

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

TRANSPORTATION DEPARTMENT

MEMORANDUM

TO: Michael Belush, AICP, Planning and Zoning Manager

FROM: Jose R. Gonzalez, PE, Director '7FL) revcii²*

DATE: June 10, 2019

SUBJECT: 1000 Collins Avenue — Neighborhood Impact Establishment

The Transportation Department has coordinated the review of the subject Traffic Operations Assessment submitted by the applicant as part of the Planning Board application for the 1000 Collins Avenue project (Project). TrafTech Engineering, Inc has prepared the traffic operations assessment.

The application is for the activation of the subject site ground floor courtyard for outdoor entertainment including live entertainment and a rooftop bar. The development currently operates as a 104-room hotel and is served by valet parking. The proposed uses will be added to the site and the hotel will remain in operation. The development does not provide any off-street parking.

Based on the letter of intent, operations plan, and architectural plans provided by the developer, the proposed uses and hours of operation for the development are as follows:

- Restaurant/Bar: 69 Seats 8 AM — 5 AM
- Rooftop Pool/Bar: 69 Occupants — Hotel guests only
- Courtyard Entertainment: 220 Occupants 12 PM — 5 AM
- Basement Bar: 59 Occupants 8 PM — 5 AM

The applicants' traffic engineer was required to provide a valet operations analysis for the Project. The 1000 Collins Avenue development valet stand currently serves and will continue to serve the 104-room hotel as well as the newly proposed uses. In determining the valet demand, the study utilized the Institute of Transportation Engineers' (ITE) Trip Generation Manual (10th Edition). During the Saturday peak hour, the development (existing hotel & proposed uses) is anticipated to generate 157 trips after applying the multimodal and internal trip reduction factors.

The valet queueing analysis was based on the methodology outlined in ITE's Transportation and Land Development publication. The maximum length of queue anticipated at the valet drop-off/pick-up area, at the required 95% confidence level, is two (2) vehicles during the peak hour on a Saturday. Based on the valet analysis provided by the applicant's traffic engineer, the valet area will require twenty-four (24) valet attendants for drop-off and pick-up operations to accommodate the anticipated demand and available capacity. Based on the concerns with the high number of valet attendants, the applicant is required to update the valet operations analysis.

CONDITIONS:

Bicycle Facilities: The applicant is not providing any short-term bicycle parking facilities on or around the Project site. Based on the applicant's operational plan there will be a minimum of 17 employees working at any given time. Prior to receiving certificate of occupancy, the applicant shall identify locations, acceptable to the Transportation Department, for bicycle racks to be installed in the public right-of-way and within the proposed development. The applicant shall furnish and install the bicycle racks in accordance with the standards outlined in the City of Miami Beach Public Works Manual.

Transit Passes: The applicant shall coordinate with the South Florida Commuter Services in participating in the transit subsidy program.

Valet Analysis: Given that the development will rely solely on valet parking and that the number of valet attendants (24 attendants) required to adequately serve the demand resulting from the queueing analysis significantly exceeds the number of attendants for similar developments in the area, the developer shall provide a revised valet operations analysis. The revised analysis shall consider the designation of additional parking spaces for queueing. The revised valet analysis shall be submitted for review and approval prior to issuance of the temporary certificate of occupancy.

Rideshare Pick-up/Drop-off Analysis: From previous studies for similar developments, it is anticipated that there will be a high number of patrons and guests that will utilize ride-share services. The proposed site plan encourages on-street drop-off and pick-up. The applicant shall provide an analysis proposing for a drop-off and pick-up area shared with the valet drop-off and pick-up spaces.

Post Opening Valet/Ride-Share Analysis: The Developer shall conduct an updated valet utilization study incorporating the rideshare demand 60 days after opening of the proposed development. The updated analysis shall include weekday peak hour and weekend peak hour analysis. Prior to commencement of the post-opening valet/ride-share analysis, the Developers' Traffic Engineer shall coordinate with the Transportation Department.

Please feel free to contact me if you have any questions on the above.

cc: Josiel Ferrer-Diaz, P.E., Assistant Director
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