

MEMORANDUM

To: Grant Webster
City of Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE



Date: January 29, 2025

Subject: 914 Marseille Drive
HPB #240629
Traffic Impact Statement

The purpose of this memorandum is to summarize the traffic impact statement prepared for the proposed redevelopment located at 914 Marseille Drive on the southwest quadrant of the intersection of Marseille Drive and Bay Drive in Miami Beach, Florida. Currently, the site is occupied by six (6) low-rise multifamily residential units that will remain. The proposed redevelopment consists of an additional 10 units for a total of 16 low-rise multifamily residential units. Although there is no parking requirement, six (6) parking spaces are proposed to be provided on-site. The project is expected to be completed by year 2027. A project location map and conceptual site plan are provided in Attachment A. The following sections summarize the project trip generation calculations, parking evaluation, transportation demand management (TDM) plan, and refuse operations.

TRIP GENERATION

Trip generation calculations for the proposed redevelopment were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 220 (Multifamily Housing [Low-Rise]). The trip generation for the proposed redevelopment was determined using ITE LUC 220 (Multifamily Housing [Low-Rise]).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the redevelopment. A multimodal factor of 12.0 percent (12.0%) was applied to the trip generation calculations to account for the urban environment in which the project site is located. It is expected that some residents and guests will choose to walk, bike, or use public transit to and from the redevelopment.

Two (2) Miami-Dade County Department of Transportation and Public Works (DPTW) routes and one (1) City of Miami Beach Trolley route currently operate within the vicinity of the site during the A.M. and P.M. peak hours. Detailed transit route information is included in Attachment B.

- **DTPW Route 79** operates along Normandy Drive in the vicinity of the project site with the nearest stop located just east of Rue Versailles Drive. This route operates with 15-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **DTPW Route 279** operates along Normandy Drive in the vicinity of the project site with the nearest stop located just east of Rue Versailles Drive. This route operates with approximately 24-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **City of Miami Beach Trolley North Beach Loop** operates along Normandy Drive in the vicinity of the project site with the nearest stop located just west of Bay Drive. This route operates with approximately 20-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.

As shown in Table 1, the project is expected to result in 60 net new daily vehicle trips, three (3) net new weekday A.M. peak hour vehicular trips, and four (4) net new weekday P.M. peak hour vehicular trips. Detailed trip generation calculations and US Census Data are included in Attachment C.

Table 1: Peak Hour Trip Generation Summary				
Future Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	Net New External Trips
<i>A.M. Peak Hour (P.M. Peak Hour) [Daily]</i>				
<i>Existing Development</i>				
Multifamily Housing (Mid-Rise) (221)	6 dwelling units	0 (2) [18]	2 (1) [17]	2 (3) [35]
<i>Proposed Redevelopment</i>				
Multifamily Housing (Mid-Rise) (221)	16 dwelling unit	1 (4) [48]	4 (3) [47]	5 (7) [95]
<i>Net New Redevelopment</i>				
Net New Project Trips		1 (2) [30]	2 (2) [30]	3 (4) [60]

PARKING EVALUATION

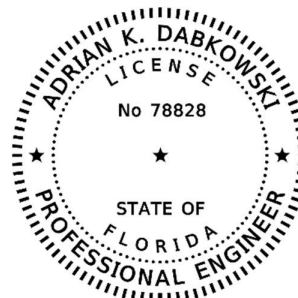
The proposed development currently is not required to provide parking per the City of Miami Beach requirements. However, the project is proposing to provide six (6) parking spaces that will be utilized by the largest six (6) residential units in the redevelopment. Refer to the site plan contained in Attachment A.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies are proposed to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures promote bicycling and walking, encourage car/vanpooling, and offer alternatives to the typical workday hours. The applicant will commit to providing four (4) short-term bicycle parking spaces and 12 secure bicycle parking spaces as a TDM strategy.

REFUSE OPERATIONS

Refuse operations will include the refuse truck traveling eastbound along the rear alley to the site's trash room. The trash receptacles will be wheeled out to the rear alley for pick-up. Refer to the Attachment D.



This item has been digitally signed and sealed by Adrian K. Dabkowski, P.E., PTOE, on the date adjacent to the seal.



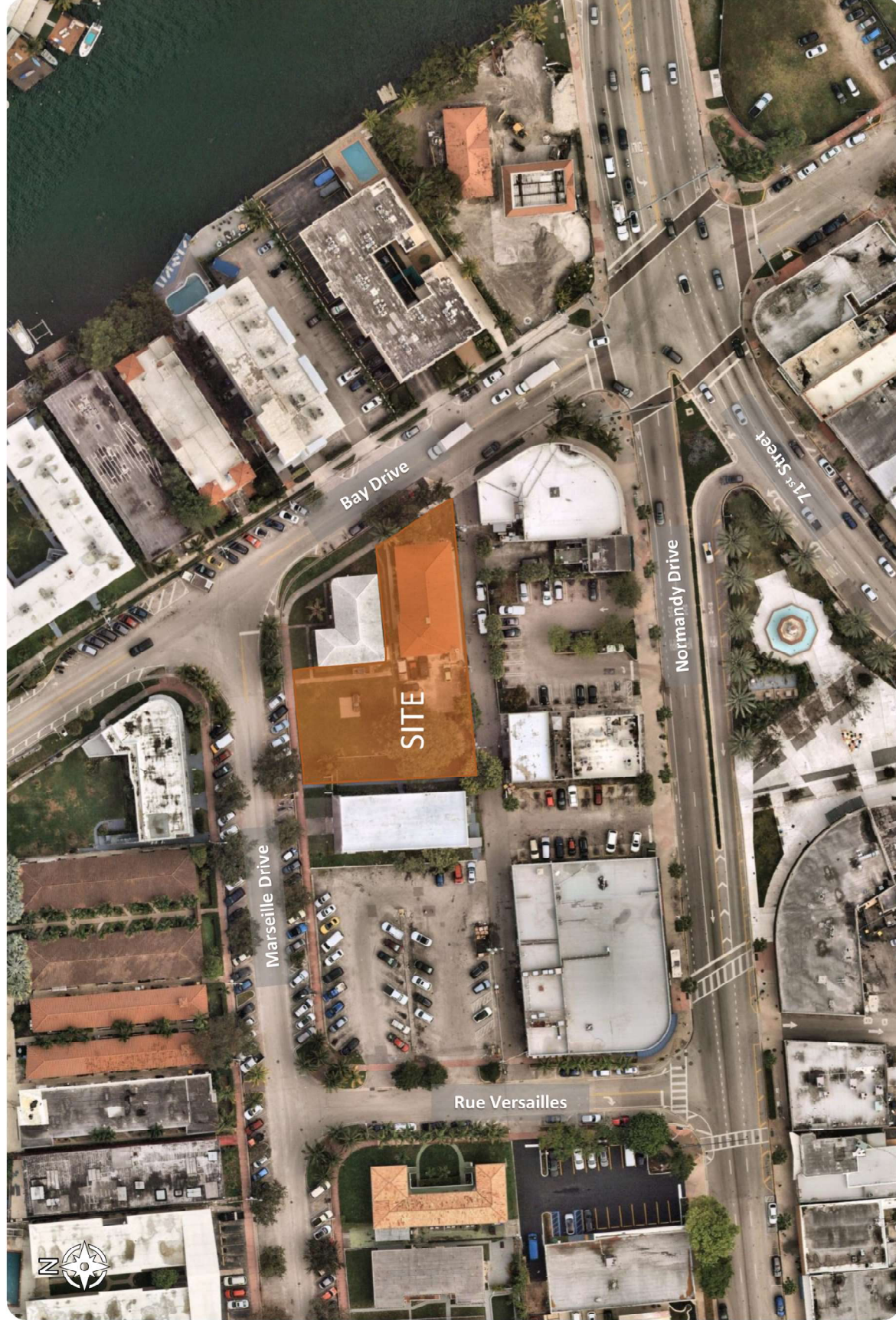
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

