



Public Works Traffic Analysis Comments

Date: 6-9-2025

Subject: 8335 NW 56 St

Permit: PLAN-2408-0085

Date Submitted: 5-21-2025

4th Review

Results of the Review:



Approval Recommended

Doral Public Works Department has completed its review of the Planning and Zoning Application for the proposed project which will consist of a multi-Bay (11 units) street level front loaded warehouse building, totaling 17,368 square feet. The Public Works Department recommends approval.

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

- 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.

Mediterranea Centre II

8335 NW 56th Street

Doral, Florida

TRAFFIC STUDY

prepared for:
8300 Invest LLC

KBP CONSULTING, INC.

October 2024
Updated May 2025

Mediterranea Centre II

8335 NW 56th Street

Doral, Florida

Traffic Study

October 2024

Updated May 2025

Prepared for:

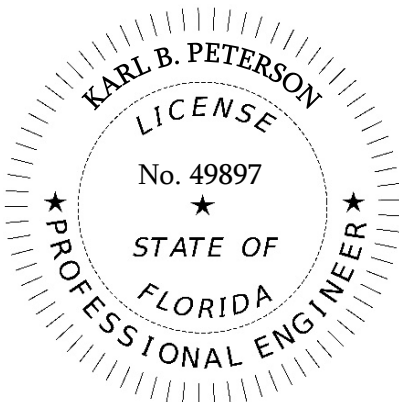
8300 Invest LLC

Prepared by:

KBP Consulting, Inc.

APPROVED BY:

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AND SEALED BY:



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KBP CONSULTING, INC.
8400 N. UNIVERSITY DRIVE, SUITE 309
TAMARAC, FLORIDA 33321
PH: 954-560-7103
KARL B. PETERSON, P.E. NO. 49897

TABLE OF CONTENTS

INTRODUCTION.....	1
INVENTORY	3
Existing Land Use and Access.....	3
Proposed Land Use and Access	3
Roadway System.....	3
TRIP GENERATION.....	4
TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT	5
SUMMARY & CONCLUSIONS.....	8

LIST OF FIGURES

FIGURE 1 – Project Location Map	2
FIGURE 2 – Trip Distribution.....	6
FIGURE 3 – Driveway Traffic Assignment	7

LIST OF TABLES

TABLE 1 – Trip Generation Analysis	4
TABLE 2 – Project Trip Distribution	5

INTRODUCTION

There is an existing industrial property located at 8335 NW 56th Street in Doral, Miami-Dade County, Florida. The owner of this property is proposing to construct a warehouse building on this site. The location of this project is illustrated in Figure 1 on the following page.

KBP Consulting, Inc. has been retained by 8300 Invest LLC to conduct a traffic study in connection with the proposed warehouse project. This study addresses the anticipated trip generation characteristics of the warehouse building, trip distribution patterns, and the projected turning movement volumes at the project driveway.

This traffic study is divided into four (4) sections, as listed below:

1. Inventory
2. Trip Generation
3. Trip Distribution and Traffic Assignment
4. Conclusions

INVENTORY

Existing Land Use and Access

The land area of the subject site is approximately 0.926 acre (+/- 40,341 square feet) and is currently being utilized as an industrial site with no permanent buildings. Informal vehicular access to the site is provided along NW 56th Street.

Proposed Land Use and Access

The subject site is proposed to be developed with a 17,368 square foot warehouse building. Vehicular access will be provided via one (1) full access driveway on NW 56th Street. Appendix A contains the proposed site plan for this development. And the buildout year is projected to be 2026.

Roadway System

NW 56th Street is a two-way, two-lane local roadway. This roadway provides access to the area's existing industrial and warehouse properties. NW 56th Street connects directly to NW 79th Avenue to the east and NW 87th Avenue to the west.

