Public Works Traffic Analysis Comments

Date: 9-4-2024

Subject: Doral Subaru

Permit: PLAN-2401-0068

Date Submitted: 3-4-2024

4th Review

Results of the Review:

[X] **Approval Recommended**

The Public Works Department has completed its review of the Methodology prepared by Vala Group, Corp for the proposed Doral Subaru development located on the northwest corner of the NW 12th St and NW 93rd Court intersection in Doral, Florida. The applicant is proposing a 53,098 Sq. Ft Car Dealership. The site is currently occupied by a 117,853 Sq. Ft Warehouse. The Public Works Department recommends approval.

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

- Please note that if there is any change in the approved site plan (land Use), a traffic analysis/trip generation comparison may be required for review.
- 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.

Memorandum

Date: Thursday, August 29, 2024

Subject: DR 2024002253
Applicant Name: Doral Subaru

PROJECT DESCRIPTION

The project will redevelop an 8.4-acre land parcel, currently occupied by an industrial warehouse, into a new 41,435-square-foot automobile dealership. Access to the site will be provided via one ingress/egress driveway connection on both NW 12th Street and NW 13th Street. The development will generate 934 daily, 39 AM peak-hour, and 55 PM peak-hour, net new vehicle trips after accounting for the trip generation of the industrial warehouse it is replacing. The peak hour entering volumes at the site's two driveway connections do not warrant the need for exclusive turn lanes on NW 12th Street and NW 13th Street. There are no plans to install gates at the project entrances, and the development is expected to be completed by 2026.

PROJECT LOCATION

The subject site will be located on the northwest corner of NW 12th Street and NW 93rd Court in the City of Doral.

COMMENTS/RECOMMENDATION

Miami-Dade County Department of Transportation and Public Works (DTPW) Traffic Engineering Division has reviewed the subject application and has no objections to this application, subject to the following condition:

1. Please ensure that all trees within the sight triangles must comply with the FDOT standards outlined in the "Tree Spacing Table" provided below.

considered.

TREE SPACING TABLE **

Description	Design Speed (mph)													
	30		35		40		45		50		55		60	
Diameter	(Inches)													
(Within Limits Of Sight Window)	>4≤11	>11≤18	>4≤11	>11≤18	>4≤11	>11≤18	>4≤11	>11≤18	>4≤11	>11≤18	>4≤11	>11≤18	>4≤11	>11≤18
	(Feet)													
Minimum Spacing (c. to c. Of Trunk)	25	90	30	105	35	120	40	135	50	150	55	165	60	180

If you have any questions concerning the comments, or wish to discuss this matter further, please contact Leanne Garcia Fernandez at (305) 439-6491.

November 3, 2023

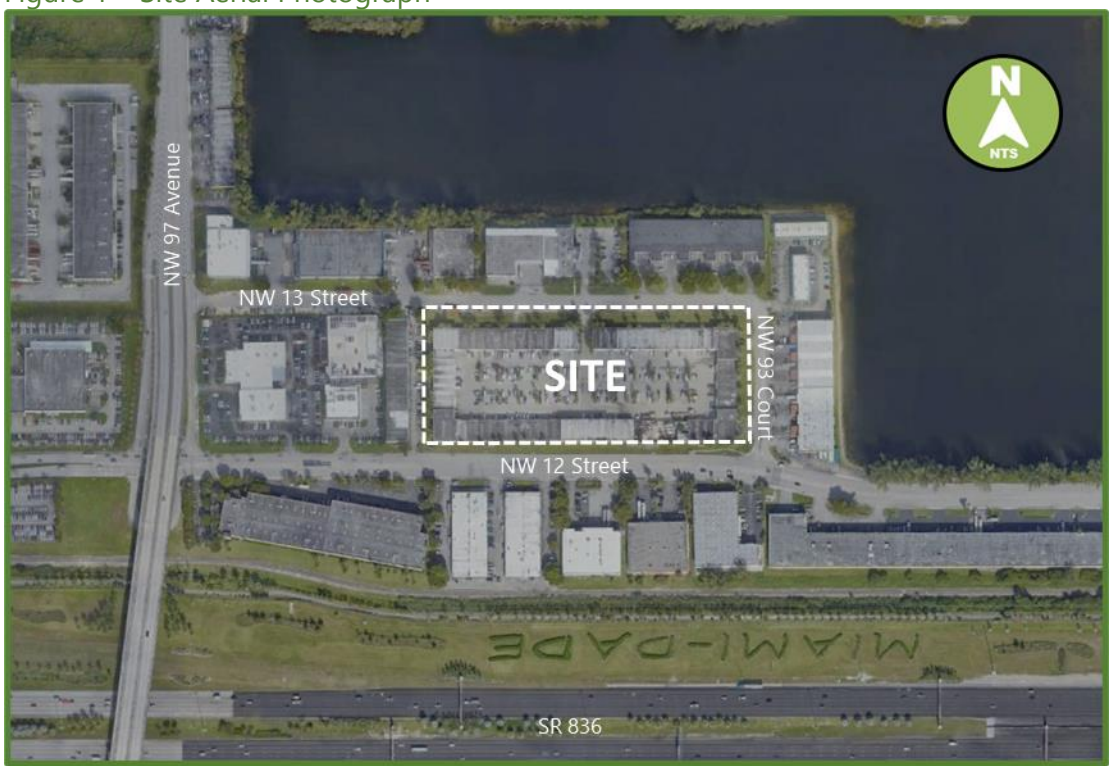
Rita Carbonell, P.E.
Assistant Public Works Director
8401 Northwest 53rd Terrace, 2nd Floor
Doral, FL 33166

Re: Traffic Study Methodology
Doral Subaru
Project No.: 2023080102

Dear Ms. Carbonell:

Vala Group, Inc. was retained to prepare a traffic-impact analysis for the Doral Subaru redevelopment project that is expected to be built by 2026. The project will redevelop an existing industrial warehouse building into a new automobile dealership. The approximately 8.4-acre site (Folio No.: 35-3033-003-0010) is on the northwest corner of NW 12th Street and NW 93rd Court in the City of Doral, Florida. **Figure 1** shows the site location. **Attachment A** contains the preliminary site plan and property-appraiser data. Please accept this letter as the traffic-analysis methodology for the proposed development.

Figure 1 – Site Aerial Photograph



3 Bentwood Road, Palm Beach Gardens, FL 33418 Tel: 561.445.6684 Valagroupcorp@gmail.com

Study Intersections

The study intersections for the project will include the following:

- NW 97th Avenue and NW 12th Street (signalized)
- NW 97th Avenue and NW 13th Street (unsignalized)
- NW 12th Street and NW 93rd Court (signalized)
- NW 13th Street and site driveway (unsignalized)

Analysis Scenarios

The analysis scenarios for this study are as follows:

- Existing Year: 2023
- Project buildout year (2026) without project trips (background traffic)
- Project buildout year (2026) with project trips (total traffic)

Data Collection

Turning movement counts will be collected during peak hour conditions (7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM) on a typical weekday (Tuesday, Wednesday, or Thursday) at the study intersections.

Existing Conditions Analysis

Collected counts will be adjusted to reflect peak season, AM and PM peak hour traffic volumes by applying a peak-season conversion factor obtained from the 2022 Florida Department of Transportation (FDOT) Peak Season Factor Category Report. Intersection capacity analyses will be evaluated for the study intersections using the Synchro Software, HCM output, if possible.

Future Conditions Analysis – Background Traffic Conditions

Future background traffic volumes will be determined by applying a compound growth rate to existing volumes. We calculated a 0.56% growth rate based on FDOT historical AADT data that will be applied to existing peak-season volumes to develop 2026 volumes. We will coordinate with the City to determine committed developments that need to be included in the analysis. Intersection capacity analyses will be performed. Peak hour factors will be based on the collected data. **Attachment B** contains the growth rate data and calculations.

Project Trip Generation

The proposed development is expected to generate 934 daily, 39 AM peak-hour, and 55 PM peak-hour, net-new vehicle trips after accounting for the existing car dealership. We estimated the trip generation using the Institute of Transportation Engineers' *Trip Generation Manual*, 11th Edition. **Table 1** summarizes the trip-generation calculations and **Attachment C** contains the ITE trip generation calculations and data.

