

September 21, 2018

Revised: December 5, 2018

Ms. Jessica A. Keller
Assistant Public Works Director
City of Coral Gables
Public Works Department
2800 SW 72 Ave
Miami, Florida 33155

RE: Trip Generation 100 Miracle Mile - #18116

Dear Ms. Keller,

David Plummer & Associates has performed a trip generation analysis for the 100 Miracle Mile development. The project is proposing to add 115 dwelling units, 4,236 SF of office, and 2,515 SF of retail to the existing 10,540 SF bank, and 15 residential dwelling units located at 100 Miracle Mile in Coral Gables, FL.

Trip generation calculations for the existing and proposed development were performed using *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*. ITE Land Use Codes (LUC) 221 (Multifamily Housing, Mid-rise), 222 (Multifamily Housing, High-rise), 820 (Shopping Center), 710 (General Office) and 911 (Walk-in bank) were utilized for the existing and proposed trip generation. It should be noted that ITE does not provide a daily rate for walk-in bank (LUC 911) but does provide a daily rate for drive-in bank (LUC 912). Therefore, a ratio of the pm peak hour of the adjacent street rates was applied to calculate a daily rate for walk-in bank (LUC 911).


As the proposed development plan will be mixed-use, incorporating retail, residential, and banking land uses an internalization matrix was used to establish the appropriate number of internal project trips. The ITE *Trip Generation Handbook*, 3rd Edition, provides internal capture rates for the am and pm peak hours.

ITE research shows that a certain percent of retail trips are “*pass-by*” trips. These are described as trips “attracted from the traffic passing the site on an adjacent street.” These are not new trips, but trips already using the existing roadway network that stop at the proposed use and go back to their original path. Consistent with the guidelines established in the ITE *Trip Generation Handbook*, 3rd Edition a 34% deduction was applied to the retail trips to account for pass-by. Based on U.S. Census Bureau data a 6.7% deduction was applied for other modes of transportation. Internalization and transit rates are included in Attachment A.

Table 1: Trip Generation Summary			
Development Plan	Total Weekday	A.M. Peak Hour	P.M. Peak Hour
Existing	667	5	126
Proposed	1,449	53	172
ΔTrips	782	48	46

As shown in Table 1, the results of the trip generation analysis indicate that the proposed redevelopment represents an increase of 782 daily, 48 am peak hour, and 46 pm peak hour trips. Detailed trip generation calculations are provided in Attachment A.

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

Sincerely,

 Juan Espinosa, PE

ATTACHMENT A

100 Miracle Mile Proposed

Proposed ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Walk-in Bank <i>Land Use Code: 911</i>	10,540 SF	587	-	-	-	56	72	128
Multifamily Housing (High-Rise) <i>Land Use Code: 222</i>	130 DU	724	12	37	49	32	21	53
Retail <i>Land Use Code: 820</i>	2,515 SF	96	1	1	2	5	5	10
Office <i>Land Use Code: 710</i>	4,236 SF	42	4	1	5	1	4	5
Total Gross Trips		1,449	17	39	56	94	102	196
Internalization		AM 0%	0	0	0	-5	-5	-10
		PM -5.1%						
Passby (Retail)		-34.0%	-	-	-	-1	-1	-2
Other Modes of Transportation		-6.7%	-1	-2	-3	-6	-6	-12
Net Proposed Trips			16	37	53	82	90	172

Existing

Proposed ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Walk-in Bank <i>Land Use Code: 911</i>	10,540 SF	587	-	-	-	56	72	128
Multifamily Housing (Mid-Rise) <i>Land Use Code: 221</i>	15 DU	80	1	4	5	4	3	7
Total Gross Trips		667	1	4	5	60	75	135
Internalization		AM 0%	0	0	0	0	0	0
		PM 0%						
Other Modes of Transportation		-6.7%	0	0	0	-4	-5	-9
Net Existing Trips			1	4	5	56	70	126

	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Proposed	1,449	16	37	53	82	90	172
Existing	667	1	4	5	56	70	126
Difference	782	15	33	48	26	20	46

¹ Based on ITE Trip Generation Manual, 10th Ed.

