



## Public Works Traffic Analysis Comments

---

Date: 4-14-2025

Subject: Doral Concourse

Permit: LAND-2403-0015

Date Submitted: 4-8-2025

4<sup>th</sup> Review

Results of the Review:



**Approval Recommended**

---

The Public Works Department has completed its review of the Traffic Study prepared by TrafTech Engineering, Inc. for the rezoning from Industrial Commercial located at 8400 NW 36<sup>th</sup> St in Doral, Florida. The applicant is proposing Mix-Use (DMU) Development. The Public Works Department recommends approval.

---

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

- Approval from Miami-Dade County Traffic Division will be required during site plan process.
- 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.

Miguel Diaz de la Portilla, Esq.  
GUNSTER  
600 Brickell Avenue, Suite 3500  
Miami, Florida 33131

April 7, 2025

**Re: Doral Concourse – Trip Generation Comparison Analysis**

Dear Miguel:

Traf Tech Engineering, Inc. has prepared this trip generation comparison analysis in connection with the Doral Concourse development located in the City of Doral, Florida. The trip generation analysis compares the daily, AM peak hour, and PM peak hour trips between the following scenarios:

- Existing Office and Residential and Industrial designation
- Proposed Downtown Mixed-Use (DMU) designation

The above comparison is for a request to amend the Comprehensive Plan Future Land Use Map (FLUM) to allow up to 19,565 square feet of restaurant use. The approximately 5.05-acre site allows up to 110,003 square feet of development with up to 11,000 of those square feet being restaurant space.

**Trip Generation Analysis**

The generation comparison analysis was performed using the trip generation equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (11<sup>th</sup> Edition)*. The results of the trip generation comparisons are presented at the bottom of Table 2. As indicated at the bottom of Table 2, the proposed DMU designation results in approximately 9 less AM peak hour trips, and approximately 57 new trips during the typical PM Peak hour. The 57 PM peak hour trips result in approximately one new trip every one minute.

Sincerely,

**TRAF TECH ENGINEERING, INC.**

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

| <b>TABLE 1</b><br><b>Trip Generation Summary (Existing Industrial Commercial Zoning)</b><br><b>Doral Concourse</b> |                   |              |            |           |              |           |            |
|--------------------------------------------------------------------------------------------------------------------|-------------------|--------------|------------|-----------|--------------|-----------|------------|
| Land Use                                                                                                           | Size              | AM Peak Hour |            |           | PM Peak Hour |           |            |
|                                                                                                                    |                   | Total Trips  | Inbound    | Outbound  | Total Trips  | Inbound   | Outbound   |
| Office (LUC 710)                                                                                                   | 99,003 sf         | 166          | 146        | 20        | 165          | 28        | 137        |
| Restaurant Fast Casual (LUC 930)                                                                                   | 5,500 sf          | 8            | 4          | 4         | 69           | 38        | 31         |
| Restaurant Fine Dining (LUC 931)                                                                                   | 5,500 sf          | 4            | 2          | 2         | 43           | 29        | 14         |
| Restaurant Total                                                                                                   | 11,000 sf         | 12           | 6          | 6         | 112          | 67        | 45         |
| <b>Gross trips</b>                                                                                                 | <b>110,003 sf</b> | <b>178</b>   | <b>152</b> | <b>26</b> | <b>277</b>   | <b>95</b> | <b>182</b> |
| Internal Trips                                                                                                     |                   | -6           | -3         | -3        | -4           | -2        | -2         |
| <b>Driveway Trips</b>                                                                                              |                   | <b>172</b>   | <b>149</b> | <b>23</b> | <b>273</b>   | <b>93</b> | <b>180</b> |
| Restaurant Pass-by                                                                                                 |                   | 0            | 0          | 0         | -19          | -13       | -6         |
| <b>External Trips</b>                                                                                              |                   | <b>172</b>   | <b>149</b> | <b>23</b> | <b>254</b>   | <b>80</b> | <b>174</b> |

