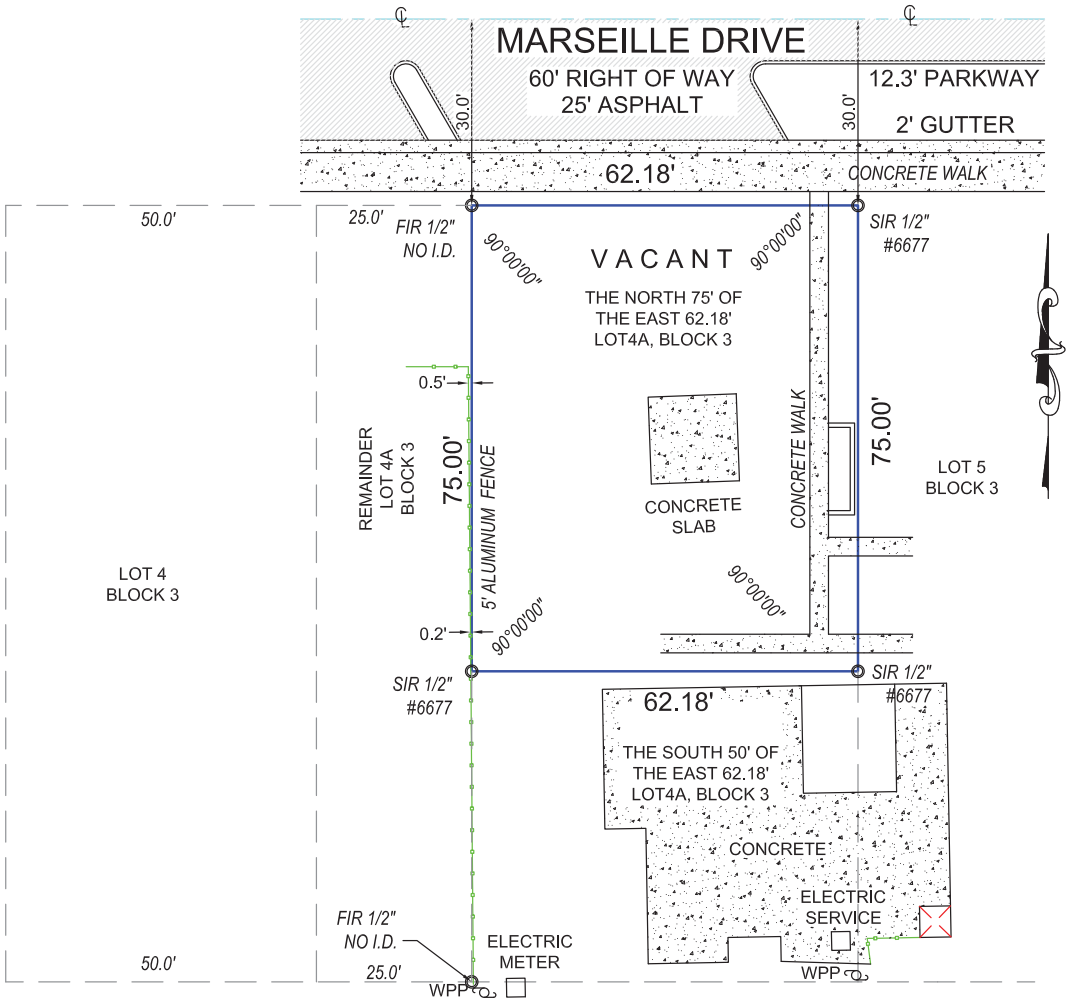
ATTACHMENT A

Surveys

914 Marseille Drive & 7116 Bay Drive

GENERAL LEGEND:

BCR = BROWARD COUNTY RECORDS
BM = BENCHMARK
CB = CATCH BASIN
C/L = CENTERLINE
CLF = CHAINLINK FENCE
CLP = CONCRETE LIGHT POLE
CBS = CONCRETE BLOCK STRUCTURE
CONC = CONCRETE
C/S = CONCRETE SLAB
DE = DRAINAGE EASEMENT
D = DELTA (CENTRAL ANGLE)
E = EAST
ELEV. = ELEVATION
X 0.00' = EXISTING ELEVATION
EOP = EDGE OF PAVEMENT
EOW = EDGE OF WATER
FF = FINISHED FLOOR
FH = FIRE HYDRANT
FN = FOUND NAIL
INV = INVERT
FIP = FOUND IRON PIPE
FIR = FOUND IRON ROD
FND = FOUND NAIL AND DISC
L = ARC LENGTH
MDCR = MIAMI DADE COUNTY RECORDS
N = NORTH
N/D = NAIL AND DISC
MF = METAL FENCE
ORB = OFFICIAL RECORDS BOOK
O/S = OFFSET
PB = PLAT BOOK
PBCR = PALM BEACH RECORDS
PC = POINT OF CURVATURE
PG = PAGE
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PVCF = PLASTIC FENCE
R = RADIUS
R/W = RIGHT OF WAY
S = SOUTH
S/W = SIDEWALK
SIR = SET 1/2" IRON ROD
SND = SET NAIL & DISC
UE = UTILITY EASEMENT
UP = UTILITY POLE
W = WEST
W/F = WOOD FENCE
W/M = WATER METER
Δ = DELTA



NAVD = NORTH AMERICAN VERTICAL DATUM OF 1988
NGVD = NATIONAL GEODETIC VERTICAL DATUM OF 1929
THE FLOOD ZONE DATUM SHOWN BELOW IS REFERENCED TO 1929

LEGAL DESCRIPTION:

THE NORTH 75.00 FEET OF THE EAST 62.18 FEET OF LOT 4A, BLOCK 3 OF "OCEAN SIDE SECTION OF THE ISLES OF NORMANDY" ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 25, PAGE 60 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

CERTIFICATIONS:

EAYC INV E LLC

SURVEYORS NOTES:

ANGLES IF SHOWN ARE REFERENCED TO THE RECORD PLAT AND ARE AS MEASURED.

