



Public Works Traffic Analysis Comments

Date: 3-17-2026

Subject: 2020 NW 89 Pl

Permit: PLAN-2510-0113

Date Submitted: 2-27-2026

2nd Review

Results of the Review:



Approval Recommended

Doral Public Works Department has completed its review of the Traffic Analysis prepared by Thomas A. Hall, Inc. for the construction of a new refrigerated industrial Warehouse at 2020 NW 89th Pl. The existing land use is General Office Building. The proposed redevelopment will consist of the construction of a single-story, 20,232-square-foot, warehouse (including 700 square feet of office as ancillary use). An existing 28,049-square-foot is to remain on site immediately north of the proposed new warehouse facility.

The Public Works Department recommends approval pending satisfactorily addressing the comments below prior to issuance of building permit:

- Modifications to the approved Land use will require a revised Traffic Analysis.
- 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.

Thomas A. Hall, Inc.
1355 Adams Street
Hollywood, FL 33019
954-288-4447
tomhall1234@gmail.com

September 18, 2025

Peter Blitstein
Blitstein Design Architects
34 Giralda Avenue
Coral Gables, FL 33134

RE: Doral Warehouse Traffic Statement
Project No. 202421.03

Dear Peter:

Thomas A. Hall, Inc. has completed a traffic analysis for your project to construct a single-story, 20,006-square-foot, warehouse (including 1,200 square feet of office as an ancillary use) to be located at 2020 NW 89th Place in the City of Doral, Florida. The property's folio number is: 35-3033-010-0010.

Based on a copy of the project site plan (enclosed), it is understood that an existing 21,263-square-foot office building is to be replaced by the proposed warehouse. Note that an existing 28,500-square-foot warehouse is to remain on site immediately north of the proposed new warehouse facility. **Figure 1 – Project Site Location** shows the proposed development site.

Access to the development is via two, two-way, entrance/exit driveway connections to NW 89th Place. One driveway connection is in the northeast corner of the property and a second driveway connection is further south.

What follows is a summary of the project-related trips associated with the proposed redevelopment project.

Trip Generation

Using trip generation characteristics information obtained from the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 11th Edition, trip generation estimates for the proposed land use were completed. ITE Land Use Code 150 (Warehousing) and ITE Land Use Code 710 (General Office Building) were used for the existing land uses on the project site. ITE Land Use Code 150 (Warehousing) was used for the proposed land uses on the project site. Copies of the ITE trip generation characteristics information are enclosed.

Table 1 – Daily Trip Generation, Table 2 – AM Peak Hour Trip Generation, and Table 3 – PM Peak Hour Trip Generation, (enclosed) show the resulting daily, a.m. peak-hour, and p.m. peak-hour trips for the project. As the tables show, the proposed

Peter Blitstein
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project is expected to reduce project-related vehicle trips. The project is expected to generate 270 fewer new daily trips, 41 fewer new a.m. peak-hour trips, and 42 fewer new p.m. peak-hour trips.

Conclusion

Based on the analysis findings described in this traffic statement, the proposed new warehouse is expected to cause a reduction in project-related trips. The proposed project is expected to generate 270 fewer new daily trips, 41 fewer new a.m. peak-hour trips, and 42 fewer new p.m. peak-hour trips.

Should you have any questions or comments regarding these findings, please do not hesitate to contact this office.