Table 1 Trip Generation Summary

Scenario	Land Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Existing	Warehousing	117,853 SF	224	29	9	38	11	30	41
Proposed	Automobile Sales (New)	41,435 SF	1,158	56	21	77	38	58	96
Net New Trips			**934**	**27**	**12**	**39**	**27**	**28**	**55**

** Based on 11th Edition ITE Trip Generation Rates*

Project Trip Distribution

Miami-Dade County Long Range Transportation Plan Model will be used for the corresponding County Traffic Analysis Zone (TAZ 743) to determine traffic distribution percentage for the proposed development. The site has one driveway connection to NW 13th Street. **Table 2** summarizes the interpolated distribution for 2026. **Attachment D** contains the TAZ data and a figure showing the study intersections and proposed project-traffic distribution.

Table 2 Project Traffic Distribution Summary

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	17.90%	16.00%	14.20%	11.80%	16.30%	8.80%	7.70%	7.30%
2045	16.30%	17.80%	15.00%	12.50%	17.00%	6.40%	8.00%	7.10%
2026	**17.31%**	**16.66%**	**14.49%**	**12.06%**	**16.56%**	**7.92%**	**7.81%**	**7.23%**

Future Conditions Analysis – Total Traffic Conditions

Future total traffic volumes will be determined by summing together project trips with background traffic volumes. Intersection capacity analyses will be performed. Signal timings may be optimized for future conditions analyses. Peak hour factors will be based on the collected data. Traffic mitigation will be proposed, if necessary.

Report

The study methodology, analysis and findings will be summarized in a report that will be signed and sealed by a Florida registered professional engineer. The report will include trip generation, traffic distribution, and peak hour intersection capacity analyses and will include summary tables, figures, and data. We will summarize overall intersection LOS and delays in the report body and summarize LOS and delays for intersection approaches for the existing, background, and total conditions in a table and include them in the appendices. 95th percentile queue lengths for the exclusive turn lanes at the study intersections will be summarized in a table and included in the report appendices.

Should you have any questions or comments regarding this methodology, please do not hesitate to contact me.

Sincerely,
Vala Group, Inc.

John P. Kim, P.E.
Senior Project Manager

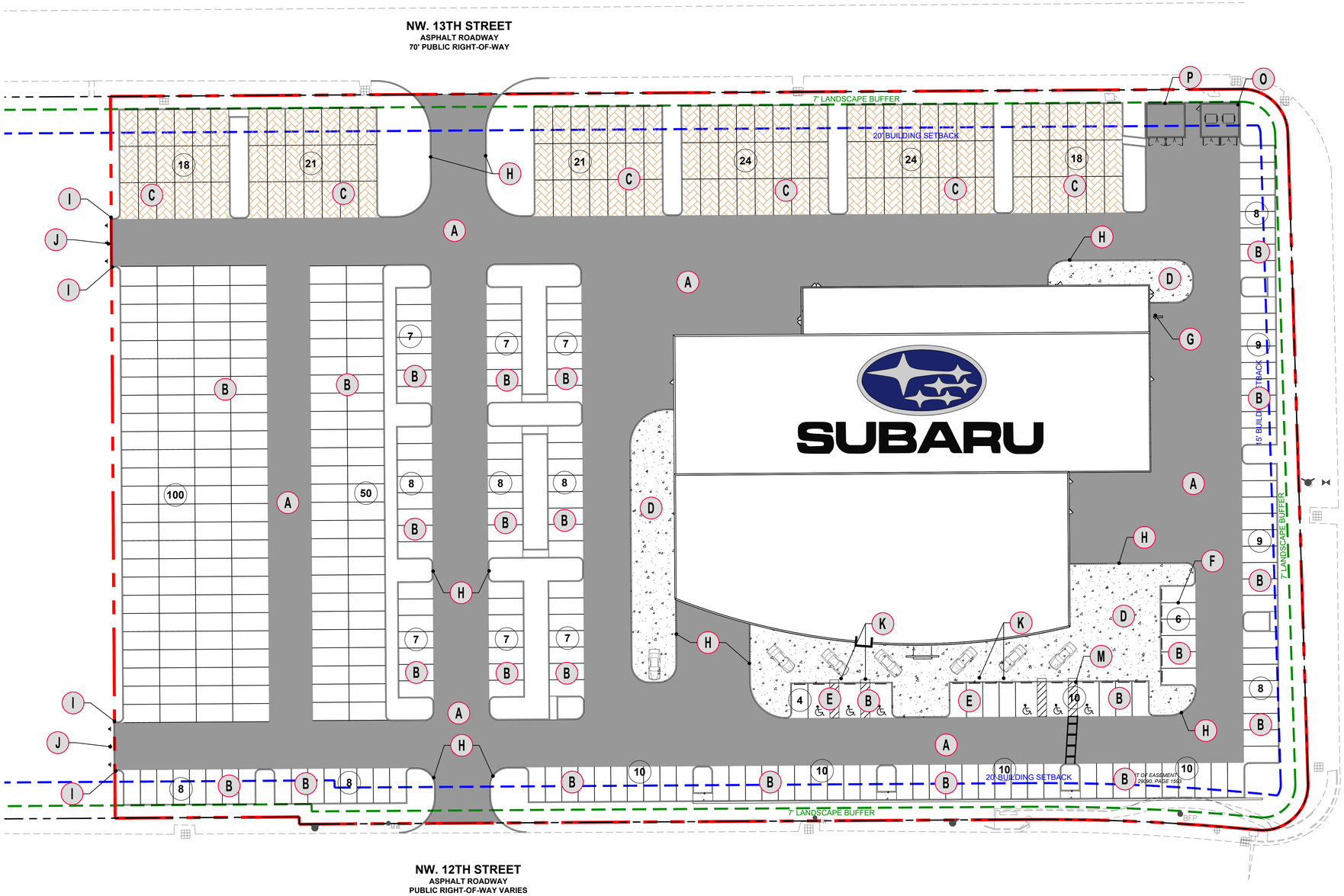
JPK/jgk

Attachments

Attachment A – Site Plan & Property Appraiser Data
Attachment B – Growth Rate Data & Calculations
Attachment C – Trip Generation Calculations & ITE Data
Attachment D – Project Distribution Figure & TAZ Data

ATTACHMENT A

Preliminary Site Plan &
Property Appraiser Data



SITE LEGEND

- A — HEAVY DUTY ASPHALT PAVEMENT SECTION: DETAIL 03, SHEET C03.2
- B — LIGHT DUTY ASPHALT PAVEMENT SECTION: DETAIL 03, SHEET C03.2
- C — PERMEABLE PAVERS SECTION: DETAIL 08, SHEET C03.3
- D — CONCRETE SECTIONS: PARKING: DETAIL 01, SHEET C03.2; DUMPSTER ENCLOSURE: DETAIL 01, SHEET C03.2; SIDEWALKS: DETAIL 01, SHEET C03.2
- E — ACCESSIBLE AREA & PAVEMENT MARKINGS: DETAIL 04, SHEET C03.2
- F — STRIPING & PAVEMENT MARKINGS: DETAIL 05, SHEET C03.2
- G — DIRECTIONAL ARROWS: DETAIL 05, SHEET C03.2
- H — RIBBON CURB (TYP.): DETAIL 03, SHEET C03.3
- I — CURB TRANSITIONS: DETAIL 07, SHEET C03.3
- J — SITE SIGNAGE: DETAIL 02, SHEET C03.3
- K — SIDEWALK RAMP: DETAIL 01, SHEET C03.3
- L — BOLLARD DETAIL: DETAIL 05, SHEET C03.3
- M — WHEELSTOP DETAIL: DETAIL 04, SHEET C03.3
- N — TRANSFORMER PAD: DETAIL 06, SHEET C03.3
- O — DUMPSTER ENCLOSURE: SEE ARCHITECTURAL PLANS.
- P — TIRE RECYCLE STORAGE: SEE ARCHITECTURAL PLANS.
- Q — MONUMENT SIGN: SEE SIGNAGE PLANS.

SITE INFORMATION

JURISDICTION: CITY OF DORAL

ZONING: I (INDUSTRIAL DISTRICT)

REQUIRED BUILDING SETBACKS:
FRONT: 20"
SIDE: 5 (INTERIOR) / 15 (STREET)'
SIDE: 5 (INTERIOR) / 15 (STREET)'
REAR: 5"

REQUIRED PARKING:
TBD SPACES

PROPOSED PARKING :
9' X 19' (REGULAR) = 176
8' X 19' (HC) = 6
TOTAL = 182

DRIVE AISLE: 24'

SITE AREA CALCULATIONS:
SITE: ±5.5 AC.
PERVIOUS AREA: ±PERVIOUS AC.
IMPERVIOUS AREA: ±IMPERVIOUS AC.
DISTURBED AREA: ±5.5 AC.