LEGAL DESCRIPTION PROVIDED BY CLIENT UNLESS OTHERWISE NOTED.

NO UNDERGROUND IMPROVEMENTS LOCATED EXCEPT AS SHOWN.

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT THEREFOR THE ONLY SURVEY MATTERS SHOWN ARE PER THE RECORD PLAT. THERE MAY BE ADDITIONAL MATTERS OF RECORD, NOT SHOWN WHICH CAN BE FOUND IN THE PUBLIC RECORDS OF THE CORRESPONDING COUNTY OF RECORD.

Boundary Survey

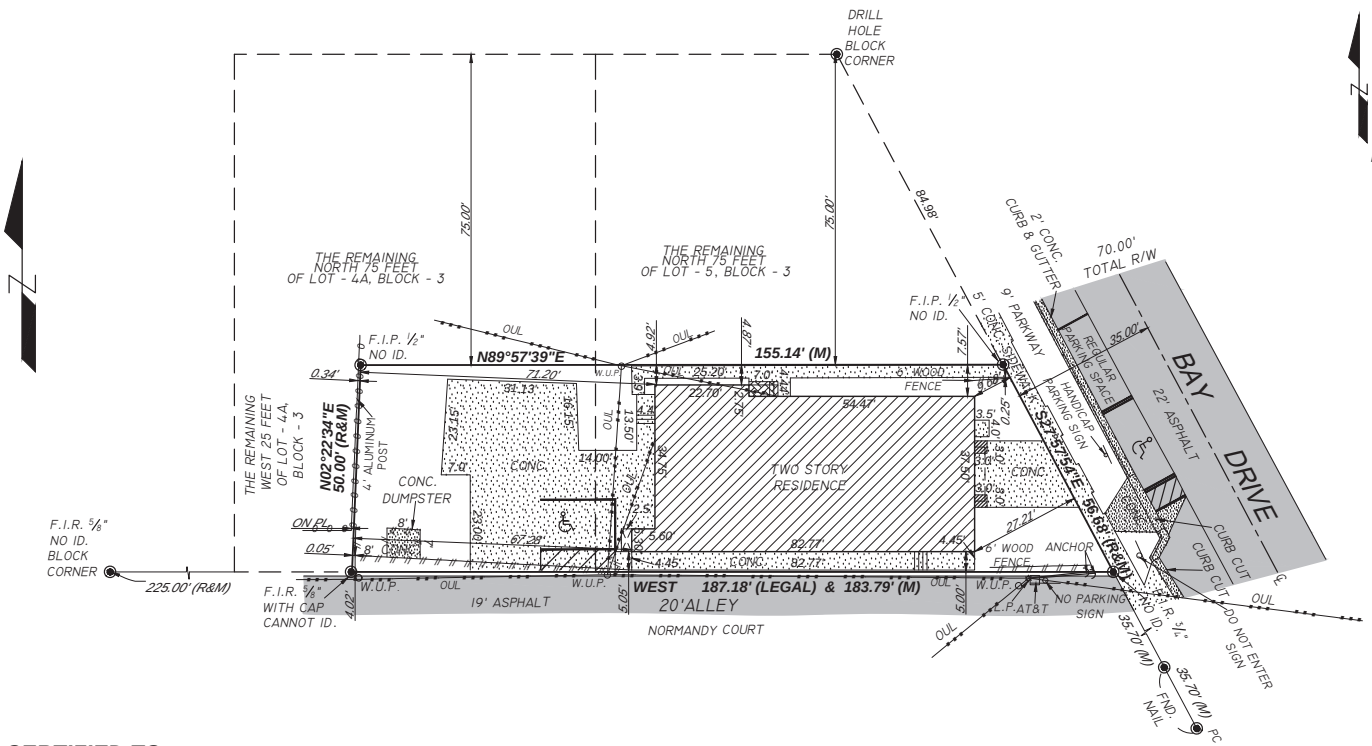
PROPERTY ADDRESS:
XXX MARSEILLE DRIVE
MIAMI BEACH, FL. 33131

FLOOD ZONE DATA:	REVISIONS:	DATE:	SCALE: 1" = 20'
ZONE: AE 8	FIELD LOCATION OF IMPROVEMENTS	9/22/2015	CADD: SBS
COMMUNITY #: 120651 PANEL & SUFFIX: 0307 L			CHECKED BY: EWD
			INVOICE #: 15-42329
DATE OF FIRM: 8/18/14			SHEET # 1 OF 1

THIS SURVEY MEETS THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE.

