DAVID PLUMMER & ASSOCIATES
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

1750 PONCE DE LEON BOULEVARD | CORAL GABLES, FLORIDA 33134
305•447•0900 | DPA@DPLUMMER.COM

May 4, 2022

Melissa Mojarena De Zayas, P.E
Senior Multimodal Transportation Engineer
City of Coral Gables
Public Works Department
2800 SW 72 Ave
Miami, Florida 33155
305.460.5128
mdezayas@coralgables.com

RE: Ponce Park Tower Trip Generation - #19214

Dear Ms. Keller,

David Plummer & Associates has been retained by The Allen Morris Company to perform a trip generation analysis for the proposed Ponce Park Tower development. Contact information for the developer is as follows:

Ms. Yazmin Gil
Treasurer
The Allen Morris Company
121 Alhambra Plaza, Suite 1600
Coral Gables, Florida 33134 USA
yazmingil@allenmorris.com
305-476-2611

The proposed project will be located 3000 Ponce de Leon Boulevard in Coral Gables, Florida. The project is proposing to replace an existing 7,614 SF of office and 3,386 SF of retail space with a mixed-use development consisting of 80 residential units and 15,671 SF of retail space. A copy of the proposed site plan is provided in Attachment A.

Trip generation calculations for the proposed development were performed using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual,* 11th Edition. ITE Land Use Codes

(LUC) 222 Multifamily Housing High-Rise, and 822 (Strip Retail Plaza <40K) were utilized for the proposed trip generation. ITE Land Use Codes (LUC) 712 (Small Office) and 822 (Strip Retail Plaza <40K) were utilized for the existing trip generation. Based on U.S. Census Bureau data, a 9.5% deduction was applied for other modes of transportation. A trip generation summary is provided in Table 1. Detailed trip generation calculations are provided in Attachment A.

Table 1: Trip Generation Summary			
Development Plan	Total Weekday	A.M. Peak Hour	P.M. Peak Hour
Existing	482	16	33
Proposed	1,254	65	71
△Trips	772	49	38

As shown in Table 1, the results of the trip generation analysis indicate that the proposed development represents an increase of 772 daily trips, 49 AM peak hour trips, and 38 PM peak hour trips when compared to the existing development.

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

W:\19\19214\0_May 2022\Ponce Park Tower Trip Generation_ May 2022.docx

Attachment A

CORAL GABLES SHARED PARKING MATRIX ASSUMING RETAIL (section 5-1410.B.2.a)									
USE	**REQUIRED PARKING**	**AREA/UNITS**	**REQUIRED (UNSHARED)**	**WEEKDAY**			**WEEKEND**		
				DAY	**EVENING**	**NIGHT**	**DAY**	**EVENING**	**NIGHT**
Res	see note below*	80 units	*140 spaces*	84	*126*	*140*	*112*	*126*	*140*
Retail	1.0 spaces per 300 ft²	15,671 ft²	*52 spaces*	37	*47*	*3*	*52*	*37*	*3*
Total Spaces Required				121 spaces	***173 spaces***	*143 spaces*	*164 spaces*	*163 spaces*	*143 spaces*
Total Spaces Provided				**173 spaces**					

*Efficiency and one (1) and bedroom units – 1.0 space per unit. Two (2) bedroom units – 1.75 spaces per unit. Three (3) or more bedroom units – 2.25 spaces per unit.

ACCESSIBLE PARKING REQUIREMENT			LOADING REQUIREMENTS		
TOTAL PARKING REQUIRED	**REQUIRED ACCESSIBLE SPACES**	**NOTES**	**TOTAL BUILDING AREA**	**REQUIRED LOADING SPACES**	**NOTES**
173 spaces	5 spaces	FBC Section 11-4.1	187,899 ft²	2 spaces	Section 5-1409 D

ELECTRIC VEHICLE CHARGING REQUIREMENTS			
Min of 2% shall be reserved for EV parking w/ charging station	**Min of 3% shall be infrastructure ready EV-Ready for future charging station**	**Min of 15% shall be EV capable - all conduits and subpanel ready**	**NOTES**
2 spaces	4 spaces	18 spaces	Ordinance No. 2019-19

LANDSCAPE OPEN SPACE FOR LEVEL 2 MED BONUS			
MINIMUM LANDSCAPE OPEN SPACE AREA REQUIRED		**TOTAL LANDSCAPED OPEN SPACE PROVIDED**	**NOTES**
10%	4,295 ft²	26,404 ft² *	Mediterranean Style Design Standards Table 1 - 8

*Arcades and loggias paved with a pervious material may be considered open space and counted as such toward the open space requirement up to a maximum of seventy-five (75%) percent.