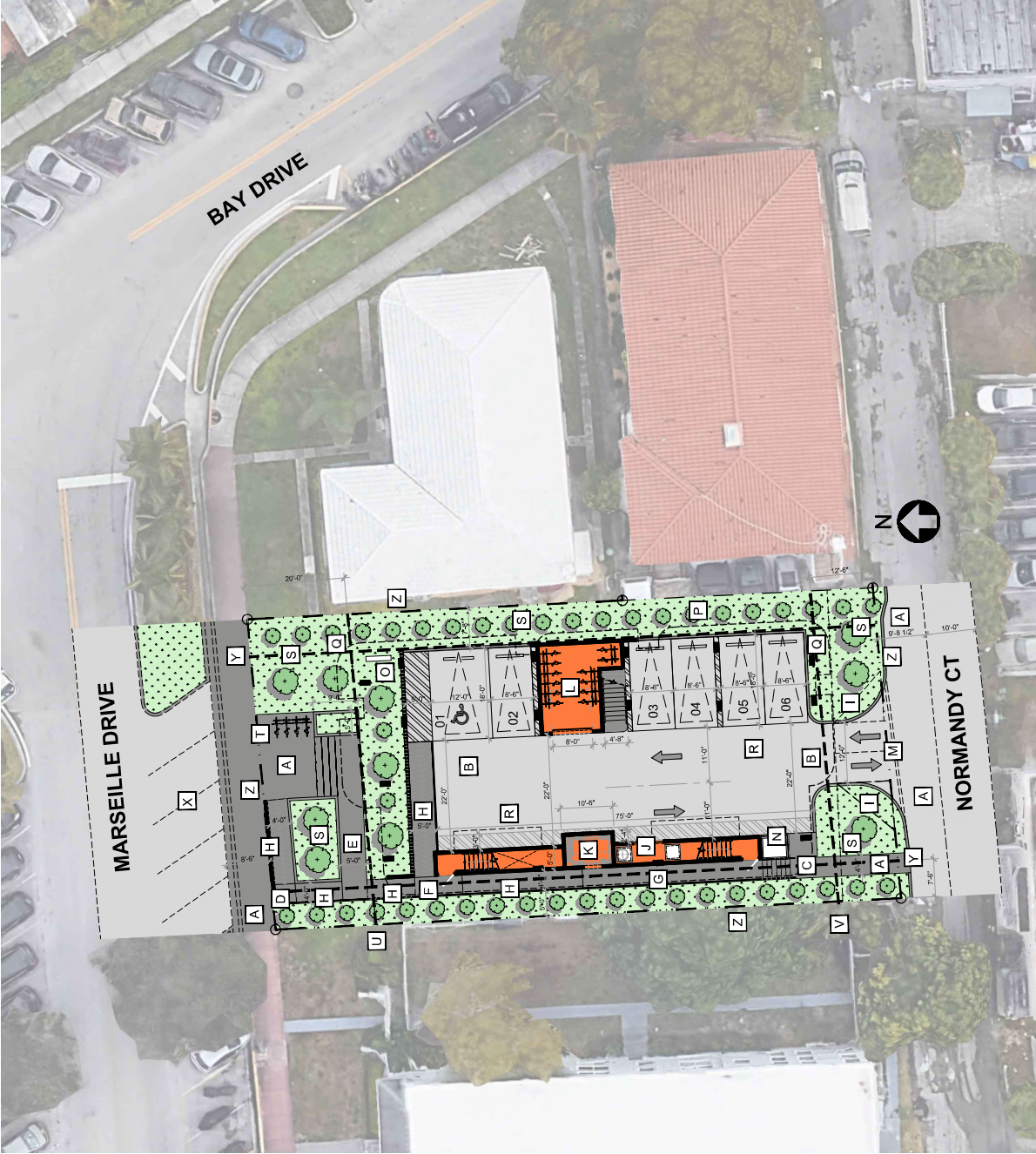
Adrian K. Dabkowski, P.E., PTOE
Florida Registration Number 78828
Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Plantation, Florida 33324

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Attachment A

Project Location Map and Conceptual Site Plan





SITE PLAN NOTES

- A SPOT ELEVATION- N.G.V.D. 4.00
- B SPOT ELEVATION- N.G.V.D. 4.75
- C SPOT ELEVATION- N.G.V.D. 5.25
- D SPOT ELEVATION- N.G.V.D. 5.40
- E SPOT ELEVATION- N.G.V.D. 6.20
- F SPOT ELEVATION- N.G.V.D. 7.00
- G SPOT ELEVATION- N.G.V.D. 9.00
- H ADA RAMP SLOPE 1:12 SEE RAMP SECTION A-201
- I SIGHT TRIANGLE SEE LANDSCAPING PLAN
- J TRASH ROOM WITH ROLLING DOOR
- K ELEVATOR (6'0" X 8'4") TO ACCESS LEVEL 2-4
- L SECURED BICYCLE STORAGE, 12 RACKS
- M VEHICULAR ENTRANCE / EXIT, 12 FEET WIDE
- N FPL TRANSFORMER, NOT IN SETBACK & SCREENED
- O BACK FLOW PREVENTER, NOT LOCATED IN SETBACK AND SCREENED WITH VEGETATION. SEE LANDSCAPE
- P AT GRADE PARKING, NOT ENCROACHING IN SETBACK
- Q 2ND FLOOR OUTLINE PERIMETER COVERED.
- R 22 FEET WIDE ABLE FOR PARKING GARAGE
- S SEE LANDSCAPING PLAN FOR EXACT TREES DESIGN
- T 4 SHORT-TERM BICYCLE PARKING
- U FRONT SETBACK 20 FEET, WITH NO ENCROACHMENTS
- V REAR SETBACK 12.5 FEET, WITH NO ENCROACHMENTS
- W 22 FEET WIDE ABLE FOR PARKING GARAGE
- X ON-STREET PARKING, NOT COUNT IN CALCULATION
- Y SIDE SETBACK 7.5 FEET
- Z PROPERTY LINES

NATURALLY LANDSCAPED AREA AT THE GROUND LEVEL IN ADDITION TO THE MINIMUM SETBACK REQUIREMENTS WHICH IS EQUAL TO THE MINIMUM SETBACK 5 PERCENT OF THE TOTAL LOT AREA.
LOT AREA = 8 SITE A (4,663 SF) + SITE B1 (1,109 SF) = 7,772 SF (SEE PAGE SPA-081 FOR SITE INFO)
5% X 7,772 SF = 388.6 SF REQUIRED
PROVIDING = 478 SF

LANDSCAPED AREA
SEWERWALK & CURBS AREA
ASPHALT AREA
BUILDING AREA ABOVE

01 SITE PLAN

SPA-080 SCALE: 1" = 20'-0"