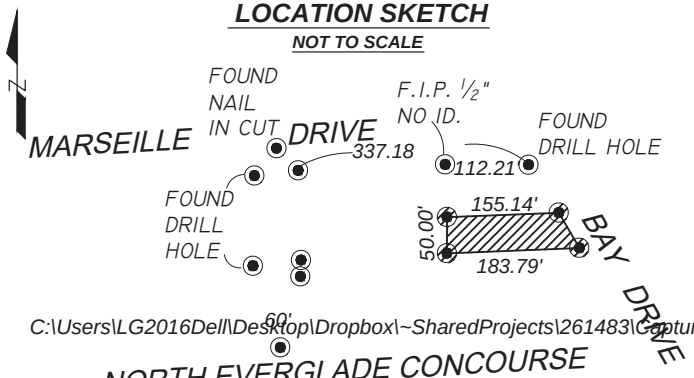
ERNEST W. DUNCAN. PSM.,STATE OF FLORIDA
PROFESSIONAL SURVEYOR AND MAPPER LS 5182
NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

ALL COUNTY SURVEYORS
PROFESSIONAL SURVEYORS AND MAPPERS
LICENSE NO. 6677
OFFICE: (954) 777-4747
FAX: (954) 777-2707
5400 SOUTH UNIVERSITY DRIVE
DAVIE, FLORIDA 33328 SUITE 216



LOCATION SKETCH

NOT TO SCALE



C:\Users\LG2016Dell\Desktop\Dropbox\~SharedProjects\261483\Captur

NORTH EVERGLADE CONCOURSE

SURVEYOR'S NOTES:

1) NOT VALID UNLESS SIGNATURE IS EMBOSSED WITH THE REGISTERED LAND SURVEYOR'S SEAL.
2) LEGAL DESCRIPTION PROVIDED BY OTHERS.
3) PROPERTIES SHOWN HEREON WERE NOT ABSTRACTED FOR EASEMENTS OR OTHER RECORDED ENCUMBRANCES NOT SHOWN ON THE PROPERTY PLAT OF RECORD.
4) MEASUREMENTS TO WOOD FENCES ARE TO OUTSIDE OF WOOD.
5) UNDERGROUND UTILITIES, FOUNDATIONS, OR OTHER IMPROVEMENTS, IF ANY, WERE NOT LOCATED.
6) ELEVATIONS, IF SHOWN ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM 1929.
7) FENCE OWNERSHIP NOT DETERMINED UNLESS OTHERWISE NOTED.
8) MEASUREMENTS TO WIRE FENCES ARE TO CENTER OF WIRE.
9) WALL MEASUREMENTS ARE TO/FROM FACE OF WALL.
10) DRAWING DISTANCE BETWEEN WALLS AND/OR FENCES AND PROPERTY LINES MAY BE EXAGGERATED FOR CLARITY.
11) FLOOD ZONE INFORMATION WAS DERIVED FROM FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INFORMATION RATE MAPS
12) BEARINGS IF ANY SHOWN ARE BASED ON ASSUMED PLAT MERIDIAN AT: SOUTH LINE OF SUBJECT LOT = WEST

CERTIFIED TO:

RAPID TITLE SERVICES COMPANY,
OLD REPUBLIC NATIONAL TITLE INSURANCE
EAYC INVESTMENTS, LLC.,

LEGAL DESCRIPTION:

SOUTH 50 FEET OF LOT 5 AND SOUTH 50 FEET OF THE EAST 62.18 FEET OF LOT 4 A, BLOCK 3, "OCEAN SIDE SECTION OF THE ISLE OF NORMANDY", ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 25, PAGE 60, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

SURVEYOR'S NOTE
RECORDED PLAT HAS MEASUREMENT DISCREPANCIES. SUBJECT LOT BASED UPON FOUND FIELD MONUMENTATION.

LEGEND

A/C	AIR CONDITIONER
AVE.	AVENUE
BLVD.	BOULEVARD
BM	BENCH MARK
CATV	CABLE TELEVISION BOX
C.B.	CATCH BASIN
CBS	CONCRETE BLOCK STRUCTURE
CHB	CHORD BEARING
CH	CHORD DISTANCE
COR	CORNER
CT	COURT
℄	CENTERLINE
CL.	CLEAR
CONC.	CONCRETE
C.O.	CLEAN OUT
E.B.	ELECTRIC BOX
ELEV.	ELEVATION
ENCR.	ENCROACHMENT
E.R.P.	ELEVATION REFERENCE POINT
F.F.	FINISH FLOOR
F.H.	FIRE HYDRANT
I.C.V.	IRRIGATION CONTROL VALVE
I.P.	IRON PIPE
FPL	FLORIDA POWER & LIGHT
F.I.P.	FOUND IRON PIPE
F.I.R.	FOUND IRON ROD
FND.	FOUND
L	ARC LENGTH
(L)	LEGAL
L.P.	LIGHT POLE
LB	LICENSED BUSINESS
LS	LAND SURVEYOR
(M)	MEASURED
NAVD	NORTH AMERICAN VERTICAL DATUM
NGVD	NATIONAL GEODETIC VERTICAL DATUM
NO ID.	NOT IDENTIFIABLE
NO.	NUMBER
NTS	NOT TO SCALE
O.R.B	OFFICIAL RECORD BOOK
ON/PL	ON PROPERTY LINE
O.U.L	OVERHEAD UTILITY LINES
P.C.	POINT OF CURVATURE
P.C.C.	POINT OF COMPOUND CURVATURE
P.C.P.	PERMANENT CONTROL POINT
PLS	PROFESSIONAL LAND SURVEYOR
PSM	PROFESSIONAL SURVEYOR AND MAPPER
PL	PROPERTY LINE
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
P.R.C.	POINT OF REVERSE CURVATURE
P.R.M.	PERMANENT REFERENCE MONUMENT
P.T.	POINT OF TANGENCY
R	RADIUS
(R)	RECORD
R.E.	RIM ELEVATION
R/W	RIGHT-OF-WAY
SAN.	SANITARY
S.I.P.	SET IRON PIPE
S.I.R.	SET IRON ROD
ST.	STREET
T	TANGENT
T.B.M	TEMPORARY BENCH MARK
TEL.	TELEPHONE
TYP.	TYPICAL
U.E.	UTILITY EASEMENT
W/M	WATER METER
W.V.	WATER VALVE
W.U.P.	WOOD UTILITY POLE