TRIP GENERATION

A trip generation analysis has been conducted for the proposed warehouse building. The analysis was performed using the trip generation rates and equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (11th Edition)*. The trip generation analysis was undertaken for daily, AM peak hour and PM peak hour conditions. According to the ITE report, the most appropriate "land use" category and corresponding trip generation rates / equations for the proposed development are as follows:

ITE Land Use #150 – Warehousing

- Weekday: $T = 1.58 (X) + 38.29$
where T = number of trips and X = 1,000 square feet of gross floor area
- AM Peak Hour: $T = 0.12 (X) + 23.62$ (77% in / 23% out)
- PM Peak Hour: $T = 0.12 (X) + 26.48$ (28% in / 72% out)

Utilizing the above-listed trip generation rates / equations from the referenced ITE document, a trip generation analysis was undertaken for the proposed warehouse facility. The results of this effort are documented in Table 1 below and excerpts from the referenced ITE manual are presented in Appendix B.

Table 1 Mediterranea Centre II Trip Generation Summary Doral, Florida								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Warehousing	17,368 SF	66	20	6	26	8	21	29

Compiled by: KBP Consulting, Inc. (May 2025).

Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual (11th Edition)*.

As indicated in Table 1, the proposed warehouse building is anticipated to generate approximately 66 daily vehicle trips, 26 AM peak hour vehicle trips (20 inbound and 6 outbound) and 29 vehicle trips (8 inbound and 21 outbound) during the typical afternoon peak hour.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution for this project was based upon the *Miami-Dade County 2045 Long Range Transportation Plan – Directional Distribution Report* (excerpts are presented in Appendix C). Table 2 below summarizes the County’s 2015 and 2045 cardinal distribution data for Traffic Analysis Zone (TAZ) 724, which is applicable to the project location. This table also presents the interpolated distribution for the buildout year of 2026.

Table 2 Mediterranea Centre II Project Trip Distribution Doral, Florida			
Direction	TAZ 724		
	Percent Distribution		
	2015	2026	2045
North			
Northwest	7.10%	7.54%	8.30%
Northeast	21.10%	20.92%	20.60%
South			
Southwest	18.40%	18.07%	17.50%
Southeast	14.10%	14.28%	14.60%
East			
Northeast	13.00%	12.52%	11.70%
Southeast	14.90%	15.71%	17.10%
West			
Northwest	3.10%	2.99%	2.80%
Southwest	8.30%	7.97%	7.40%
Total	100.00%	100.00%	100.00%

Source: *Miami-Dade County MPO, 2045 LRTP*

Based on the above, the traffic assignment assumed for the project is as follows:

- 65% to and from the east via NW 56th Street
- 35% to and from the west via NW 56th Street

The AM and PM peak hour traffic generated by the project was assigned to the project driveway using the traffic assignment documented above. The projected trip distribution patterns are presented in Figure 2, and the resulting driveway traffic assignment is summarized in Figure 3. As indicated by the turning movement volumes, exclusive turn lanes are not warranted at the subject driveway.





SUMMARY & CONCLUSIONS

There is an existing industrial property located at 8335 NW 56th Street in Doral, Miami-Dade County, Florida. The owner of this property is proposing to construct a warehouse building on this site. The subject site is proposed to be developed with a 17,368 square foot warehouse building. Vehicular access to the site will be provided via one (1) full access driveway on NW 56th Street.

The proposed warehouse building is anticipated to generate approximately 66 daily vehicle trips, 26 AM peak hour vehicle trips (20 inbound and 6 outbound) and 29 vehicle trips (8 inbound and 21 outbound) during the typical afternoon peak hour.

Based upon the trip generation and distribution characteristics for this warehousing site, the projected driveway volumes do not warrant the installation of exclusive turn lanes at the project driveways.

