



TRANSPORT ANALYSIS PROFESSIONALS, INC.

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FAX & MAIL

November 21, 2003

Tony Recio, Esq.
Weiss, Serota, Helfman, Pastoriza,
Guedes, Coie & Boniske, P.A.
2665 South Bayshore Drive
Suite 420
Miami, Florida 33133

**Received by the Clerk
for the record.**

MAY 13 2004

Item C
Exhibit A
Appl. 03-7-C714-363-150

**RE: Proposed Seastone Townhomes
SW 109th Avenue North of SW 184th Street
Traffic Engineering Services**

Dear Mr. Recio:

Per your request, we have researched the traffic generation for the proposed Seastone Townhomes' residential site. As we understand it, Miami-Dade County Public Works Department's (MDCPWD) staff has analyzed trip generation for the proposed site and found that PM peak hour site traffic has available capacity at all affected traffic concurrency monitoring stations.

MDCPWD staff's report depicted an estimated 45 PM peak hour trips would be generated by a proposed 48-unit development. However, the project has been downsized to 42 units. We also checked that county staff used the correct land use code as noted in the *Trip Generation* manual published by the Institute of Transportation Engineer's (ITE) (6th edition).

MDCPWD used ITE land use code #220 (apartments) to estimate site traffic. Since the proposed project will be townhomes, ITE land use code #230, may be a better ITE land use to use rather than the apartment land use to estimate traffic generation. When using the townhome land use, the proposed 42-unit development is estimated to generate 30 PM peak hour trips, which would be consistent with townhome use rather than 42 PM peak hour trips, which the county used for apartment use.

Since staff found that 48 trips would not degrade the four (4) traffic concurrency-monitoring stations, beyond acceptable levels of service, obviously a site that generates 30 trips would have less impact to area roadways.

Tony Recio, Esq.
November 21, 2003
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According to the latest available traffic concurrency data, all four (4) monitoring stations have generous available trip volume. Included as an attachment to this letter/report is a list of the concurrency monitoring stations in the area. ITE trip generation data is also included. As can be seen on the traffic-monitoring list, any given station has adequate capacity to support all proposed 30 PM peak hour project trips.

If you need additional information, please call at your convenience.

Sincerely,

TRANSPORT ANALYSIS PROFESSIONALS, INC.



Richard P. Eichinger
Senior Traffic Engineer

RPE/ja/3759
Enclosures

MIAMI-DADE COUNTY TRAFFIC CONCURRENCY INFORMATION

JN 3760

DATE: 11/20/2003

COUNTY CONTACT PERSON: Elena Cata

TELE # 305 375 2268

STATION NO.	JURIS-DICTION	ROADWAY	ROADWAY LIMITS	QTY OF LANES	MAX LOS	PHP	START	APPROVED TRIPS	AVAILABLE TRIPS	MAX LOS	EXIST' LOS	LAST UPDATE
9732	County	Marlin Road	N/O US 1 to SW 186 Sreet	4	5,640	1,605	4,035	626	3,409	HE	C	11/01
9754	County	SW 117 Avenue	S/O SW 152 Street to SW 184 Street	4	3,470	1,531	1,939	262	1,677	D	B	07/02
9876	County	SW 184 St/Eureka Drive	W/O SW 117 Avenue to SW 137 Avenue	4	4,250	2,162	2,088	1,050	1,038	D	A	12/02
9882	County	SW 186 Street	E/O SW 107 Avenue from US 1 to HEFT	4	4,560	1,538	3,022	392	2,630	D	B	12/02

Prepared by Richard P. Eichinger, Senior Traffic Engineer
 TRANSPORT ANALYSIS PROFESSIONALS, INC
 8701 SW 137th Avenue, Suite 210 Miami, Florida 33183
 305 385-0777 Phone / 305 385-9997 Fax

PUBLIC WORKS DEPARTMENT COMMENTS

Applicant's Name: FRV Development

This Department has no objections to this application.

Gates must be removed from site plan.

Entrance features are not reviewed under this application and must be filed separately.