Very truly yours,

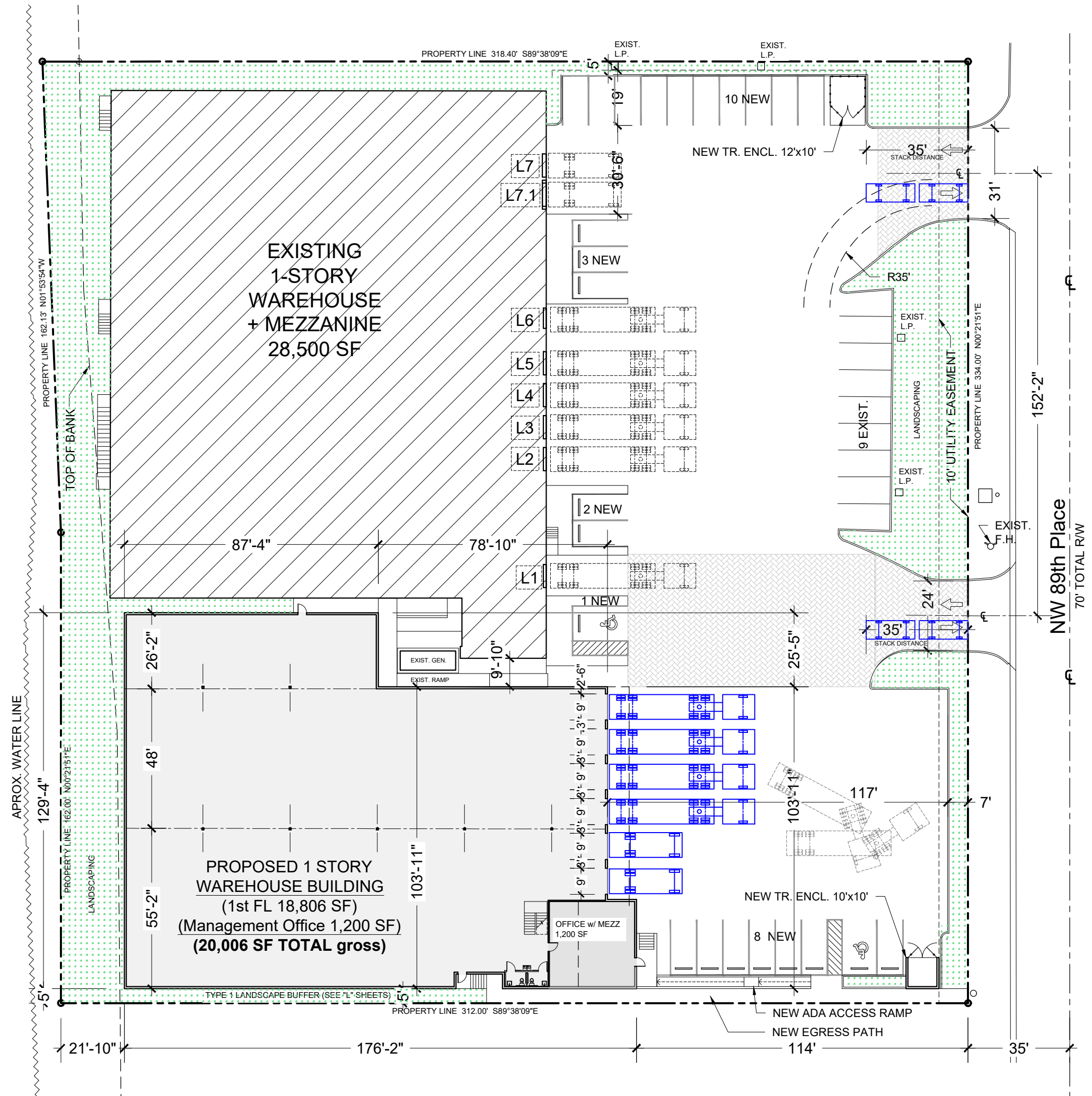
A handwritten signature in black ink, appearing to read 'Thomas A. Hall'.