APPENDIX A
Mediterranea Centre II
Site Plan



APPLICABLE CODES

1. FLORIDA BUILDING CODE, 2023 8TH EDITION
2. FLORIDA MECHANICAL CODE, 2023 8TH EDITION
3. FLORIDA PLUMBING CODE, 2023 8TH EDITION
4. NATIONAL ELECTRIC CODE, 2023 EDITION
5. FLORIDA FIRE PREVENTION CODE, 2023 8TH EDIT.
6. CITY OF DORAL ZONING CODE

LEGAL DESCRIPTION

THE EAST 132.22 FEET OF THE WEST 538.80 FEET OF THE $\frac{1}{4}$ OF THE NORTH $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SECTION 22, TOWNSHIP 53 NORTH, RANGE 40 WEST, LIES THE SOUTH 25 FEET RIGHT-OF-WAY AND BEING IN PUBLIC HAND, IN CLAY COUNTY, FLORIDA, ALSO KNOWN AS TRACT 17, BLOCK 2, OF HAMPTON ACRES, UNRECORDED PLAT.

SITE ACCESSIBILITY NOTES

ALL HANDICAPPED ACCESSIBLES AND WALKWAY ROUTES SHALL HAVE A MAXIMUM SLOPE OF 1:20 AND A MAXIMUM CROSS SLOPE OF 1:25 (4%). THERE WILL BE A MAXIMUM RAMP SLOPE IN PUBLIC WAYS TO THE ENTRY DOORS AND FROM THE ACCESSIBLE PARKING SPACES TO THE ENTRY DOORS.



A-100

APPENDIX B

Mediterranea Centre II

**Relevant Excerpts from the
ITE *Trip Generation Manual (11th Edition)***

Land Use: 150 Warehousing

Description

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

Additional Data

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/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940, 1050

Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 31

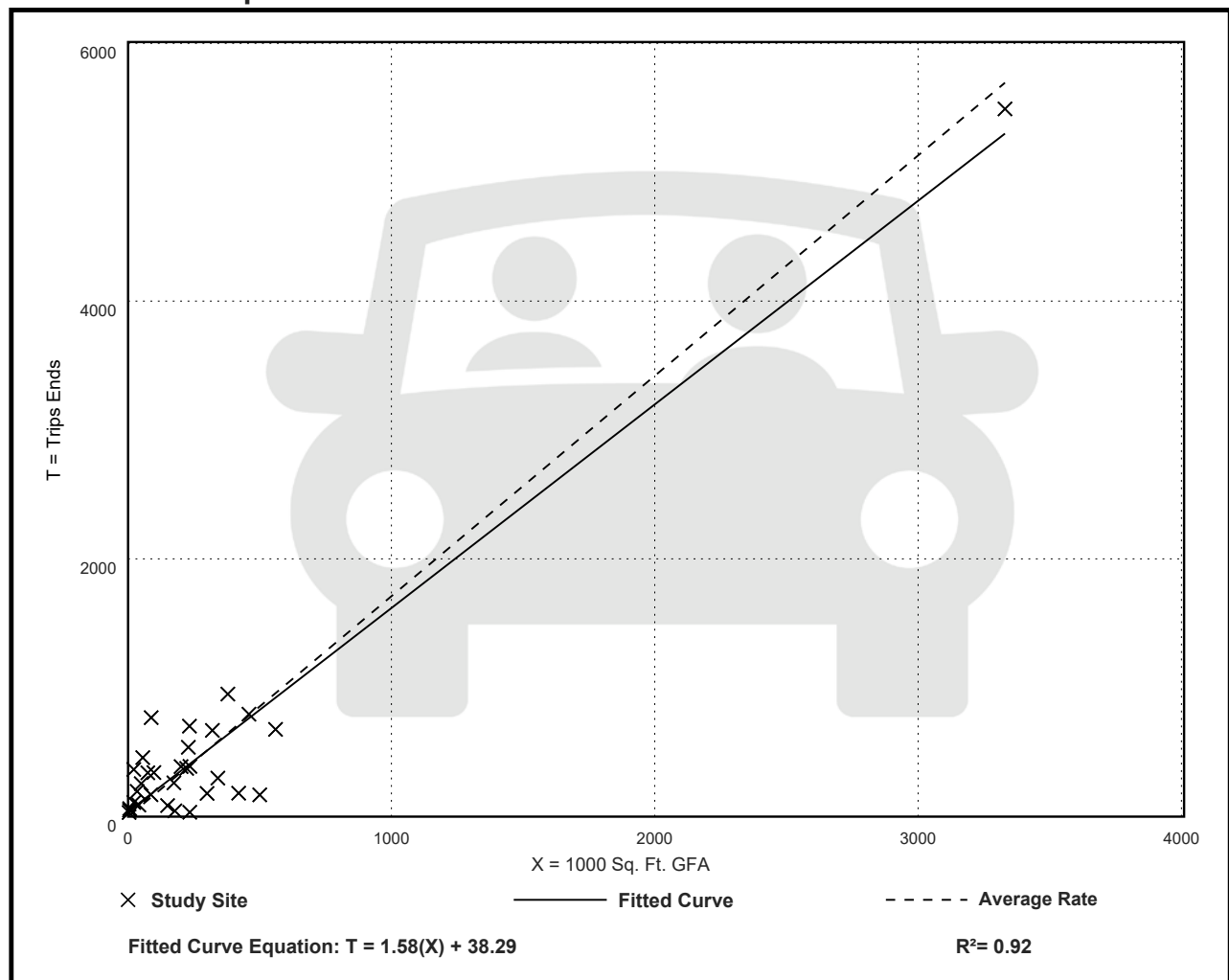
Avg. 1000 Sq. Ft. GFA: 292

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

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: 36

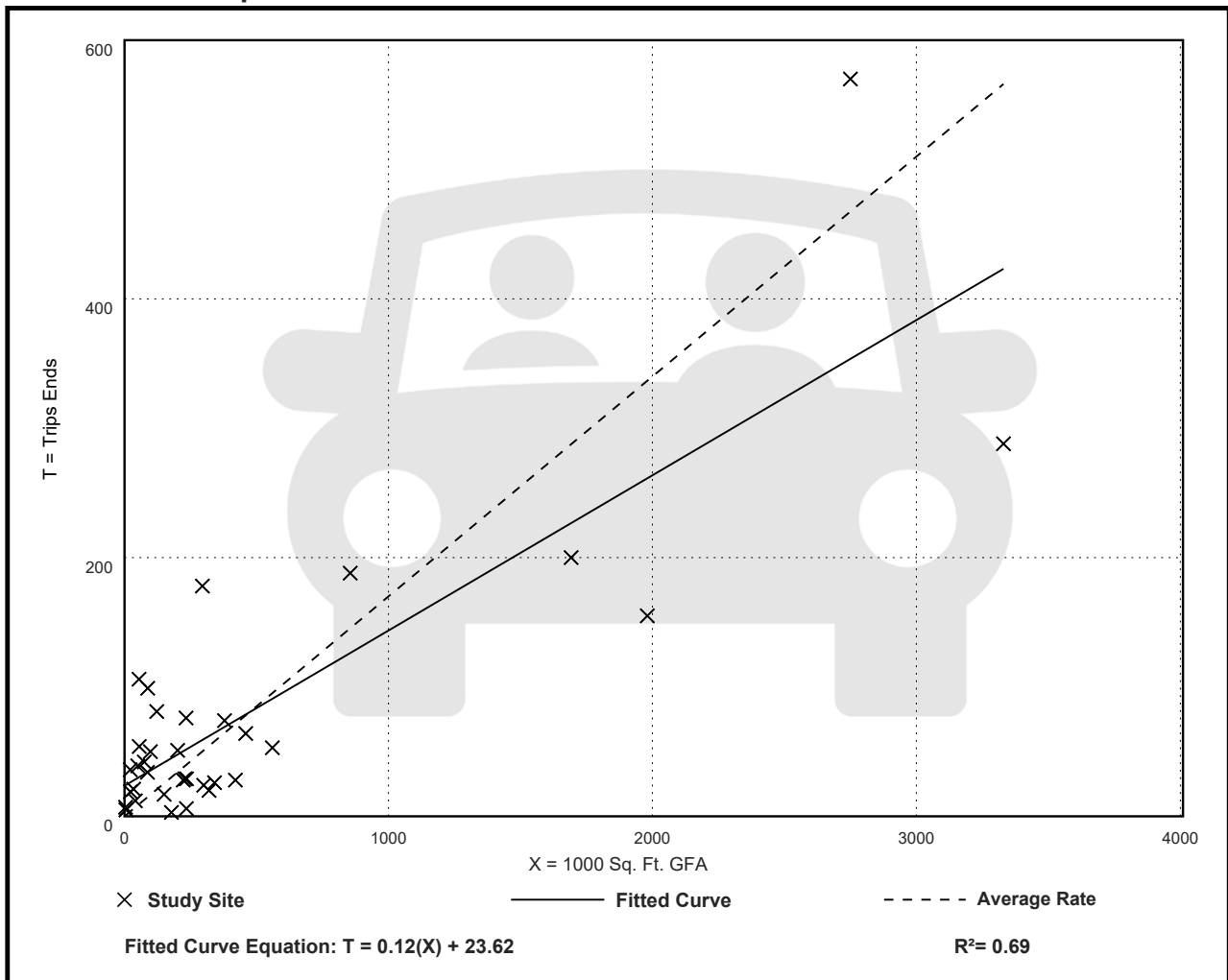
Avg. 1000 Sq. Ft. GFA: 448

Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

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: 49

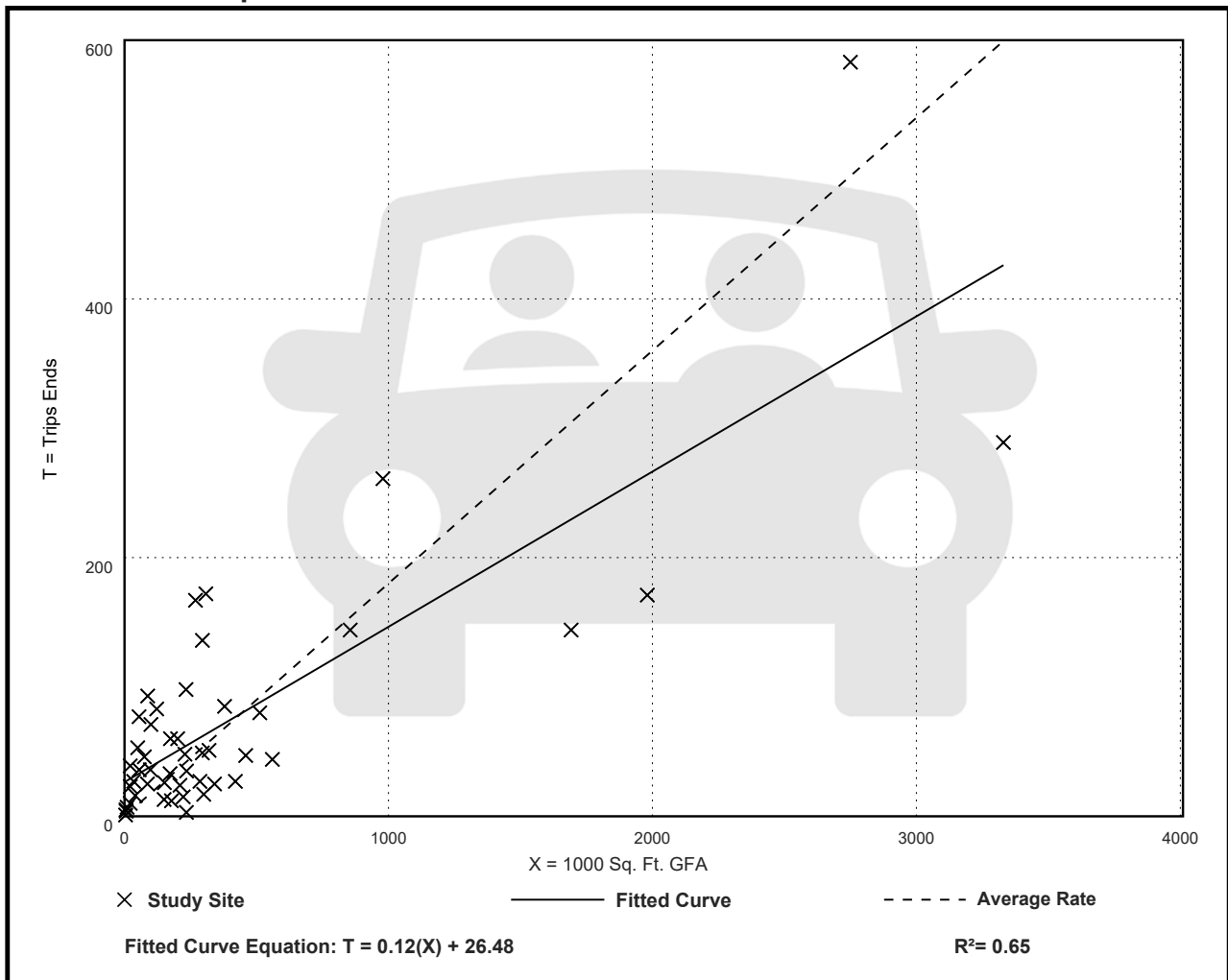
Avg. 1000 Sq. Ft. GFA: 400

Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



APPENDIX C

Mediterranea Centre II

Miami-Dade 2045 LRTP Excerpts



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP

SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
703	3603	Trips	826	744	1,234	414	932	606	309	885	6,201
703	3603	Percent	13.9	12.5	20.7	7.0	15.7	10.2	5.2	14.9	
704	3604	Trips	1,037	1,092	1,509	1,209	1,269	723	533	1,631	9,294