AM PEAK HOUR

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
222 - Multifamily Housing (High-Rise)	General	Dwelling Units	130	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	12	37	49
Data Source: ITE-TGM 10th Edition	Urban/Suburban				$T = 0.28(X) + 12.86$	24%	76%	
820 - Shopping Center	General	1000 Sq. Ft. GLA	2.52	Weekday, Peak Hour of Adjacent Street Traffic,	Average	1	1	2
Data Source: ITE-TGM 10th Edition	Urban/Suburban				0.94	62%	38%	
221 - Multifamily Housing (Mid-Rise)	General	Dwelling Units	15	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	1	4	5
Data Source: ITE-TGM 10th Edition	Urban/Suburban				$\ln(T) = 0.98\ln(X) + -0.98$	26%	74%	
710 - General Office Building	General	1000 Sq. Ft. GFA	4.23	Weekday, Peak Hour of Adjacent Street Traffic,	Average	4	1	5
Data Source: ITE-TGM 10th Edition	Urban/Suburban				1.16	86%	14%	

PM PEAK HOUR

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
222 - Multifamily Housing (High-Rise)	General	Dwelling Units	130	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	32	21	53
Data Source: ITE-TGM 10th Edition	Urban/Suburban				$T = 0.34(X) + 8.56$	61%	39%	
820 - Shopping Center	General	1000 Sq. Ft. GLA	2.52	Weekday, Peak Hour of Adjacent Street Traffic,	Average	5	5	10
Data Source: ITE-TGM 10th Edition	Urban/Suburban				3.81	48%	52%	
221 - Multifamily Housing (Mid-Rise)	General	Dwelling Units	15	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	4	3	7
Data Source: ITE-TGM 10th Edition	Urban/Suburban				$\ln(T) = 0.96\ln(X) + -0.63$	61%	39%	
911 - Walk-In Bank	General	1000 Sq. Ft. GFA	10.54	Weekday, Peak Hour of Adjacent Street Traffic,	Average	56	72	128
Data Source: ITE-TGM 10th Edition	Urban/Suburban				12.13	44%	56%	
912 - Drive-in Bank	General	1000 Sq. Ft. GFA	10.54	Weekday, Peak Hour of Adjacent Street	Average	108	108	216
Data Source: ITE-TGM 10th Edition	Urban/Suburban				20.45	50%	50%	
710 - General Office Building	General	1000 Sq. Ft. GFA	4.23	Weekday, Peak Hour of Adjacent Street Traffic,	Average	1	4	5
Data Source: ITE-TGM 10th Edition	Urban/Suburban				1.15	16%	84%	

DAILY

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
912 - Drive-in Bank	General	1000 Sq. Ft. GFA	10.54	Weekday	Best Fit (LIN)	495	495	990
Data Source: ITE-TGM 10th Edition	Urban/Suburban				$T = 82.87(X) + 117.10$	50%	50%	
222 - Multifamily Housing (High-Rise)	General	Dwelling Units	130	Weekday	Best Fit (LIN)	362	362	724
Data Source: ITE-TGM 10th Edition	Urban/Suburban				$T = 3.94(X) + 211.81$	50%	50%	
820 - Shopping Center	General	1000 Sq. Ft. GLA	2.52	Weekday	Average	48	48	96
Data Source: ITE-TGM 10th Edition	Urban/Suburban				37.75	50%	50%	
221 - Multifamily Housing (Mid-Rise)	General	Dwelling Units	15	Weekday	Best Fit (LIN)	40	40	80
Data Source: ITE-TGM 10th Edition	Urban/Suburban				$T = 5.45(X) + -1.75$	50%	50%	
710 - General Office Building	General	1000 Sq. Ft. GFA	4.23	Weekday	Average	21	21	42
Data Source: ITE-TGM 10th Edition	Urban/Suburban				9.74	50%	50%	

PM Peak Hour Trip Generation and Internalization

100 Miracle Mile Existing

Walk in Bank Land Use 911 10,540 Sq Ft		Multifamily Mid-Rise Land Use 221 15 DU		
In	Out	In	Out	
56	72	4	3	135 ITE Trips
UNBALANCED INTERNALIZATION				
57% 32	2% <u>1</u>	U	4% <u>0</u>	U
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Walk in Bank		Multifamily Mid-Rise		
In	Out	In	Out	
56	72	4	3	135 Vehicle Trips
BALANCED INTERNALIZATION				
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
0	0	0	0	0 Internal
56	72	4	3	135 External Trips
	0.0%		0.0%	0.0% % Internal
56	72	4	3	135
-4	-5	0	0	-9 -6.7% Transit/Pedestrian
52	67	4	3	126 Net New External Trips

AM Peak Hour Trip Generation and Internalization
100 Miracle Mile Proposed

Walk In Bank Land Use 911 10,540 Sq Ft		Multifamily Housing (High-Land Use 222 130 DU		Retail Land Use 820 2,515 Sq Ft		Office Land Use 710 4,236 Sq Ft			
In 0	Out 0	In 12	Out 37	In 1	Out 1	In 4	Out 1	56	ITE Trips
UNBALANCED INTERNALIZATION									
1% 0	0	0%	0						
3% 0	0	2%	1						
28% 0	0			32% 0					
4% 0	0			29% 0					
0% 0	0					0% 0			
							0% 0		
		1% 0	0	17% 0					
		2% 0	0	14% 0					
		2% 1				3% 0			
		0% 0					1% 0		
				29% 0	0	4% 0			
				32% 0	0		28% 0		
BALANCED INTERNALIZATION									
0	0	0	0	0	0	0	0		
0	0	12	37	1	1	4	1	56	Vehicle Trips
0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0		
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0	0	12	37	1	1	4	1	56	Internal
0	0	-1	-2	0	0	0	0	-3	6.7% Transit/Pedestrian
0	0	11	35	1	1	4	1	53	Net New External Trips