SETBACK TABLE			
SIDE	**LOCATION**	**REQUIRED/PERMITTED**	**PROPOSED**
Principal Frontage	Ponce de Leon Blvd.	0 ft	0 ft
Principal Frontage	Catalonia Avenue	0 ft	0 ft
Interior Side	West Façade	0 ft	1' to 7'-6"

STEPBACK TABLE			
SIDE	**LOCATION**	**REQUIRED/PERMITTED**	**PROPOSED**
Principal Frontage	Ponce de Leon Blvd.	10' above 45'	15'-4" above 36 ft in height, 15'-10" above 73 ft in height
Principal Frontage	Catalonia Avenue	10' above 45'	9'-6" above 36 ft in height, 10' to 60'-5" above 73 ft in height
Interior Side	West Façade	15' above 45'	33'-4" to 54'-4" above 36 ft in height, 33'-10" to 54'-10" above 73 ft in height

GREEN BUILDING REQUIREMENTS
This project will achieve no less than Leadership in Energy and Environmental Design (LEED) Silver certification or Silver certification by the Florida Green Building Coalition (FGB

Project No
1812

Project Address
216 and 224 Catalonia Ave.,
3000 Ponce De Leon Blvd.,
and 203 University Drive

Client
PONCE PARK RESIDENCES
The Allen Morris Company
121 Alhambra Plaza Suite 1600
Miami, FL 33134

Design Architect
Oppenheim Architecture
245 NE 37 Street
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Landscape Architect
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P 786 717 6564
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Chad Oppenheim
No. AR 0016620

