



MEMORANDUM

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DATE: June 28, 2019
TO: Firat Akcay, Transportation Analyst, City of Miami Beach
FROM: Claudia Lamus, P.E.
CC: Josiel Ferrer-Diaz, E.I, Transportation Manager, City of Miami Beach
Oliver Rodrigues P.E., PTOE
SUBJECT: **72 & Park**
Traffic Impact Study - Peer Review No. 2

Florida Transportation Engineering, Inc. was retained by the City of Miami Beach to perform a peer review of the traffic impact study for the proposed redevelopment of the parcels located on the south side of 72nd Street between Carlyle Avenue and Byron Avenue in Miami Beach, FL. These services were performed as part of the City's Traffic Engineering Consulting Services Contract.

The applicant proposes to construct 282 apartment units, 12,603 square feet of retail space, with the post office to remain. A Traffic Impact Study (TIS) prepared by TrafTech dated June 2019 was presented to the City. FTE provided peer review comments dated June 7, 2019. The applicant submitted a revised report dated June 24, 2019. This memorandum presents FTE's comments that need further clarification and or justification.

Previous Comments:

Comment 6 - Although it is true that using the formula for Land Use 820 can overestimate trips in some cases, without knowing more specifics about the tenants, the suggested deviation of ITE guidelines cannot be accepted. For example: if the proposed 2,465 sf of retail space is occupied by a coffee shop (Land Use 936), it will be 253 trips in the AM peak by itself. Therefore, please revise the analysis accordingly. **We will update the AM analysis in order to use the equation**

Comment 8 – The warrant analysis was prepared without accounting for the proposed trips. However, at this time no further action is required. Instead, it will be recommended to include a condition of approval to come back to the Planning Board with a full warrant analysis after the project is occupied due to the potential of new pedestrian traffic due to the nature of the proposed development, the addition of parallel parking spaces on Byron Avenue, and the potential interaction with the North Shore Park. **Comment acknowledged.**

Comment 12 – The revised study did not provide any details on the type of gate, its location, nor operations. However, a gate and its operation can have a significant impact on the project. If a gate is not provided, how will the residential parking be differentiated/separated from the retail parking? **The gate system, location and design will be addressed at the time of permit with the required queuing analysis.**

New Comment:

Comment 20 – The revised report is missing Table 1 – Trip Generation for Existing Conditions. **Table will be included in the updated report and is included herein.**

Should you have any questions concerning our comments, please feel free to contact me at (305) 463-8411, ext. 102. I look forward to assisting you further on this project.

TABLE 1

**Trip Generation Summary - Existing Use
72nd & Park Project**

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
						Total Trips	Inbound	Outbound
Private School LUC 534	235 stds	966	214	118	96	61	28	33
Gross Trips		966	214	118	96	61	28	33

Source: ITE Trip Generation Manual (10th Edition)

TABLE 2

**Trip Generation Summary - Proposed Uses
72nd & Park Project**

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
						Total Trips	Inbound	Outbound
High Rise LUC 222	283 units	1,327	92	22	70	105	64	41
Retail LUC 820	12,603 sq.ft.	1,470	12	7	5	117	56	61
Gross Trips		2,797	104	29	75	222	120	102
Internal Trips (see worksheet)		0	0	0	0	-43	-21	-21
Driveway Trips		2,797	104	29	75	179	99	81
Pass-by Retail (2)		0	0	0	0	-32	-17	-15
New External Trips		2,797	104	29	75	147	82	66

Source: ITE Trip Generation Manual (10th Edition)

Difference	1831	-110	-89	-21	86	54	33
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- (1) A significant number of the 283 residential units are micro-units. These micro-units will likely generate less trips than the trips documented above (conservative approach).
- (2) Based on ITE Trip Generation Handbook (3rd Edition), Retail pass-by = 34%