

Mr. Grant Webster

06/17/2025

Transportation Planner
Transportation & Mobility Department
City of Miami Beach
1700 Convention Center Drive, 3rd Floor
Miami Beach, FL 33139

RE: Sushi Garage at 1784 West Avenue
Traffic Impact Study Methodology

Dear Mr. Webster,

The subject property has an existing dual use of restaurant and high-turnover restaurant. It is proposed to be redeveloped for just one single use of fine dining restaurant. The property is within an I-1 (Industrial Light) Zoning District. Please refer to Exhibit A, which provides a set of the proposed plans and details on the Trip Generation Evaluation, which was developed using the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition.

The Trip Generation analysis was completed for Weekday AM and PM peak hours as well as for the Saturday Peak hour. The proposed redeveloped Fine Dining Restaurant will result in a decrease of 13 less vehicles during the Weekday AM Peak, 5 less vehicles during the Weekday PM Peak, and 1 less vehicle during the Saturday Peak.

In accordance with the City's Traffic Study Guidelines dated August 9, 2022 (Exhibit B) and given the anticipated reduction in vehicular traffic under the proposed redeveloped conditions, we propose to complete the following traffic methodology items. These will be documented in a de minimis project impact statement, prepared by a Florida Licensed Professional Engineer. We anticipate this approach will fulfill the City's fiduciary responsibility in its review of this project's impacts.

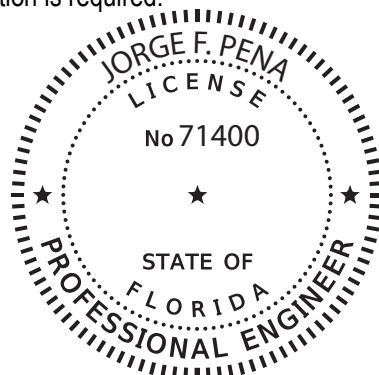
1. Detailed trip generation calculations for weekday AM and PM peak hours and weekend peak hours, if applicable, based on land use(s) following the ITE's Trip Generation Manual 11th Edition.
2. Since the existing restaurant use will be maintained, provide a narrative describing the maneuverability for loading / unloading, including freight delivery and garbage trucks of existing conditions.
3. Valet analysis, with a project site plan depicting the location of the valet stand and uses of on-street parking spaces for valet operations.

We appreciate the City's review of the above described Traffic Impact Study Methodology. Please feel free to contact me if additional information is required.

Sincerely,

Jorge F Pena
2025.06.17 18:06:19
-04'00'

Jorge F. Pena, PE
ALFKA LLC
Senior Engineer
Encl.



1000 Brickell Avenue * Suite 715 * Miami, FL 33131 * Phone: 786.828.5750

Exhibit A – ITE Tip Generation Analysis

To: Mr. Ghassan Choueiry, PE
Senior Transportation Engineer
Transportation and Mobility Department
City of Miami Beach
1700 Convention Center Drive, 3rd Floor
Miami, Beach, FL 33139

Date: June 17, 2025

From: Jorge F. Pena, PE

Subject: Trip Generation Comparison Report and Valet Analysis for Restaurant “Sushi Garage” at 1784 West Avenue in Miami Beach

Project Location

The restaurant is Located at 1784 West Avenue, in Miami Beach, Miami-Dade County, Florida (**Figure 1**).



Figure 1 - Project Location

Proposed Land Use

As background, this property was recently operating as a mixed-use space consisting of a restaurant and high turnover restaurant. According to the previously submitted life safety plan, the former layout included 97 restaurant seats in an area of 2,977 SF and approximately 1,475 square feet dedicated to retail functioning as a convenience store. The application includes repurposing the entire space for restaurant use, with a maximum seating capacity of 145 seats. This change would eliminate the retail component entirely, converting the full area to support a single restaurant operation. The proposed use remains consistent with the property's commercial zoning designation and maintains a similar intensity of use, with only a modest increase in seating capacity. Please refer to **Attachment 1** – Proposed Site Plan, for more details on the proposed use.

Trip Generation Analysis

A trip generation analysis was conducted utilizing the trip generation rates and equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (11th Edition)*. The trip generation equations/rates can be found in **Attachment 2**. The trip generation analysis was undertaken for AM peak hour, and PM peak hour conditions. Tables 1 and 2 summarize the Trip Generation Analysis findings.

Table 1					
Fine Restaurant Trip Generation Analysis / Existing					
Existing Land Use	Quantity	Units	Weekday AM Peak Trips	Weekday PM Peak Trips	Saturday Peak Trips
931 (Fine Restaurant)	97	Seats	15	28	32
Pass-By Trips 44% (931 Fine Restaurant)			0	-13	0
Total Fine Restaurant Trips			15	15	32
932 (High-Turnover Rest.)	1475	SF	20	24	17
Pass-By Trips 43% (932 High-Turnover Rest.)			0	-11	0
Total High-Turnover Restaurant Trips			20	13	17
Total Existing Trips			35	28	49
Fine Restaurant Trip Generation Analysis / Proposed					
Proposed Land Use	Quantity	Units	Weekday AM Peak Trips	Weekday PM Peak Trips	Saturday Peak Trips
931 (Fine Restaurant)	145	Seats	22	42	48
Pass-By Trips 44% (931 Fine Restaurant)			0	-19	0
Total Fine Restaurant Trips			22	23	48
Total Proposed Trips			22	23	48

Table 2									
Fine Restaurant Trip Generation Analysis / Existing									
Existing Land Use	Weekday AM Peak Trips			Weekday PM Peak Trips			Saturday Peak Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
931 (Fine Restaurant)	11	4	15	9	6	15	19	13	32
932 (High-Turnover Rest.)	12	8	20	7	6	13	9	8	17
Total Existing Trips	23	12	35	16	12	28	28	21	49
Fine Restaurant Trip Generation Analysis / Proposed									
Proposed Land Use	Weekday AM Peak Trips			Weekday PM Peak Trips			Saturday Peak Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
931 (Fine Restaurant)	16	6	22	14	9	23	29	19	48
Difference (Proposed - Approved)									
	-7	-6	-13	-2	-3	-5	1	-2	-1

Conclusions

In support of the proposed land use change, a trip generation analysis was conducted using data from the ITE Trip Generation Manual, 11th Edition, specifically applying Land Use Code 931 – *Fine Dining Restaurant*. The analysis compares the existing approved use versus the proposed use during Weekday AM and PM Peak Hours as well as the Saturday Peak Hour.

