Public Works Traffic Analysis Comments

Date: 9-4-2025

Subject: Ritz Sky Mansions – Traffic Study

Permit: LAND-2405-0017

Date Submitted: 8-13-2025

4th Review

Results of the Review:

[X] **Approval Recommended**

Doral Public Works Department has completed its review of the traffic analysis for the Amendment to the City's Comprehensive Plan prepared by David Plummer and Associates for the proposed mix-used development consisting of 108 residential units with a 510-Room Hotel located at 3285 NW 107 avenue in Doral, Florida. The existing land use is a surface parking lot for the existing Aloft and Element hotel. The Public Works Department recommends approval.

Advisory comments below are necessary during site plan review process and implementation of the project:

- Site Plan will be reviewed and approved through the Site Plan Application.
- Approval is subject to review from City of Doral Public Works Department - Plans Review.
- Compliance with the applicable sections of the City's Land Development Code Chapter 77.
- Implementation of the proposed project dealing with roadway construction work, installation of signage, pavement markings and other needed items shall conform to all applicable requirements, standards and regulations of the latest version of the Manual on Uniform Traffic Control Devices (MUTCD), City of Doral, Miami-Dade County Department of Transportation and Public Works, and Miami-Dade Fire Rescue Department.

Public Works Traffic Analysis Comments

Date: 9-7-2025

Subject: Ritz Sky Mansions – Trip Generation Comparison

Permit: LAND-2405-0016

Date Submitted: 8-15-2025

4th Review

Results of the Review:

[X] **Approval Recommended**

Doral Public Works Department has completed its review of the traffic analysis for the Zoning Classification prepared by David Plummer and Associates for the proposed mix-used development consisting of 108 residential units with a 510-Room Hotel located at 3285 NW 107 avenue in Doral, Florida. The existing land use is a surface parking lot for the existing Aloft and Element hotel. The Public Works Department recommends approval until satisfactorily addressing comments below:

Advisory comments below are necessary during site plan review process and implementation of the project:

- Site Plan will be reviewed and approved through the Site Plan Application.
- Approval is subject to review from City of Doral Public Works Department - Plans Review.
- Compliance with the applicable sections of the City's Land Development Code Chapter 77.
- Implementation of the proposed project dealing with roadway construction work, installation of signage, pavement markings and other needed items shall conform to all applicable requirements, standards and regulations of the latest version of the Manual on Uniform Traffic Control Devices (MUTCD), City of Doral, Miami-Dade County Department of Transportation and Public Works, and Miami-Dade Fire Rescue Department.

DAVID PLUMMER & ASSOCIATES
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July 22, 2025

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RE: Ritz Sky Mansions Traffic Statement - #24119

Dear Edna,

The proposed Ritz Sky Mansions project is located at 3285 NW 107th Avenue in Doral, Florida. The maximum allowable density under the existing zoning is a 510-room hotel. However, the maximum allowable density under the proposed zoning is a 510-room hotel and 108 residential units.

Trip Generation

A trip generation comparison was conducted to determine the net new project trips of the maximum allowable density under the existing zoning when compared to the maximum allowable density under the proposed zoning. The project trip generation was calculated based on the rates / equations published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. Trip generation worksheets are available in Attachment A. The proposed zoning density incorporates residential and hotel land uses, which can satisfy the work trip for some residents, employees, and

visitors without making a trip off-site. An internalization matrix was developed to establish the appropriate number of internal project trips. Internal capture rates used are also included in Attachment A.

The US Census Bureau provides data on other means of transportation. Census survey data shows a 1.8% use of other modes of transportation (0.3% transit, 1.0% walk, and 0.5% bike) for Census tract 90.10. Trip generation calculations were performed for a typical weekday, as well as, AM and PM peak hours of the adjacent street (see Attachment A). The existing maximum allowable and proposed maximum allowable trip generation calculations are summarized in Exhibit 1.

Exhibit 1
Project Trip Generation Summary

Proposed Zoning

Proposed ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) *Land Use Code: 221*	108 DU	468	9	31	40	26	17	43
Hotel *Land Use Code: 310*	510 Rooms	5,104	139	109	248	178	171	349
Total Gross Trips		**5,572**	**148**	**140**	**288**	**204**	**188**	**392**
Other Modes of Transportation[3]		1.8%	-3	-3	-6	-3	-3	-6
Internal Capture (AM, PM)[2]		(0%, 0.5%)	0	0	0	-1	-1	-2
Net Proposed Trips			**145**	**137**	**282**	**200**	**184**	**384**

[1] Based on ITE Trip Generation Manual, 11th Edition.

[2] Based on ITE Trip Generation Handbook, 3rd Edition.

[3] Based on US Census data for tract 90.10 and local characteristics.

Existing Zoning

Existing ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Hotel *Land Use Code: 310*	510 Rooms	5,104	139	109	248	178	171	349
Total Gross Trips		**5,104**	**139**	**109**	**248**	**178**	**171**	**349**
Other Modes of Transportation[2]		1.8%	-3	-2	-5	-3	-3	-6
Net Existing Trips			**136**	**107**	**243**	**175**	**168**	**343**

[1] Based on ITE Trip Generation Manual, 11th Edition.

[2] Based on US Census data for tract 90.10 and local characteristics.

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New External Trips

	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Proposed Zoning	5,572	145	137	282	200	184	384
Existing Zoning	5,104	136	107	243	175	168	343
Difference	468	9	30	39	25	16	41

Conclusions

The results of the trip generation comparison show that the maximum allowable density under the proposed zoning will generate 468 more daily trips, 39 more AM peak hour trips, and 41 more PM peak hour trips when compared to the maximum allowable density under the existing zoning. Since the maximum allowable density under the proposed zoning generates less than 100 new two-way vehicle trips during the AM and PM peak hours, the impact of the project on the adjacent street network can be considered *de minimis*.