FLOOD HAZARD:
NO PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FLOOD AREA AS PER F.I.R.M. MAP NO. 12086C0286L, DATED 9/11/2009.

EXISTING INFORMATION:
PROVIDED BY BUREAU VERITAS, DATED 10/13/2022 (SEE SHEET C02.0).

SITE & BUILDING AREA NOTES SEE SHEET C01.1

CONTRACTOR SHALL FIELD VERIFY ALL EXISTING FEATURES, INCLUDING BUT NOT LIMITED TO, UTILITIES, EXISTING IMPROVEMENTS, ETC. CONTRACTOR SHALL VERIFY THEIR LOCATIONS AND ELEVATIONS PRIOR TO STARTING CONSTRUCTION AND ALERT ENGINEER TO ANY DISCREPANCIES IMMEDIATELY

Sunshine 811

24-HOUR CONTACT:
RYAN WOFFORD
(785) 577-5845

N / W / E / S

0 30 60 Feet
SCALE: 1" = 30'

INGENIUM ENTERPRISES, INC.
19445 SHUMARD OAK DR.
SUITE 102
LAND O LAKES, FL 34638
PHONE: (813) 387-0084

FBPE CERT. OF AUTHORITY #8370

INGENIUM PROJECT:	220190
PROJECT PM:	AH
PROJECT RE:	JH
ISSUE DATE:	9/22/2023
DWG NAME:	220190 C03.DWG

CLIENT:

LITHIA MOTORS
150 NORTH BARTLETT ST
MEDFORD, OREGON 97501
PHONE: (804) 244-3459

LITHIA & driveway NYSE:LAD

SUBARU

9300 NW 13TH STREET
DORAL,
FLORIDA 33172

REV.	DATE	DESCRIPTION

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY JEREMY PETTIT, PE ON THE DATE ADJACENT TO THE SEAL ON THE COVER SHEET (C01.0).

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

SEAL

SHEET NAME
SITE PLAN

SHEET NUMBER
C03.0

PRELIMINARY

OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On: 08/26/2023

PROPERTY INFORMATION

Folio	35-3033-003-0010
Property Address	9300 NW 13 ST DORAL, FL 33172-2801
Owner	FL DORAL S LLC
Mailing Address	150 N BARTLETT ST MEDFORD, OR 97501
Primary Zone	7600 INTENSIVE USE
Primary Land Use	4132 LIGHT MANUFACTURING : LIGHT MFG & FOOD PROCESSING
Beds / Baths /Half	0 / 0 / 0
Floors	2
Living Units	0
Actual Area	
Living Area	
Adjusted Area	145,331 Sq.Ft
Lot Size	362,529 Sq.Ft
Year Built	Multiple (See Building Info.)
Year Annexed	2004

ASSESSMENT INFORMATION

Year	2023	2022	2021
Land Value	$10,150,812	$8,120,650	$5,220,418
Building Value	$13,194,188	$7,179,350	$5,731,582
Extra Feature Value	$0	$0	$0
Market Value	$23,345,000	$15,300,000	$10,952,000
Assessed Value	$23,345,000	$15,300,000	$10,952,000

BENEFITS INFORMATION

Benefit	Type	2023	2022	2021

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

SHORT LEGAL DESCRIPTION

DADE CENTRAL SERV CTRS AMD PL

PB 106-4

TRACT 1

LOT SIZE 362529 SQ FT

OR 16747-2271 0495 1

TAXABLE VALUE INFORMATION

Year	2023	2022	2021
COUNTY			
Exemption Value	$0	$0	$0
Taxable Value	$23,345,000	$15,300,000	$10,952,000
SCHOOL BOARD			
Exemption Value	$0	$0	$0
Taxable Value	$23,345,000	$15,300,000	$10,952,000
CITY			
Exemption Value	$0	$0	$0
Taxable Value	$23,345,000	$15,300,000	$10,952,000
REGIONAL			
Exemption Value	$0	$0	$0
Taxable Value	$23,345,000	$15,300,000	$10,952,000

SALES INFORMATION

Previous Sale	Price	OR Book-Page	Qualification Description
12/28/2022	$0	33536-3844	Corrective, tax or QCD; min consideration
10/19/2022	$28,500,000	33456-4062	Qual by exam of deed
06/22/2021	$100	32595-2405	Corrective, tax or QCD; min consideration
06/19/2021	$18,000,000	32595-2407	Qual by exam of deed

ATTACHMENT B

Growth Rate Data & Calculations

GROWTH RATE CALCULATION
DORAL SUBARU

Roadway	FDOT Site	2022	2017
NW 12 Street e/o NW 93 Court	8497	30,000	26,000
NW 12 Street e/o NW 107 Avenue	8654	21,300	25,000
NW 97 Avenue n/o SW 1 Street	8500	19,300	17,600
	Total	**72,622**	**70,617**
		Average Annual Growth Rate	**0.56%**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8497 - NW 12 ST, 200 FT E OF NW 93 CT (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	30000 C	E 15500	W 14500	9.00	56.50	7.60
2021	25000 T	E 12500	W 12500	9.00	55.00	7.00
2020	26000 S	E 13000	W 13000	9.00	56.00	8.90
2019	29000 F	E 14500	W 14500	9.00	56.00	8.70
2018	30000 C	E 15000	W 15000	9.00	54.30	8.80
2017	26000 T	E 14000	W 12000	9.00	55.70	8.50
2016	26000 S	E 14000	W 12000	9.00	56.10	8.00
2015	26000 F	E 14000	W 12000	9.00	57.40	10.20
2014	26000 C	E 14000	W 12000	9.00	59.30	12.00
2013	28000 F	E 14000	W 14000	9.00	58.90	16.20
2012	28000 C	E 14000	W 14000	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8500 - SW/NW 97 AVE, 200 FT N OF SW 1 ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	19300 C	N 10000	S 9300	9.00	56.50	5.20
2021	16600 T	N 8300	S 8300	9.00	55.00	4.80
2020	17400 S	N 8700	S 8700	9.00	56.00	4.90
2019	19500 F	N 9800	S 9700	9.00	56.00	4.60
2018	19900 C	N 10000	S 9900	9.00	54.30	3.50
2017	17600 T	N 9000	S 8600	9.00	59.30	5.30
2016	17800 S	N 9100	S 8700	9.00	56.10	4.80
2015	18100 F	N 9300	S 8800	9.00	57.40	4.30
2014	18300 C	N 9400	S 8900	9.00	59.30	4.90
2013	25000 F	N 13000	S 12000	9.00	58.90	16.20
2012	25000 C	N 13000	S 12000	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8654 - NW 12TH ST, 0.3 MI E OF NW 107TH ST, DORAL

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	21300 S	E 11500	W 9800	9.00	56.50	7.60
2021	20500 F	E 11000	W 9500	9.00	55.00	7.00
2020	21500 C	E 11500	W 10000	9.00	56.00	8.90
2019	22100 T	E 12500	W 9600	9.00	56.00	8.70
2018	22300 S	E 12500	W 9800	9.00	54.30	8.80
2017	25000 F	E 14000	W 11000	9.00	55.70	8.50
2016	25000 C	E 14000	W 11000	9.00	56.10	8.00
2015	26000 T	E 13500	W 12500	9.00	57.40	10.20
2014	26000 S	E 13500	W 12500	9.00	59.30	12.00
2013	26000 F	E 13500	W 12500	9.00	58.90	16.20
2012	26000 C	E 13500	W 12500	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

ATTACHMENT C

Trip Generation Calculations & ITE Data

DORAL SUBARU

TRIP GENERATION ESTIMATES

Time	Scenario	Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
								In	Out	Total
Daily	Existing	Warehousing	150	117,853 SF	T = 1.58 (X) + 38.29	50%	50%	112	112	224
	Proposed	Automobile Sales (New)	840	41,435 SF	T = 28.65 (X) - 29.45	50%	50%	579	579	1,158
							Net New Daily Total	**467**	**467**	**934**
AM Peak Hour	Existing	Warehousing	150	117,853 SF	T = 0.12 (X) + 23.62	77%	23%	29	9	38
	Proposed	Automobile Sales (New)	840	41,435 SF	T = 1.86 (X)	73%	27%	56	21	77
							Net New AM Peak Hour	**27**	**12**	**39**
PM Peak Hour	Existing	Warehousing	150	117,853 SF	T = 0.12 (X) + 26.48	28%	72%	11	30	41
	Proposed	Automobile Sales (New)	840	41,435 SF	T = 1.81 (X) + 20.91	40%	60%	38	58	96
							Net New PM Peak Hour	**27**	**28**	**55**