The comparison reveals a decrease in traffic generation by the proposed site of 13 less vehicles during the Weekday AM Peak, 5 less vehicles during the Weekday PM Peak, and 1 less vehicle during the Saturday Peak. And as such, the proposed development is not anticipated to adversely impact local traffic operations.

Please do not hesitate to contact me if you have any questions or comments regarding this Trip Generation Comparison report memorandum.

Encl.

Attachment 1 – Proposed Site Plan

Attachment 2 – Trip Generation Equation/Rates

Attachment 1

Proposed Site Plan

CONSTRUCTION TYPE
F.B.C. TABLE 503

CONSTRUCTION TYPE = TYPE IB

ALLOWABLE HEIGHT AND BUILDING AREAS
TABLE 503 F.B.C.)

ASSEMBLY (A-2)	TYPE II (B)	
	PERMITTED	PROVIDED
MAX. AREA PER FLOOR	9,500 SF	4,626 SF
MAX. HEIGHT (# OF STORIES)	2	2

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS F.B.C. TABLE 601

BUILDING ELEMENT	TYPE II (B)
PRIMARY STRUCTURAL FRAME	0 HOUR
BEARING EXTERIOR WALLS	0 HOUR
BEARING INTERIOR WALLS	0 HOUR
NONBEARING INTERIOR WALLS & PARTITIONS	0 HOUR
FLOORS CONSTRUCTION	0 HOUR
ROOF STRUCTURE	0 HOUR

FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE F.B.C. TABLE 602

FIRE SEPARATION DISTANCE (FT)	TYPE OF CONSTRUCTION	GROUP A-2
< 5	II-B	1
> 5 < 10	II-B	1
> 10 < 20	II-B	0
> 20 < 30	II-B	0
> 30	All	0

GENERAL NOTES

1. THE OCCUPANCY AND TYPE OF CONSTRUCTION FOR THE PROPOSED BUILDINGS ARE AS FOLLOWS:

- OCCUPANCY TYPE II-B
2. MAXIMUM ELEVATION CHANGE AT ALL BUILDING ENTRANCE DOORS (INCLUDING THRESHOLDS) SHALL BE EQUAL TO OR LESS THAN 1/2".
3. PROVIDE ONE-ABC TYPE, "2-A" RATED FIRE EXTINGUISHER FOR EACH 2,500 SQ. FT. MAXIMUM 75 FT. OF TRAVEL, TOP OF EXTINGUISHER NOT TO EXCEED 5 FOOT ABOVE FINISH FLOOR.

4. ALL INTERIOR FINISHES SHALL COMPLY WITH FFPC 201 CHAPTER 10 & TABLE A.10.2.2

ASSEMBLY COMPONENT NOTES:

1. EGRESS DOORS MUST BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT.
2. DOORS MUST BE OPENABLE WITH NO MORE THAN ONE RELEASING OPERATION, SUCH MECHANISM FOR ANY LATCH SHALL BE LOCATED 34" MIN AND 48" MAX ABOVE FINISHED FLOOR.
3. ILLUMINATED AND MARKED MEANS OF EGRESS TO COMPLY WITH F.B.C SECTION 403.5.5 & 1024
4. EMERGENCY LIGHTING PROVIDED & TO MEET THE REQUIREMENTS OF F.B.C SECTION 403.4.8 & N.E.C ARTICLE 701
5. AUDIBLE ALARM IS AUTOMATIC, FIRE ALARM SYSTEM NEEDS TO COMPLY WITH F.B.C 403.4 AND N.F.P.A 72

SMOKE DETECTION

1. EVERY MECHANICAL EQUIPMENT, ELECTRICAL, TRANSFORMER, TELEPHONE EQUIPMENT, ELEVATOR MACHINE, OR SIMILAR ROOM (ANY GENERALLY UNOCCUPIED AREA THAT CAN PROVIDE AN IGNITION SOURCE)
3. EACH HVAC MAIN RETURN AND EXHAUST AIR PLENUM
4. OUTSIDE (WITHIN 10'-0") OF EACH STAIR/EXIT DOOR ON EACH FLOOR

FINISH NOTES:

1. ROOMS WITH 4 OR FEWER PERSONS REQUIRE CLASS C INTERIOR FINISH.
2. FINISHES SHALL COMPLY WITH F.B.C TABLE 803.9
3. INTERIOR WALL AND CEILING FINISH MATERIALS COMPLYING WITH SECTION 10.2 OF THE N.F.P.A 101 SHALL BE CLASS A, CLASS B, OR CLASS C IN ASSEMBLY AREAS HAVING OCCUPANT LOAD OF LESS THAN 300 AS PER SECTION 12.3.3.3 OF N.F.P.A 101

ASSEMBLY COMPONENT NOTES:

