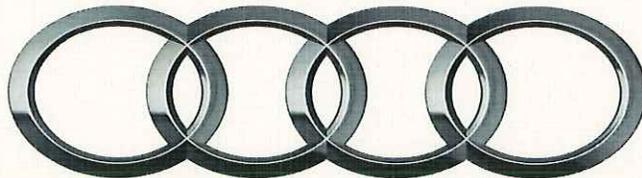


TRAFFIC ANALYSIS

FOR



Audi

AUDI SOUTH MIAMI Luxury Vehicle Sales U.S. Highway 1 and Banyan Street Palmetto Bay, Florida

SEI PROJECT NO. 2015-01

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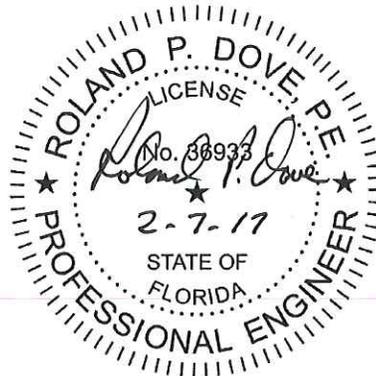
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Audi South Miami
U.S. 1 and Banyan Street, Palmetto Bay, FL

Traffic Analysis

Section 1.0 Introduction

The proposed Audi South Miami site is located on 2.42 acres at the southeast corner of U.S. Highway 1 and Banyan Street. The site is presently occupied by three buildings that will be demolished in order to allow the new construction. The existing buildings are one story strip center type buildings that are occupied by a variety of commercial uses as well as a small professional office. The total gross floor area of the three buildings is 30,860 square feet. After carefully reviewing the Land Use Descriptions in the ITE Trip Generation Manual, 9th Edition, we have determined that Specialty Retail Center (Land Use = 826) most closely describes the land uses within the existing buildings. The description from the ITE Manual is as follows: "Specialty retail centers are generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel; hard goods; and services, such as real estate offices, dance studios, florist and small restaurants."

Section 2.0 Existing Site Access Points

There are several existing access points to the parking lots that service the existing buildings. There is also parking along Banyan Street, Franjo Road and East Datura Street that serves these businesses. The driveway connection to U.S. Highway No. 1 serves a 20 space parking lot and the driveway connections to Banyan Street and East Datura Street serve other existing parking lots behind the buildings. These existing driveways will be a part of the site demolition and are not proposed to be maintained as they presently exist.

Section 3.0 Project Description

This proposed project consists of a 5-story automobile sales and service facility containing 68,280 square feet of space for sales offices, parts storage and vehicle service. Vehicle inventory parking and employee parking are proposed on three upper levels of the structure. Customer parking will be provided on the ground level in an external parking lot adjacent to the sales floor.

The Village of Palmetto Bay has requested that a retail component be provided on the ground level along Franjo Road and 3600 square feet is proposed for that purpose.

Section 4.0 Project Site Trip Generation

The daily and peak hour trip generation for the existing land uses and proposed project were estimated using trip characteristic data as identified in Trip Generation, Institute of Transportation Engineers, 9th Edition, as shown in Table 1.0 and Table 2.0.

Table 1.0 Trip Generation Summary – Existing Land Uses

ITE LUC	Land Use Description	Size	Daily				AM Peak Hour				PM Peak Hour			
			Trip rate	Trips	Enter	Exit	Trip rate	Trips	Enter	Exit	Trip rate	Trips	Enter	Exit
826	Specialty Retail	30,860	44.32	1368	684	684	6.84	211	101	110	5.02	155	87	68
TOTAL				1368	684	684		211	101	110		155	87	68

Table 2.0 – Trip Generation Summary -Proposed Land Uses

ITE LUC	Land Use Description	Size	Daily				AM Peak Hour				PM Peak Hour			
			Trip rate	Trips	Enter	Exit	Trip rate	Trips	Enter	Exit	Trip rate	Trips	Enter	Exit
841	Automobile Sales	68,280	32.3	2205	1102	1103	1.92	131	98	33	2.62	179	72	107
826	Specialty Retail	3,600	44.32	160	80	80	6.84	25	12	13	5.02	18	10	8
TOTAL				2365	1182	1183		156	110	46		197	82	115

Section 5.0 Proposed Project Access Points

Two new driveways are proposed to serve the project, a full access connection to East Datura Street and an exit only connection to Banyan Street. No direct connections are proposed to U.S. Highway 1 or Franjo Road. Twenty-three (23) customer parking spaces are provided at ground level and are accessed from East Datura Street. Employees and service customers will also enter from East Datura Street but can exit to either Banyan Street or East Datura Street.

Section 6.0 – Comparison of Peak-Hour Traffic Impacts

Peak hour traffic counts are usually considered to be one of the best measures of any significant impacts to the local transportation network. The number of AM peak hour trips generated by the existing land use exceeds the number of trips estimated for the proposed uses by 55 resulting in a reduction in AM peak hour impacts. There are 9 more AM peak hour trips entering the site but 64 fewer AM peak hour trips leaving the site. The number of PM peak hour trips generated by the existing land use is 42 trips less than the proposed land use; however, the PM peak hour distribution shows 5 more vehicle trips entering the site when comparing the existing land use with the proposed. The number of PM peak hour trips projected to exit the site with the new development will be 47 more than the current number of trips exiting the site.

Because the existing driveway connection to US Highway 1 is being eliminated the direct PM peak hour impact to this arterial road is being eliminated. All trips entering and existing the new facility will be via East Datura Street or Banyan Street. It is our professional opinion that the overall impact to the existing roadway network will be minimal.