

April 25, 2019

Mr. Eric Hadar  
400 Collins Realty, LLC  
770 Lexington Avenue  
17th Floor  
New York, NY 10065-8165

Re: **400 Collins (Torino) – Miami Beach  
Traffic Engineering Proposal**

Dear Mr. Hadar:

We received traffic-related comments in connection with the updated 400 Collins project located at the northwest corner of Collins Avenue and 4<sup>th</sup> Street in the City of Miami Beach. The traffic responses to the traffic comments are documented below.

**Comment 1:**        **The trip distribution does not account for any trips arriving from the south although the cardinal distribution tables state otherwise. In assuming so, there seems to be only one northbound trip from any intersection south of 4<sup>th</sup> Street. Any added trip does not change the outcome of the intersection analysis, however please correct the distribution in the figure.**

*Response 1:*        *The Cardinal Distribution data indicates approximately 3.7percent of the total trips arriving/departing from the south. This represents approximately 2 inbound trips and approximately 1 outbound trips. The trip distribution figures, total traffic volume figure and SYNCHRO analyses were revised in order to account for 1 additional inbound trip and 1 new outbound trip.*

**Comment 2:**        **The study suggests there will be 3 reserved parking spaces dedicated for the valet operations, despite the valet analysis concludes 2 spaces would be adequately served by the valet demand. Please clarify the purpose of the 3 reserved parking spaces.**

*Response 2:*        *The previous traffic-study submittal (February 2019) proposed 3 reserved parking spaces on 4<sup>th</sup> Street. The new plan has 3*

*parking spaces on 4<sup>th</sup> Street but these will be regular parking spaces for public use. The new plan calls for 4 reserved parking stalls on Collins Avenue (west side adjacent to the site). The 4 parking spaces will be used for valet purposes and for car share passenger loading (shared use).*

**Comment 3:** Service rate calculations should account for the processing time from drop-off, travel time to parking lot, gate operation, travel time to the furthest parking space in the garage, valet attendants travel back to the station. Same time applies during pick-up. The service time needs to be adjusted to reflect the above processes

*Response 3: The service rate calculations were revised in order to account for the above-stated processes.*

**Comment 4:** The type of gate and operational specifications must be provided.

*Response 4: At the entrance to the garage there is a parking access control arm barrier to regulate entry. In addition, there is a roll-up garage gate that can be used in emergencies or if the entire garage needs to be closed (see bubbled area on A-182.pdf, attached).*

It has been a pleasure working with you on this project.

Sincerely,

**TRAF TECH ENGINEERING, INC.**

Joaquin E. Vargas, P.E.  
Senior Transportation Engineer