** Based on 11th Edition ITE Trip Generation Manual*

Warehousing
(150)

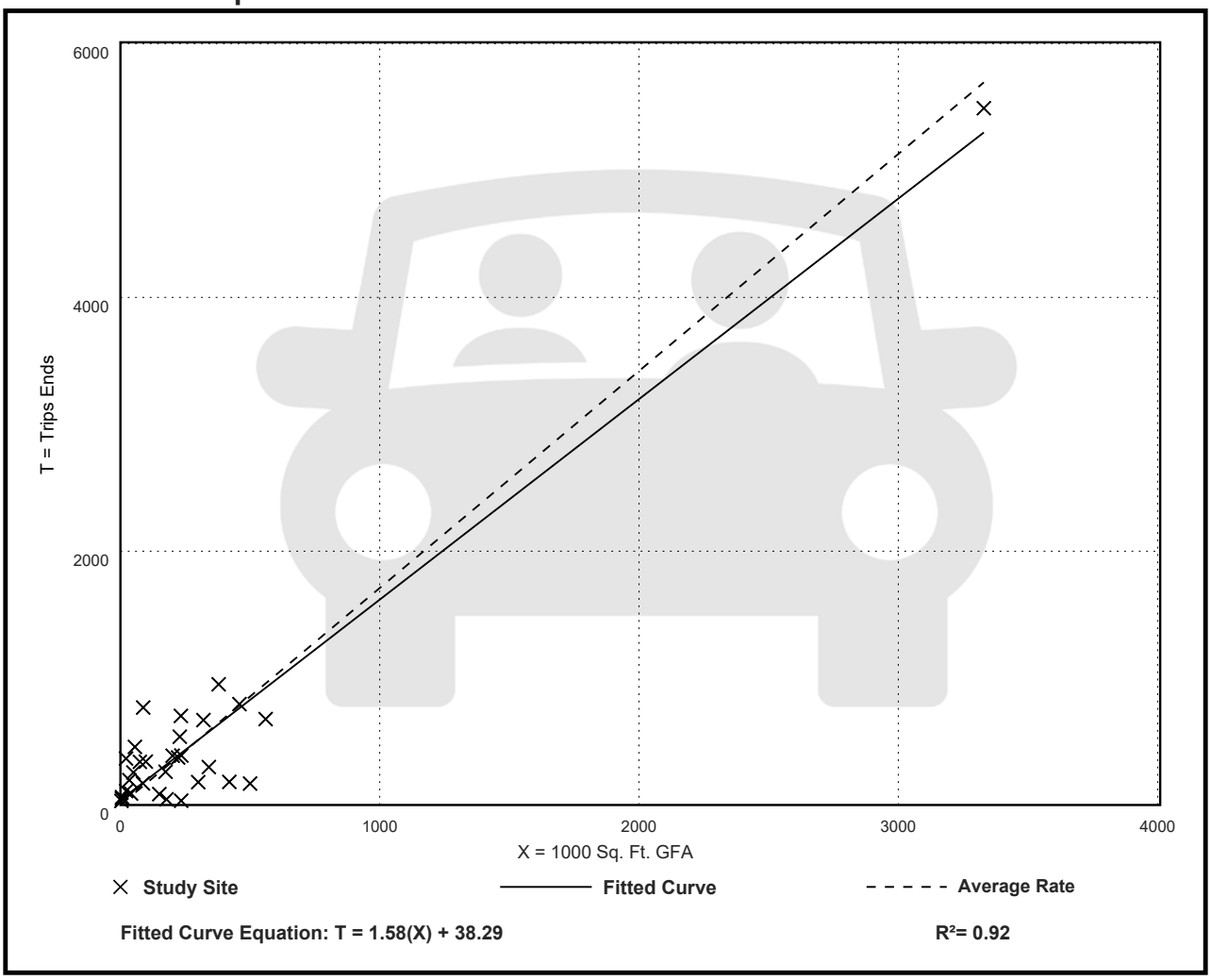
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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



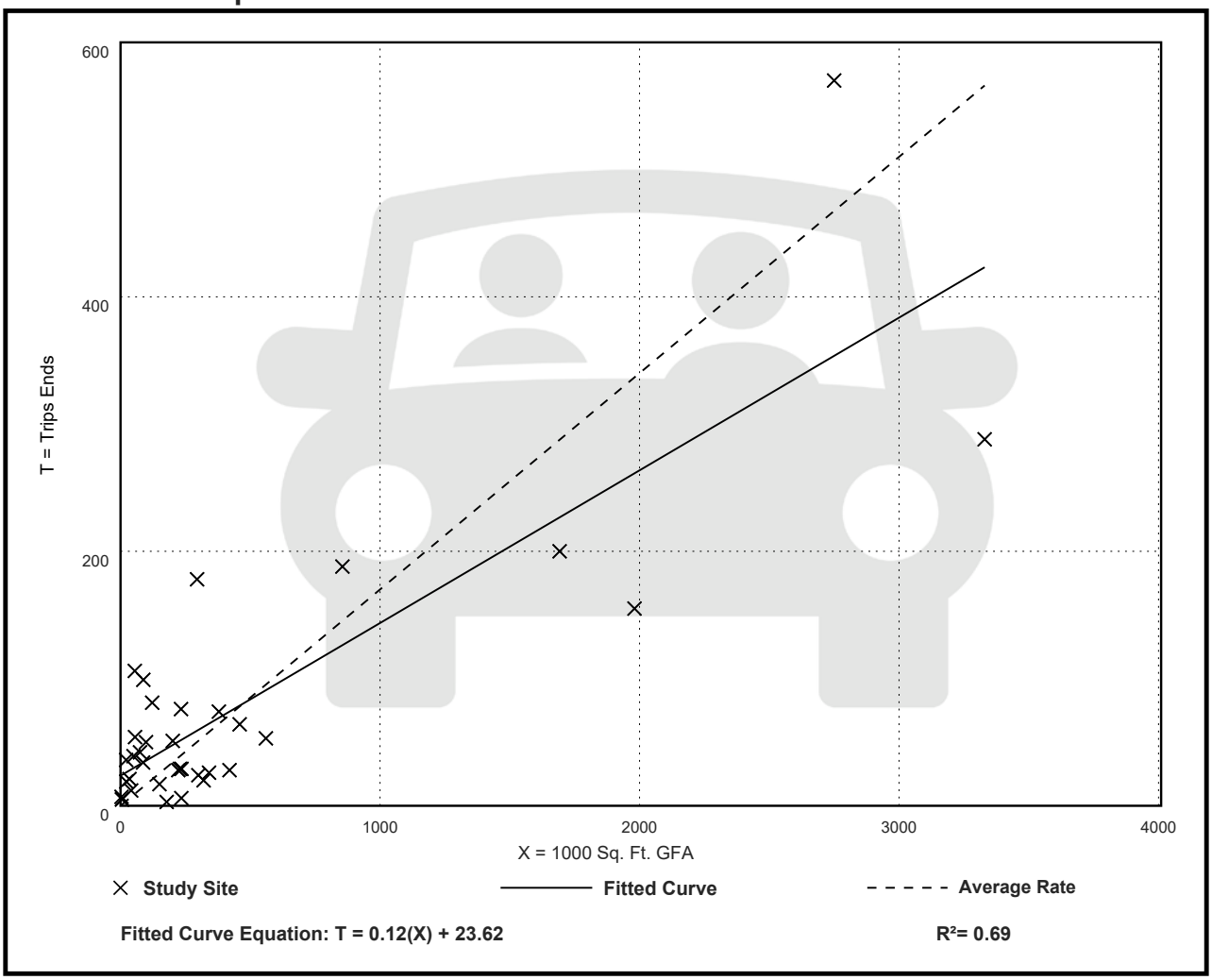
Warehousing
(150)