MARSEILLE RESIDENTIAL BUILDING
914 MARSEILLE DRIVE, MIAMI BEACH, FLORIDA 33141

ISSUED FOR : HPB24-0629

SPA-080

idea
ARCHITECT

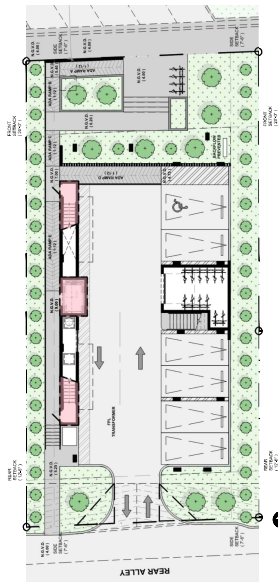
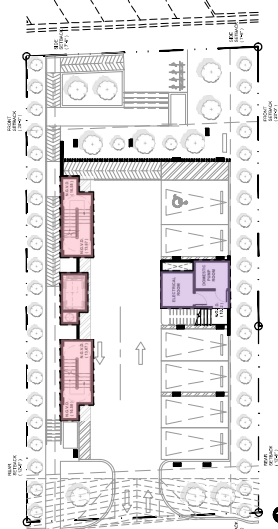
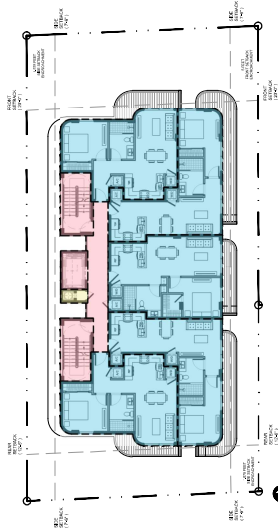
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(954) 551-1000 | (954) 551-1001 | (954) 551-1002

23-842

01-27-2025

SPA-201 SCALE: 3/32" = 1'-0"



TOTAL F.A.R. CALCULATION

LEVEL 1 = 200 SF
LEVEL 1.5 = 660 SF
LEVEL 2 = 3,730 SF
LEVEL 3 = 3,389 SF
LEVEL 4 = 1,733 SF

TOTAL F.A.R. = 9,712 SF

01 F.A.R. DIAGRAMS
SPA-006 SCALE: 1/32" = 1'-0"

MARSEILLE RESIDENTIAL BUILDING
914 MARSEILLE DRIVE, MIAMI BEACH, FLORIDA 33141

ISSUED FOR : HPB24-0629

SPA-007

---	(INTERIOR)				(EXTERIOR)				---
LEVEL	LEASABLE UNITS	RENTABLE/BIKE STORAGE	VERTICAL CIRCULATION (ELEVATOR)	VERTICAL CIRCULATION (STAIRCASES)	HORIZONTAL CIRCULATION	BALCONIES & TERRACES	ROOF DECK (AMENITIES)	MECHANICAL AREAS	TOTAL

LEVEL 4 / AMENITIES	1,215	-	75	280	140	730	1,635	25	4,100
LEVEL 3	2,825	-	75	285	180	920	-	25	4,310
LEVEL 2	3,150	-	75	290	195	575	-	25	4,310
MEZZANINE	-	-	95	350	-	-	-	215	660
GROUND	-	265	75	180	615	-	-	85	1,220

TOTAL	7,190	265	395	1,385	1,130	2,225	1,635	375	14,600
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%	49.25%	1.82%	2.71%	9.49%	7.74%	15.24%	11.20%	2.57%	100.00%
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EFFICIENCY = $\frac{(A+B)}{(I)}$ = 51.06%

AVERAGE UNIT SIZE = $\frac{(A)}{(J)}$ = 719,000

AMMOUNT OF PARKING SPACES	6
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01 PROJECT PROGRAM
SPA-007 SCALE: NTS

RESIDENTIAL UNITS MATRIX

-	UNIT TYPE	AMOUNT OF UNITS	AREA / UNIT (SQ. FT.)	TOTAL AREA (SQ. FT.)
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UNIT A1	1 BD	2	625	1,250
UNIT A2	1 BD	1	625	625
UNIT B1	1 BD	2	625	1,250
UNIT B2	1 BD	1	625	625
UNIT C	1 BD	2	650	1,300
UNIT D	2 BD	1	925	925
UNIT E	3 BD	1	1,215	1,215
TOTAL	-	10	-	7,190

02 UNIT MATRIX
SPA-007 SCALE: NTS

UNIT COUNT	---
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1	
4	
5	
-	
-	

10

Attachment B

Transit Service Data

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	12:00 a.m.	4:00 a.m.	60 min (Northside-M Beach)
	4:00 a.m.	6:00 a.m.	30 min (Hialeah-M Beach)
	6:00 a.m.	10:00 p.m.	15 min (Hialeah-M Beach)
	10:00 p.m.	12:00a.m.	30 min (Hialeah-M Beach)
SATURDAY SÁBADO SAMDI	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
	5:00 a.m.	7:00 a.m.	30 min (Hialeah-M Beach)
	7:00 a.m.	10:00 p.m.	15 min (Hialeah-M Beach)
	10:00 p.m.	12:00 a.m.	30 min (Hialeah-M Beach)
SUNDAY DOMINGO DIMANCH	12:00 a.m.	5:00 a.m.	60 min (Northside-M Beach)
	5:00 a.m.	8:00 a.m.	30 min (Hialeah-M Beach)
	8:00 a.m.	8:00 p.m.	20 min (Hialeah-M Beach)
	8:00 p.m.	12:00 a.m.	60 min (Hialeah-M Beach)

Frequencies are approximate and may vary depending on traffic and road conditions.
Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.
Asseye yo opwòksimatif epi yo ka varye selon kondisyon siklisasyon sou wout yo.

Language Assistance: Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305-468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a signlanguage interpreter or other accommodations, please contact: Miami-Dade Transit, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: ADA Coordinator. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: DTPW-ADA@miamidade.gov.

Español: El Departamento de Transporte Público de Miami-Dade (MDT, su sigla en inglés) está dedicado a proveer información sobre sus servicios a los pasajeros que no hablan inglés. MDT publica información sobre sus rutas de autobuses en español y creole haitiano y ofrece asistencia en ambos idiomas en nuestro Centro de Llamadas en el 3-1-1 o 305-468-5900. Para más información, llame la Oficina de Derechos Humanos y Relaciones Laborales de MDT al 786-469-5486.

El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios. Los dispositivos y servicios de ayuda auditiva para la comunicación están disponibles previa solicitud, con cinco días de anticipación. Para obtener materiales en formato alternativo (cinta de audio, Braille o disco de computadora), para solicitar un intérprete del lenguaje de las señas u otros servicios similares sírvase llamar a: Transporte de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: ADA Coordinator. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: DTPW-ADA@miamidade.gov.

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Konte Miami-Dade bay aksè ak opòinite egal ego nan anplwa epi li pa fè diskriminasyon baze sou enfi mite nan pwogram li yo ak sèvis li yo. Aprey ak sèvis komunikasyon pou moun ki pa tande/wè byen yo disponib ak yon preyavi senik jou. Pou jwenn dokiman nan lòt fòm (tep odyo, Bray oswa disk konpit), sèvis yon entèprèt ki pale lang sij oswa lòt akomodasyon, tanpri kontakte: Miami-Dade Transit, Biwo Dwa Civil ak Relasyon Travay, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: ADA Coordinator. Telefòn: 786-469-5225, Faks: 786-469-5589. Imel: DTPW-ADA@miamidade.gov.

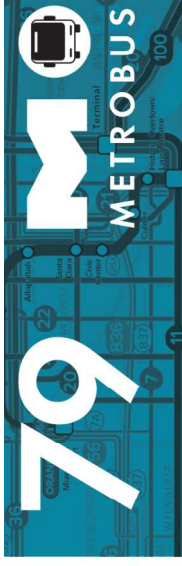


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APRIL 2024 APRIL 2024 AVRIL 2024

- Local service seven days a week.
- Travels from Hialeah Metrorail Station to South Beach along NW/NE 79 St, the 79th Street Causeway and Collins Ave
- Overnight trips travel from Northside Metrorail Station



- Servicio local los siete días de la semana.
- Va desde la estación de Hialeah del Metrorail hasta South Beach, pasando por NW/NE 79 St, 79th Street Causeway y Collins Ave.
- En el horario nocturno el recorrido comienza en la estación Northside del Metrorail.