Source: ITE Trip Generation Manual (11th Edition)

| <b>TABLE 2</b><br><b>Trip Generation Summary (Proposed DMU Zoning)</b><br><b>Doral Concourse</b> |                   |              |            |           |              |            |            |
|--------------------------------------------------------------------------------------------------|-------------------|--------------|------------|-----------|--------------|------------|------------|
| Land Use                                                                                         | Size              | AM Peak Hour |            |           | PM Peak Hour |            |            |
|                                                                                                  |                   | Total Trips  | Inbound    | Outbound  | Total Trips  | Inbound    | Outbound   |
| Office (LUC 710)                                                                                 | 90,438 sf         | 154          | 136        | 18        | 153          | 26         | 127        |
| Restaurant Fast Casual (LUC 930)                                                                 | 9,782 sf          | 14           | 7          | 7         | 123          | 68         | 55         |
| Restaurant Fine Dining (LUC 931)                                                                 | 9,783 sf          | 7            | 4          | 3         | 76           | 51         | 25         |
| Restaurant Total                                                                                 | 19,565 sf         | 21           | 11         | 10        | 199          | 119        | 80         |
| <b>Gross trips</b>                                                                               | <b>110,003 sf</b> | <b>175</b>   | <b>147</b> | <b>28</b> | <b>352</b>   | <b>145</b> | <b>207</b> |
| Internal Trips                                                                                   |                   | -12          | -6         | -6        | -8           | -4         | -4         |
| <b>Driveway Trips</b>                                                                            |                   | <b>163</b>   | <b>141</b> | <b>22</b> | <b>344</b>   | <b>141</b> | <b>203</b> |
| Restaurant Pass-by                                                                               |                   | 0            | 0          | 0         | -33          | -22        | -11        |
| <b>External Trips</b>                                                                            |                   | <b>163</b>   | <b>141</b> | <b>22</b> | <b>311</b>   | <b>119</b> | <b>192</b> |

Source: ITE Trip Generation Manual (11th Edition)

| Difference in Trips                            | AM Peak | Ins | Out | PM Peak | Ins | Out |
|------------------------------------------------|---------|-----|-----|---------|-----|-----|
| DMU Zoning Trips - Industrial Commercial Trips | -9      | -8  | -1  | 57      | 39  | 18  |

| NCHRP 8-51 Internal Trip Capture Estimation Tool |                                          |  |  |                      |                             |
|--------------------------------------------------|------------------------------------------|--|--|----------------------|-----------------------------|
| <b>Project Name:</b>                             | Doral Concourse                          |  |  | <b>Organization:</b> | Traf Tech Engineering, Inc. |
| <b>Project Location:</b>                         | City of Doral                            |  |  | <b>Performed By:</b> | J. Vargas                   |
| <b>Scenario Description:</b>                     | AM Peak (Existing Industrial Commercial) |  |  | <b>Date:</b>         | 12-Mar                      |
| <b>Analysis Year:</b>                            | 2045                                     |  |  | <b>Checked By:</b>   | J Vargas                    |
| <b>Analysis Period:</b>                          | AM Street Peak Hour                      |  |  | <b>Date:</b>         | 12-Mar                      |

| Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate) |                                         |          |       |                         |            |           |
|------------------------------------------------------------------------------|-----------------------------------------|----------|-------|-------------------------|------------|-----------|
| Land Use                                                                     | Development Data (For Information Only) |          |       | Estimated Vehicle-Trips |            |           |
|                                                                              | ITE LUCs <sup>1</sup>                   | Quantity | Units | Total                   | Entering   | Exiting   |
| Office                                                                       | 710                                     | 99,003   | sf    | 166                     | 146        | 20        |
| Retail                                                                       |                                         |          |       | 0                       |            |           |
| Restaurant                                                                   | 930 & 931                               | 11,000   | sf    | 12                      | 6          | 6         |
| Cinema/Entertainment                                                         |                                         |          |       | 0                       |            |           |
| Residential                                                                  |                                         |          |       | 0                       |            |           |
| Hotel                                                                        |                                         |          |       | 0                       |            |           |
| All Other Land Uses <sup>2</sup>                                             |                                         |          |       | 0                       |            |           |
| <b>Total</b>                                                                 |                                         |          |       | <b>178</b>              | <b>152</b> | <b>26</b> |