SYMBOLS

CONCRETE
OVERHEAD UTILITY LINES
WIRE FENCE
WOOD FENCE
PROPERTY CORNER
WATER FLOW
9.60 EXISTING GRADE ELEVATION
9.60 PROPOSED GRADE ELEVATION
WATER VALVE
SIGN
DRAINAGE MANHOLE
SANITARY MANHOLE
FIRE HYDRANT
LIGHTING FIXTURE
FIRE DEPARMENT CONNECTION

FLOOD ZONE: AE
MAP & PANEL= 12086C0307
COMMUNITY No.: 120651
SUFFIX: L
DATE OF FIRM: 09-11-2009
BASE ELEV.= +8.00 NGVD 1929
L.F. ELEV. = 6.37 NOTES LOWEST HABITABLE FLOOR ELEVATION.
ELEVATIONS SHOWN REFER TO N.G.V.D. 1929.
LOWEST ADJACENT GRADE = 4.10
B.M. # M-313 ELEV. = 4.48 N.G.V.D. 1929 (MIAMI-DADE COUNTY)
GARAGE ELEV.= N/A
E.R.P.= 4.08

PROPERTY OF: EAYC INVESTMENTS, LLC.,

7116 BAY DRIVE,
MIAMI BEACH, FLORIDA 33141

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

A BOUNDARY SURVEY

I HEREBY CERTIFY THAT THIS BOUNDARY SURVEY WAS MADE UNDER MY SUPERVISION AND MEETS STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17.050 THROUGH 5J-17.052, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES, AND, THAT THE SKETCH HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. SUBJECT TO NOTES AND NOTATIONS SHOWN HEREON.

FRANCISCO F. FAJARDO
FLORIDA PROFESSIONAL SURVEYOR AND MAPPER
REGISTRATION NO. 4767.

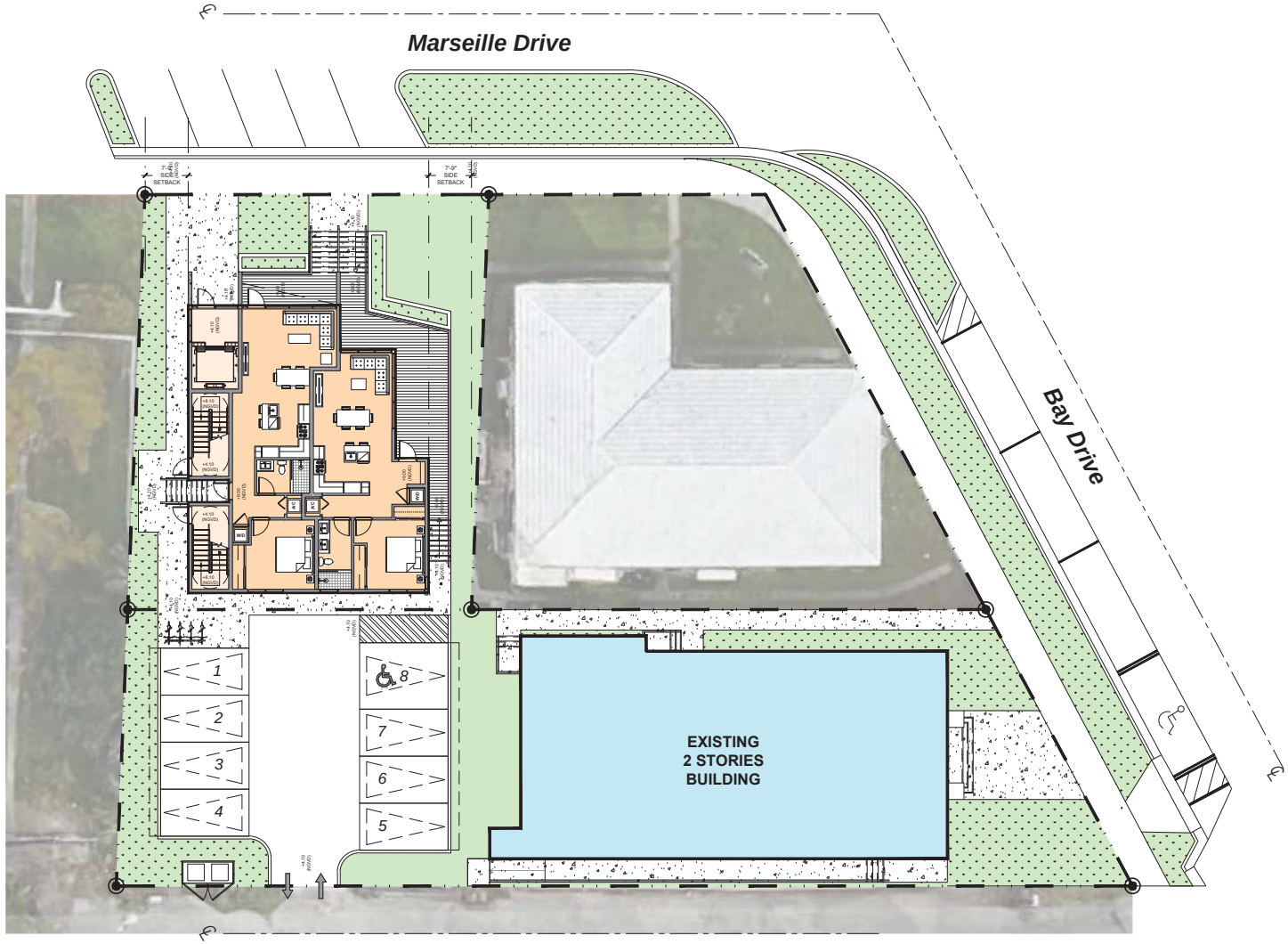
PROFESSIONAL SURVEYING AND MAPPING
LANNES & GARCIA, INC.
LB # 2098
FRANCISCO F. FAJARDO PSM # 4767 (QUALIFIER)
2700 SW 37th AVENUE,
MIAMI, FLORIDA 33133
PH (305) 666-7909 FAX (305) 442-2530