Title
Zoning Data

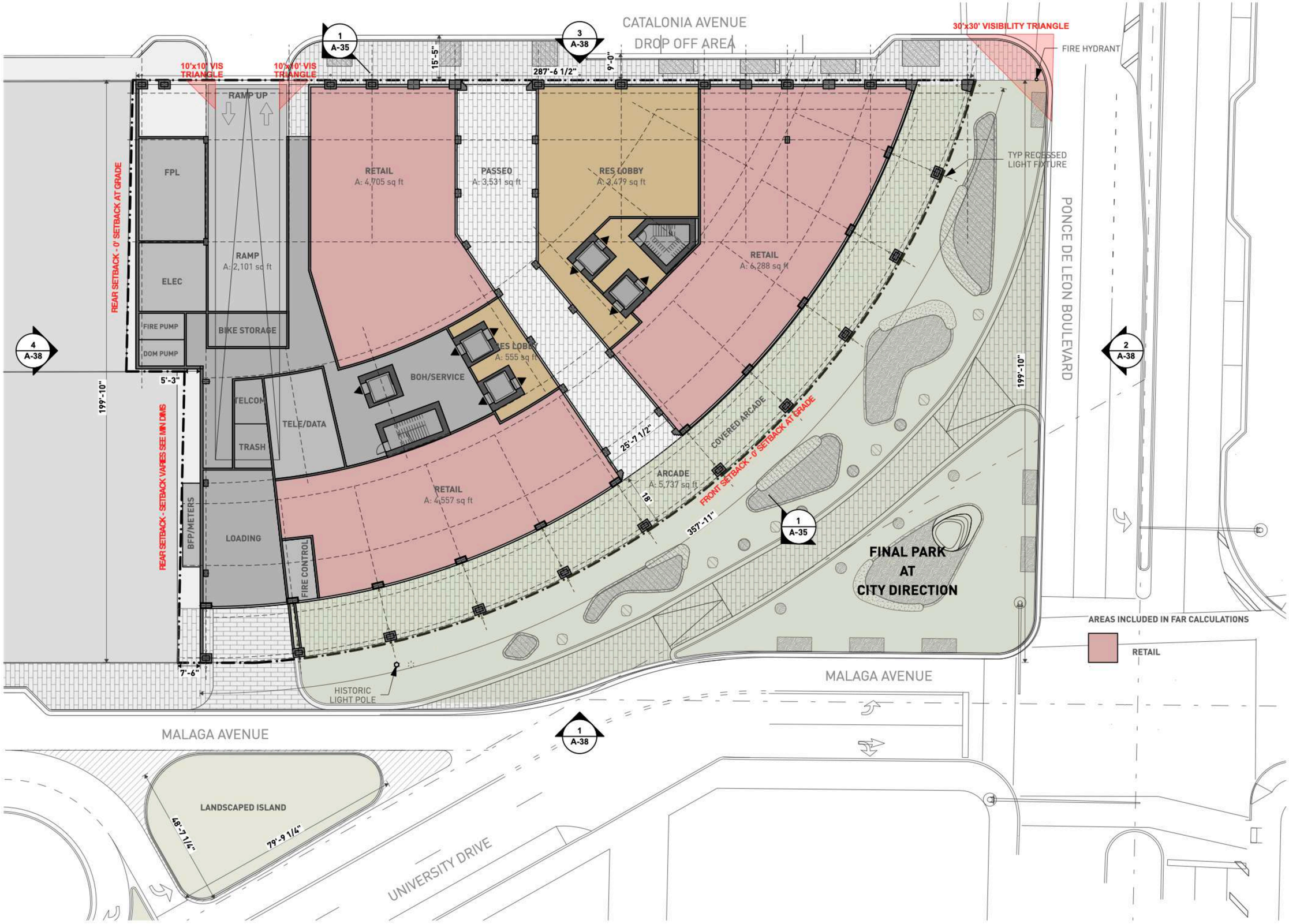
NOT FOR CONSTRUCTION

CITY OF CORAL GABLES
PLANNING & ZONING DIVISION
UPDATED DEVELOPMENT APPLICATION

1812
PONCE PARK RESIDENCES

Drawing Issued on 4/13/22

A-6B



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STATE OF FLORIDA
CHAD OPPENHEIM
No. AR 0016620
REGISTERED ARCHITECT

Chad Oppenheim
No. AR 0016620

Title
Ground Level
Story

NOT FOR CONSTRUCTION

CITY OF CORAL GABLES
PLANNING & ZONING DIVISION
UPDATED DEVELOPMENT APPLICATION

1812
PONCE PARK RESIDENCES

Drawing Issued on 4/13/22

A-26

Ponce Park Tower

Proposed Development Program

ITE Land Use Designation[1]	Size/ Units	Daily (Two-way)	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise) *(Land Use 222)*	80 DU	364	12	24	36	25	19	44
Strip Retail Plaza (<40k) *(Land Use 822)*	15,671 SF	890	22	15	37	54	54	108
Gross External Trips		**1,254**	**34**	**39**	**73**	**79**	**73**	**152**
Internalization AM, PM[2]		2.7%, 22.4%	-1	-1	-2	-17	-17	-34
Pass-By Shopping Center (PM)[3]		45%	0	0	0	-18	-18	-36
Other Modes of Transportation[4]		9.5%	-3	-3	-6	-6	-5	-11
Net External Trips (Proposed Development)			**30**	**35**	**65**	**38**	**33**	**71**

[1]Based on ITE Trip Generation, 11th Edition.

[2]Based on ITE Trip Generation Handbook, 3rd Edition.

[3]Based on two ITE studies the average pass-by rate for shopping centers <40k SF is 66%, a 45% reduction was used for a more conservative analysis.

[4]Based on US Census Tract 62.03

Existing Land Uses

ITE Land Use Designation[1]	Size/ Units	Daily (Two-way)	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Small Office *(Land Use 712)*	3,647 SF	52	5	1	6	3	5	8
Small Office *(Land Use 712)*	3,967 SF	58	5	1	6	3	6	9
Strip Retail Plaza (<40k) *(Land Use 822)*	3,386 SF	372	5	3	8	18	18	36
Gross External Trips		482	15	5	20	24	29	53
Pass-By (Retail)[2]		45%	-2	-1	-3	-8	-8	-16
Other Modes of Transportation[3]		9.5%	-1	0	-1	-2	-2	-4
Net External Trips (Existing)			**12**	**4**	**16**	**14**	**19**	**33**

[1]Based on ITE Trip Generation, 11th Edition.