| Table 2-A: Mode Split and Vehicle Occupancy Estimates |                |           |                 |               |           |                 |
|-------------------------------------------------------|----------------|-----------|-----------------|---------------|-----------|-----------------|
| Land Use                                              | Entering Trips |           |                 | Exiting Trips |           |                 |
|                                                       | Veh. Occ.      | % Transit | % Non-Motorized | Veh. Occ.     | % Transit | % Non-Motorized |
| Office                                                |                |           |                 |               |           |                 |
| Retail                                                |                |           |                 |               |           |                 |
| Restaurant                                            |                |           |                 |               |           |                 |
| Cinema/Entertainment                                  |                |           |                 |               |           |                 |
| Residential                                           |                |           |                 |               |           |                 |
| Hotel                                                 |                |           |                 |               |           |                 |
| All Other Land Uses <sup>2</sup>                      |                |           |                 |               |           |                 |

| Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance) |                  |        |            |                      |             |       |
|---------------------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                                             | Destination (To) |        |            |                      |             |       |
|                                                                           | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                                    |                  |        |            |                      |             |       |
| Retail                                                                    |                  |        |            |                      |             |       |
| Restaurant                                                                |                  |        |            |                      |             |       |
| Cinema/Entertainment                                                      |                  |        |            |                      |             |       |
| Residential                                                               |                  |        |            |                      |             |       |
| Hotel                                                                     |                  |        |            |                      |             |       |

| Table 4-A: Internal Person-Trip Origin-Destination Matrix* |                  |        |            |                      |             |       |
|------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                              | Destination (To) |        |            |                      |             |       |
|                                                            | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                     |                  | 0      | 1          | 0                    | 0           | 0     |
| Retail                                                     | 0                |        | 0          | 0                    | 0           | 0     |
| Restaurant                                                 | 2                | 0      |            | 0                    | 0           | 0     |
| Cinema/Entertainment                                       | 0                | 0      | 0          |                      | 0           | 0     |
| Residential                                                | 0                | 0      | 0          | 0                    |             | 0     |
| Hotel                                                      | 0                | 0      | 0          | 0                    | 0           |       |

| Table 5-A: Computations Summary           |       |          |         |
|-------------------------------------------|-------|----------|---------|
|                                           | Total | Entering | Exiting |
| All Person-Trips                          | 178   | 152      | 26      |
| Internal Capture Percentage               | 3%    | 2%       | 12%     |
| External Vehicle-Trips <sup>3</sup>       | 172   | 149      | 23      |
| External Transit-Trips <sup>4</sup>       | 0     | 0        | 0       |
| External Non-Motorized Trips <sup>4</sup> | 0     | 0        | 0       |

| Table 6-A: Internal Trip Capture Percentages by Land Use |                |               |
|----------------------------------------------------------|----------------|---------------|
| Land Use                                                 | Entering Trips | Exiting Trips |
| Office                                                   | 1%             | 5%            |
| Retail                                                   | N/A            | N/A           |
| Restaurant                                               | 17%            | 33%           |
| Cinema/Entertainment                                     | N/A            | N/A           |
| Residential                                              | N/A            | N/A           |
| Hotel                                                    | N/A            | N/A           |

|                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| <sup>1</sup> Land Use Codes (LUCs) from <i>Trip Generation Informational Report</i> , published by the Institute of Transportation Engineers.         |
| <sup>2</sup> Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator |
| <sup>3</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A                                           |
| <sup>4</sup> Person-Trips                                                                                                                             |
| *Indicates computation that has been rounded to the nearest whole number.                                                                             |
| <i>Estimation Tool Developed by the Texas Transportation Institute</i>                                                                                |

| NCHRP 8-51 Internal Trip Capture Estimation Tool |                                          |  |  |               |                             |
|--------------------------------------------------|------------------------------------------|--|--|---------------|-----------------------------|
| Project Name:                                    | Doral Concourse                          |  |  | Organization: | Traf Tech Engineering, Inc. |
| Project Location:                                | City of Doral                            |  |  | Performed By: | J. Vargas                   |
| Scenario Description:                            | PM Peak (Existing Industrial Commercial) |  |  | Date:         | 3/12/2025                   |
| Analysis Year:                                   | 2045                                     |  |  | Checked By:   | J Vargas                    |
| Analysis Period:                                 | PM Street Peak Hour                      |  |  | Date:         | 3/12/2025                   |

| Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate) |                                         |          |       |                         |          |         |
|------------------------------------------------------------------------------|-----------------------------------------|----------|-------|-------------------------|----------|---------|
| Land Use                                                                     | Development Data (For Information Only) |          |       | Estimated Vehicle-Trips |          |         |
|                                                                              | ITE LUCs <sup>1</sup>                   | Quantity | Units | Total                   | Entering | Exiting |
| Office                                                                       | 710                                     | 99,003   | sf    | 165                     | 28       | 137     |
| Retail                                                                       |                                         |          |       | 0                       |          |         |
| Restaurant                                                                   | 930 & 931                               | 11,000   | sf    | 112                     | 67       | 45      |
| Cinema/Entertainment                                                         |                                         |          |       | 0                       |          |         |
| Residential                                                                  |                                         |          |       | 0                       |          |         |
| Hotel                                                                        |                                         |          |       | 0                       |          |         |
| All Other Land Uses <sup>2</sup>                                             |                                         |          |       | 0                       |          |         |
| Total                                                                        |                                         |          |       | 277                     | 95       | 182     |

| Table 2-P: Mode Split and Vehicle Occupancy Estimates |                |           |                 |               |           |                 |
|-------------------------------------------------------|----------------|-----------|-----------------|---------------|-----------|-----------------|
| Land Use                                              | Entering Trips |           |                 | Exiting Trips |           |                 |
|                                                       | Veh. Occ.      | % Transit | % Non-Motorized | Veh. Occ.     | % Transit | % Non-Motorized |
| Office                                                |                |           |                 |               |           |                 |
| Retail                                                |                |           |                 |               |           |                 |
| Restaurant                                            |                |           |                 |               |           |                 |
| Cinema/Entertainment                                  |                |           |                 |               |           |                 |
| Residential                                           |                |           |                 |               |           |                 |
| Hotel                                                 |                |           |                 |               |           |                 |
| All Other Land Uses <sup>2</sup>                      |                |           |                 |               |           |                 |

| Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance) |                  |        |            |                      |             |       |
|---------------------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                                             | Destination (To) |        |            |                      |             |       |
|                                                                           | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                                    |                  |        |            |                      |             |       |
| Retail                                                                    |                  |        |            |                      |             |       |
| Restaurant                                                                |                  |        |            |                      |             |       |
| Cinema/Entertainment                                                      |                  |        |            |                      |             |       |
| Residential                                                               |                  |        |            |                      |             |       |
| Hotel                                                                     |                  |        |            |                      |             |       |

| Table 4-P: Internal Person-Trip Origin-Destination Matrix* |                  |        |            |                      |             |       |
|------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                              | Destination (To) |        |            |                      |             |       |
|                                                            | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                     |                  | 0      | 1          | 0                    | 0           | 0     |
| Retail                                                     | 0                |        | 0          | 0                    | 0           | 0     |
| Restaurant                                                 | 1                | 0      |            | 0                    | 0           | 0     |
| Cinema/Entertainment                                       | 0                | 0      | 0          |                      | 0           | 0     |
| Residential                                                | 0                | 0      | 0          | 0                    |             | 0     |
| Hotel                                                      | 0                | 0      | 0          | 0                    | 0           |       |

| Table 5-P: Computations Summary           |       |          |         |
|-------------------------------------------|-------|----------|---------|
|                                           | Total | Entering | Exiting |
| All Person-Trips                          | 277   | 95       | 182     |
| Internal Capture Percentage               | 1%    | 2%       | 1%      |
| External Vehicle-Trips <sup>3</sup>       | 273   | 93       | 180     |
| External Transit-Trips <sup>4</sup>       | 0     | 0        | 0       |
| External Non-Motorized Trips <sup>4</sup> | 0     | 0        | 0       |