FIELD DATE:09/13/2016	SCALE: 1" = 30'	DRAWN BY: J.J	DWG. No.: 261483

ATTACHMENT B

Site Plan

914 Marseille Drive



01 A-16 SITE PLAN
SCALE: 1" = 20'-0"

914 MARSEILLE DRIVE

MIAMI BEACH, FLORIDA 15-805BUS

SITE PLAN

international design idea engineering architecture
3323 NE 163rd Street, Suite 200
North Miami Beach, Florida 33160
Tel.: (305) 792-0015
Fax: (305) 931-0279
ARCH LICENSE NBR AA26001856
ENG. CA No. 28787

Scale: 1" = 20'-0" 2020-01-08

ATTACHMENT C

ITE Trip Generation Manual Excerpts

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 one or two levels (floors). Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and off-campus student apartment (Land Use 225) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

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.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:45 and 5:45 p.m., respectively. For the one site with Saturday data, the overall highest vehicle volume was counted between 9:45 and 10:45 a.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 11:45 a.m. and 12:45 p.m.

For the one dense multi-use urban site with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 6:15 and 7:15 p.m., respectively.

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.

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.13 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.21 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, District of Columbia, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Minnesota, New Jersey, New York, Ontario, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, and Washington.

It is expected that the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site. Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

168, 187, 188, 204, 211, 300, 305, 306, 319, 320, 321, 357, 390, 412, 418, 525, 530, 571, 579, 583, 864, 868, 869, 870, 896, 903, 918, 946, 947, 948, 951

Multifamily Housing (Low-Rise)
(220)

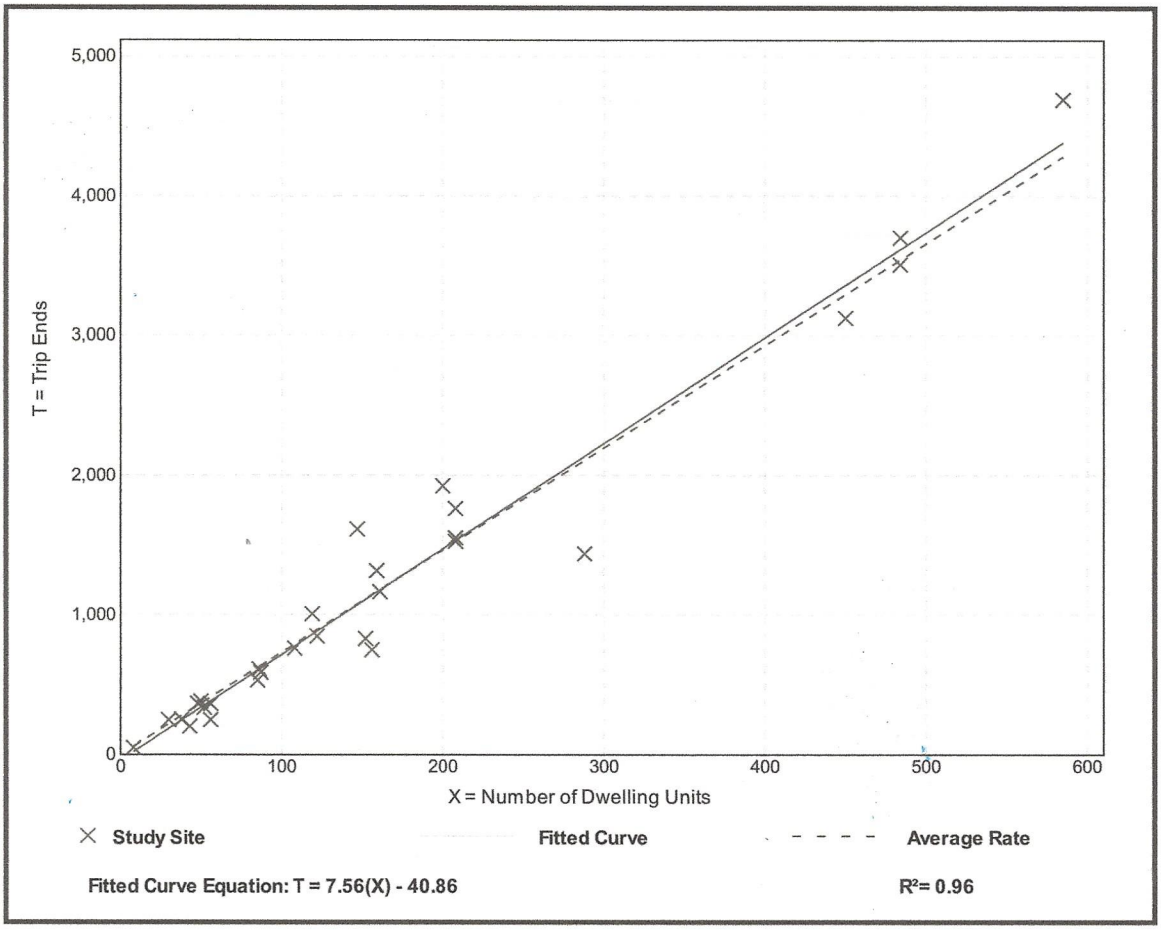
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