- Sèvis lokal sèt jou sou sèt.
- Vwayaje soti nan estasyon Hialeah Metrorail pou rive nan South Beach sou NW/NE 79 St, 79th Street Causeway ak Collins Ave.
- Vwayaj lanmwit yo fè soti nan estasyon Northside Metrorail.



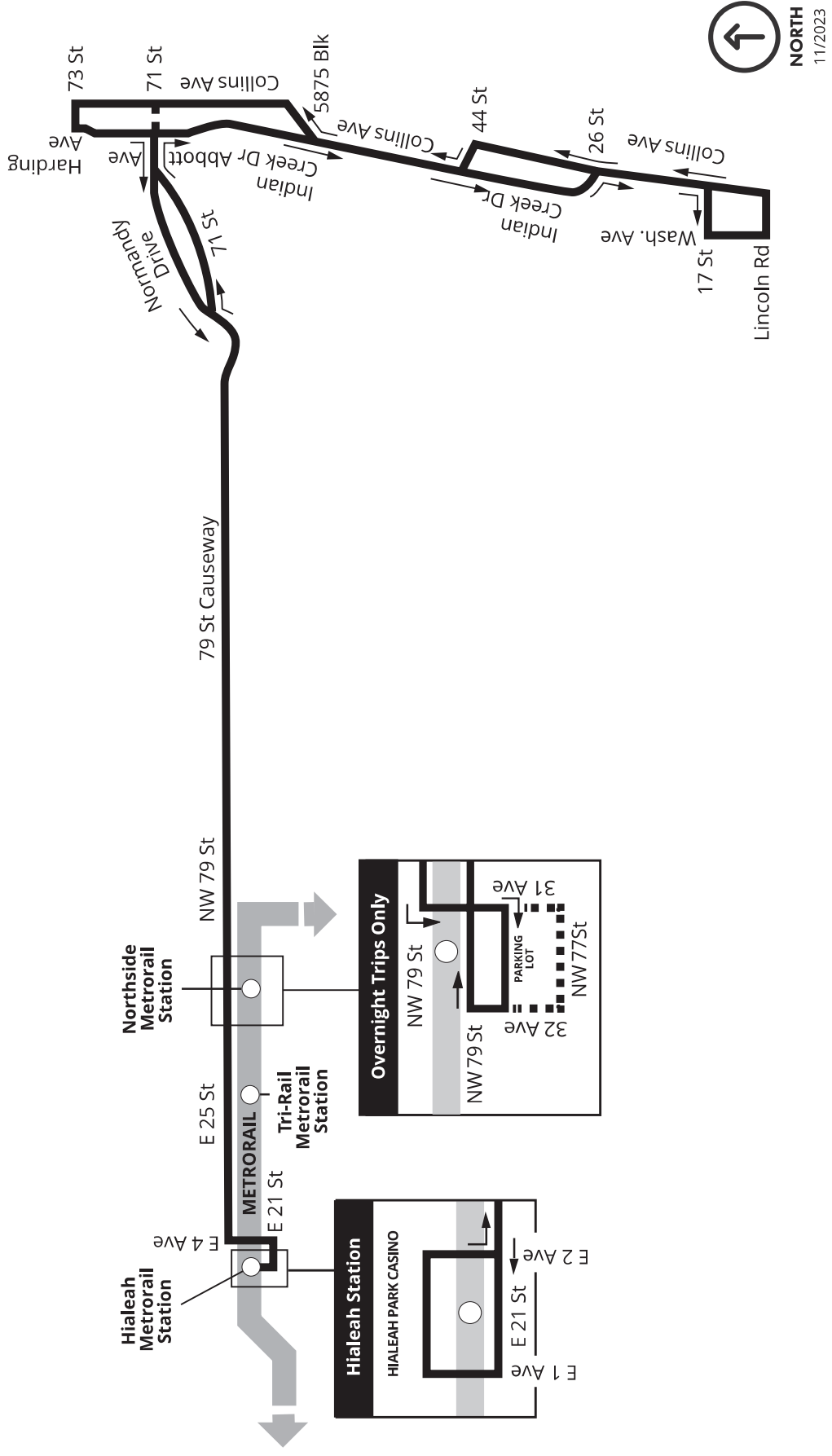
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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



79



SERVICE FREQUENCIES
FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

Table with 3 columns: FROM (DESDRE / DE), TO (HASTA / A), and EVERY (CADA / CHAK). It lists service frequencies for Weekday (Dias Laborables) and Weekend (Lasemèn).

Frequencies are approximate and may vary depending on traffic and road conditions.
Las frecuencias son aproximadas, pues dependen del tráfico y otras condiciones de las vías.
Asoyaje yo apwòksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo.

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Includes QR code and bus image.

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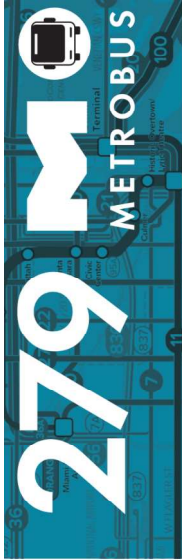
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MARCH 2024 MARZO 2024 | MAS 2024

79 STREET MAX

- Limited-stop weekday morning and afternoon service.
- Travels from Northside Metrorail station to 73 St & Collins Ave on Miami Beach along NW/NE 79 St and the 79th Street Causeway.

- Servicio con paradas limitadas en las mañanas y las tardes de los días laborables.
- Va desde la estación Northside del Metrorail hasta 73 St y Collins Ave en Miami Beach, pasando por NW/NE 79 St y 79th Street Causeway.
- Sèvis arè limite nan maten ak apre midi nan lasemèn.
- Vwayaje soti nan estasyon Northside Metrorail pou rive nan 73 St & Collins Ave sou Miami Beach sou NW/NE 79 St ak 79th Street Causeway.



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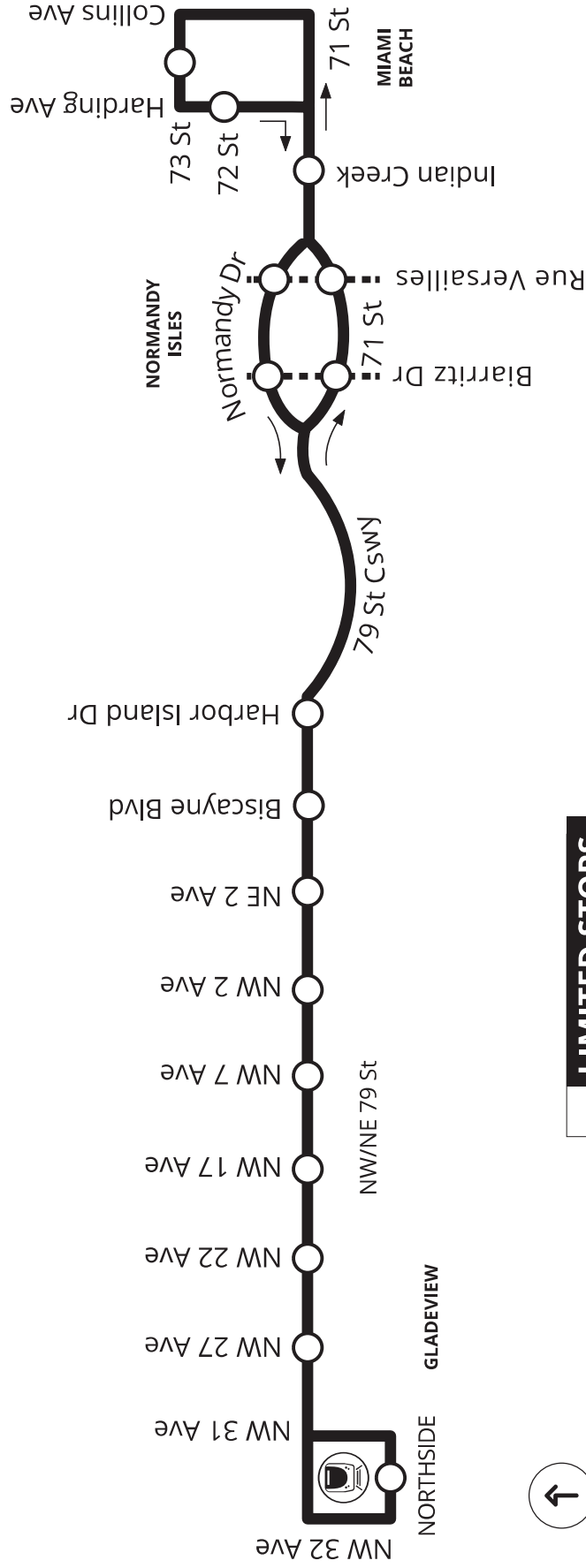
DRIVE LESS.LIVE MORE.™