| Table 6-P: Internal Trip Capture Percentages by Land Use |                |               |
|----------------------------------------------------------|----------------|---------------|
| Land Use                                                 | Entering Trips | Exiting Trips |
| Office                                                   | 4%             | 1%            |
| Retail                                                   | N/A            | N/A           |
| Restaurant                                               | 1%             | 2%            |
| Cinema/Entertainment                                     | N/A            | N/A           |
| Residential                                              | N/A            | N/A           |
| Hotel                                                    | N/A            | N/A           |

|                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| <sup>1</sup> Land Use Codes (LUCs) from <i>Trip Generation Informational Report</i> , published by the Institute of Transportation Engineers.         |
| <sup>2</sup> Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator |
| <sup>3</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P                                           |
| <sup>4</sup> Person-Trips                                                                                                                             |
| *Indicates computation that has been rounded to the nearest whole number.                                                                             |
| <i>Estimation Tool Developed by the Texas Transportation Institute</i>                                                                                |

| NCHRP 8-51 Internal Trip Capture Estimation Tool |                        |  |  |                      |                             |
|--------------------------------------------------|------------------------|--|--|----------------------|-----------------------------|
| <b>Project Name:</b>                             | Doral Concourse        |  |  | <b>Organization:</b> | Traf Tech Engineering, Inc. |
| <b>Project Location:</b>                         | City of Doral          |  |  | <b>Performed By:</b> | J. Vargas                   |
| <b>Scenario Description:</b>                     | AM Peak (Proposed DMU) |  |  | <b>Date:</b>         | 12-Mar                      |
| <b>Analysis Year:</b>                            | 2045                   |  |  | <b>Checked By:</b>   | J Vargas                    |
| <b>Analysis Period:</b>                          | AM Street Peak Hour    |  |  | <b>Date:</b>         | 12-Mar                      |

| Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate) |                                         |          |       |                         |            |           |
|------------------------------------------------------------------------------|-----------------------------------------|----------|-------|-------------------------|------------|-----------|
| Land Use                                                                     | Development Data (For Information Only) |          |       | Estimated Vehicle-Trips |            |           |
|                                                                              | ITE LUCs <sup>1</sup>                   | Quantity | Units | Total                   | Entering   | Exiting   |
| Office                                                                       | 710                                     | 90,438   | sf    | 154                     | 136        | 18        |
| Retail                                                                       |                                         |          |       | 0                       |            |           |
| Restaurant                                                                   | 930 & 931                               | 19,565   | sf    | 21                      | 11         | 10        |
| Cinema/Entertainment                                                         |                                         |          |       | 0                       |            |           |
| Residential                                                                  |                                         |          |       | 0                       |            |           |
| Hotel                                                                        |                                         |          |       | 0                       |            |           |
| All Other Land Uses <sup>2</sup>                                             |                                         |          |       | 0                       |            |           |
| <b>Total</b>                                                                 |                                         |          |       | <b>175</b>              | <b>147</b> | <b>28</b> |

| Table 2-A: Mode Split and Vehicle Occupancy Estimates |                |           |                 |               |           |                 |
|-------------------------------------------------------|----------------|-----------|-----------------|---------------|-----------|-----------------|
| Land Use                                              | Entering Trips |           |                 | Exiting Trips |           |                 |
|                                                       | Veh. Occ.      | % Transit | % Non-Motorized | Veh. Occ.     | % Transit | % Non-Motorized |
| Office                                                |                |           |                 |               |           |                 |
| Retail                                                |                |           |                 |               |           |                 |
| Restaurant                                            |                |           |                 |               |           |                 |
| Cinema/Entertainment                                  |                |           |                 |               |           |                 |
| Residential                                           |                |           |                 |               |           |                 |
| Hotel                                                 |                |           |                 |               |           |                 |
| All Other Land Uses <sup>2</sup>                      |                |           |                 |               |           |                 |

| Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance) |                  |        |            |                      |             |       |
|---------------------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                                             | Destination (To) |        |            |                      |             |       |
|                                                                           | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                                    |                  |        |            |                      |             |       |
| Retail                                                                    |                  |        |            |                      |             |       |
| Restaurant                                                                |                  |        |            |                      |             |       |
| Cinema/Entertainment                                                      |                  |        |            |                      |             |       |
| Residential                                                               |                  |        |            |                      |             |       |
| Hotel                                                                     |                  |        |            |                      |             |       |

| Table 4-A: Internal Person-Trip Origin-Destination Matrix* |                  |        |            |                      |             |       |
|------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                              | Destination (To) |        |            |                      |             |       |
|                                                            | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                     |                  | 0      | 3          | 0                    | 0           | 0     |
| Retail                                                     | 0                |        | 0          | 0                    | 0           | 0     |
| Restaurant                                                 | 3                | 0      |            | 0                    | 0           | 0     |
| Cinema/Entertainment                                       | 0                | 0      | 0          |                      | 0           | 0     |
| Residential                                                | 0                | 0      | 0          | 0                    |             | 0     |
| Hotel                                                      | 0                | 0      | 0          | 0                    | 0           |       |

| Table 5-A: Computations Summary           |       |          |         |
|-------------------------------------------|-------|----------|---------|
|                                           | Total | Entering | Exiting |
| All Person-Trips                          | 175   | 147      | 28      |
| Internal Capture Percentage               | 7%    | 4%       | 21%     |
| External Vehicle-Trips <sup>3</sup>       | 163   | 141      | 22      |
| External Transit-Trips <sup>4</sup>       | 0     | 0        | 0       |
| External Non-Motorized Trips <sup>4</sup> | 0     | 0        | 0       |

| Table 6-A: Internal Trip Capture Percentages by Land Use |                |               |
|----------------------------------------------------------|----------------|---------------|
| Land Use                                                 | Entering Trips | Exiting Trips |
| Office                                                   | 2%             | 17%           |
| Retail                                                   | N/A            | N/A           |
| Restaurant                                               | 27%            | 30%           |
| Cinema/Entertainment                                     | N/A            | N/A           |
| Residential                                              | N/A            | N/A           |
| Hotel                                                    | N/A            | N/A           |

|                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| <sup>1</sup> Land Use Codes (LUCs) from <i>Trip Generation Informational Report</i> , published by the Institute of Transportation Engineers.         |
| <sup>2</sup> Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator |
| <sup>3</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A                                           |
| <sup>4</sup> Person-Trips                                                                                                                             |
| *Indicates computation that has been rounded to the nearest whole number.                                                                             |
| <i>Estimation Tool Developed by the Texas Transportation Institute</i>                                                                                |

| NCHRP 8-51 Internal Trip Capture Estimation Tool |                        |                      |                             |  |  |
|--------------------------------------------------|------------------------|----------------------|-----------------------------|--|--|
| <b>Project Name:</b>                             | Doral Concourse        | <b>Organization:</b> | Traf Tech Engineering, Inc. |  |  |
| <b>Project Location:</b>                         | City of Doral          | <b>Performed By:</b> | J. Vargas                   |  |  |
| <b>Scenario Description:</b>                     | PM Peak (Proposed DMU) | <b>Date:</b>         | 3/12/2025                   |  |  |
| <b>Analysis Year:</b>                            | 2045                   | <b>Checked By:</b>   | J Vargas                    |  |  |
| <b>Analysis Period:</b>                          | PM Street Peak Hour    | <b>Date:</b>         | 3/12/2025                   |  |  |

| Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate) |                                         |          |       |                         |            |            |
|------------------------------------------------------------------------------|-----------------------------------------|----------|-------|-------------------------|------------|------------|
| Land Use                                                                     | Development Data (For Information Only) |          |       | Estimated Vehicle-Trips |            |            |
|                                                                              | ITE LUCs <sup>1</sup>                   | Quantity | Units | Total                   | Entering   | Exiting    |
| Office                                                                       | 710                                     | 90,438   | sf    | 153                     | 26         | 127        |
| Retail                                                                       |                                         |          |       | 0                       |            |            |
| Restaurant                                                                   | 930 & 931                               | 19,565   | sf    | 199                     | 119        | 80         |
| Cinema/Entertainment                                                         |                                         |          |       | 0                       |            |            |
| Residential                                                                  |                                         |          |       | 0                       |            |            |
| Hotel                                                                        |                                         |          |       | 0                       |            |            |
| All Other Land Uses <sup>2</sup>                                             |                                         |          |       | 0                       |            |            |
| <b>Total</b>                                                                 |                                         |          |       | <b>352</b>              | <b>145</b> | <b>207</b> |