Multifamily Housing (Low-Rise)
(220)

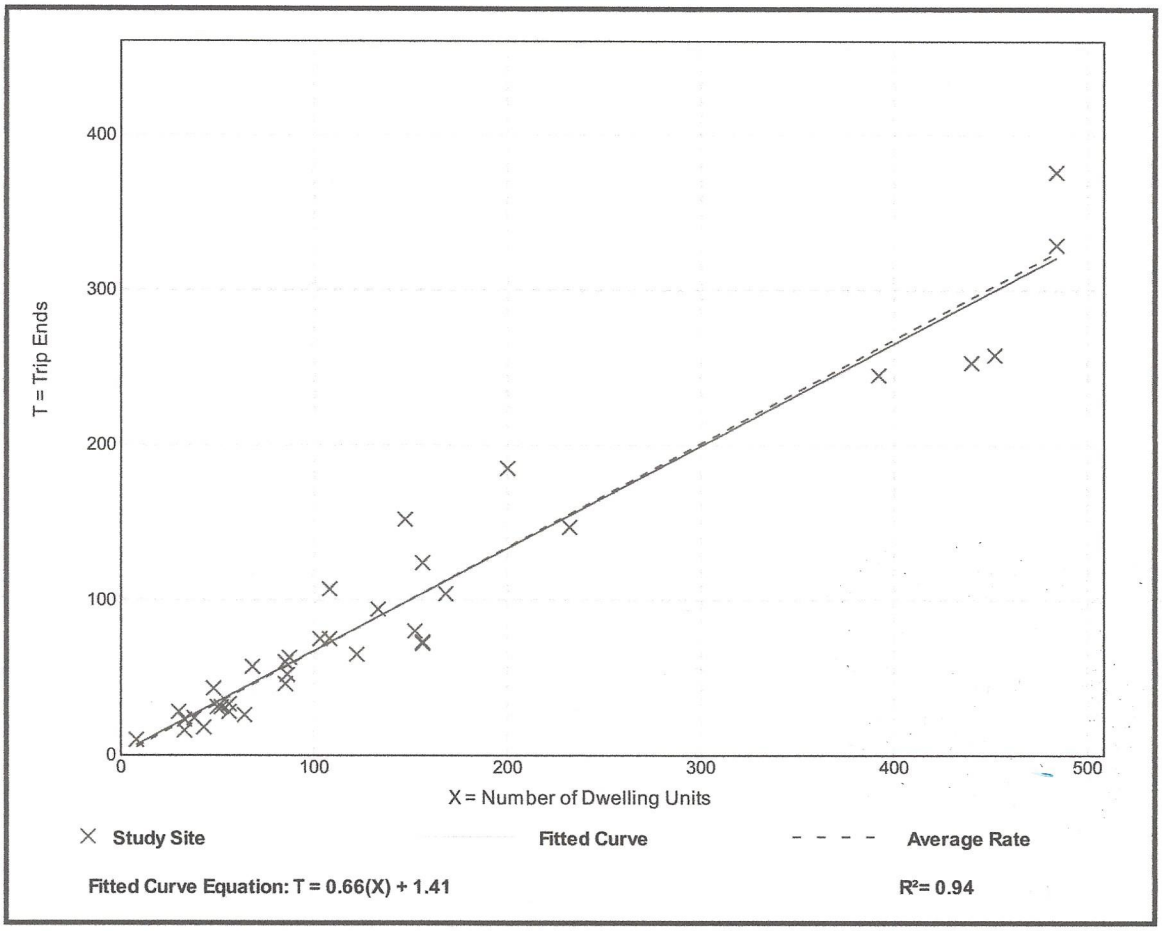
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 35
Avg. Num. of Dwelling Units: 146
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.67	0.41 - 1.25	0.14

Data Plot and Equation



Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors). Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (Land Use 225), and mid-rise residential with 1st-floor commercial (Land Use 231) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

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 2.46 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 95.7 percent of the total dwelling units were occupied.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 4:45 and 5:45 p.m., respectively.

For the four dense multi-use urban sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:15 and 5:15 p.m., respectively. For the three center city core sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 6:45 and 7:45 a.m. and 5:00 and 6:00 p.m., respectively.

For the six sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.46 residents per occupied dwelling unit.

For the five sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 95.7 percent of the units were occupied.

The average numbers of person trips per vehicle trip at the five center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 1.84 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.94 during Weekday, AM Peak Hour of Generator
- 2.07 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.59 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 32 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.90 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.90 during Weekday, AM Peak Hour of Generator
- 2.00 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.08 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 13 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.56 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.88 during Weekday, AM Peak Hour of Generator
- 1.70 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.07 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Delaware, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, Virginia, and Wisconsin.