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



279

79 STREET MAX



NORTH
11/2023



Metrorail Station



LIMITED STOPS
entire route

MIAMI-DADE COUNTY METROBUS SYSTEM

Metrobus routes

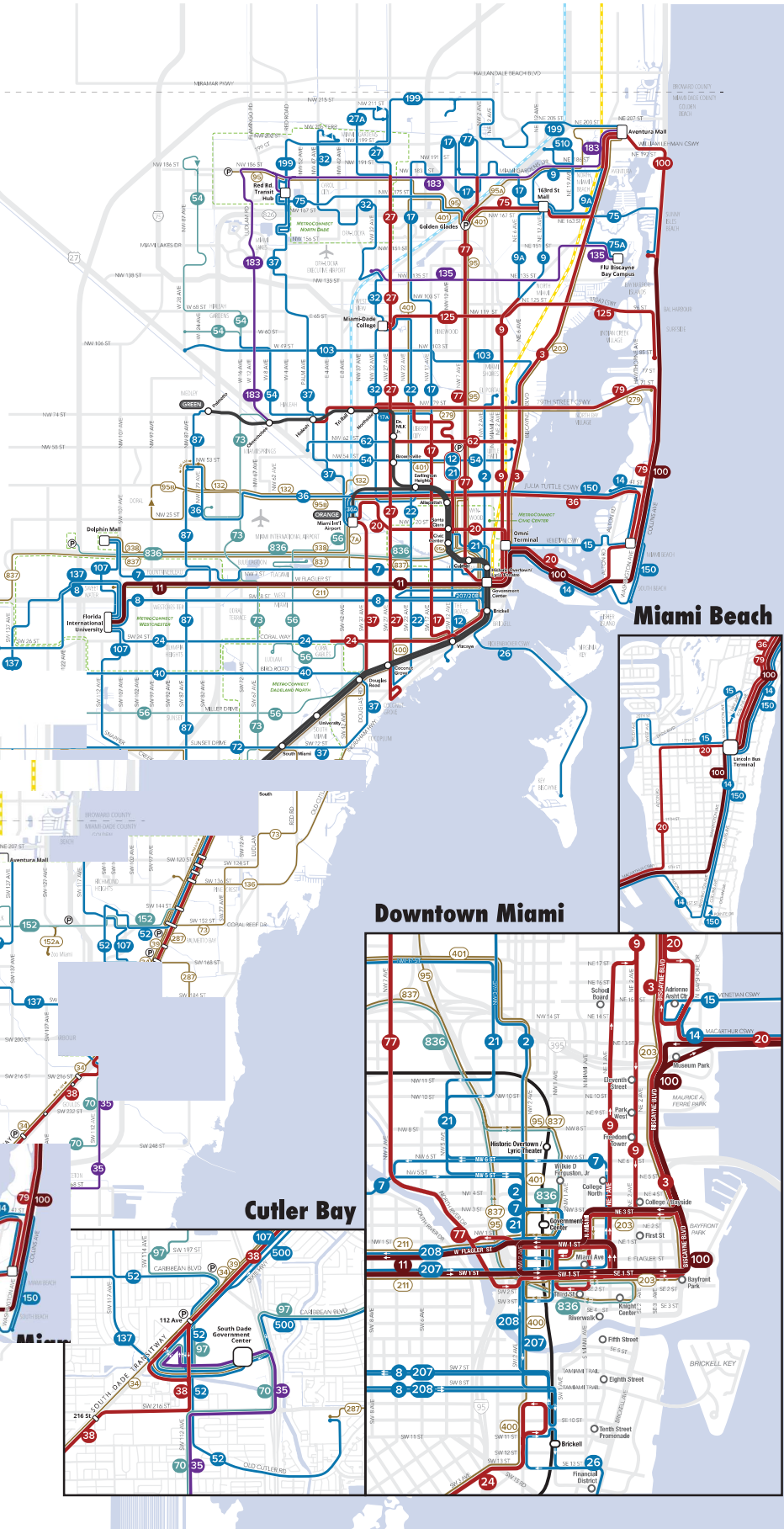
During weekdays at midday, the bus comes every...

- 10 minutes or less
- 15 minutes
- 20 minutes
- 30 minutes
- 60 minutes
- Peak-Only or Limited Service

Other transit services

- MetroConnect Zone
- Metrorail and Station
- Metromover and Station
- South Dade TransitWay Stations
- Tri-Rail
- Brightline

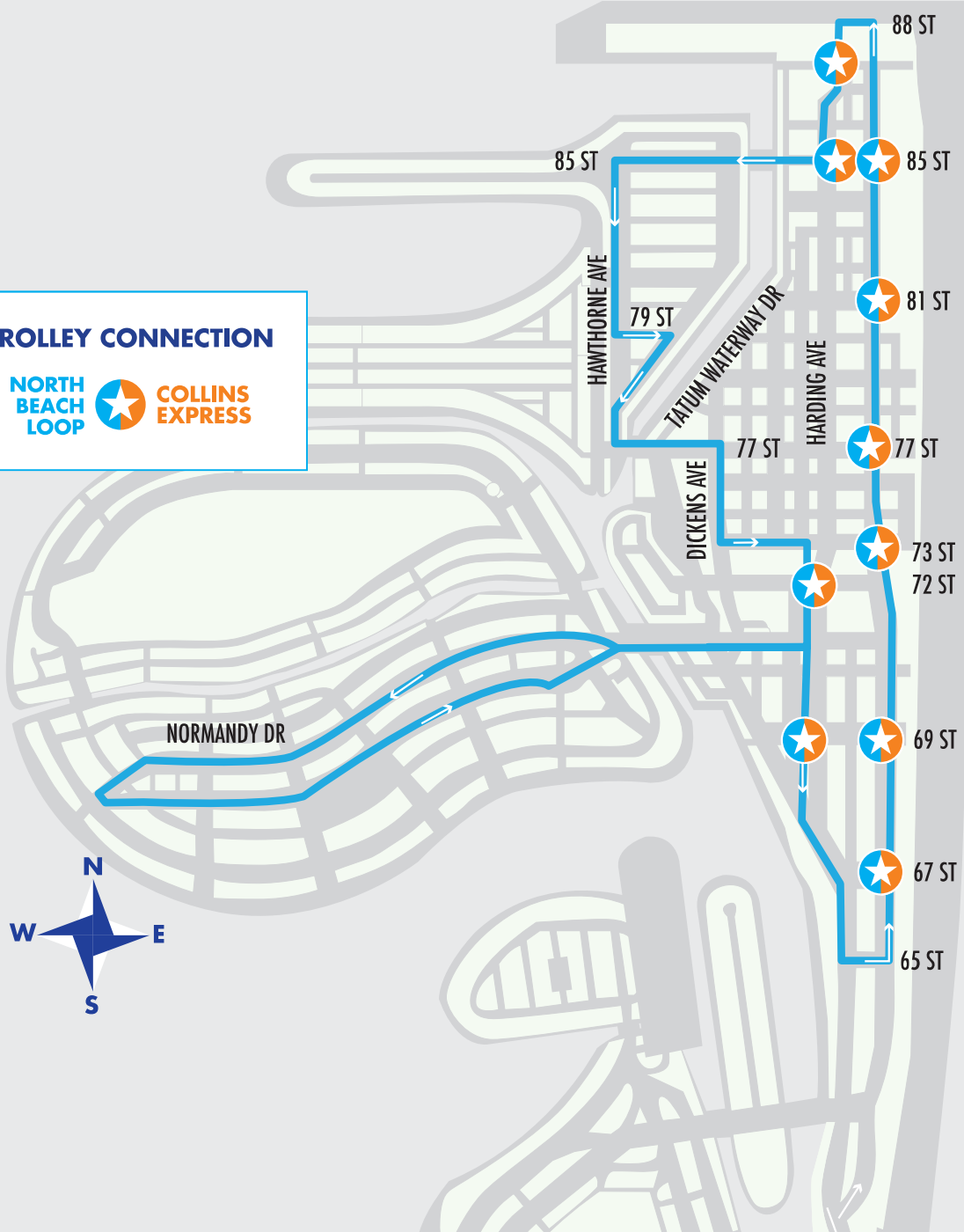
This is a general reference map. Consult individual route maps for details.