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



Fitted Curve Equation: T = 0.12(X) + 23.62

R^2= 0.69

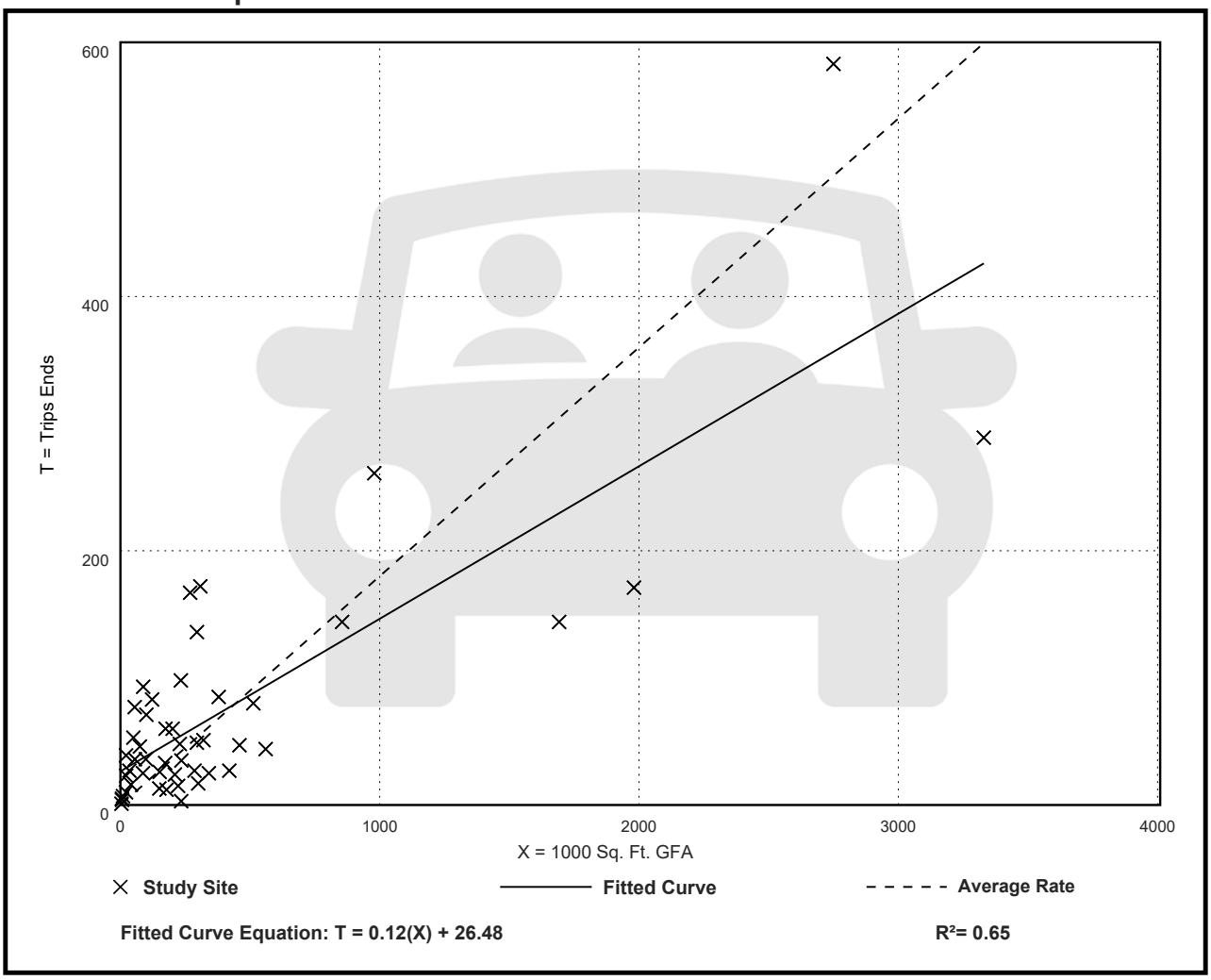
Warehousing
(150)

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



Automobile Sales (New)
(840)

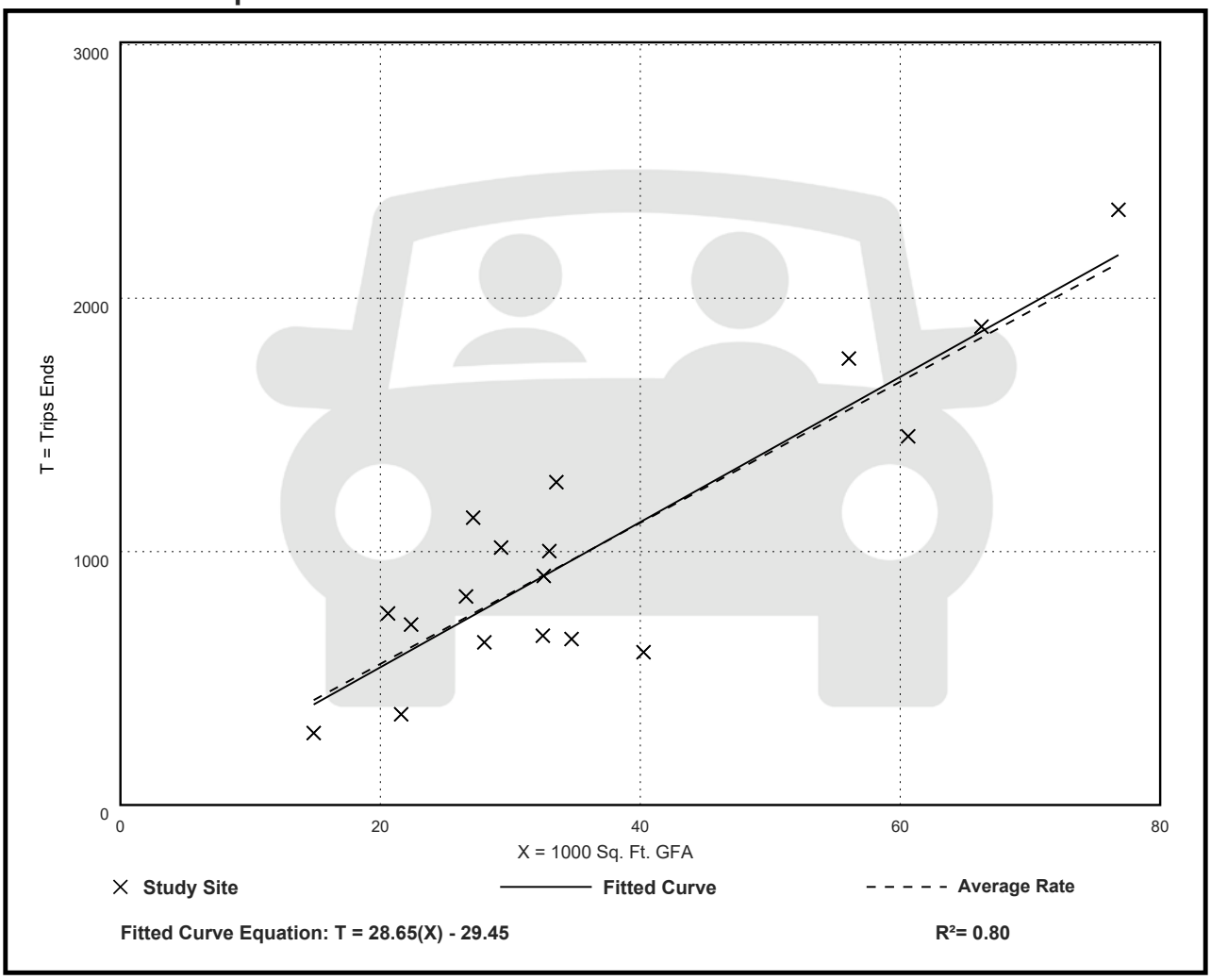
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 36
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.84	14.98 - 41.78	7.01