Source Numbers

168, 188, 204, 305, 306, 321, 357, 390, 436, 525, 530, 579, 638, 818, 857, 866, 901, 904, 910, 912, 918, 934, 936, 939, 944, 947, 948, 949, 959, 963, 964, 966, 967, 969, 970

Multifamily Housing (Mid-Rise)
(221)

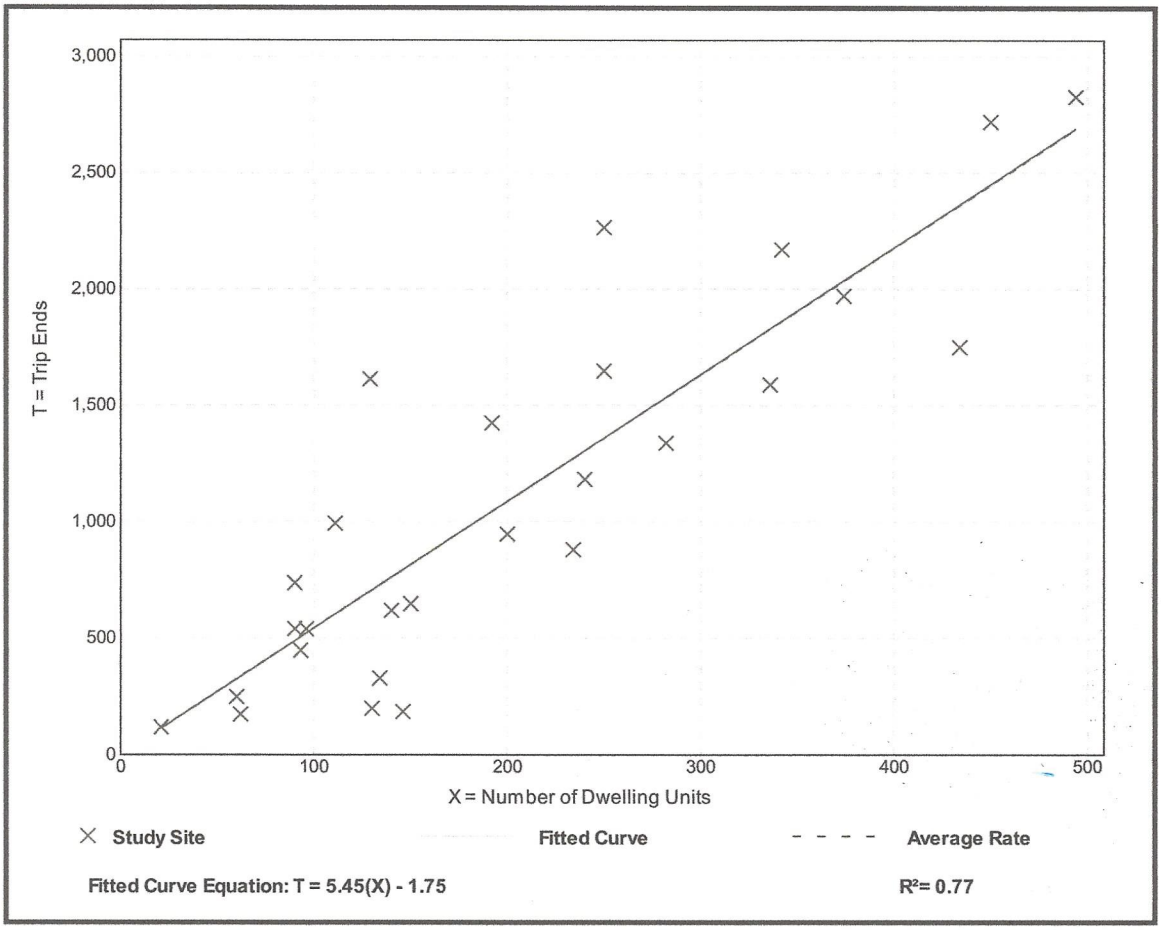
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



Multifamily Housing (Mid-Rise)
(221)

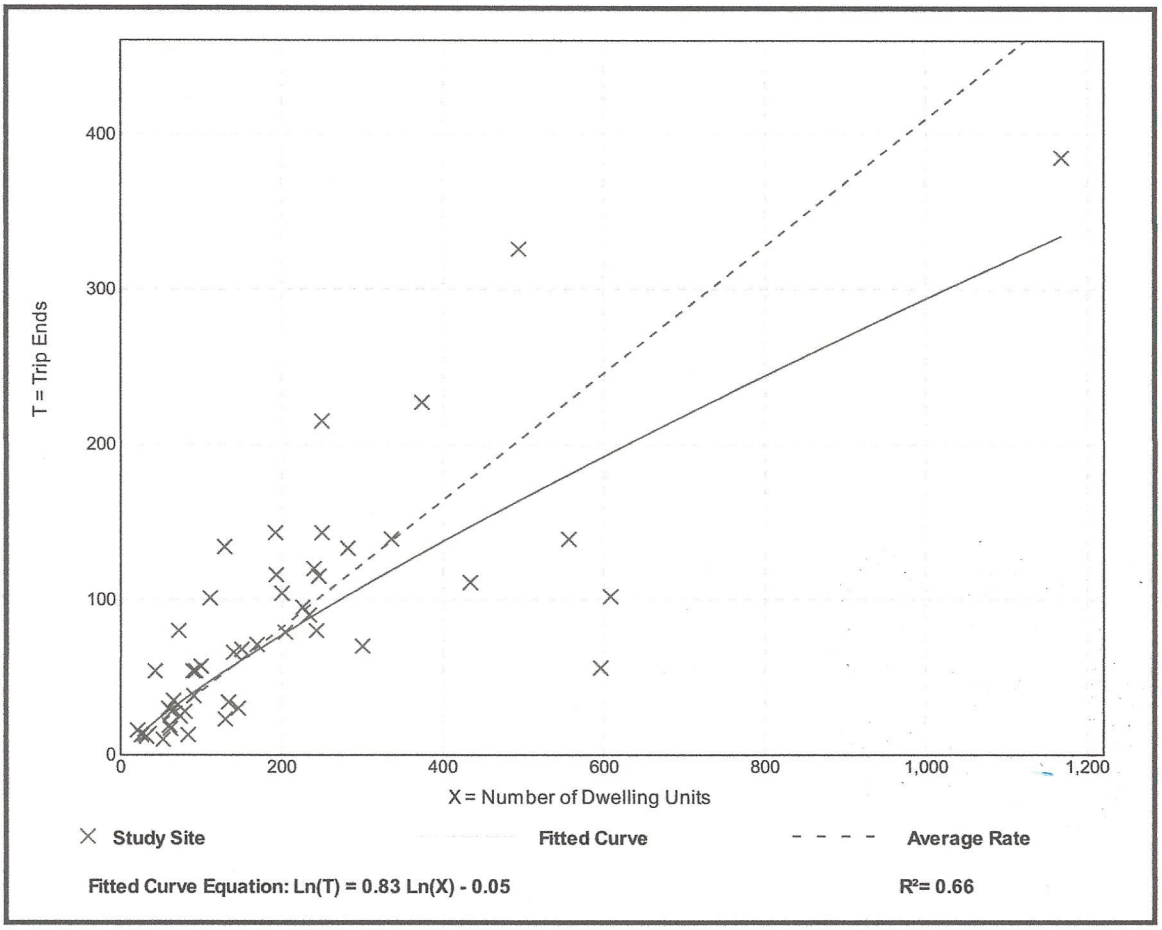
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 47
Avg. Num. of Dwelling Units: 211
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