Thomas A. Hall
President

TAH/kh

Enclosures

REQUIRED PARKING
33 SPACES



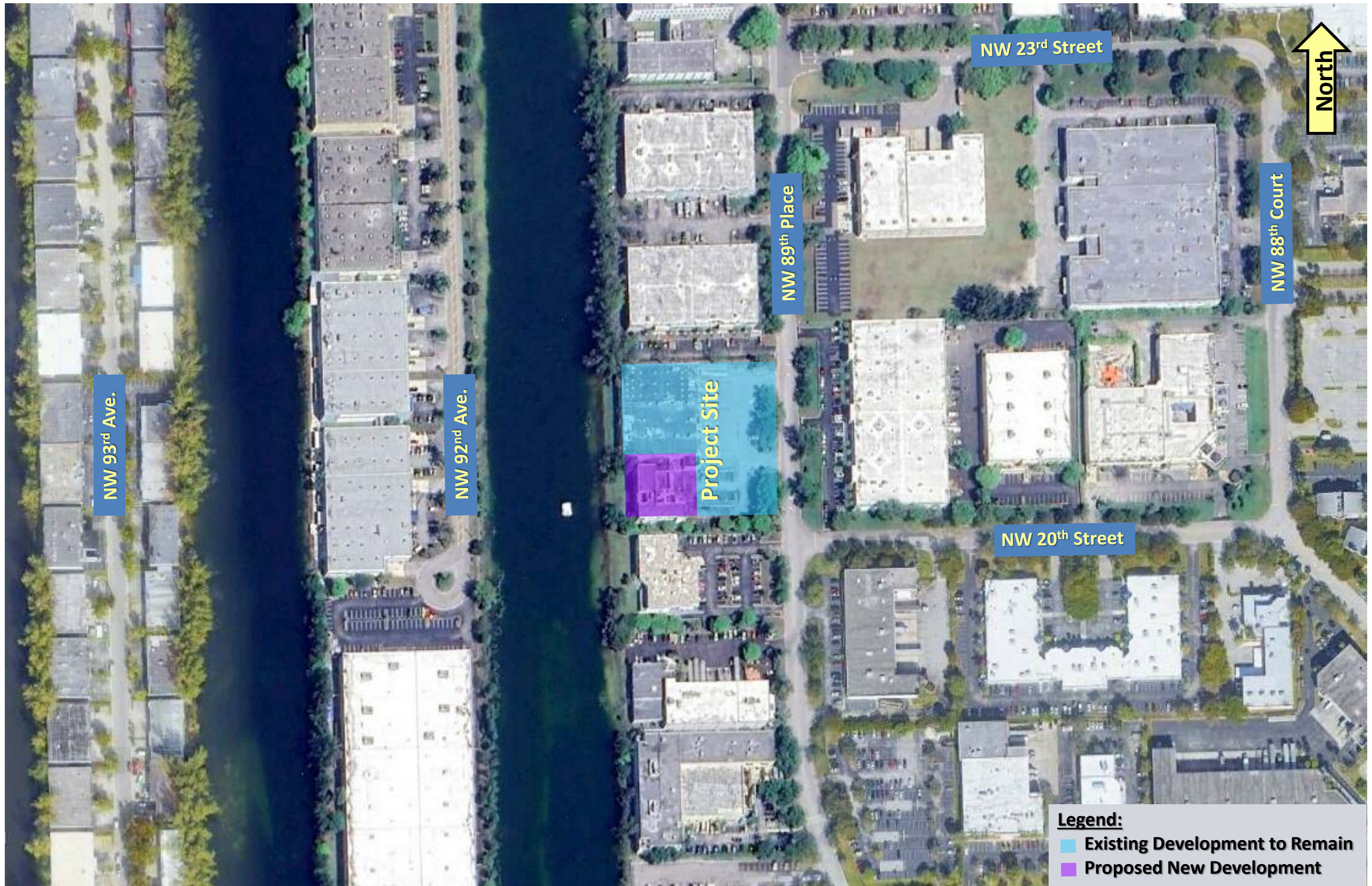


Figure 1 – Project Site Location
Doral Warehouse Traffic Statement
City of Doral

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

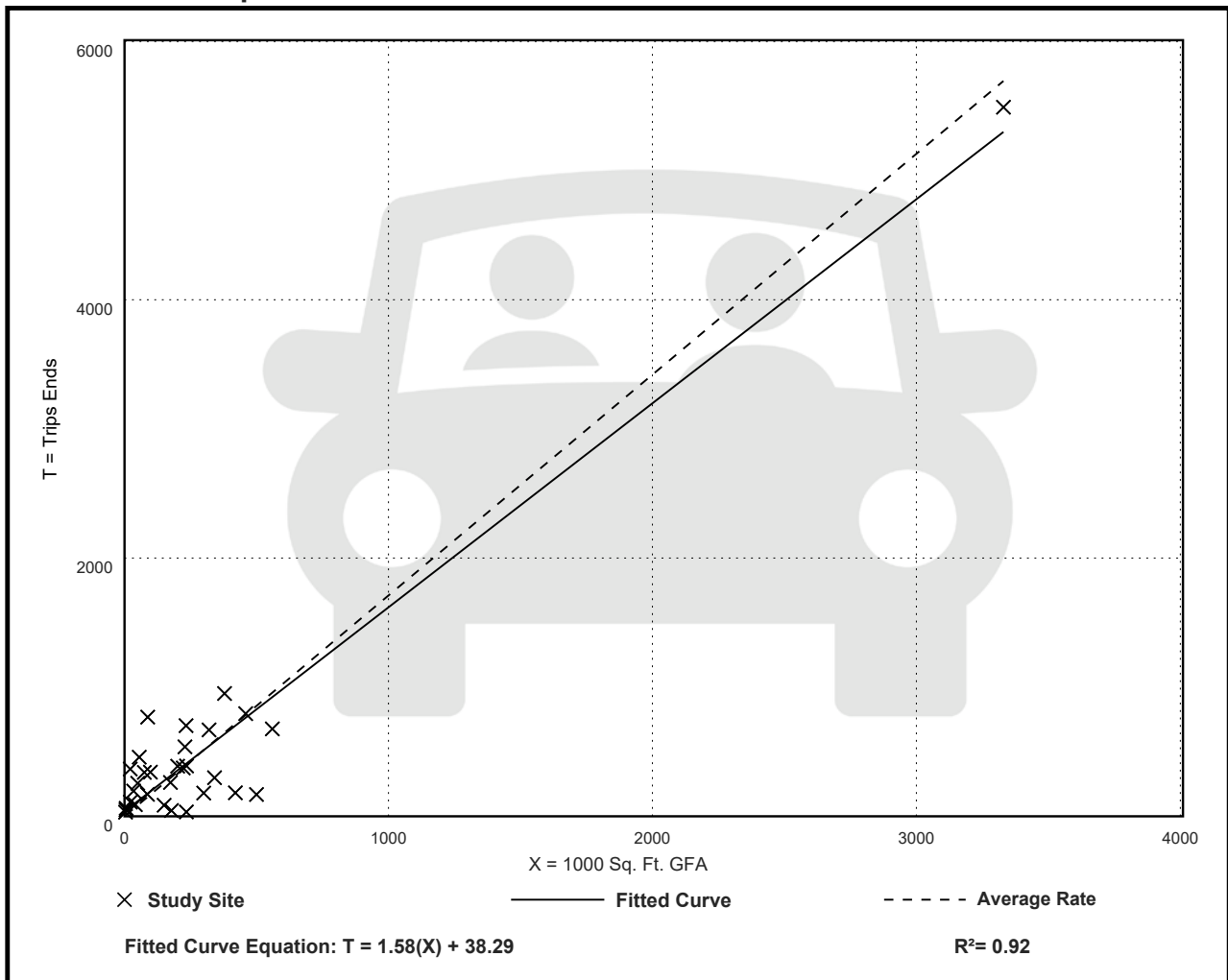
Avg. 1000 Sq. Ft. GFA: 292

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