1. EGRESS DOORS MUST BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT.
2. DOORS MUST BE OPENABLE WITH NO MORE THAN ONE RELEASING OPERATION, SUCH MECHANISM FOR ANY LATCH SHALL BE LOCATED 34" MIN AND 48" MAX ABOVE FINISHED FLOOR.
3. ALL DOORS SERVING 100 OR MORE PERSONS SHALL HAVE PANIC HARDWARE
4. ILLUMINATED AND MARKED MEANS OF EGRESS
5. EMERGENCY LIGHTING PROVIDED
6. INITIATION PROVIDED VIA APPROVED AUTOMATIC SPRINKLER SYSTEM THAT PROVIDES FIRE DETECTION AND PROTECTION THROUGHOUT BUILDING
7. AUDIBLE ALARM IS AUTOMATIC

NOTE

BUILDING SHALL BE PROVIDED WITH CLASS 1, TYPE 60 STANDBY POWER IN ACCORDANCE WITH CHAPTER 27 OF THE FLORIDA BUILDING CODE, BUILDING AND NFPA 110. THE STANDBY POWER SYSTEM SHALL HAVE A CAPACITY AND RATING SUFFICIENT TO SUPPLY ALL REQUIRED EQUIPMENT. SELECTIVE LOAD PICKUP AND LOAD SHEDDING SHALL BE PERMITTED IN ACCORDANCE WITH CHAPTER 27 OF THE FLORIDA BUILDING CODE, BUILDING. THE STANDBY POWER SYSTEM SHALL BE CONNECTED TO THE FOLLOWING:

- EMERGENCY LIGHTING SYSTEM.
- MECHANICAL EQUIPMENT FOR SMOKEPROOF ENCLOSURES.
- POWER AND LIGHTING FOR THE FIRE COMMAND CENTER

NOTE

ALL EXIT LIGHTS AND EMERGENCY LIGHTS SHALL HAVE BATTERY BACKUP RATED FOR 90 MINUTES MIN. SEE ELECTRICAL DRAWINGS

WALLS LEGEND

- 1 HOUR FIRE WALL
- 2 HOUR FIRE WALL
- 3 HOUR FIRE WALL
- COMMON PATH OF TRAVEL
- DIRECTION OF EGRESS-TRAVEL DISTANCE
- FIRE EXTINGUISHER CABINETS.
- WALL MOUNTED FIRE EXTINGUISHER ON BRACKET.
- EXIT SIGN (BOTTOM OF SIGN MIN +7'-6" A.F.F.)

EXIT NUMBER	TOTAL EXIT CLEAR WIDTH	OCCUPANT LOAD USED	MAX CAPACITY	
ROOM	OCCUPANCY	OCCUPANT LOAD FACTOR	AREA IN SF	OCCUPANT LOAD

TRAVEL DISTANCE, DEAD END LENGTH, and MEANS OF EGRESS WIDTH
F.B.C. TABLE 1016.1
N.F.P.A TABLE A.7.8

OCCUPANCY CLASSIFICATION	MAXIMUM TRAVEL DIST. TO EXIT (ft)	MAXIMUM DEAD END CORRIDOR LENGTH (ft)	MAXIMUM COMMON PATH OF TRAVEL (ft)		EGRESS WIDTH PER PERSON SERVED (in)		MINIMUM CORRIDOR/AISLE WIDTH (in)	MINIMUM CLEAR OP'G OF EXIT DOORS (in)	MINIMUM STAIR WIDTH (in)
			UNSPRINKLED.	SPRINKLED.	LEVEL	STAIRS			
Group A	200	20	20/75	20/75	0.2	0.3	44	32	44
Group M	150	20	75	75	0.2	0.3	44	32	44

*BASED ON MOST RESTRICTIVE OF N.F.P.A 101 & FBC

SEATING COUNT

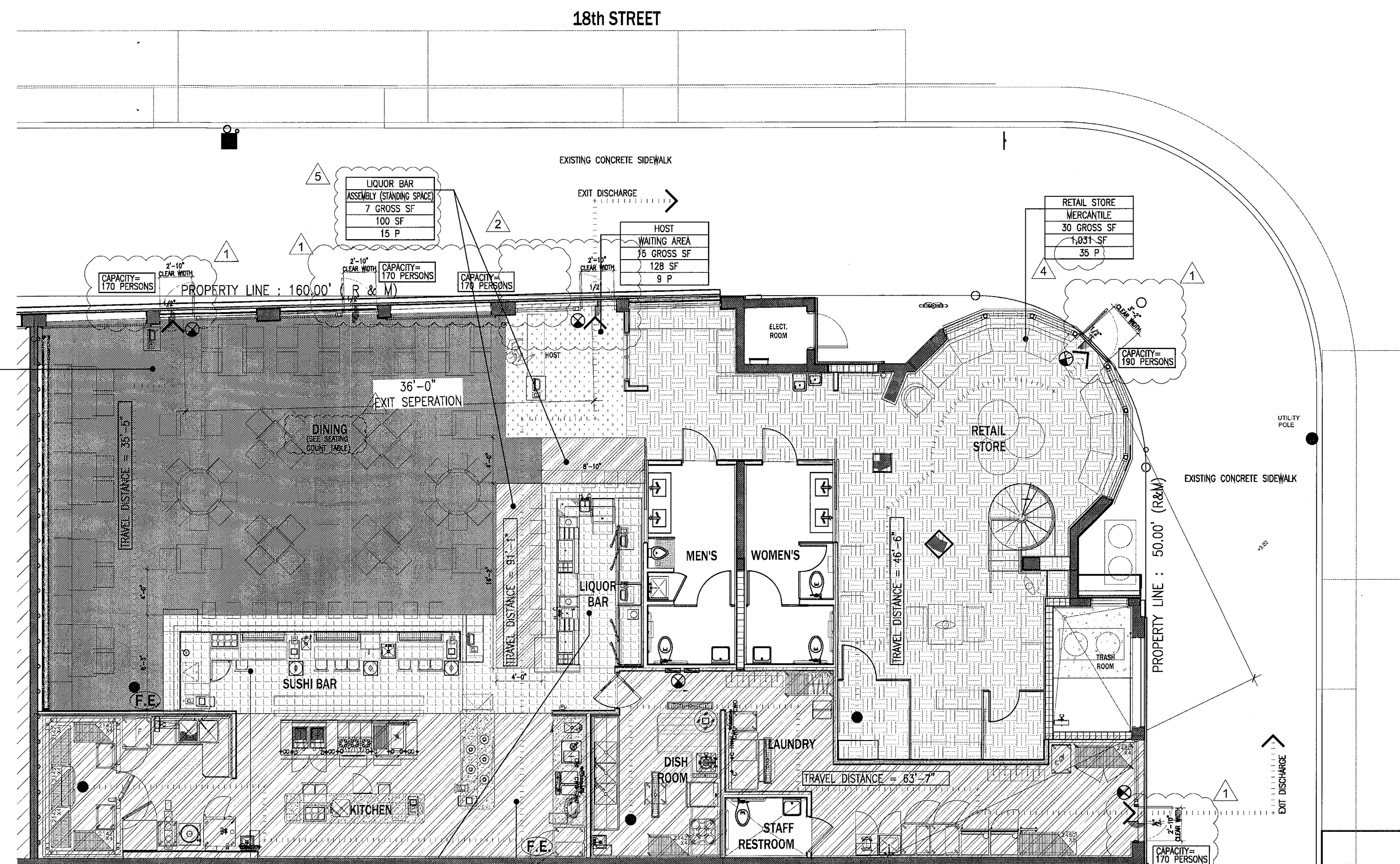
BOOTH SEATING	16 PERSONS
TABLE SEATING	60 PERSONS
LIQUOR BAR SEATING	10 PERSONS
SUSHI BAR SEATING	11 PERSONS
TOTAL SEATING =	97 PERSONS