NORTH BEACH LOOP

TROLLEY CONNECTION



Attachment C

Trip Generation Calculations

DAILY TRIP GENERATION COMPARISON

EXISTING DAILY TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		MULTIMODAL REDUCTION		GROSS TRIPS		INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS	
ITE Edition	ITE Code	ITE Scale	ITE Units	In	Out	In	Out	Percent	MR	In	Out	Percent	IC	In	Out	Percent	PB	In	Out
1 Multifamily Housing (Low-Rise)	11	220	du	50%	50%	20	20	40	12.0%	5	18	17	35	18	17	35	0.0%	0	18
2																			
3																			
4																			
5																			
6																			
7																			
8																			
9																			
10																			
11																			
12																			
13																			
14																			
15																			
ITE Land Use Code				Total:		20	20	40		5	18	17	35	18	17	35	0.0%	0	18
Rate of Equation				Y=6.74(X)															

PROPOSED DAILY TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		MULTIMODAL REDUCTION		GROSS TRIPS		INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS	
ITE Edition	ITE Code	ITE Scale	ITE Units	In	Out	In	Out	Percent	MR	In	Out	Percent	IC	In	Out	Percent	PB	In	Out
1 Multifamily Housing (Low-Rise)	11	220	du	50%	50%	54	54	108	12.0%	13	48	47	95	48	47	95	0.0%	0	48
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NET NEW TRIPS		IN	OUT	TOTAL
		30	30	60

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS															DIRECTIONAL DISTRIBUTION				BASELINE TRIPS				MULTIMODAL REDUCTION				GROSS TRIPS				INTERNAL CAPTURE				EXTERNAL VEHICLE TRIPS				PASS-BY CAPTURE				NET NEW EXTERNAL TRIPS			
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1	Multifamily Housing (Low-Rise)	11	220	6	du	du	24%	76%					0		2		2		12.0%		0		0		0.0%		0		2		2		0.0%		0		2		2							
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PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION			BASELINE TRIPS			MULTIMODAL REDUCTION			GROSS TRIPS			INTERNAL CAPTURE			EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE			NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	Units	ITE	Percent		In	Out	Total	Percent	Trips	MR	In	Out	Total	Percent	Trips	IC	In	Out	Total	Percent	Trips	PB	In	Out	Total					
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NET NEW TRIPS			IN	OUT	TOTAL
			1	2	3

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION			GROSS TRIPS			INTERNAL CAPTURE			EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
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PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

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Means of Transportation to Work

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.

Label	Census Tract 39.15; Miami-Dade County; Florida	
	Estimate	Margin of Error
▼ Total:	2,989	±491
▼ Car, truck, or van:	1,810	±371
Drove alone	1,643	±387
▼ Carpooled:	167	±118
In 2-person carpool	143	±112
In 3-person carpool	24	±38
In 4-person carpool	0	±21
In 5- or 6-person carpool	0	±21
In 7-or-more-person carpool	0	±21
▼ Public transportation (excluding taxicab):	202	±145
Bus	202	±145
Subway or elevated rail	0	±21
Long-distance train or commuter rail	0	±21
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±21
Ferryboat	0	±21
Taxicab	157	±185
Motorcycle	178	±152
Bicycle	57	±92
Walked	112	±111
Other means	116	±184
Worked from home	357	±243

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Table Notes

Means of Transportation to Work

Survey/Program: American Community Survey
Universe: Workers 16 years and over
Year: 2022
Estimates: 5-Year
Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program 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.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

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.

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

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.

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

Several means of transportation to work categories were updated in 2019. For more information, see: [Change to Means of Transportation](#).

The 2018-2022 American Community Survey (ACS) data generally reflect the March 2020 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 2020 Census 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. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.
- 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.
- *****

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6/20/24, 11:35 AM

B08301: Means of Transportation ... - Census Bureau Table

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.

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Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

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/>).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

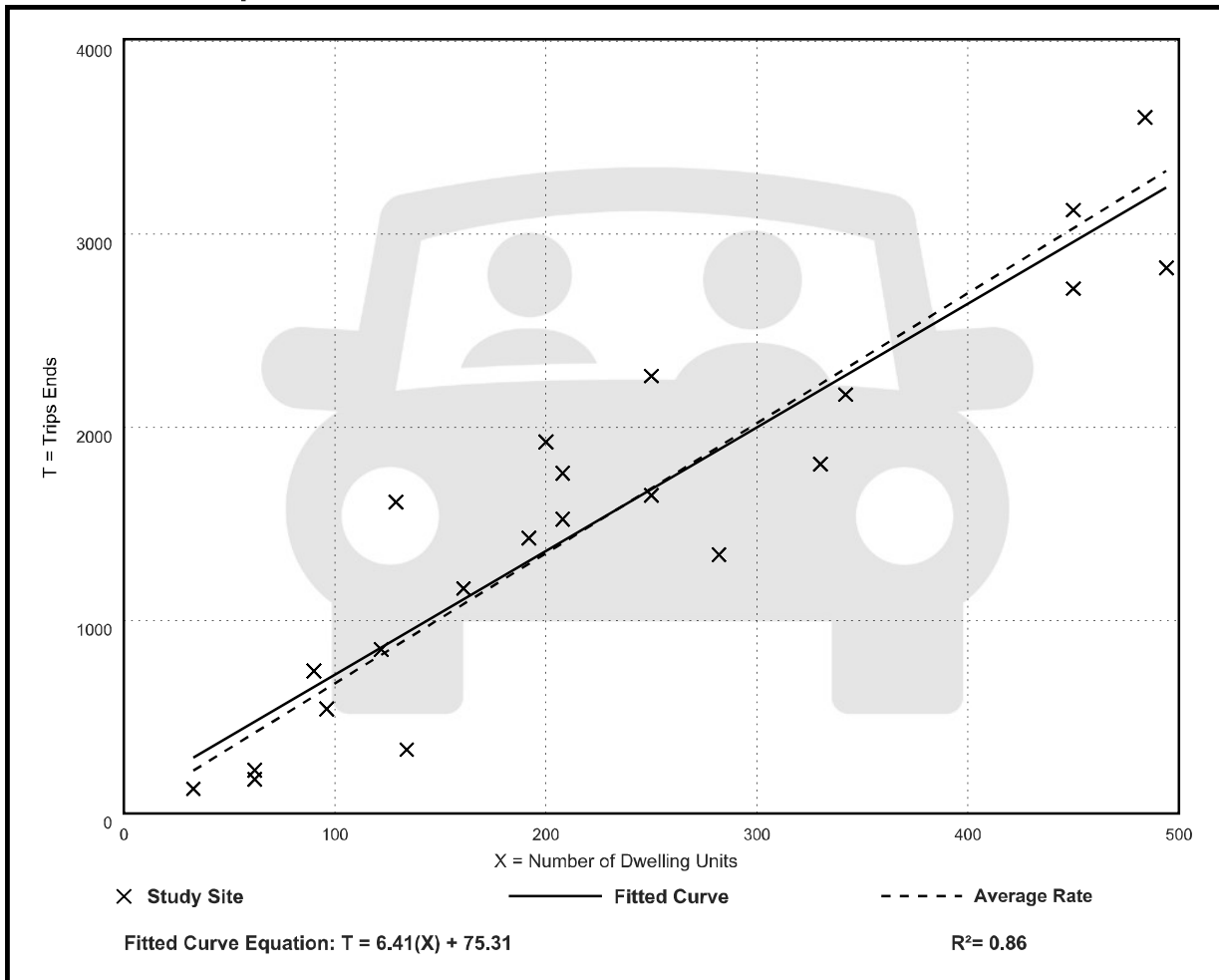
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