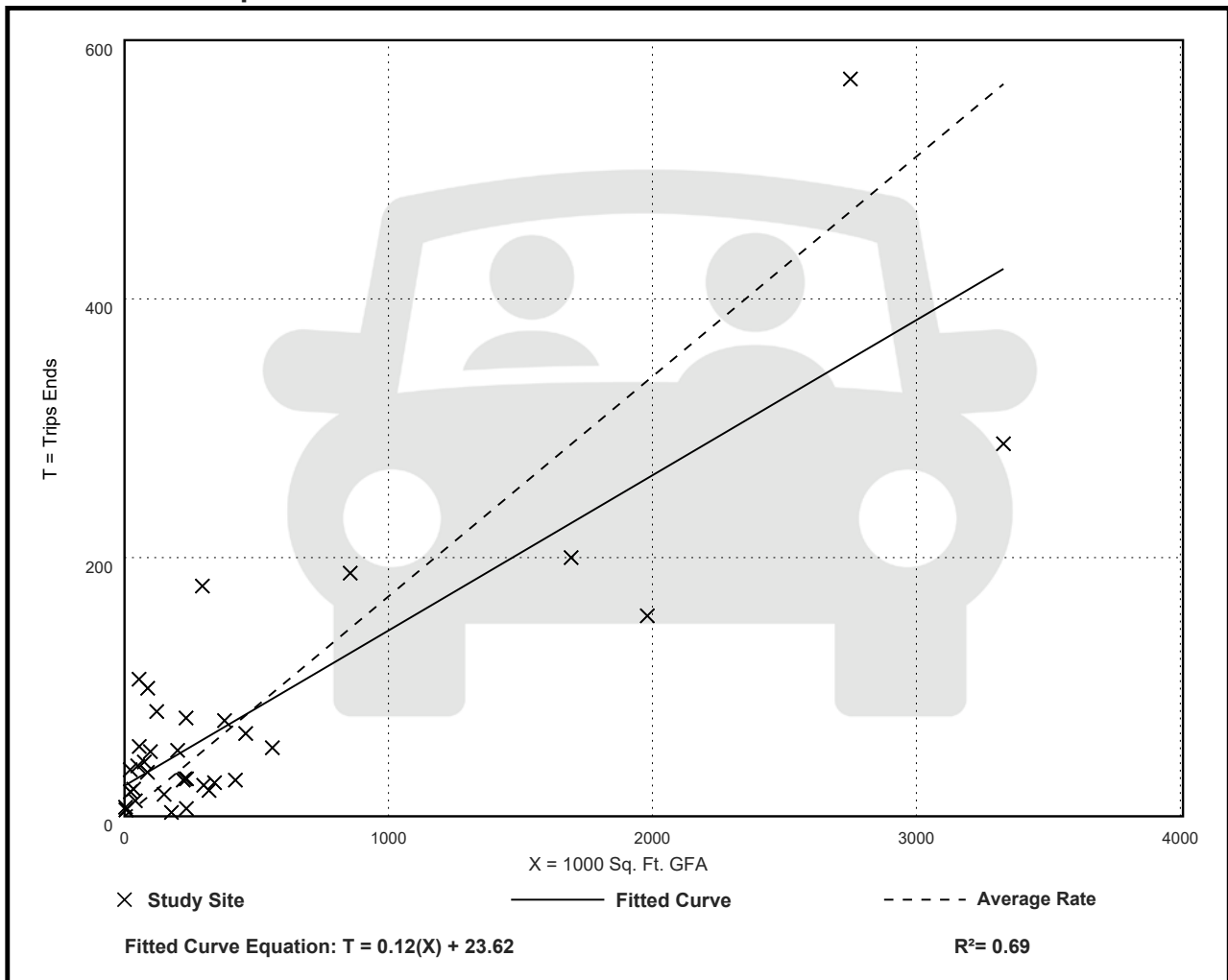
Avg. 1000 Sq. Ft. GFA: 448

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

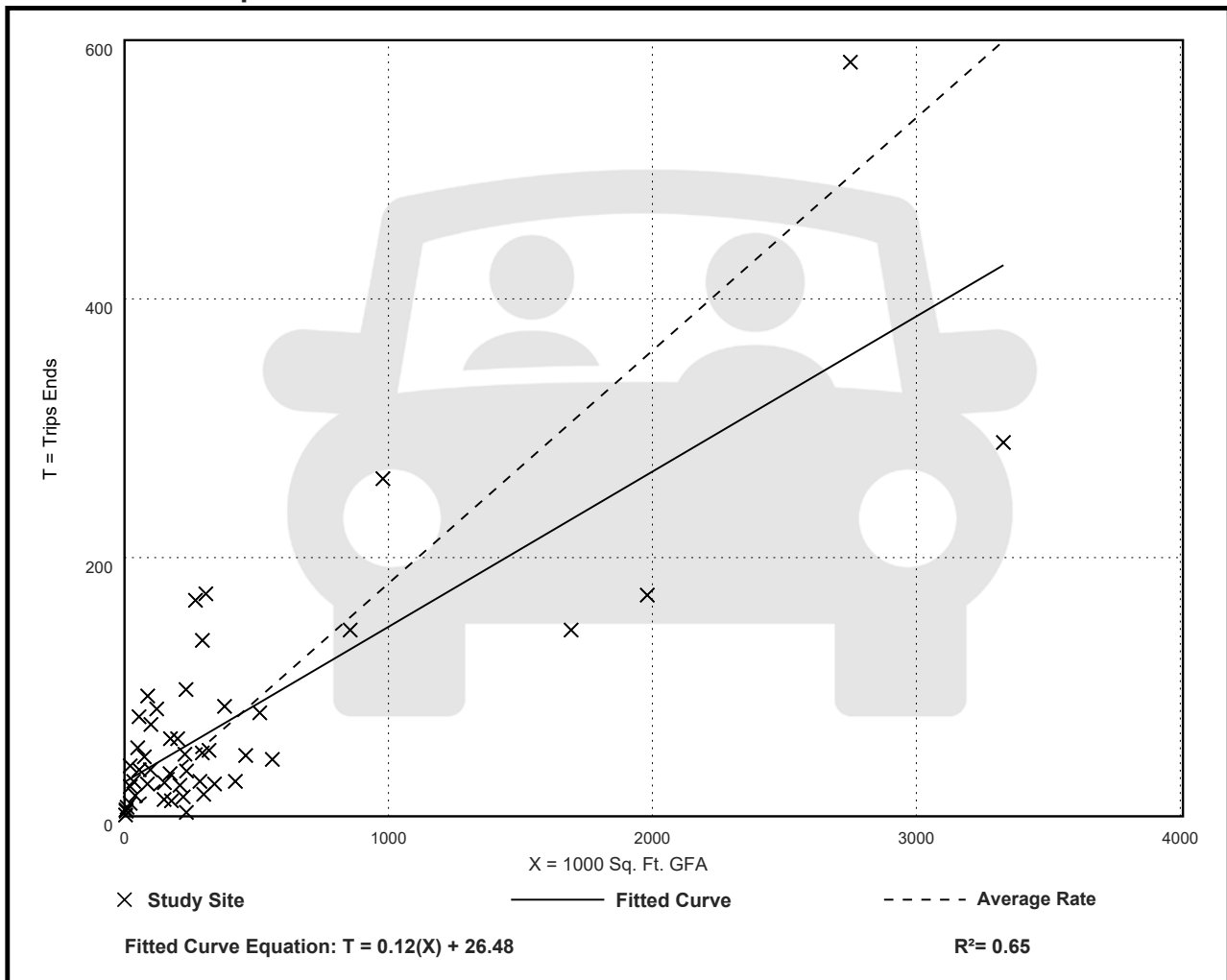
Avg. 1000 Sq. Ft. GFA: 400

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



Land Use: 710

General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

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

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

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

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

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN), Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

General Office Building (710)