Data Plot and Equation



Fitted Curve Equation: T = 28.65(X) - 29.45

R^2= 0.80

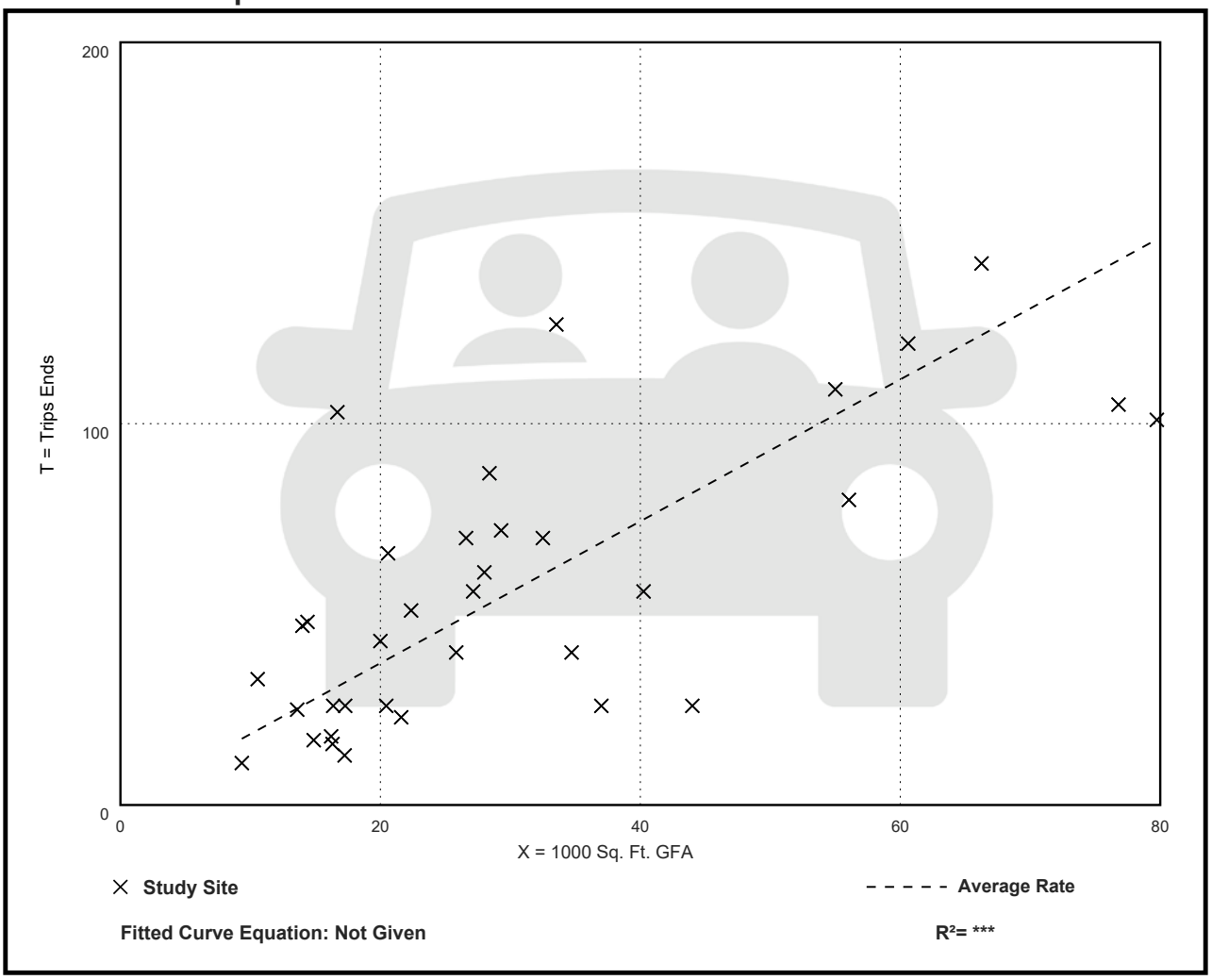
Automobile Sales (New)
(840)

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: 35
Avg. 1000 Sq. Ft. GFA: 30
Directional Distribution: 73% entering, 27% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.86	0.59 - 6.17	0.94

Data Plot and Equation



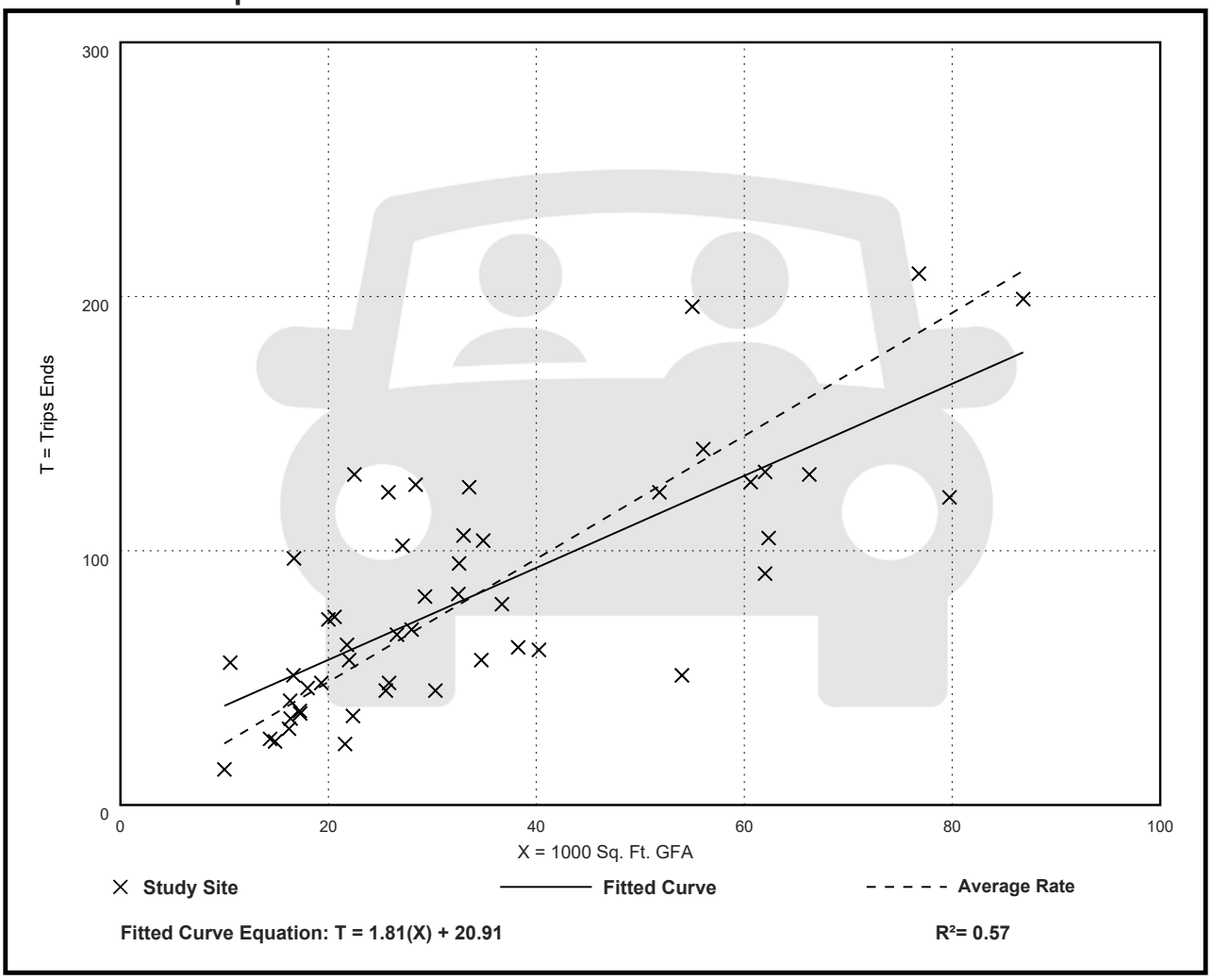
Automobile Sales (New)
(840)

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: 50
Avg. 1000 Sq. Ft. GFA: 34
Directional Distribution: 40% entering, 60% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.42	0.94 - 5.81	0.98