704	3604	Percent	11.5	12.1	16.8	13.4	14.1	8.0	5.9	18.1	
705	3605	Trips	161	94	167	118	136	196	28	145	1,046
705	3605	Percent	15.4	9.0	16.0	11.3	13.0	18.8	2.7	13.9	
706	3606	Trips	505	357	583	154	344	353	219	443	3,003
706	3606	Percent	17.1	12.1	19.7	5.2	11.6	11.9	7.4	15.0	
707	3607	Trips	399	233	549	796	250	308	122	317	2,998
707	3607	Percent	13.4	7.8	18.5	26.8	8.4	10.4	4.1	10.7	
708	3608	Trips	577	400	669	585	461	425	93	645	3,947
708	3608	Percent	15.0	10.4	17.4	15.2	12.0	11.0	2.4	16.7	
709	3609	Trips	987	697	1,126	1,501	605	710	547	1,314	7,694
709	3609	Percent	13.2	9.3	15.0	20.1	8.1	9.5	7.3	17.6	
710	3610	Trips	1,062	609	1,213	810	1,621	871	683	1,349	8,366
710	3610	Percent	12.9	7.4	14.8	9.9	19.7	10.6	8.3	16.4	
711	3611	Trips	276	181	371	347	312	987	136	262	2,872
711	3611	Percent	9.6	6.3	12.9	12.1	10.9	34.4	4.7	9.1	
712	3612	Trips	1,143	791	929	1,577	771	751	527	1,327	7,891
712	3612	Percent	14.6	10.1	11.9	20.2	9.9	9.6	6.7	17.0	