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

Setting/Location: General Urban/Suburban

Number of Studies: 59

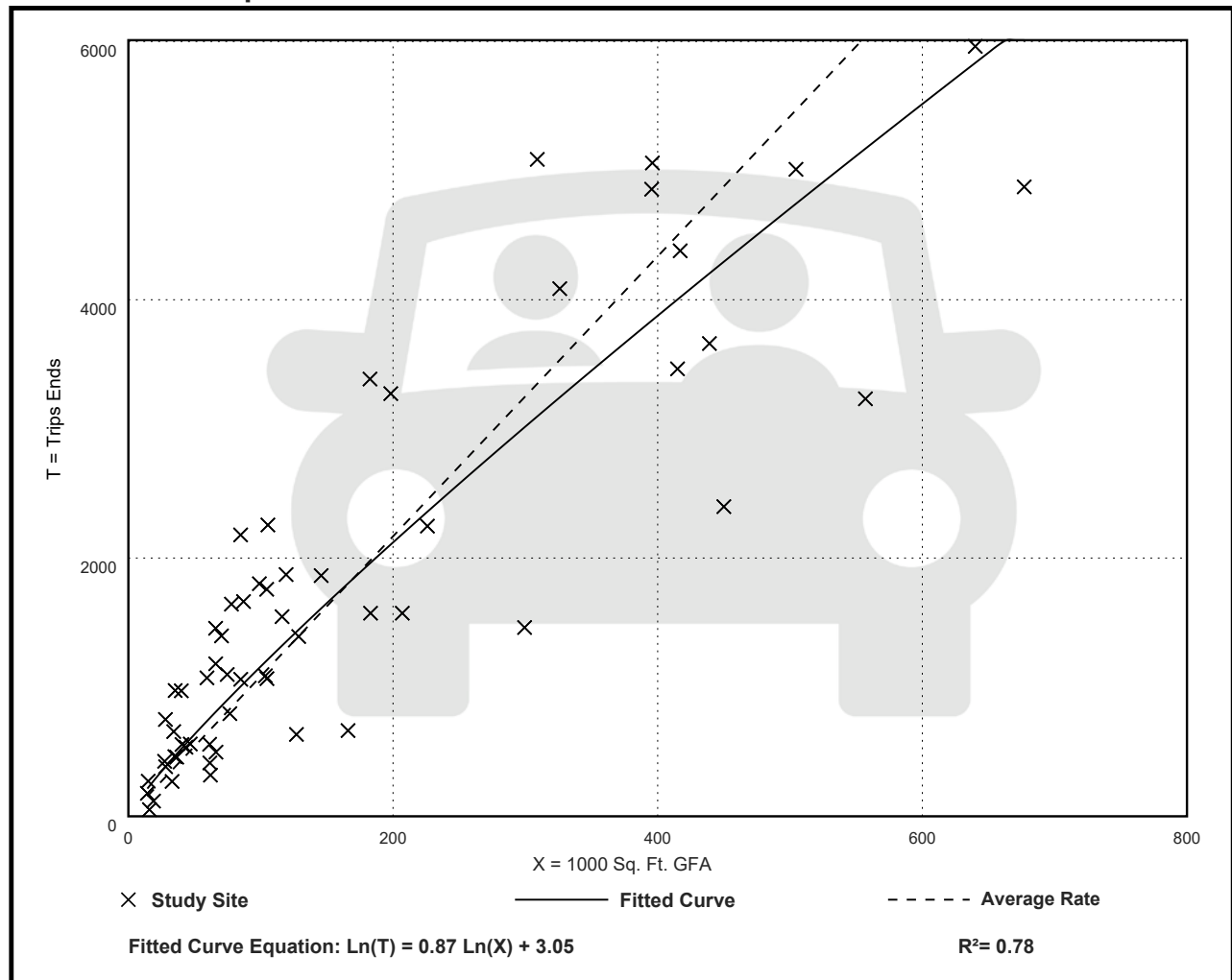
Avg. 1000 Sq. Ft. GFA: 163

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



General Office Building (710)