PM Peak Hour Trip Generation and Internalization

100 Miracle Mile Proposed

Walk In Bank		Multifamily Housing (High-Rise)		Retail		Office																																																															
Land Use 911 10,540 Sq Ft		Land Use 222 130 DU		Land Use 820 2,515 Sq Ft		Land Use 710 4,236 Sq Ft																																																															
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								172 Net New External Trips																																																													

S0801

COMMUTING CHARACTERISTICS BY SEX

2012-2016 American Community Survey 5-Year Estimates

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the [Data and Documentation](#) section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the [Methodology](#) section.

Versions of this table are available for the following years:

2016
2015
2014
2013
2012
2011

1
-
57
of
57

Subject	ZCTA5 33134					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	21,394	+/-1,171	11,014	+/-633	10,380	+/-873
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	88.8%	+/-1.9	90.1%	+/-1.9	87.3%	+/-2.8
Drove alone	80.5%	+/-2.7	83.3%	+/-2.7	77.6%	+/-3.7
Carpooled	8.2%	+/-1.7	6.8%	+/-1.7	9.7%	+/-2.3
In 2-person carpool	6.6%	+/-1.5	5.5%	+/-1.6	7.8%	+/-2.0
In 3-person carpool	1.5%	+/-1.0	1.3%	+/-0.8	1.8%	+/-1.4
In 4-or-more person carpool	0.1%	+/-0.1	0.1%	+/-0.1	0.1%	+/-0.2
Workers per car, truck, or van	1.05	+/-0.01	1.04	+/-0.01	1.06	+/-0.02
Public transportation (excluding taxicab)	4.1%	+/-1.2	3.3%	+/-1.4	5.0%	+/-1.7
Walked	2.1%	+/-0.7	1.5%	+/-0.8	2.8%	+/-1.2
Bicycle	0.5%	+/-0.3	0.9%	+/-0.5	0.1%	+/-0.2
Taxicab, motorcycle, or other means	1.2%	+/-0.5	0.9%	+/-0.6	1.4%	+/-0.9
Worked at home	3.3%	+/-0.8	3.3%	+/-0.9	3.3%	+/-1.2
PLACE OF WORK						
Worked in state of residence	99.3%	+/-0.4	99.2%	+/-0.6	99.4%	+/-0.5
Worked in county of residence	96.7%	+/-0.9	95.4%	+/-1.5	98.1%	+/-0.9
Worked outside county of residence	2.6%	+/-0.8	3.8%	+/-1.4	1.3%	+/-0.9
Worked outside state of residence	0.7%	+/-0.4	0.8%	+/-0.6	0.6%	+/-0.5
Living in a place	92.4%	+/-1.3	92.4%	+/-1.5	92.5%	+/-1.8
Worked in place of residence	35.6%	+/-2.9	34.9%	+/-3.9	36.4%	+/-3.8
Worked outside place of residence	56.8%	+/-3.0	57.5%	+/-4.1	56.1%	+/-3.7
Not living in a place	7.6%	+/-1.3	7.6%	+/-1.5	7.5%	+/-1.8
Living in 12 selected states	0.0%	+/-0.2	0.0%	+/-0.4	0.0%	+/-0.4
Worked in minor civil division of residence	0.0%	+/-0.2	0.0%	+/-0.4	0.0%	+/-0.4
Worked outside minor civil division of residence	0.0%	+/-0.2	0.0%	+/-0.4	0.0%	+/-0.4
Not living in 12 selected states	100.0%	+/-0.2	100.0%	+/-0.4	100.0%	+/-0.4
Workers 16 years and over who did not work at home	20,689	+/-1,170	10,656	+/-647	10,033	+/-835
TIME LEAVING HOME TO GO TO WORK						
12:00 a.m. to 4:59 a.m.	1.2%	+/-0.5	1.4%	+/-0.7	0.9%	+/-0.7
5:00 a.m. to 5:29 a.m.	1.3%	+/-0.6	2.1%	+/-1.1	0.6%	+/-0.5
5:30 a.m. to 5:59 a.m.	0.9%	+/-0.5	1.3%	+/-0.9	0.4%	+/-0.3