OCCUPANT LOAD CALCULATION- RESTAURANT
(F.B.C. TABLE 1004.1.1)

OCCUPANCY	OCCUPANCY LOAD	AREA	TOTAL
DINING	1 PERSON / 15 GSF	1,141 SF	77 PERSONS
HOST	1 PERSON / 15 GSF	128 SF	9 PERSONS
SUSHI BAR (service)	1 PERSON / 100 GSF	227 SF	3 PERSONS
LIQUOR BAR (service)	1 PERSON / 100 GSF	147 SF	2 PERSONS
LIQUOR BAR (STANDING AREA)	1 PERSON / 7 GSF	100 SF	15 PERSONS
KITCHEN	1 PERSON / 200 GSF	1,234 SF	7 PERSONS
TOTAL:		2,977 SF	113 PERSONS

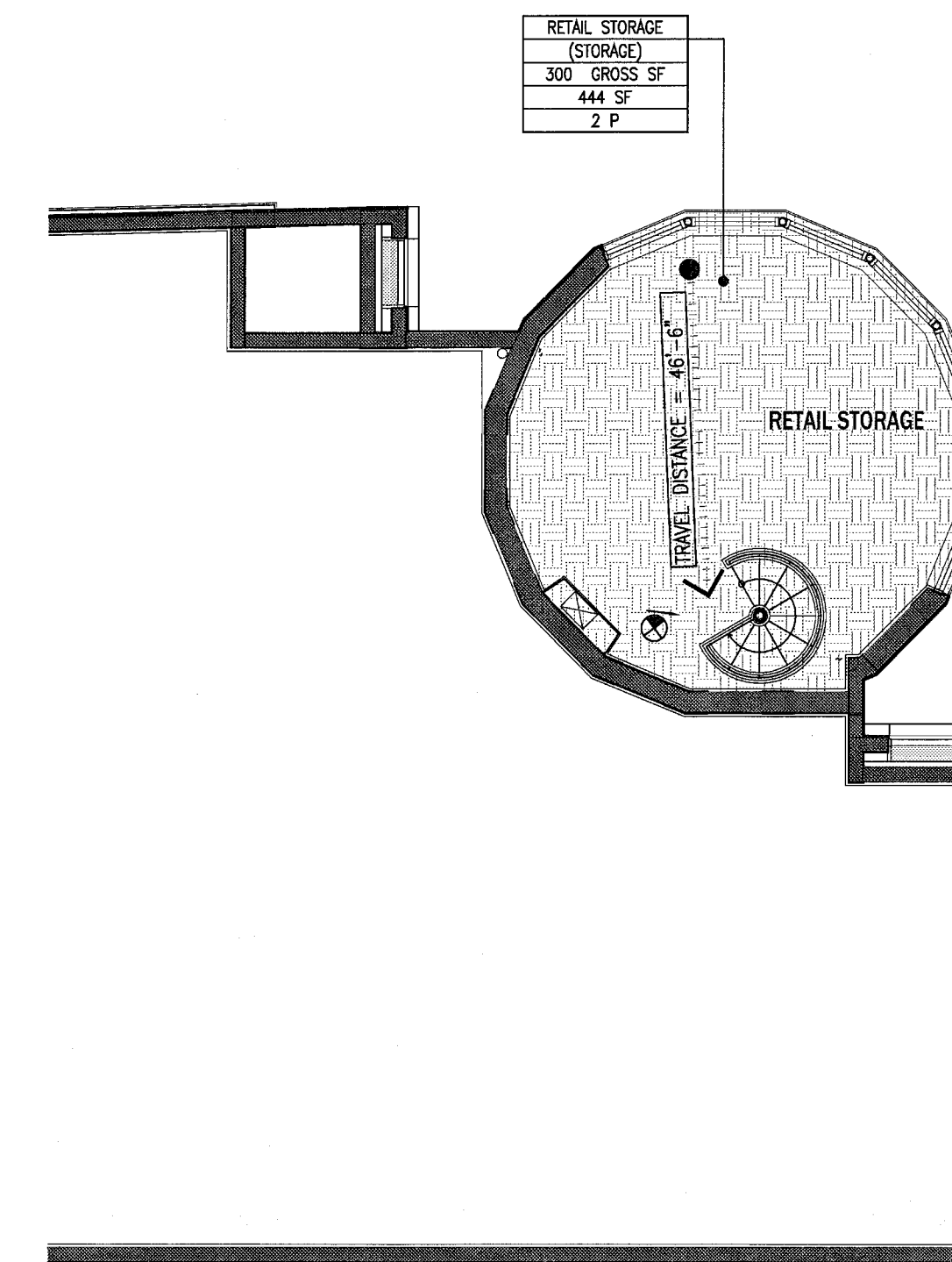
OCCUPANT LOAD CALCULATION- RETAIL
(F.B.C. TABLE 1004.1.1)