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: 221

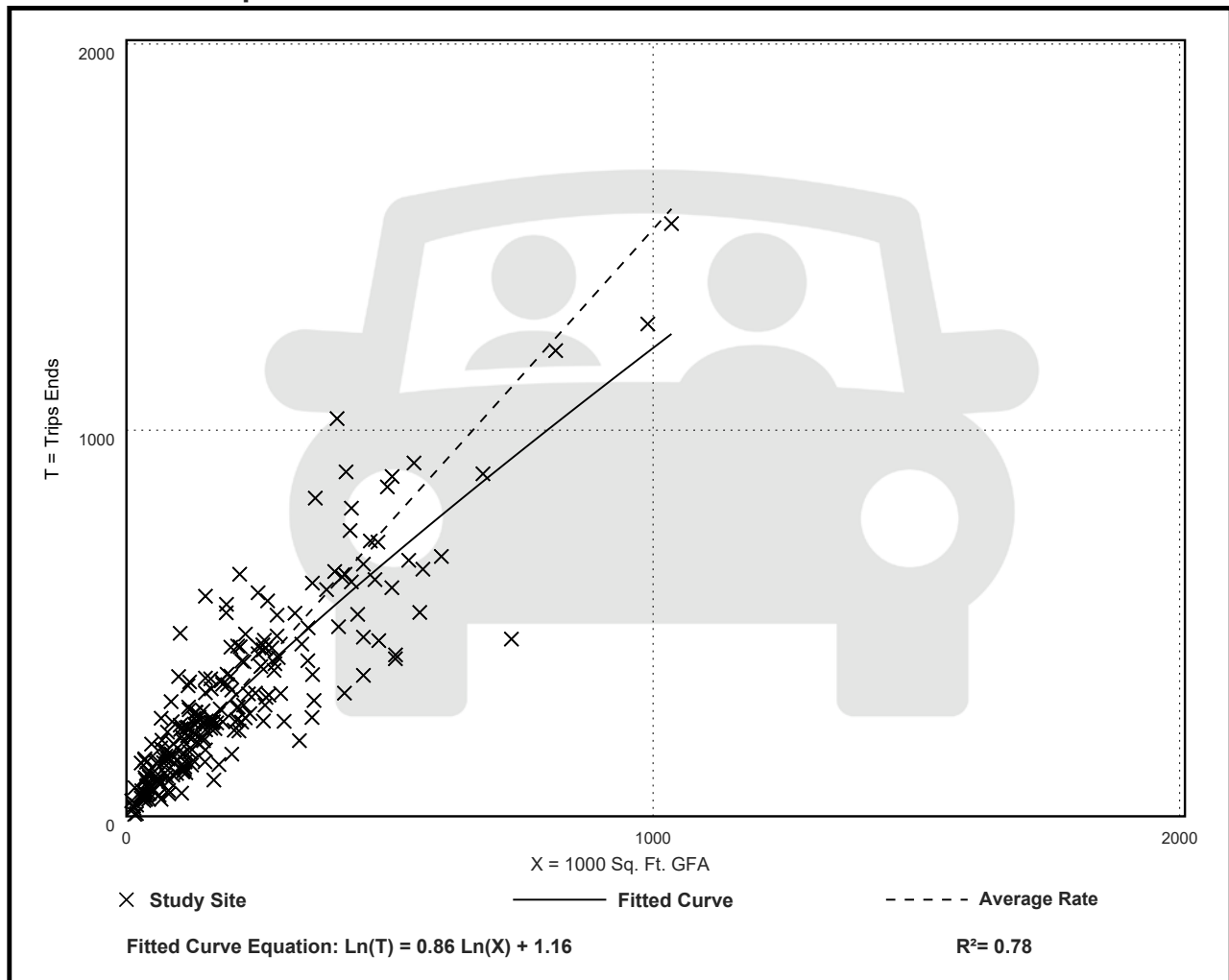
Avg. 1000 Sq. Ft. GFA: 201

Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



General Office Building (710)