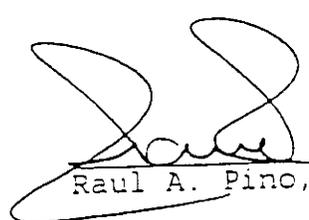
This land requires platting in accordance with Chapter 28 of the Miami-Dade County Code. The road dedications and improvements will be accomplished thru the recording of a plat.

This application does meet the traffic concurrency criteria for an Initial Development Order. It will generate 45 PM daily peak hour vehicle trips. The traffic distribution of these trips to the adjacent roadways reveal that the addition of these new trips does not exceed the acceptable level of service of the following roadways:

Sta. #	
9882	SW 186 St. e/o SW 107 Ave.
9754	SW 117 Ave. s/o SW 152 St.
9732	Marlin Rd. n/o US-1
9876	SW 184 St. w/o SW 117 Ave.

LOS present	LOS w/project
B	B
B	B
C	C
A	A

The request herein, constitutes an Initial Development Order only, and one or more traffic concurrency determinations will subsequently be required before development will be permitted.


Raul A. Pino, P.E.S.

JUL 28 2005
Date

Summary of Trip Generation Calculation
 For 42 Dwelling Units of Apartments
 November 20, 2003

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	9.19	0.00	1.00	386
7-9 AM Peak Hour Enter	0.09	0.00	1.00	4
7-9 AM Peak Hour Exit	0.48	0.00	1.00	20
7-9 AM Peak Hour Total	0.57	0.00	1.00	24
4-6 PM Peak Hour Enter	0.66	0.00	1.00	28
4-6 PM Peak Hour Exit	0.33	0.00	1.00	14
4-6 PM Peak Hour Total	0.99	0.00	1.00	42
AM Pk Hr, Generator, Enter	0.18	0.00	1.00	8
AM Pk Hr, Generator, Exit	0.46	0.00	1.00	19
AM Pk Hr, Generator, Total	0.63	0.00	1.00	26
PM Pk Hr, Generator, Enter	0.61	0.00	1.00	26
PM Pk Hr, Generator, Exit	0.39	0.00	1.00	16
PM Pk Hr, Generator, Total	0.99	0.00	1.00	42
Saturday 2-Way Volume	1.75	0.00	1.00	74
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.87	0.00	1.00	37
Sunday 2-Way Volume	4.01	0.00	1.00	168
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume: $T = 5.994(X) + 134.114, R^2 = 0.88$
 7-9 AM Peak Hr. Total: $T = .497(X) + 3.238$
 $R^2 = 0.83, 0.16 \text{ Enter}, 0.84 \text{ Exit}$
 4-6 PM Peak Hr. Total: $T = .541(X) + 18.743$
 $R^2 = 0.75, 0.67 \text{ Enter}, 0.33 \text{ Exit}$
 AM Gen Pk Hr. Total: $T = .542(X) + 3.805$
 $R^2 = 0.82, 0.28 \text{ Enter}, 0.72 \text{ Exit}$
 PM Gen Pk Hr. Total: $T = .599(X) + 16.5$
 $R^2 = 0.8, 0.61 \text{ Enter}, 0.39 \text{ Exit}$
 Sat. 2-Way Volume: $T = 7.852(X) + -256.189, R^2 = 0.85$
 Sat. Pk Hr. Total: $T = .412(X) + 19.226$
 Sun. 2-Way Volume: $T = 6.418(X) + -101.116, R^2 = 0.82$
 Sun. Pk Hr. Total: 0
 $R^2 = 0, 0 \text{ Enter}, 0 \text{ Exit}$

Source: Institute of Transportation Engineers
 Trip Generation, 6th Edition, 1997.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
 For 42 Dwelling Units of Residential Condominium / Townhouse
 November 20, 2003