| Table 2-P: Mode Split and Vehicle Occupancy Estimates |                |           |                 |               |           |                 |
|-------------------------------------------------------|----------------|-----------|-----------------|---------------|-----------|-----------------|
| Land Use                                              | Entering Trips |           |                 | Exiting Trips |           |                 |
|                                                       | Veh. Occ.      | % Transit | % Non-Motorized | Veh. Occ.     | % Transit | % Non-Motorized |
| Office                                                |                |           |                 |               |           |                 |
| Retail                                                |                |           |                 |               |           |                 |
| Restaurant                                            |                |           |                 |               |           |                 |
| Cinema/Entertainment                                  |                |           |                 |               |           |                 |
| Residential                                           |                |           |                 |               |           |                 |
| Hotel                                                 |                |           |                 |               |           |                 |
| All Other Land Uses <sup>2</sup>                      |                |           |                 |               |           |                 |

| Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance) |                  |        |            |                      |             |       |
|---------------------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                                             | Destination (To) |        |            |                      |             |       |
|                                                                           | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                                    |                  |        |            |                      |             |       |
| Retail                                                                    |                  |        |            |                      |             |       |
| Restaurant                                                                |                  |        |            |                      |             |       |
| Cinema/Entertainment                                                      |                  |        |            |                      |             |       |
| Residential                                                               |                  |        |            |                      |             |       |
| Hotel                                                                     |                  |        |            |                      |             |       |

| Table 4-P: Internal Person-Trip Origin-Destination Matrix* |                  |        |            |                      |             |       |
|------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                              | Destination (To) |        |            |                      |             |       |
|                                                            | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                     |                  | 0      | 2          | 0                    | 0           | 0     |
| Retail                                                     | 0                |        | 0          | 0                    | 0           | 0     |
| Restaurant                                                 | 2                | 0      |            | 0                    | 0           | 0     |
| Cinema/Entertainment                                       | 0                | 0      | 0          |                      | 0           | 0     |
| Residential                                                | 0                | 0      | 0          | 0                    |             | 0     |
| Hotel                                                      | 0                | 0      | 0          | 0                    | 0           |       |

| Table 5-P: Computations Summary           |       |          |         |
|-------------------------------------------|-------|----------|---------|
|                                           | Total | Entering | Exiting |
| All Person-Trips                          | 352   | 145      | 207     |
| Internal Capture Percentage               | 2%    | 3%       | 2%      |
| External Vehicle-Trips <sup>3</sup>       | 344   | 141      | 203     |
| External Transit-Trips <sup>4</sup>       | 0     | 0        | 0       |
| External Non-Motorized Trips <sup>4</sup> | 0     | 0        | 0       |

| Table 6-P: Internal Trip Capture Percentages by Land Use |                |               |
|----------------------------------------------------------|----------------|---------------|
| Land Use                                                 | Entering Trips | Exiting Trips |
| Office                                                   | 8%             | 2%            |
| Retail                                                   | N/A            | N/A           |
| Restaurant                                               | 2%             | 3%            |
| Cinema/Entertainment                                     | N/A            | N/A           |
| Residential                                              | N/A            | N/A           |
| Hotel                                                    | N/A            | N/A           |

|                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| <sup>1</sup> Land Use Codes (LUCs) from <i>Trip Generation Informational Report</i> , published by the Institute of Transportation Engineers.         |
| <sup>2</sup> Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator |
| <sup>3</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P                                           |
| <sup>4</sup> Person-Trips                                                                                                                             |
| *Indicates computation that has been rounded to the nearest whole number.                                                                             |
| <i>Estimation Tool Developed by the Texas Transportation Institute</i>                                                                                |