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: 232

Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation

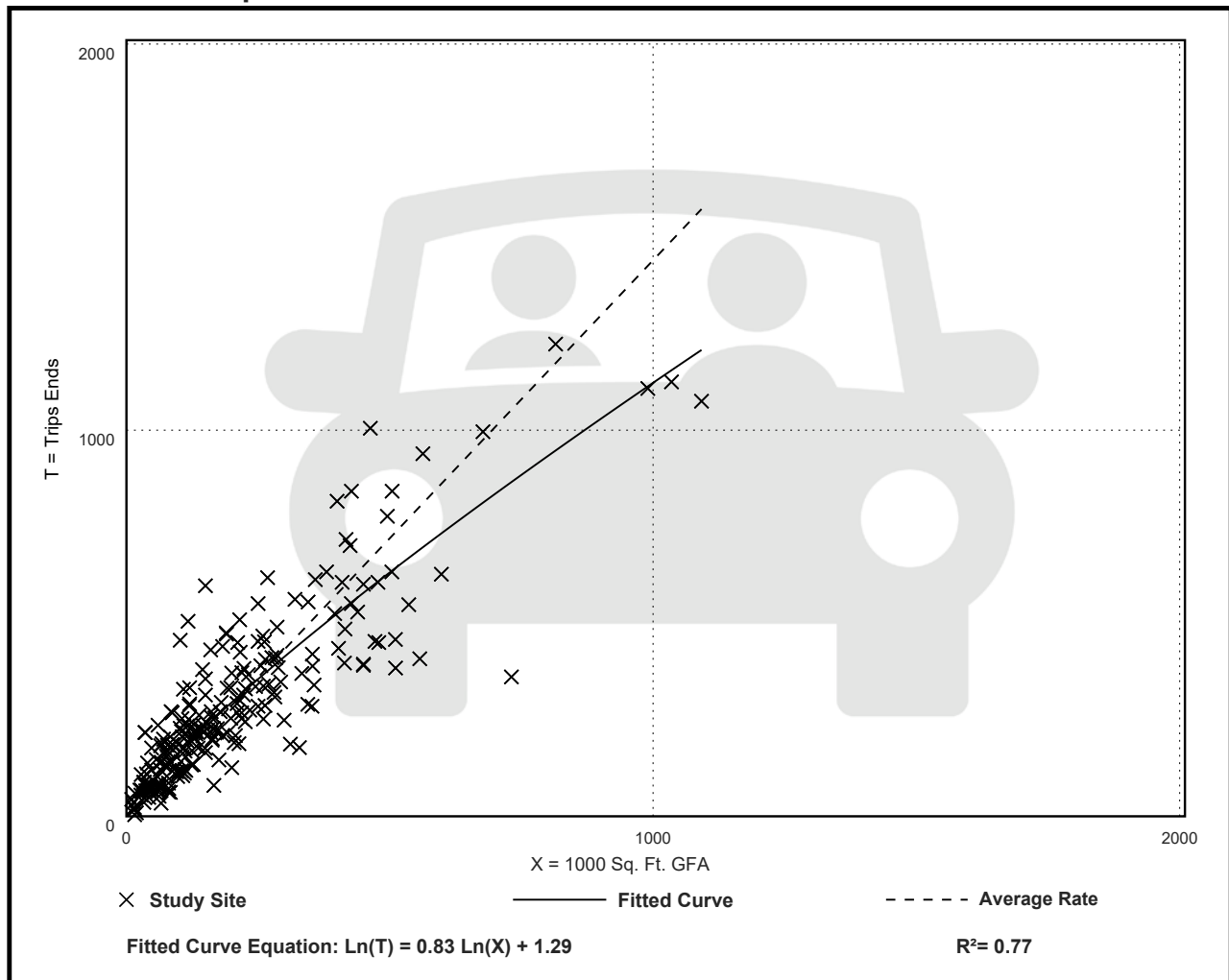


Table 1
Daily Trip Generation
Doral Warehouse Traffic Statement

Land Use	ITE Code	Intensity	Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Pass-by Trips	Adjusted Trips				
				In	Out	Total	In	%	Out	%	Total	In	Out	Total		In	Out	Total		
Existing Use																				
Warehousing	150	28,500	S.F.	T = 1.58(X) + 38.29 (50/50)	42	41	83	0	0%	0	0%	0	42	41	83	0	0.00%	42	41	83
General Office Building	710	21,263	S.F.	Ln(T) = 0.87 Ln(X) + 3.05 (50/50)	151	151	302	0	0%	0	0%	0	151	151	302	0	0.00%	151	151	302
Sub-Total					193	192	385	0		0		0	193	192	385	0		193	192	385
Proposed Use																				
Warehousing	150	48,506	S.F.	T = 1.58(X) + 38.29 (50/50)	57	58	115	0	0%	0	0%	0	57	58	115	0	0.00%	57	58	115
Sub-Total					57	58	115	0		0		0	57	58	115	0		57	58	115
Net New Trips					-136	-134	-270	0		0		0	-136	-134	-270	0		-136	-134	-270

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 2
AM Peak-Hour Trip Generation
Doral Warehouse Traffic Statement

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Pass-by Trips		Adjusted Trips		
					In	Out	Total	In	%	Out	%	Total	In	Out	Total			In	Out	Total
Existing Use																				
Warehousing	150	28,500	S.F.	T = 0.12(X) + 23.62 (77/23)	21	6	27	0	0%	0	0%	0	21	6	27	0	0.00%	21	6	27
General Office Building	710	21,263	S.F.	Ln(T) = 0.86 Ln(X) + 1.16 (88/12)	39	5	44	0	0%	0	0%	0	39	5	44	0	0.00%	39	5	44
Sub-Total					60	11	71	0		0		0	60	11	71	0		60	11	71
Proposed Use																				
Warehousing	150	48,506	S.F.	T = 0.12(X) + 23.62 (77/23)	23	7	30	0	0%	0	0%	0	23	7	30	0	0.00%	23	7	30
Sub-Total					23	7	30	0		0		0	23	7	30	0		23	7	30
New New Trips					-37	-4	-41	0		0		0	-37	-4	-41	0		-37	-4	-41

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.

Table 3
PM Peak-Hour Trip Generation
Doral Warehouse Traffic Statement

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips					Adjusted Trips			Pass-by Trips		Adjusted Trips		
					In	Out	Total	In	%	Out	%	Total	In	Out	Total			In	Out	Total
Existing Use																				
Warehousing	150	28,500	S.F.	T = 0.12(X) + 26.48 (28/72)	8	22	30	0	0%	0	0%	0	8	22	30	0	0.00%	8	22	30
General Office Building	710	21,263	S.F.	Ln(T) = 0.86 Ln(X) + 1.16 (88/12)	39	5	44	0	0%	0	0%	0	39	5	44	0	0.00%	39	5	44
Sub-Total					47	27	74	0		0		0	47	27	74	0		47	27	74
Proposed Use																				
Warehousing	150	48,506	S.F.	T = 0.12(X) + 26.48 (28/72)	9	23	32	0	0%	0	0%	0	9	23	32	0	0.00%	9	23	32
Sub-Total					9	23	32	0		0		0	9	23	32	0		9	23	32
New New Trips					-38	-4	-42	0		0		0	-38	-4	-42	0		-38	-4	-42

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 11th Edition.