Data Plot and Equation

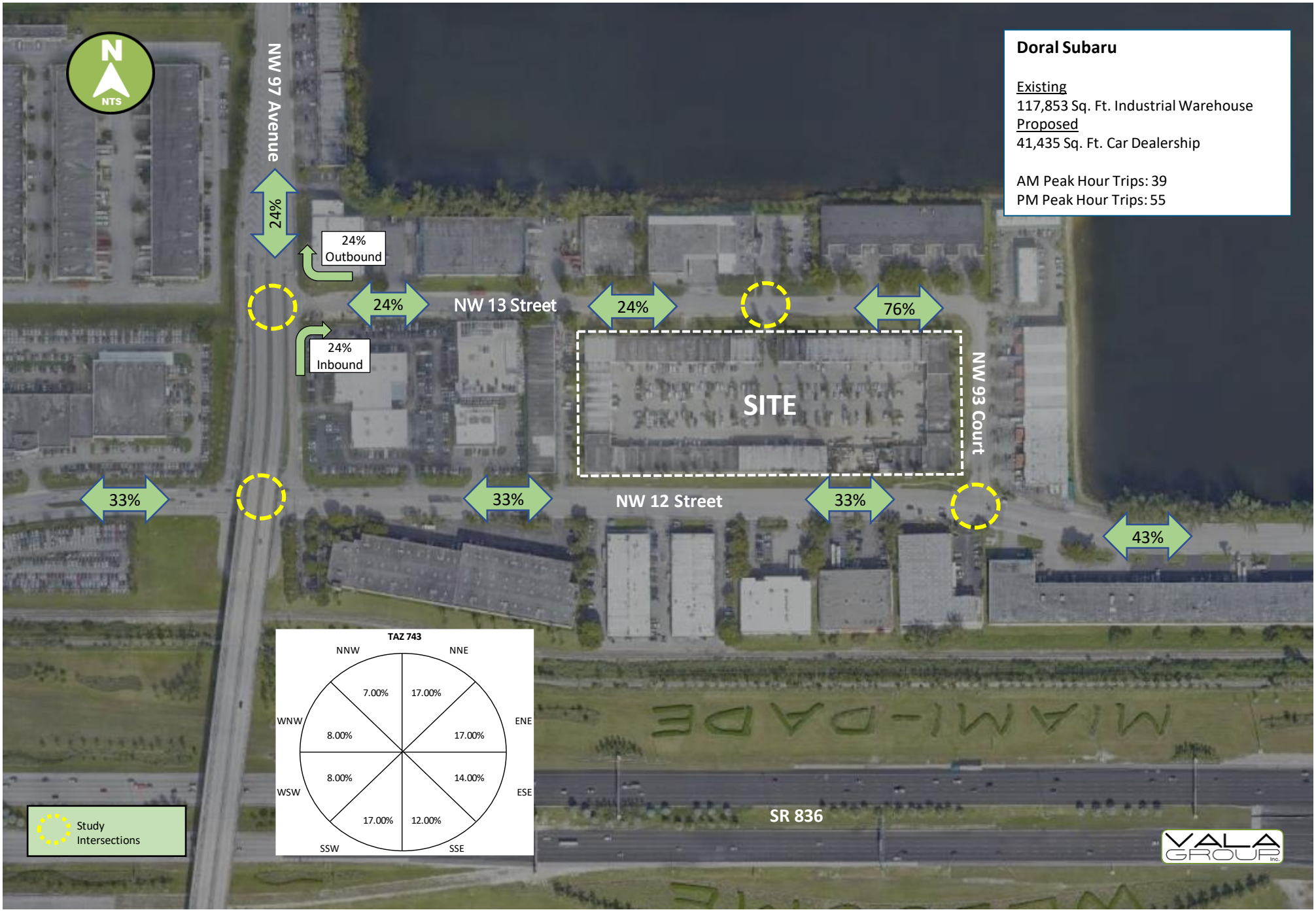


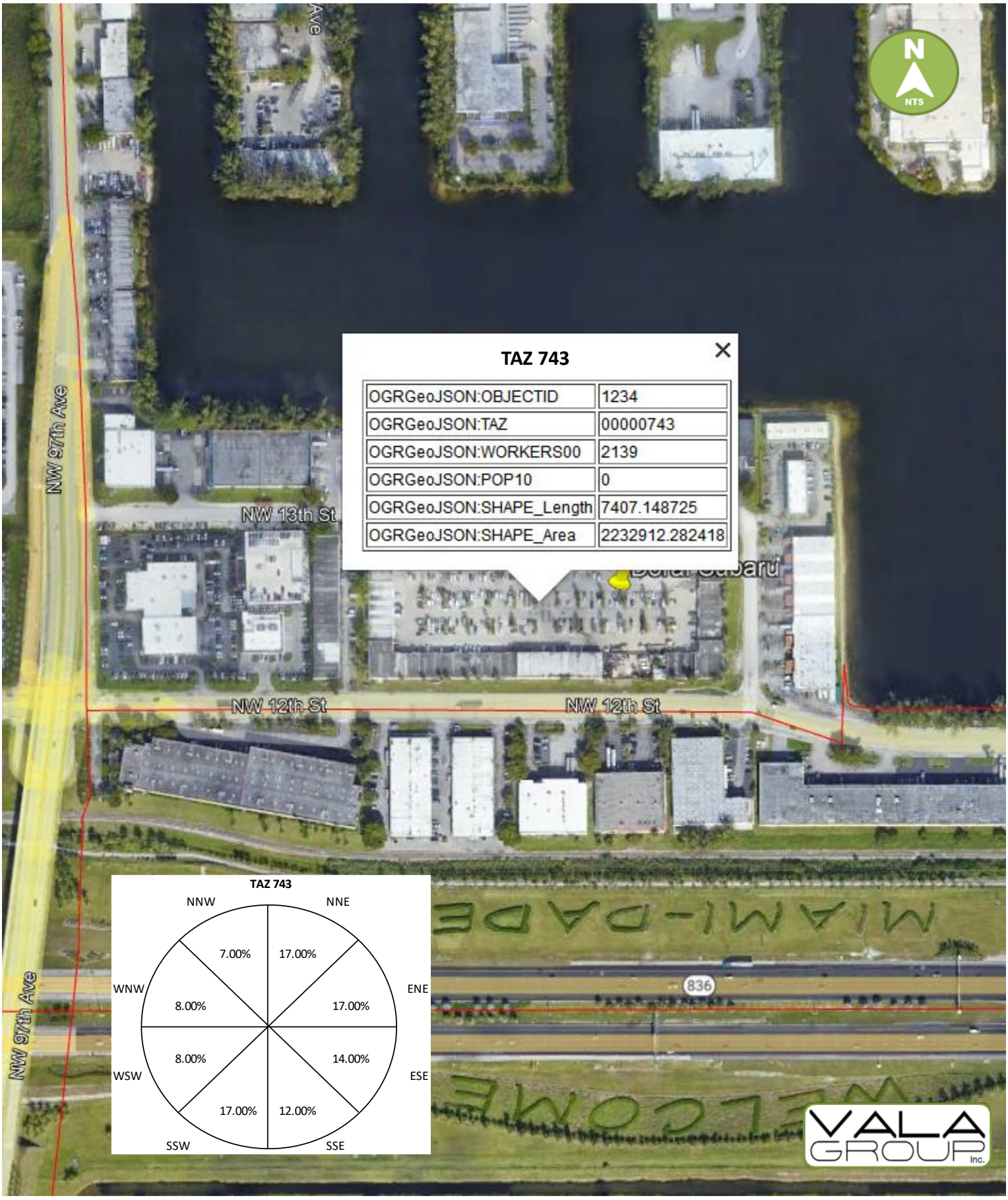
Fitted Curve Equation: T = 1.81(X) + 20.91

R^2= 0.57

ATTACHMENT D

Project Distribution Figure & TAZ Data


N
NTS
NW 97 Avenue
24%
24% Outbound
24% Inbound
24%
NW 13 Street
24%
76%
SITE
NW 93 Court
33%
33%
NW 12 Street
33%
43%
TAZ 743
NNW
NNE
7.00%
17.00%
WNW
ENE
8.00%
17.00%
8.00%
14.00%
WSW
ESE
17.00%
12.00%
SSW
SSE
Study Intersections
SR 836
MIAMI-DADE
Doral Subaru
Existing
117,853 Sq. Ft. Industrial Warehouse
Proposed
41,435 Sq. Ft. Car Dealership
AM Peak Hour Trips: 39
PM Peak Hour Trips: 55
VALA GROUP Inc.



TAZ 743

OGRGeoJSON:OBJECTID	1234
OGRGeoJSON:TAZ	00000743
OGRGeoJSON:WORKERS00	2139
OGRGeoJSON:POP10	0
OGRGeoJSON:SHAPE_Length	7407.148725
OGRGeoJSON:SHAPE_Area	2232912.282418