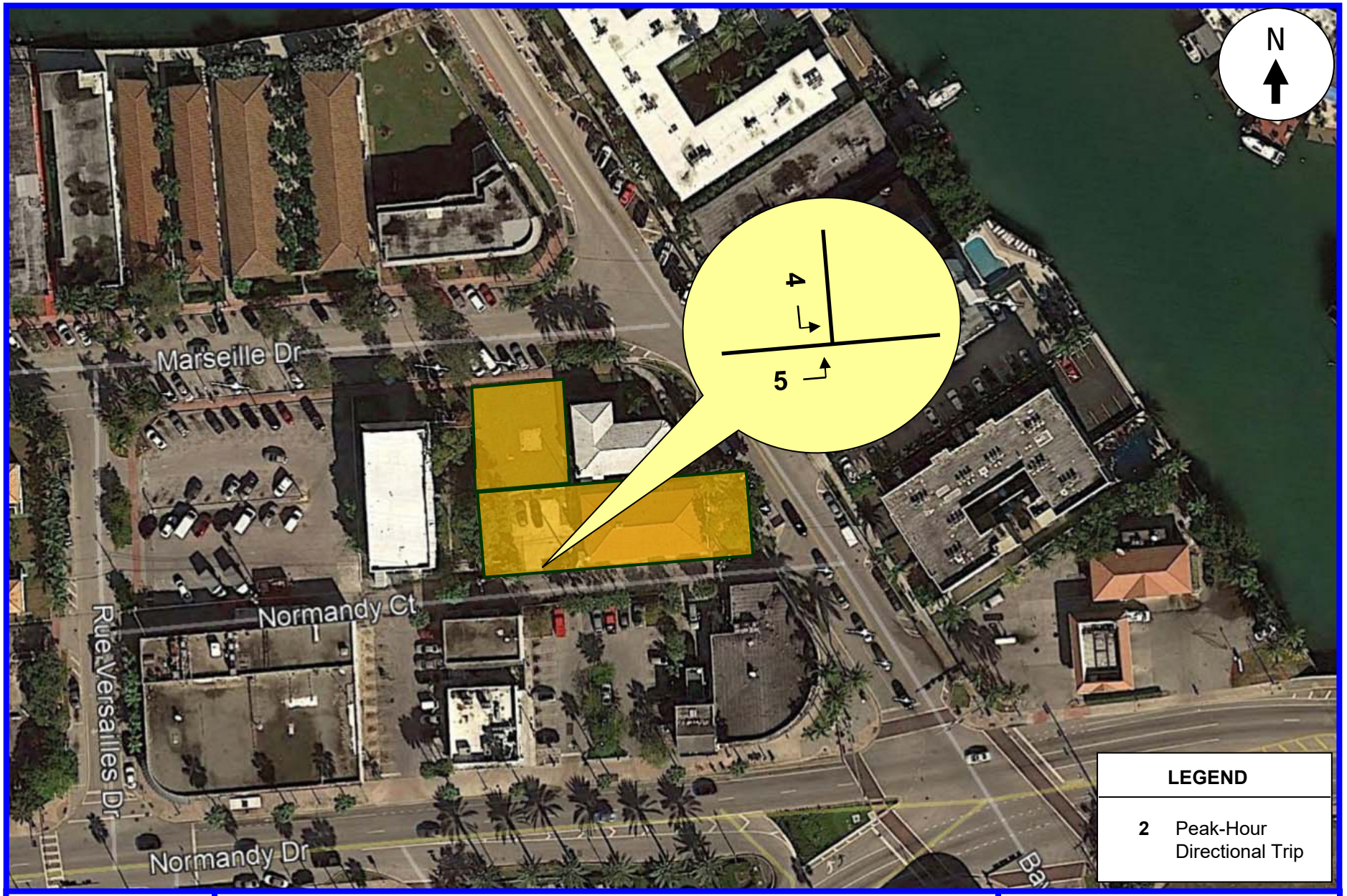
Average Rate	Range of Rates	Standard Deviation
0.41	0.09 - 1.26	0.22

Data Plot and Equation



ATTACHMENT D

Driveway Assignment



Traf Tech
ENGINEERING, INC.

Driveway Traffic Assignment
(PM Peak Hour of the Generator)

Attachment D-1
914 Marseille Drive
Miami Beach, Florida