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: 49

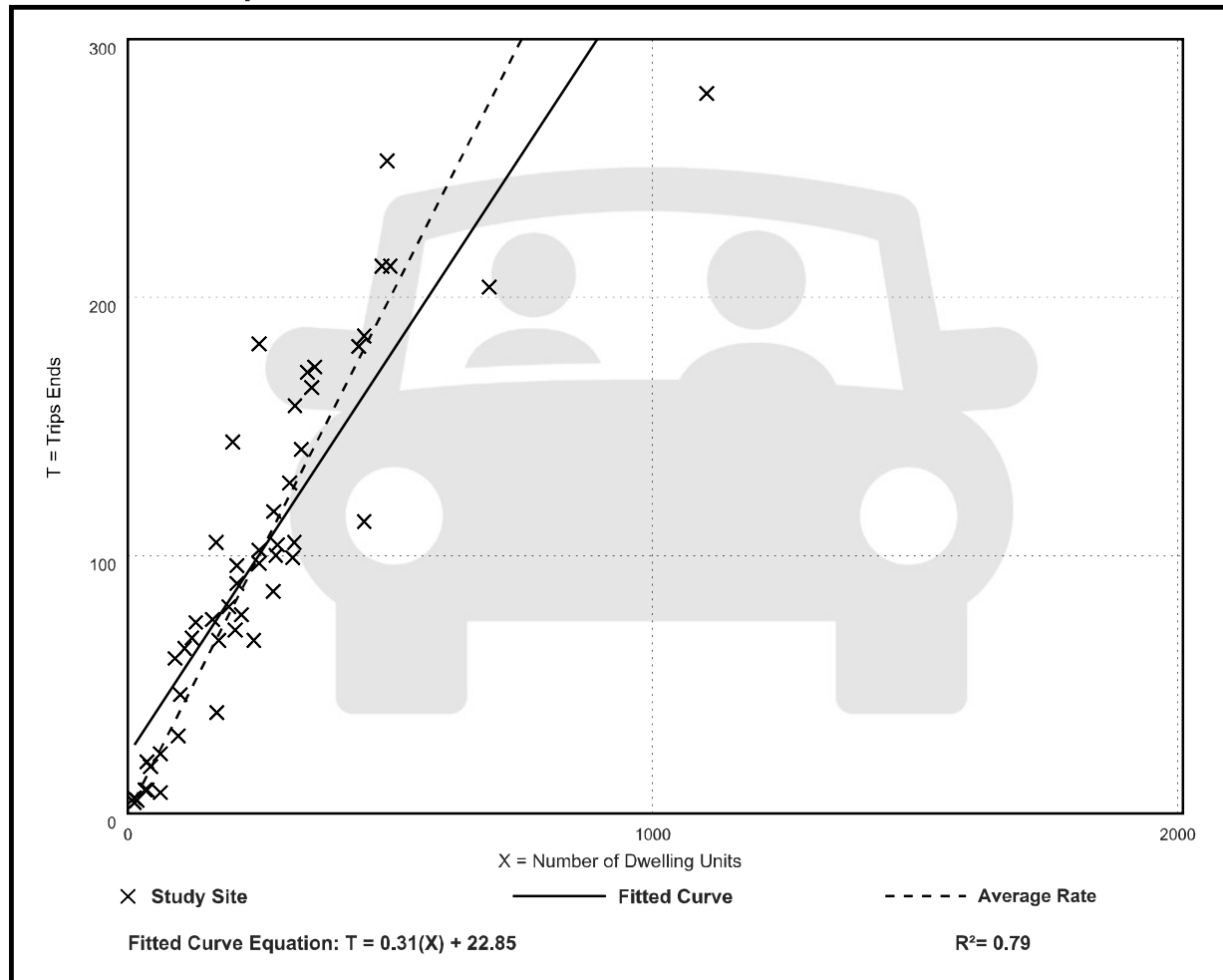
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