OCCUPANCY	OCCUPANCY LOAD	AREA	TOTAL
RETAIL STORE (GROUND)	1 PERSON / 30 GSF	1,031 SF	35 PERSONS
RETAIL STORAGE (LEVEL 2)	1 PERSON / 300 GSF	444 SF	2 PERSONS
TOTAL:		1,475 SF	37 PERSONS



GROUND PLAN LIFESAFETY

SCALE : 1/8" = 1'-0"



LEVEL 2 PLAN LIFESAFETY

SCALE : 1/8" = 1'-0"

City of Miami Beach
Fire Prevention Division
PLANS APPROVED



REVISIONS / SUBMISSIONS

△	BLDG COMMENTS	06-18-14
△	BLDG COMMENTS	09-18-14
△	BLDG COMMENTS	10-05-14
△	BLDG COMMENTS	11-03-14
△	FIRE COMMENTS	11-26-14

1404

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3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3

Attachment 2

Trip Generation Equation/Rates from ITE Trip
Generation Manual 11th Edition

Fine Dining Restaurant (931)

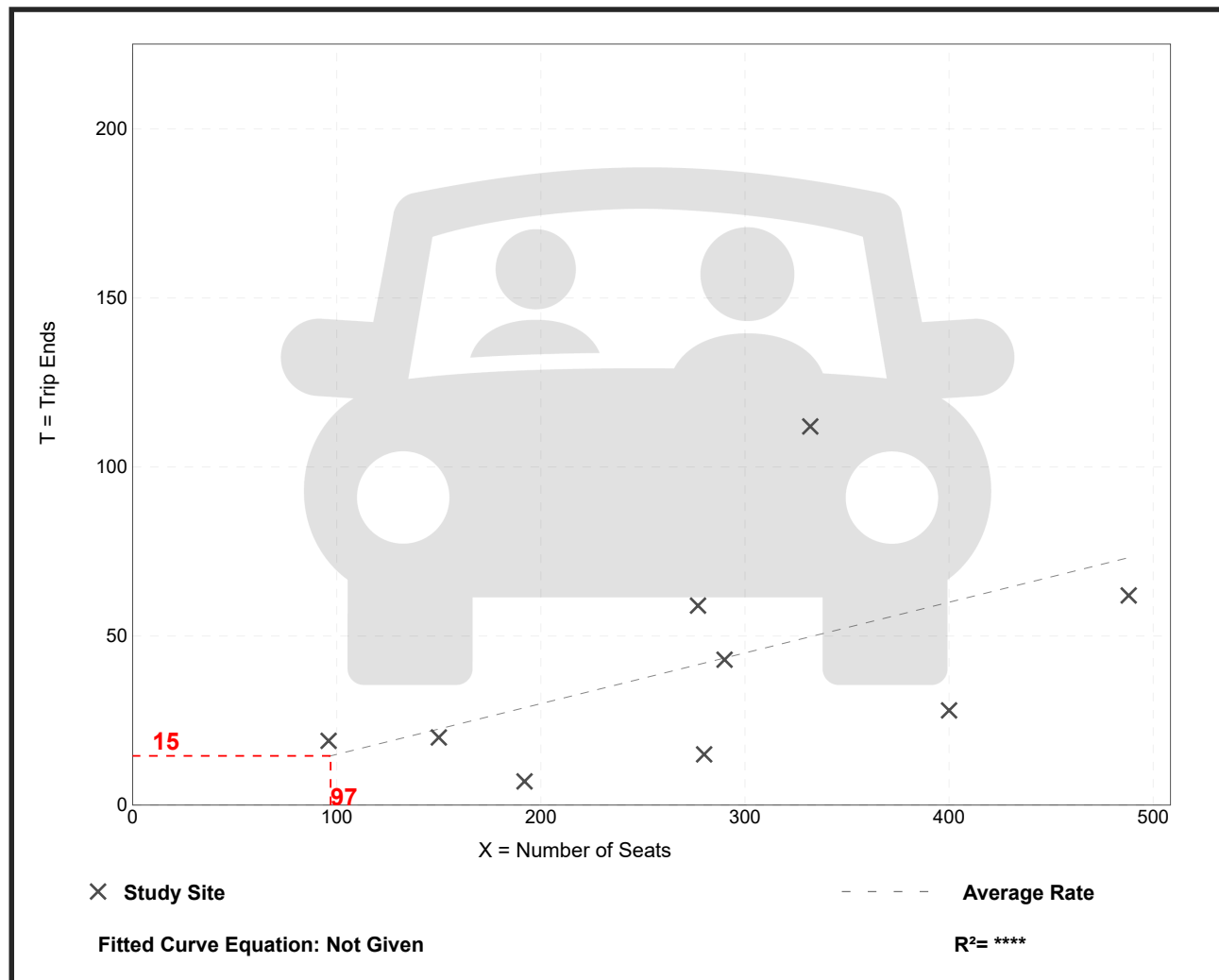
Vehicle Trip Ends vs: Seats
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 9
 Avg. Num. of Seats: 278
 Directional Distribution: 69% entering, 31% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.15	0.04 - 0.34	0.10