[2]Based on two ITE studies the average pass-by rate for shopping centers <40k SF is 66%, a 45% reduction was used for a more conservative analysis.

[3]Based on US Census Tract 62.03

Comparison

	Daily (Two-way)	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Proposed Uses	1,254	30	35	65	38	33	71
Existing Uses	482	12	4	16	14	19	33
Difference	**772**	**18**	**31**	**49**	**24**	**14**	**38**

AM Peak Hour Trip Generation and Internalization

Ponce Park Tower

Multifamily(High-Rise) Land Use 222 80 Units			Shopping Center Land Use 822 15,671 Sq Ft		
In	**Out**		**In**	**Out**	
12	**24**		**22**	**15**	73 ITE Trips
UNBALANCED INTERNALIZATION					
	1% 1	***1***	*17%* 4		
2% 0		***0***		*14%* 2	
Multifamily(High-Rise)			**Shopping Center**		
In	**Out**		**In**	**Out**	
12	**24**		**22**	**15**	73 Vehicle Trips
BALANCED INTERNALIZATION					
	-1		*-1*		
0				*0*	
0	-1		-1	0	-2 Internal
12	23		21	15	71 External Trips
	2.8%			*2.7%*	*2.7%* % Internal
-1	-2		-2	-1	-6 -9.5% Transit/Pedestrian
11	**21**		**19**	**14**	**65**
			0	**0**	0 0.0% Passby (Shopping Center)
0	**0**				0 0.0% Passby (Shopping Center)
11	**21**		**19**	**14**	**65 Net New External Trips**

PM Peak Hour Trip Generation and Internalization

Ponce Park Tower

Multifamily(High-Rise) Land Use 222 80 Units			Shopping Center Land Use 822 15,671 Sq Ft		
In	**Out**		**In**	**Out**	
25	**19**		**54**	**54**	152 ITE Trips
UNBALANCED INTERNALIZATION					
	42%			*10%*	
	8	***5***		*5*	
46%					*26%*
12		***12***			*14*
Multifamily(High-Rise)			**Shopping Center**		
In	**Out**		**In**	**Out**	
25	**19**		**54**	**54**	152 Vehicle Trips
BALANCED INTERNALIZATION					
	-5			*-5*	
-12					*-12*
-12	-5		-5	-12	-34 Internal
13	14		49	42	118 External Trips
	38.6%			*15.7%*	*22.4%* % Internal
-1	-1		-5	-4	-11 -9.5% Transit/Pedestrian
12	**13**		**44**	**38**	**107**
			-18	**-18**	-36 -45.0% Pass-by (Shopping Center)
0	**0**				0 0.0% Pass-by
12	**13**		**26**	**20**	**71 Net New External Trips**

Scenario - 1

Scenario Name: Existing
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
712 - Small Office Building	General	1000 Sq. Ft. GFA	3.65	Weekday	Average	26	26	52
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				14.39	50%	50%	
712(1) - Small Office Building	General	1000 Sq. Ft. GFA	3.97	Weekday	Average	29	29	58
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				14.39	50%	50%	
822 - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	3.39	Weekday	Best Fit (LIN)	186	186	372
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				T = 42.20(X) + 229.68	50%	50%	
712(2) - Small Office Building	General	1000 Sq. Ft. GFA	3.65	Weekday, Peak Hour of Adjacent Street Traffic,	Average	5	1	6
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 7 and 9 a.m.	1.67	82%	18%	
712(3) - Small Office Building	General	1000 Sq. Ft. GFA	3.97	Weekday, Peak Hour of Adjacent Street	Average	5	1	6
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Traffic, One Hour Between 7 and 9 a.m.	1.67	82%	18%	
822(1) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	3.39	Weekday, Peak Hour of Adjacent Street Traffic,	Average	5	3	8
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 7 and 9 a.m.	2.36	60%	40%	
712(4) - Small Office Building	General	1000 Sq. Ft. GFA	3.65	Weekday, Peak Hour of Adjacent Street Traffic,	Average	3	5	8
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 4 and 6 p.m.	2.16	34%	66%	
712(5) - Small Office Building	General	1000 Sq. Ft. GFA	3.97	Weekday, Peak Hour of Adjacent Street Traffic,	Average	3	6	9
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 4 and 6 p.m.	2.16	34%	66%	
822(2) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	3.39	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	18	18	36
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 4 and 6 p.m.	Ln(T) =0.71Ln(X) + 2.72	50%	50%	