713	3613	Trips	291	161	384	142	218	144	96	214	1,666
713	3613	Percent	17.7	9.8	23.3	8.6	13.2	8.7	5.8	13.0	
714	3614	Trips	65	24	31	16	40	17	15	32	240
714	3614	Percent	27.0	10.0	12.8	6.8	16.6	7.2	6.3	13.4	
715	3615	Trips	559	387	545	327	848	494	152	499	3,809
715	3615	Percent	14.7	10.2	14.3	8.6	22.3	13.0	4.0	13.1	
716	3616	Trips	1,679	1,377	1,731	1,146	1,981	1,191	540	1,504	11,355
716	3616	Percent	15.1	12.4	15.5	10.3	17.8	10.7	4.8	13.5	
717	3617	Trips	1,702	929	1,833	941	1,965	1,122	390	998	10,143
717	3617	Percent	17.2	9.4	18.6	9.5	19.9	11.4	3.9	10.1	
718	3618	Trips	1,474	828	1,225	781	1,313	932	364	407	7,459
718	3618	Percent	20.1	11.3	16.7	10.7	17.9	12.7	5.0	5.6	
719	3619	Trips	788	593	871	686	823	575	138	312	4,831
719	3619	Percent	16.5	12.4	18.2	14.3	17.2	12.0	2.9	6.5	
720	3620	Trips	1,508	1,002	1,477	968	1,685	729	490	533	8,848
720	3620	Percent	18.0	11.9	17.6	11.5	20.1	8.7	5.8	6.4	