Data Plot and Equation



Fine Dining Restaurant (931)

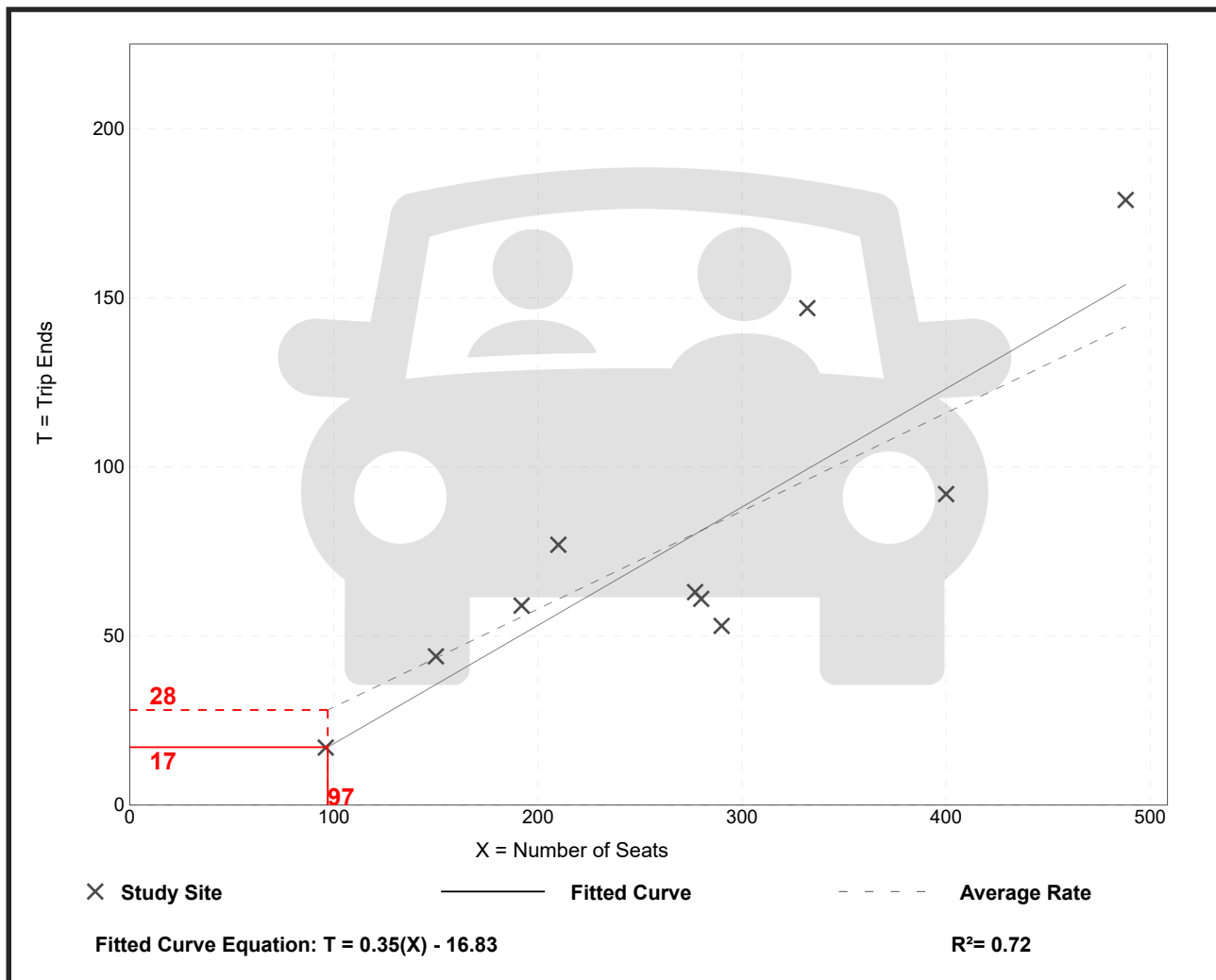
Vehicle Trip Ends vs: Seats
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 10
 Avg. Num. of Seats: 272
 Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.29	0.18 - 0.44	0.09

Data Plot and Equation



Fine Dining Restaurant (931)