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: 59

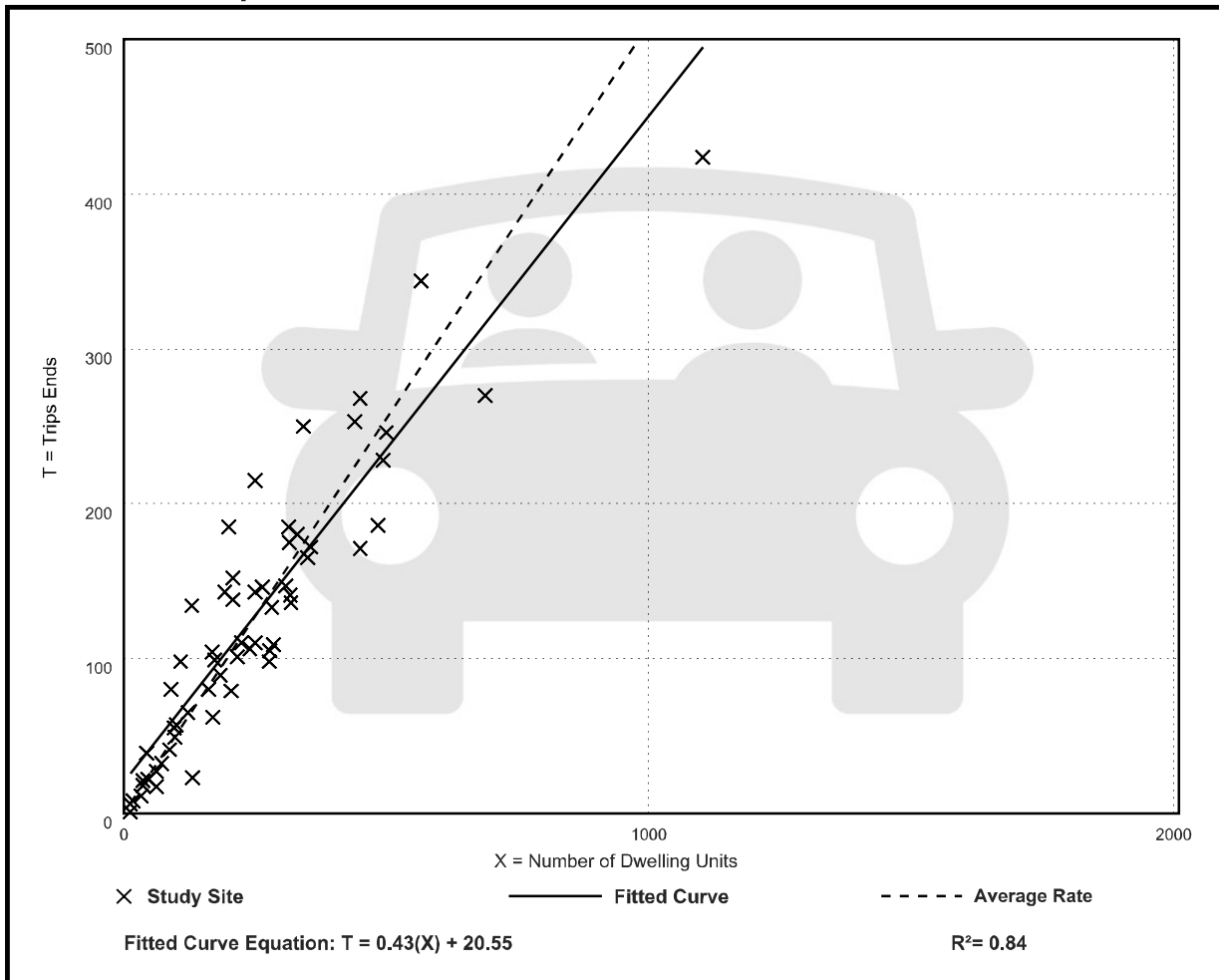
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



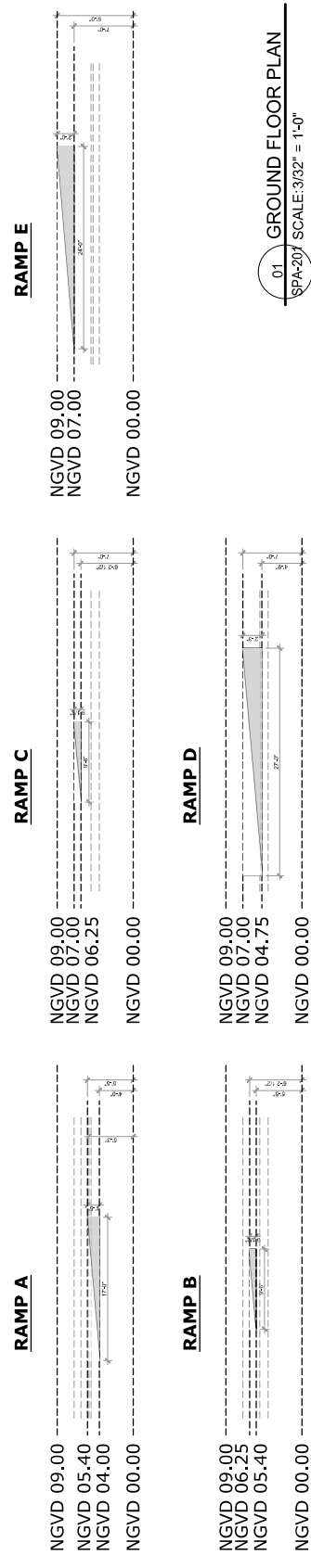
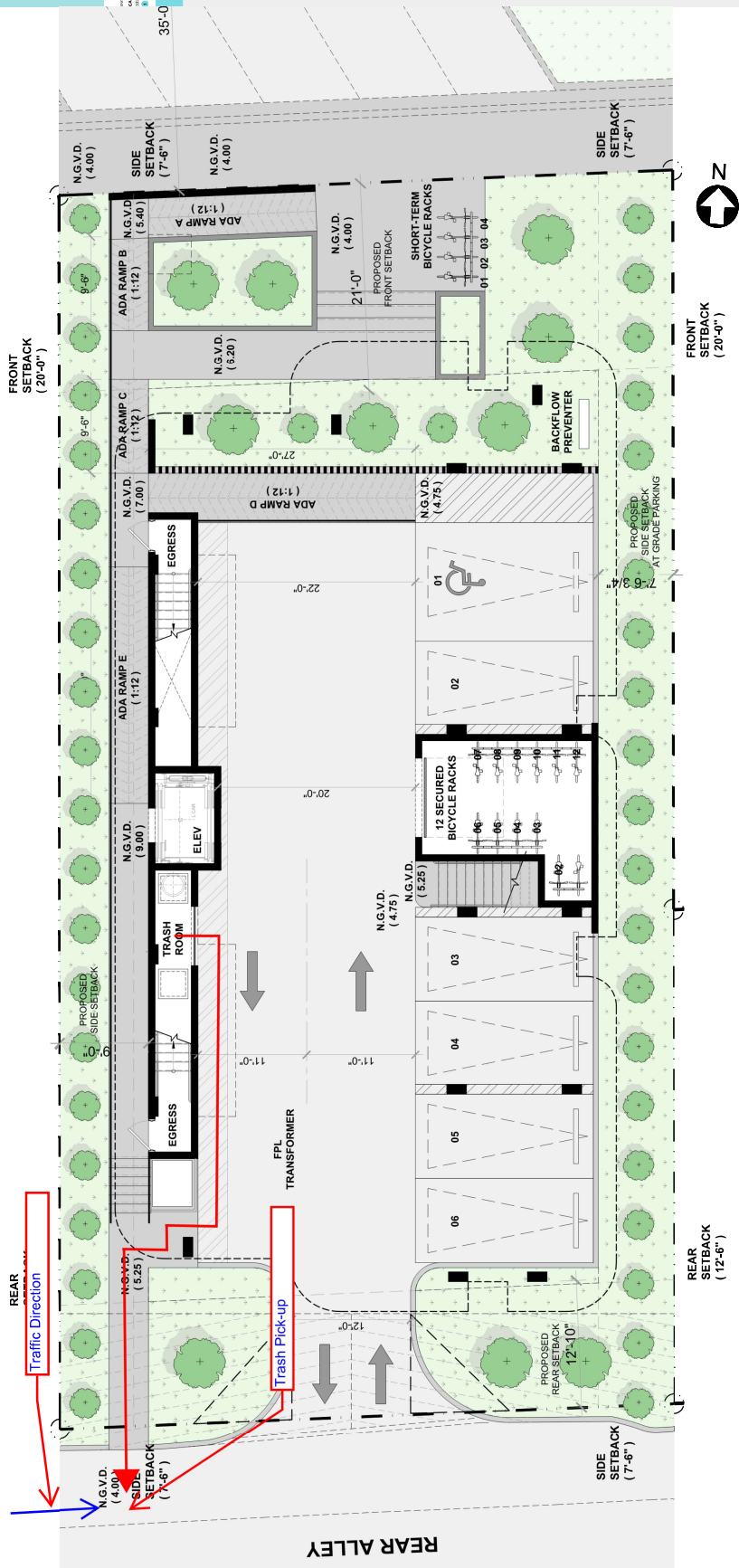
Attachment D

Refuse Operations

MARSEILLE RESIDENTIAL BUILDING

914 MARSEILLE DRIVE, MIAMI BEACH, FLORIDA 33141

SPA-201



01 GROUND FLOOR PLAN
SPA-201 SCALE: 3/32" = 1'-0"