721	3621	Trips	539	422	569	345	632	351	131	300	3,315
721	3621	Percent	16.4	12.8	17.3	10.5	19.2	10.7	4.0	9.1	
722	3622	Trips	1,018	601	1,065	809	1,415	573	436	707	6,707
722	3622	Percent	15.4	9.1	16.1	12.2	21.4	8.7	6.6	10.7	
723	3623	Trips	1,410	664	1,695	1,068	1,364	533	172	498	7,823
723	3623	Percent	19.0	9.0	22.9	14.4	18.4	7.2	2.3	6.7	
724	3624	Trips	1,427	874	1,003	951	1,244	562	209	476	6,844
724	3624	Percent	21.1	13.0	14.9	14.1	18.4	8.3	3.1	7.1	
725	3625	Trips	867	699	1,118	905	1,166	574	171	269	6,055
725	3625	Percent	15.0	12.1	19.4	15.7	20.2	10.0	3.0	4.7	
726	3626	Trips	1,117	761	1,297	1,046	1,074	659	375	561	7,026
726	3626	Percent	16.2	11.1	18.8	15.2	15.6	9.6	5.4	8.2	
727	3627	Trips	408	462	420	456	560	275	187	145	2,967
727	3627	Percent	14.0	15.9	14.4	15.7	19.2	9.5	6.4	5.0	
728	3628	Trips	1,040	1,163	1,324	1,047	1,949	442	289	538	8,257
728	3628	Percent	13.3	14.9	17.0	13.4	25.0	5.7	3.7	6.9	

DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
703	3603	Trips	879	881	1,693	679	1,064	793	398	1,213	7,813
703	3603	Percent	11.6	11.6	22.3	8.9	14.0	10.4	5.2	16.0	
704	3604	Trips	1,278	1,253	1,816	1,456	1,431	810	563	2,101	11,090
704	3604	Percent	11.9	11.7	17.0	13.6	13.4	7.6	5.3	19.6	
705	3605	Trips	151	88	251	161	124	119	46	143	1,083
705	3605	Percent	14.0	8.1	23.2	14.8	11.4	11.0	4.3	13.2	
706	3606	Trips	485	399	813	264	410	386	176	568	3,579
706	3606	Percent	13.9	11.4	23.2	7.5	11.7	11.0	5.0	16.2	
707	3607	Trips	427	421	760	1,060	323	396	204	552	4,206
707	3607	Percent	10.3	10.2	18.3	25.6	7.8	9.6	4.9	13.3	
708	3608	Trips	755	542	931	894	670	631	198	911	5,697
708	3608	Percent	13.7	9.8	16.8	16.2	12.1	11.4	3.6	16.5	
709	3609	Trips	1,201	830	1,767	2,057	906	913	709	1,620	10,353
709	3609	Percent	12.0	8.3	17.7	20.6	9.1	9.1	7.1	16.2	
710	3610	Trips	1,067	824	1,601	888	2,156	1,107	845	1,567	10,186
710	3610	Percent	10.6	8.2	15.9	8.8	21.4	11.0	8.4	15.6	
711	3611	Trips	377	365	681	347	376	1,455	221	429	4,270
711	3611	Percent	8.9	8.6	16.0	8.2	8.8	34.3	5.2	10.1	
712	3612	Trips	1,179	981	1,265	2,017	1,110	1,007	656	1,567	9,885
712	3612	Percent	12.1	10.0	12.9	20.6	11.4	10.3	6.7	16.0	
713	3613	Trips	259	204	269	91	324	244	93	190	1,674
713	3613	Percent	15.5	12.2	16.1	5.4	19.3	14.6	5.6	11.4	
714	3614	Trips	59	49	87	19	72	42	13	65	406
714	3614	Percent	14.4	12.0	21.5	4.8	17.8	10.3	3.2	15.9	
715	3615	Trips	612	457	808	400	901	585	220	577	4,573
715	3615	Percent	13.4	10.0	17.7	8.8	19.8	12.8	4.8	12.7	
716	3616	Trips	1,947	1,909	2,655	1,678	2,809	1,939	867	2,295	16,511
716	3616	Percent	12.1	11.9	16.5	10.4	17.5	12.0	5.4	14.3	
717	3617	Trips	2,054	1,312	2,747	1,408	2,464	1,599	551	1,704	14,184
717	3617	Percent	14.8	9.5	19.9	10.2	17.8	11.6	4.0	12.3	
718	3618	Trips	1,871	1,468	1,742	1,200	1,878	1,269	490	907	11,020
718	3618	Percent	17.3	13.6	16.1	11.1	17.4	11.7	4.5	8.4	
719	3619	Trips	763	612	976	632	751	627	97	381	4,852
719	3619	Percent	15.8	12.7	20.2	13.1	15.5	13.0	2.0	7.9	
720	3620	Trips	2,130	1,578	2,276	1,464	2,393	1,338	558	1,015	13,396
720	3620	Percent	16.7	12.4	17.9	11.5	18.8	10.5	4.4	8.0	
721	3621	Trips	1,030	970	1,405	941	1,238	682	302	666	7,530
721	3621	Percent	14.2	13.4	19.4	13.0	17.1	9.4	4.2	9.2	
722	3622	Trips	1,292	951	1,801	938	1,901	720	518	979	9,222
722	3622	Percent	14.2	10.5	19.8	10.3	20.9	7.9	5.7	10.8	
723	3623	Trips	2,407	1,437	3,267	2,294	2,444	1,068	314	1,384	15,778
723	3623	Percent	16.5	9.8	22.4	15.7	16.7	7.3	2.2	9.5	
724	3624	Trips	2,372	1,345	1,961	1,681	1,994	852	325	959	12,097
724	3624	Percent	20.6	11.7	17.1	14.6	17.4	7.4	2.8	8.3	
725	3625	Trips	1,269	1,207	1,964	1,365	1,443	738	226	546	9,086
725	3625	Percent	14.5	13.8	22.4	15.6	16.5	8.4	2.6	6.2	
726	3626	Trips	1,741	1,545	2,251	1,640	1,748	1,180	469	904	11,799
726	3626	Percent	15.2	13.5	19.6	14.3	15.2	10.3	4.1	7.9	
727	3627	Trips	471	522	810	516	632	287	195	266	3,775
727	3627	Percent	12.7	14.1	21.9	14.0	17.1	7.8	5.3	7.2	
728	3628	Trips	1,651	1,795	2,256	1,404	2,697	398	301	914	11,970
728	3628	Percent	14.5	15.7	19.8	12.3	23.6	3.5	2.6	8.0	