We stand ready to provide any support needed for this project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,

Juan Espinosa, PE
Vice-President – Transportation

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Attachment A

Scenario - 2

Scenario Name: Maximum Density
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
310 - Hotel	General Urban/Suburban	Rooms	510	Weekday	Best Fit (LIN)	2552	2552	5104
Data Source: Trip Generation Manual, 11th Ed					T = 10.84(X) - 423.51	50%	50%	
310(1) - Hotel	General Urban/Suburban	Rooms	510	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	139	109	248
Data Source: Trip Generation Manual, 11th Ed					T = 0.50(X) - 7.45	56%	44%	
310(2) - Hotel	General Urban/Suburban	Rooms	510	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	178	171	349
Data Source: Trip Generation Manual, 11th Ed					T = 0.74(X) - 27.89	51%	49%	
221 - Multifamily Housing (Mid-Rise) - Not Close	General Urban/Suburban	Dwelling Units	108	Weekday	Best Fit (LIN)	234	234	468
Data Source: Trip Generation Manual, 11th Ed					T = 4.77(X) - 46.46	50%	50%	
221(1) - Multifamily Housing (Mid-Rise) -	General Urban/Suburban	Dwelling Units	108	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	9	31	40
Data Source: Trip Generation Manual, 11th Ed					0.37	23%	77%	
221(2) - Multifamily Housing (Mid-Rise) - Not	General Urban/Suburban	Dwelling Units	108	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	26	17	43
Data Source: Trip Generation Manual, 11th Ed					T = 0.39(X) + 0.34	61%	39%	

AM Peak Hour Trip Generation and Internalization

Ritz Sky Mansions - 24119

Rise Not close to Rail Land Use 221 108 Dwelling Units		Hotel Land Use 310 510 Rooms		
In	**Out**	**In**	**Out**	
9	**31**	**139**	**109**	288 ITE Trips
0	-1	-3	-2	-6 1.8% Transit/Pedestrian
9	30	136	107	282
UNBALANCED INTERNALIZATION				
0%	*0%*			
0	*0*	***U***	*0*	*0%*
0		***U***		*0*
Residential Mid-Rise		**Hotel**		
In	**Out**	**In**	**Out**	
9	**30**	**136**	**107**	282 Vehicle Trips
BALANCED INTERNALIZATION				
	0		*0*	
0				*0*
0	0	0	0	0 Internal
9	30	136	107	282 External Trips
	0.0%		*0.0%*	*0.0%* % Internal
0	0			0 0% Passby
		0	0	0 0% Passby
9	**30**	**136**	**107**	**282 Net New External Trips**

PM Peak Hour Trip Generation and Internalization

Ritz Sky Mansions - 24119

Residential Mid-Rise Not close to Rail Land Use 221 108 Dwelling Units		Hotel Land Use 310 510 Rooms		
In	**Out**	**In**	**Out**	
26	**17**	**178**	**171**	392 ITE Trips
0	0	-3	-3	-6 1.8% Transit/Pedestrian
26	17	175	168	386
UNBALANCED INTERNALIZATION				
3%		*12%*		
1	***1***	*21*		
0%			*2%*	
0	***0***		*3*	
Residential Mid-Rise		**Hotel**		
In	**Out**	**In**	**Out**	
26	**17**	**175**	**168**	386 Vehicle Trips
BALANCED INTERNALIZATION				
	-1		*-1*	
0				*0*
0	-1	-1	0	-2 Internal
26	16	174	168	384 External Trips
	2.3%		*0.3%*	*0.5%* % Internal
0	0			0 0% Passby
		0	0	0 0% Passby Retail
26	**16**	**174**	**168**	**384 Net New External Trips**

Commuting Characteristics by Sex

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.

	Census Tract 90.10; Miami-Dade County; Florida					
	Total		Male		Female	
Label	Estimate	Margin of Error	Estimate	Margin of Err	Estimate	Margin of Error
Workers 16 years and over	3,874	±398	2,314	±270	1,560	±259
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	81.3%	±5.7	82.5%	±7.6	79.6%	±6.8
Drove alone	71.1%	±7.7	72.4%	±9.5	69.2%	±9.1
Carpooled	10.2%	±5.2	10.1%	±6.6	10.4%	±6.0
In 2-person carpool	6.6%	±3.4	5.4%	±3.2	8.3%	±5.2
In 3-person carpool	0.8%	±0.9	0.4%	±0.5	1.4%	±1.9
In 4-or-more person carpool	2.8%	±3.7	4.3%	±6.0	0.6%	±1.0
Workers per car, truck, or van	1.08	±0.05	1.09	±0.07	1.07	±0.05
Public transportation (excluding taxicab)	0.3%	±0.4	0.4%	±0.7	0.0%	±3.2
Walked	1.0%	±0.9	1.0%	±1.1	1.1%	±1.5
Bicycle	0.5%	±0.5	0.0%	±2.1	1.2%	±1.3
Taxicab, motorcycle, or other means	2.9%	±3.1	3.4%	±4.9	2.3%	±2.3
Worked from home	14.0%	±5.3	12.7%	±6.2	15.9%	±6.5
PLACE OF WORK						
Workers 16 years and over who did not work from	3,332	±421	2,020	±279	1,312	±234
VEHICLES AVAILABLE						
PERCENT ALLOCATED						

Commuting Characteristics by Sex

Survey/Program: American Community Survey
Year: 2022
Estimates: 5-Year
Table ID: S0801

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 eac 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 test 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.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

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

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who receive an allocated value for a particular subject.

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 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 geograph 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.

*****

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.