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	7.41	0.00	1.00	311
7-9 AM Peak Hour Enter	0.10	0.00	1.00	4
7-9 AM Peak Hour Exit	0.51	0.00	1.00	21
7-9 AM Peak Hour Total	0.61	0.00	1.00	26
4-6 PM Peak Hour Enter	0.48	0.00	1.00	20
4-6 PM Peak Hour Exit	0.24	0.00	1.00	10
4-6 PM Peak Hour Total	0.71	0.00	1.00	30
AM Pk Hr, Generator, Enter	0.11	0.00	1.00	5
AM Pk Hr, Generator, Exit	0.49	0.00	1.00	21
AM Pk Hr, Generator, Total	0.60	0.00	1.00	25
PM Pk Hr, Generator, Enter	0.51	0.00	1.00	21
PM Pk Hr, Generator, Exit	0.27	0.00	1.00	11
PM Pk Hr, Generator, Total	0.78	0.00	1.00	33
Saturday 2-Way Volume	13.80	0.00	1.00	580
Saturday Peak Hour Enter	0.70	0.00	1.00	29
Saturday Peak Hour Exit	0.60	0.00	1.00	25
Saturday Peak Hour Total	1.30	0.00	1.00	55
Sunday 2-Way Volume	11.64	0.00	1.00	489
Sunday Peak Hour Enter	0.70	0.00	1.00	29
Sunday Peak Hour Exit	0.73	0.00	1.00	31
Sunday Peak Hour Total	1.42	0.00	1.00	60

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume: $LN(T) = .85LN(X) + 2.564, R^2 = 0.83$
 7-9 AM Peak Hr. Total: $LN(T) = .79LN(X) + .298$
 $R^2 = 0.74, 0.17$ Enter, 0.83 Exit
 4-6 PM Peak Hr. Total: $LN(T) = .827LN(X) + .309$
 $R^2 = 0.79, 0.67$ Enter, 0.33 Exit
 AM Gen Pk Hr. Total: $LN(T) = .808LN(X) + .209$
 $R^2 = 0.78, 0.18$ Enter, 0.82 Exit
 PM Gen Pk Hr. Total: $LN(T) = .777LN(X) + .59$
 $R^2 = 0.8, 0.65$ Enter, 0.35 Exit
 Sat. 2-Way Volume: $T = 3.615(X) + 427.925, R^2 = 0.84$
 Sat. Pk Hr. Total: $T = .286(X) + 42.627$
 Sun. 2-Way Volume: $T = 3.132(X) + 357.258, R^2 = 0.88$
 Sun. Pk Hr. Total: $T = .232(X) + 50.009$
 $R^2 = 0.78, 0.49$ Enter, 0.51 Exit

Source: Institute of Transportation Engineers
 Trip Generation, 6th Edition, 1997.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
 For 48 Dwelling Units of Apartments
 November 20, 2003

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	8.79	0.00	1.00	422
7-9 AM Peak Hour Enter	0.09	0.00	1.00	4
7-9 AM Peak Hour Exit	0.47	0.00	1.00	23
7-9 AM Peak Hour Total	0.56	0.00	1.00	27
4-6 PM Peak Hour Enter	0.62	0.00	1.00	30
4-6 PM Peak Hour Exit	0.31	0.00	1.00	15
4-6 PM Peak Hour Total	0.93	0.00	1.00	45
AM Pk Hr, Generator, Enter	0.17	0.00	1.00	8
AM Pk Hr, Generator, Exit	0.45	0.00	1.00	22
AM Pk Hr, Generator, Total	0.62	0.00	1.00	30
PM Pk Hr, Generator, Enter	0.58	0.00	1.00	28
PM Pk Hr, Generator, Exit	0.37	0.00	1.00	18
PM Pk Hr, Generator, Total	0.94	0.00	1.00	45
Saturday 2-Way Volume	2.51	0.00	1.00	120
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.81	0.00	1.00	39
Sunday 2-Way Volume	4.31	0.00	1.00	207
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.

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 Sun. 2-Way Volume: $T = 6.418(X) + -101.116, R^2 = 0.82$
 Sun. Pk Hr. Total: 0
 $R^2 = 0, 0 \text{ Enter}, 0 \text{ Exit}$

Source: Institute of Transportation Engineers
 Trip Generation, 6th Edition, 1997.

TRIP GENERATION BY MICROTRANS