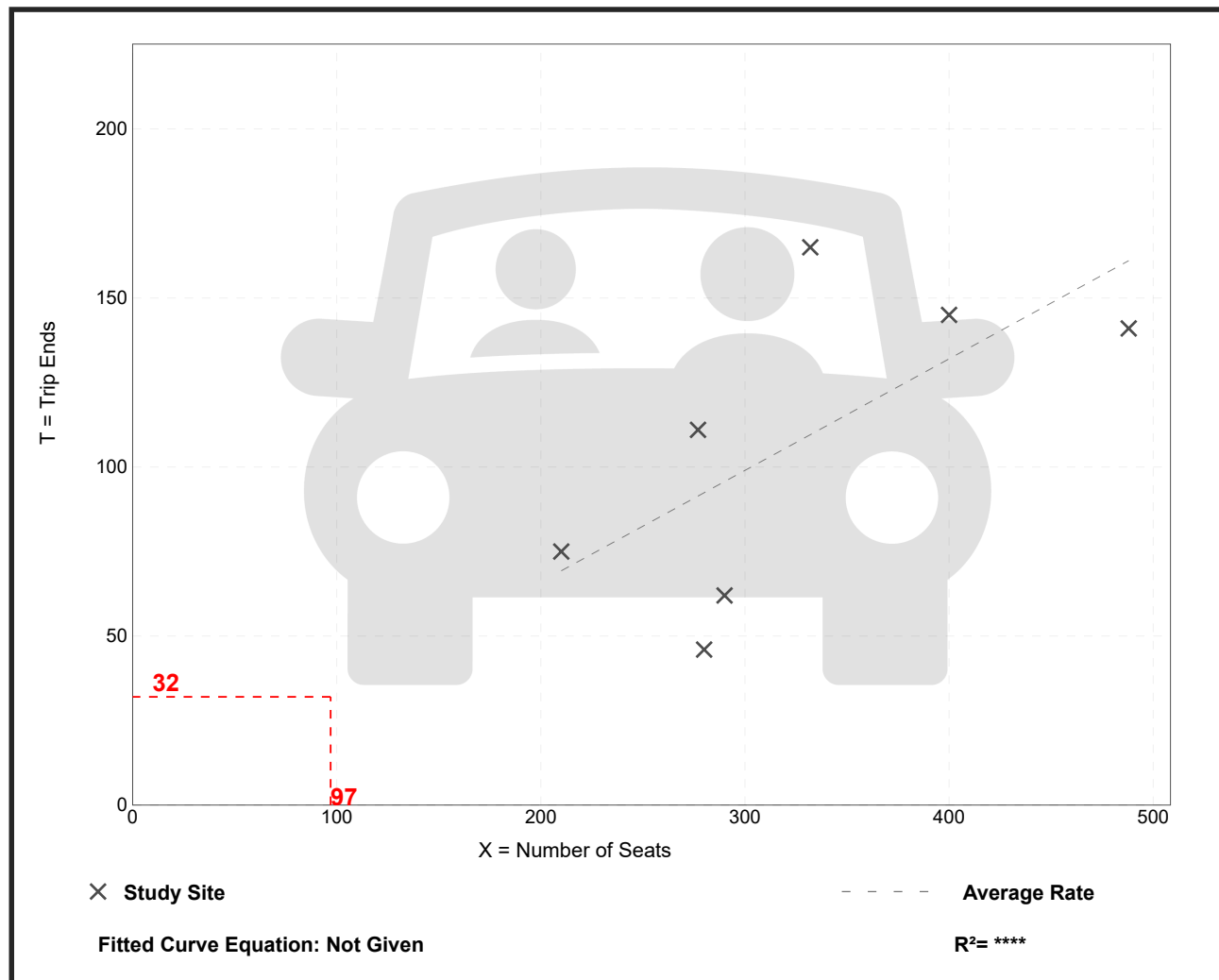
Vehicle Trip Ends vs: Seats
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Seats: 325
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.33	0.16 - 0.50	0.11

Data Plot and Equation



Fine Dining Restaurant (931)

Vehicle Trip Ends vs: Seats
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 10
 Avg. Num. of Seats: 272
 Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.29	0.18 - 0.44	0.09