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	
729	3629	Trips	206	206	329	286	297	68	17	104	1,531
729	3629	Percent	13.6	13.6	21.7	18.9	19.6	4.5	1.1	6.9	
730	3630	Trips	250	220	415	302	422	177	53	112	1,996
730	3630	Percent	12.8	11.3	21.3	15.5	21.6	9.0	2.7	5.7	
731	3631	Trips	517	596	813	813	681	19	142	298	4,043
731	3631	Percent	13.3	15.4	21.0	21.0	17.6	0.5	3.7	7.7	
732	3632	Trips	863	867	1,444	1,380	340	17	-	208	5,260
732	3632	Percent	16.9	16.9	28.2	27.0	6.6	0.3	-	4.1	
733	3633	Trips	657	803	931	996	595	26	0	138	4,206
733	3633	Percent	15.9	19.4	22.5	24.0	14.4	0.6	-	3.3	
734	3634	Trips	532	581	702	597	340	100	38	244	3,173
734	3634	Percent	17.0	18.5	22.4	19.0	10.8	3.2	1.2	7.8	
735	3635	Trips	722	684	766	699	1,015	154	138	316	4,610
735	3635	Percent	16.1	15.2	17.1	15.6	22.6	3.4	3.1	7.0	
736	3636	Trips	1,697	1,373	1,827	1,418	1,874	868	296	810	10,504
736	3636	Percent	16.7	13.5	18.0	14.0	18.4	8.5	2.9	8.0	
737	3637	Trips	210	194	246	220	246	18	5	111	1,250
737	3637	Percent	16.8	15.5	19.7	17.6	19.7	1.4	0.4	8.9	
738	3638	Trips	1,072	634	807	1,102	570	57	0	84	4,343
738	3638	Percent	24.8	14.7	18.7	25.5	13.2	1.3	-	2.0	
739	3639	Trips	168	172	225	204	131	10	11	46	966
739	3639	Percent	17.4	17.9	23.3	21.1	13.5	1.0	1.1	4.8	
740	3640	Trips	1,694	1,965	2,149	2,006	1,841	869	60	951	11,735
740	3640	Percent	14.7	17.0	18.6	17.4	16.0	7.5	0.5	8.3	
741	3641	Trips	984	889	1,179	697	1,262	612	86	485	6,358
741	3641	Percent	15.9	14.4	19.0	11.3	20.4	9.9	1.4	7.8	
742	3642	Trips	1,389	1,121	973	1,058	1,476	277	439	484	7,275
742	3642	Percent	19.3	15.5	13.5	14.7	20.5	3.8	6.1	6.7	
743	3643	Trips	2,026	1,818	1,612	1,335	1,850	999	869	824	11,561
743	3643	Percent	17.9	16.0	14.2	11.8	16.3	8.8	7.7	7.3	
744	3644	Trips	612	601	486	536	500	279	140	261	3,448
744	3644	Percent	17.9	17.6	14.2	15.7	14.6	8.2	4.1	7.6	
745	3645	Trips	508	630	487	467	554	260	266	311	3,503
745	3645	Percent	14.6	18.1	14.0	13.4	15.9	7.5	7.6	8.9	
746	3646	Trips	1,885	1,270	1,464	1,555	1,879	1,365	896	848	11,365
746	3646	Percent	16.9	11.4	13.1	13.9	16.8	12.2	8.0	7.6	
747	3647	Trips	632	509	426	291	584	339	160	209	3,161
747	3647	Percent	20.1	16.2	13.5	9.3	18.6	10.8	5.1	6.6	
748	3648	Trips	922	672	527	356	950	400	385	460	4,696
748	3648	Percent	19.7	14.4	11.3	7.6	20.3	8.6	8.2	9.9	
749	3649	Trips	1,677	1,314	810	659	1,498	752	635	1,068	8,585
749	3649	Percent	19.9	15.6	9.6	7.8	17.8	8.9	7.6	12.7	
750	3650	Trips	94	36	79	44	69	30	21	58	432
750	3650	Percent	21.8	8.4	18.4	10.1	16.1	7.0	4.8	13.5	
751	3651	Trips	1,985	2,126	1,446	1,303	2,050	1,602	1,153	1,717	13,747
751	3651	Percent	14.8	15.9	10.8	9.7	15.3	12.0	8.6	12.8	
752	3652	Trips	458	612	391	247	515	499	333	509	3,577
752	3652	Percent	12.9	17.2	11.0	6.9	14.4	14.0	9.3	14.3	
753	3653	Trips	651	712	409	250	736	645	309	693	4,416
753	3653	Percent	14.8	16.2	9.3	5.7	16.7	14.6	7.0	15.7	
754	3654	Trips	19,813	17,560	21,518	15,301	15,993	15,902	7,688	17,486	138,365
754	3654	Percent	15.1	13.4	16.4	11.7	12.2	12.1	5.9	13.3	

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	
729	3629	Trips	249	239	389	323	304	51	11	150	1,732
729	3629	Percent	14.5	13.9	22.7	18.8	17.7	3.0	0.7	8.7	
730	3630	Trips	404	346	547	340	446	125	54	98	2,443
730	3630	Percent	17.1	14.7	23.2	14.4	18.9	5.3	2.3	4.2	
731	3631	Trips	802	801	1,149	836	870	31	68	239	4,935
731	3631	Percent	16.7	16.7	24.0	17.4	18.1	0.7	1.4	5.0	
732	3632	Trips	1,028	997	1,435	1,272	520	15	-	195	5,529
732	3632	Percent	18.8	18.3	26.3	23.3	9.5	0.3	-	3.6	
733	3633	Trips	809	879	1,120	973	682	18	2	108	4,712
733	3633	Percent	17.6	19.2	24.4	21.2	14.9	0.4	0.0	2.4	
734	3634	Trips	726	836	1,152	828	770	63	22	230	4,742
734	3634	Percent	15.7	18.1	24.9	17.9	16.6	1.4	0.5	5.0	
735	3635	Trips	1,095	1,008	1,264	967	1,284	188	81	304	6,472
735	3635	Percent	17.7	16.3	20.4	15.6	20.8	3.0	1.3	4.9	
736	3636	Trips	1,499	1,431	2,076	1,307	1,801	753	97	803	10,015
736	3636	Percent	15.4	14.7	21.3	13.4	18.4	7.7	1.0	8.2	
737	3637	Trips	291	322	288	298	415	17	7	101	1,768
737	3637	Percent	16.7	18.5	16.6	17.1	23.9	1.0	0.4	5.8	
738	3638	Trips	1,407	789	919	1,297	828	78	0	109	5,439
738	3638	Percent	25.9	14.5	16.9	23.9	15.3	1.4	-	2.0	
739	3639	Trips	209	203	315	347	245	14	12	46	1,390
739	3639	Percent	15.0	14.6	22.7	24.9	17.6	1.0	0.9	3.3	
740	3640	Trips	2,241	2,423	2,600	2,497	2,229	1,067	50	860	14,254
740	3640	Percent	16.0	17.4	18.6	17.9	16.0	7.6	0.4	6.2	
741	3641	Trips	1,181	1,308	1,490	948	1,410	825	55	532	7,972
741	3641	Percent	15.2	16.9	19.2	12.2	18.2	10.6	0.7	6.9	
742	3642	Trips	2,332	2,205	2,003	1,684	2,465	441	1,041	872	13,375
742	3642	Percent	17.9	16.9	15.4	12.9	18.9	3.4	8.0	6.7	
743	3643	Trips	1,935	2,112	1,787	1,488	2,028	756	952	844	12,037
743	3643	Percent	16.3	17.8	15.0	12.5	17.0	6.4	8.0	7.1	
744	3644	Trips	785	753	622	577	664	344	258	347	4,374
744	3644	Percent	18.0	17.3	14.3	13.3	15.3	7.9	5.9	8.0	
745	3645	Trips	796	929	631	534	850	405	297	451	4,910
745	3645	Percent	16.3	19.0	12.9	10.9	17.4	8.3	6.1	9.2	
746	3646	Trips	1,939	1,625	1,659	1,661	1,943	1,259	938	1,026	12,279
746	3646	Percent	16.1	13.5	13.8	13.8	16.1	10.5	7.8	8.5	
747	3647	Trips	723	721	598	480	780	310	234	375	4,233
747	3647	Percent	17.1	17.1	14.2	11.4	18.5	7.3	5.6	8.9	
748	3648	Trips	925	813	933	606	1,036	370	472	636	5,811
748	3648	Percent	16.0	14.1	16.1	10.5	17.9	6.4	8.2	11.0	
749	3649	Trips	1,660	1,646	1,413	913	1,821	988	831	1,403	10,796
749	3649	Percent	15.6	15.4	13.2	8.6	17.1	9.3	7.8	13.1	
750	3650	Trips	59	70	104	44	81	42	33	67	500
750	3650	Percent	11.8	13.9	20.7	8.9	16.3	8.3	6.6	13.5	
751	3651	Trips	1,966	2,434	1,919	1,389	2,530	1,689	1,339	2,033	15,704
751	3651	Percent	12.9	15.9	12.5	9.1	16.5	11.0	8.8	13.3	
752	3652	Trips	1,073	1,312	1,067	600	1,533	1,205	848	1,294	9,032
752	3652	Percent	12.0	14.7	12.0	6.7	17.2	13.5	9.5	14.5	
753	3653	Trips	791	1,075	602	297	964	887	458	1,002	6,108
753	3653	Percent	13.0	17.7	9.9	4.9	15.9	14.6	7.5	16.5	
754	3654	Trips	24,420	25,355	33,077	21,756	22,758	19,473	12,587	23,592	190,277
754	3654	Percent	13.3	13.9	18.1	11.9	12.4	10.6	6.9	12.9	