Scenario - 2

Scenario Name: Proposed

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
222 - Multifamily Housing (High-Rise) - Not	General	Dwelling Units	80	Weekday	Average	182	182	364
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				4.54	50%	50%	
822 - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	15.67	Weekday	Best Fit (LIN)	445	445	890
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				T = 42.20(X) + 229.68	50%	50%	
222(1) - Multifamily Housing (High-Rise) - Not	General	Dwelling Units	80	Weekday, Peak Hour of	Best Fit (LIN)	12	24	36
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.22(X) + 18.85	34%	66%	
822(1) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	15.67	Weekday, Peak Hour of	Average	22	15	37
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	2.36	60%	40%	
222(2) - Multifamily Housing (High-Rise) -	General	Dwelling Units	80	Weekday, Peak Hour	Best Fit (LIN)	25	19	44
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Adjacent Street	T = 0.26(X) + 23.12	56%	44%	
822(2) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	15.67	Weekday, Peak Hour of	Best Fit (LOG)	54	54	108
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.71Ln(X) + 2.72	50%	50%	

COMMUTING CHARACTERISTICS BY SEX

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

	Census Tract 62.03, Miami-Dade County, Florida					
	Total		Male		Female	
Label	Estimate	Margin of Er	Estimate	Margin of E	Estimate	Margin of Error
Workers 16 years and over	1,354	±354	675	±233	679	±191
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	70.8%	±15.6	67.6%	±20.4	74.1%	±13.8
Drove alone	68.5%	±15.3	65.9%	±20.3	71.1%	±14.1
Carpooled	2.3%	±2.5	1.6%	±2.6	2.9%	±4.4
In 2-person carpool	0.8%	±1.3	1.6%	±2.6	0.0%	±6.8
In 3-person carpool	1.5%	±2.2	0.0%	±6.8	2.9%	±4.4
In 4-or-more person carpool	0.0%	±3.4	0.0%	±6.8	0.0%	±6.8
Workers per car, truck, or van	1.02	±0.02	1.01	±0.02	1.03	±0.05
Public transportation (excluding taxicab)	0.7%	±0.9	1.3%	±1.9	0.0%	±6.8
Walked	8.3%	±10.7	15.3%	±20.6	1.3%	±2.1
Bicycle	0.5%	±0.9	1.0%	±1.9	0.0%	±6.8
Taxicab, motorcycle, or other means	4.9%	±3.8	9.9%	±7.8	0.0%	±6.8
Worked from home	14.8%	±7.5	4.9%	±6.2	24.6%	±13.7
PLACE OF WORK						
Workers 16 years and over who did not work from	1,154	±318	642	±241	512	±164
VEHICLES AVAILABLE						
PERCENT ALLOCATED						

Table Notes

COMMUTING CHARACTERISTICS BY SEX

Survey/Program: American Community Survey
Year: 2020
Estimates: 5-Year
Table ID: S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2020, the 2020 Census provides the official counts of the population and housing units for the nation, states, counties, cities, and towns. For 2016 to 2019, the Population Estimates Program provides estimates of the population for the nation, states, counties, cities, and towns and intercensal housing unit estimates for the nation, states, and counties.

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2016-2020 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:
-
The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution.
N
The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.
(X)
The estimate or margin of error is not applicable or not available.
median-
The median falls in the lowest interval of an open-ended distribution (for example "2,500-")
median+
The median falls in the highest interval of an open-ended distribution (for example "250,000+").
**
The margin of error could not be computed because there were an insufficient number of sample observations.
***
The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.
*****
A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical 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.