Data Plot and Equation

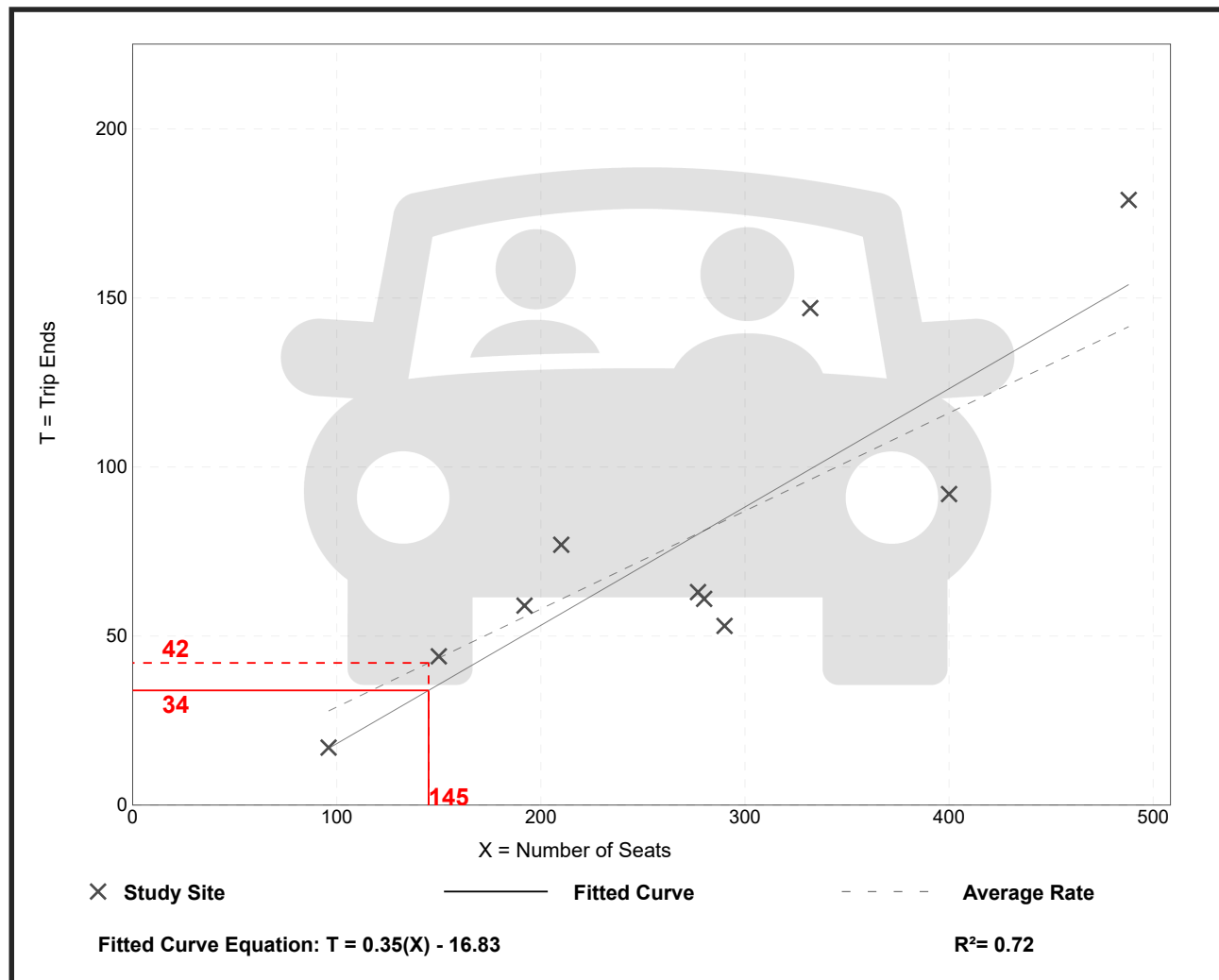


Exhibit B – City of Miami Beach 08/09/2022 Traffic Study Guidelines

Land Use Boards – Coordination with the Transportation and Mobility Department

1. What is the purpose of the meeting with the Transportation and Mobility Department and what does the Applicant need to present at the meeting?

The purpose of the meeting is for the City staff to better understand the impact of the proposed development on surrounding transportation network, and any issues that may currently exist or may arise over time with or without the proposed project.

Please see below for information to be present during the meeting. Please note that items “a” through “c” listed below shall be provided to the Transportation and Mobility Department at least 3 business days in advance of the meeting:

- a. What/where is the project being proposed (zoning district, existing and all proposed uses)
- b. Detailed site plan (current and proposed) that shows details including but not limited to surrounding transportation network, connectivity to public roadway(s), internal circulation, loading, parking
- c. Trip generation developed by licensed professional engineer registered in State of FL based on current and proposed land use(s)
- d. If your project requires a traffic study (see #2 below), please ensure your traffic engineer/consultant participates in any and all meetings with the Transportation and Mobility Department

2. When is a traffic impact study required and what should the study scope include?

A traffic study is required for commercial and mixed-use developments over 5,000 gross square feet and multi-family projects with more than four (4) units or 15,000 gross square feet. The traffic study shall be prepared by a professional traffic engineer, licensed, and registered in the State of Florida.

If the proposed project meets the above criteria, a traffic impact study is required, and the applicant should include their traffic engineer at the meeting(s). The applicant’s traffic engineer should propose a general scope of the traffic study at the meeting and the City will provide initial feedback. After the meeting, applicant’s traffic engineer should finalize the scope of the traffic study based on the City’s initial feedback and provide it to the Transportation and Mobility Department in pdf format for review and approval prior to commencing any work associated with the traffic study.

The traffic study should include but not be limited to the following, as applicable:

1. Detailed trip generation calculations for weekday AM and PM peak hours and weekend peak hours, if applicable, based on land use(s)
2. Data collection periods based on proposed land use(s) that will be used for the analysis to include volumes of pedestrians, bicycles, and heavy vehicles
3. Study area and intersections to be analyzed
4. Trip distribution and assignment based on an interpolated cardinal distribution from the Miami-Dade Transportation Planning Organization’s (TPO) *2045 LRTP Directional Trip Distribution Report* travel demand model based on 2015 base year and projected 2045 data
5. Background growth rate to be calculated based on the higher rate of either 5 and 10-year historic FDOT count stations or Miami-Dade TPO 2015 base year and projected 2045 model network volumes
6. Intersection capacity analysis to include trip distribution and trip assignment and evaluation of existing conditions; future background traffic conditions (with growth rate and committed development traffic); and future total conditions (with project)

7. Adopted and programmed projects and roadway improvements by the City
8. Conflicting pedestrian movements, conflicting bicycle movements, parking lanes, transit stops, pedestrian calls at signalized intersections
9. Synchro model results for study area, including intersections
10. Queuing analysis for all study intersections
11. Internal circulation
12. New driveway(s)/access to roadways including necessary FDOT approvals
13. Entry gate analysis, if applicable
14. Maneuverability analysis for loading for the existing and proposed conditions, including freight delivery and garbage trucks, any new driveways and within a new garage, as applicable
15. Parking (mechanical, automated, etc)
16. Valet analysis, if applicable
17. School Traffic Operational Plan, if applicable
18. Transportation Demand Management (TDM) strategies – see more on TDM below.

It is of utmost importance that the applicant incorporates TDM strategies with the goal of reducing single-occupant vehicular traffic and encouraging residents, guests, and employees to walk, bike, use public transportation, and carpool/vanpool. Below is a list of TDM strategies that should be considered and pursued:

1. Assigning staff to promote TDM programs and track usage for reporting purposes
2. Working closely with South Florida Commuter Services (SFCS) on pursuing TDM strategies that reduce single occupant vehicles
3. Promoting use of public transit service by providing transit subsidy to employees (transit and parking passes)
4. Promoting use of public transit service by providing information within the site including route schedules and maps
5. Improving walkability by improving and enhancing sidewalks around the site
6. Providing carpooling/vanpooling designated parking spaces
7. Providing on-site carsharing program for residents
8. Providing carpool incentive program for employees
9. Designating scooter/motorcycle parking spaces
10. Providing on-site scooter sharing for residents
11. Securing short-term and long-term bicycle parking on-site (bike racks and/lockers)
12. Providing subsidy to employees to participate in a bike share program
13. Pursuing installation of bike share station near the site
14. Providing wide hallways that can accommodate bikes
15. Providing elevators that can accommodate bikes
16. Providing bike workroom, and bicycle repair station
17. Providing bike washing stations
18. Providing bike drop-off/valet service
19. Providing shower facility for employee use