
TRAFFIC IMPACT ANALYSIS

411 Michigan Avenue

411-419 Michigan Ave
Miami Beach, FL 33139

Prepared For:

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EXECUTIVE SUMMARY

Bizzi & Partners Acquisitions, LLC retained Langan Engineering & Environmental Services, Inc. to prepare a traffic-impact analysis for the 411 Michigan mixed-use development. The 0.94-acre vacant site is at 411-419 Michigan Avenue in Miami Beach, Florida. The proposed development comprises 36,442 square feet of general office space, which will have approximately 200-employees, and 4,320 square-feet of retail uses expected to be built by 2023. We analyzed two signalized intersections and one stop-sign controlled intersection for the 2023 build conditions. The peak-hour capacity analyses with the proposed development's impacts in 2023 yielded the following results:

- All study intersections are expected to operate within their adopted Level of Service (LOS) during the morning and afternoon peak-hours with the development's impacts.
- The proposed driveway connection to Michigan Avenue is expected to operate at LOS A during the morning and afternoon peak-hours.
- The proposed development will not have gate-controlled access at any of the proposed site driveways.
- The proposed development will have a valet-operation that will control parking throughout the entire day. All patrons will be required to use the valet-operation.
- The proposed connection to Michigan Avenue will operate as an egress only driveway, and the proposed connection to the alley abutting the development will operate as an ingress only driveway during all times of the day.
- All patrons will be required to drop-off their vehicles at the vehicle elevator entrance located on the alley. This will allow for efficient valet operation without impacting the public right-of-way.
- The developer plans to lease out three parking spaces abutting the property on Michigan Avenue to assist in vehicle drop-off for non-regular employees that may not know to bring their cars to the car elevator.
- The valet operation will not cause entering traffic to back into the adjacent public roadways with a minimum of six parking attendants to serve expected demand.
- The development site is within the Urban Infill Area (UIA).
- The development will promote the use of different modes of transportation through the implementation of several TDM strategies.

We conducted intersection-capacity analyses for the existing, no build (future without project) and build (future with project) conditions. The proposed development is expected to generate 1,250 daily, 66 morning peak-hour and 90 afternoon net-new peak-hour trips.

INTRODUCTION

Langan was retained by Bizzi & Partners Acquisitions, LLC to prepare this impact-analysis report for the 411 Michigan mixed-use development that will be built by 2023. The site will comprise approximately 0.94 acres at 411-419 Michigan Avenue in Miami Beach, Florida. The development will comprise 36,442 square feet of office space, with approximately 200-employees, and 4,320 square feet of retail uses.

We analyzed two signalized intersections and one stop-sign controlled intersection during the morning and afternoon peak hours. We found that all the study intersections are expected to operate within their adopted LOS during the morning and afternoon peak-hours with and without the proposed project's impacts. The valet operation is expected to generate a queue of three vehicles and need a minimum of six parking attendants to serve the expected demand. The development is proposing to change the operation of the abutting alley from one-way to two-way which will allow the valet-operation to operate efficiently without impacting the public right-of-way. This report presents the traffic-data and traffic-impact analysis for this proposed development.

Project Description

The proposed development will be built on two parcels (Folio Nos.: 02-4203-010-0030 & 02-4203-009-6170). **Appendix A** contains the figures of this report. **Figure 1** illustrates the site location. **Appendix B** contains a copy of the site plans showing the proposed development program and the two proposed driveway connections; one to a public road (Michigan Avenue) and one to an alley. Traffic from the proposed development will enter the site via the alley (abutting the site) directly to the car elevator entrance, and exit to Michigan Avenue. The drop-off and pick-up locations will facilitate the valet-parking operation, and will be managed by valet staff throughout the day using signs and verbal communication. The Michigan Avenue driveway will operate as an egress only driveway, while the alley driveway will operate solely as a right-turn only ingress driveway.

The development will relocate the existing historical house on the site to front Michigan Avenue and will reuse the existing foundations on site. The majority of the 85 parking spaces provided by the proposed development will comprise vehicular lifts which can stack up to three vehicles in one parking space. Nine of the 85 parking spaces will be exclusive carpool spaces. The development will also provide 25 bicycle parking spaces and 5 scooter parking spaces. All visitors and employees will have to use the valet-parking service. The maximum acceptable LOS for

roadways and intersections is LOS D for county and city roads and LOS E for State Urban Minor Arterials (SUMA) between Infill Area and Urban Development Boundary.

Scope of Study

Langan undertook the following steps to prepare this study in accordance with the methodology discussed with the city's staff. **Appendix C** contains a copy of the methodology letter.

- Collected morning (7 to 9 AM) and afternoon (4 to 6 PM) peak-hour vehicle turning-movement volumes at the following study intersections:
 - Alton Road and 4th Street (signalized)
 - Michigan Avenue and 4th Street (unsignalized)
 - Michigan Avenue and State Road A1A / 5th Street (signalized)
 - Collected 24-Hour bidirectional counts on SR-A1A/5th Street between Meridian and Euclid avenues
- Used Peak Season Conversion Factors (PSCF) from the Florida Department of Transportation (FDOT) to convert the traffic data into peak-season volumes.
- Developed a COVID-adjustment factor by comparing 2020 traffic data to 2021 traffic data along segments of 5th Street to scale the traffic data to account for variations from the true traffic count due to the ongoing Coronavirus pandemic. The COVID-adjustment factor was used in conjunction with the traditional Peak Season Category Factor (PSCF) to estimate the existing traffic data.
- The COVID-adjustment factor calculated for the morning and afternoon peak-hours were 1.46 and 1.62, respectively.
- Prepared trip-generation estimates for the proposed development, based on accepted trip-generation rates developed by the Institute of Transportation Engineers (ITE).
- Calculated a growth rate for background traffic using FDOT historical data from traffic-count stations near the project.
- Developed trip-distribution estimates for the project, based on the cardinal distribution for the corresponding Traffic Analysis Zone of the Miami-Dade County 2045 Long Range Transportation Plan (LRTP). A computer program used to develop the *2045 LRTP Directional Distribution Report* generates directional distributions for each TAZ for the eight secondary-intercardinal directions (NNE; ENE; ESE; SSE; SSW; WSW; WNW; NNW).
- Prepared morning and afternoon peak-hour intersection-capacity analyses for the following conditions at the study intersections: 2021 existing, 2023 future no-build, and 2023 future build.
- Calculated the morning and afternoon peak-hour LOS intersection-capacity analyses of the development's driveways for the 2023 build conditions.

DESCRIPTION OF EXISTING CONDITIONS

Langan visited the study area to collect the lane-configuration and traffic-control data shown in **Figure 2. Appendix D** contains the county's signal-timing data.

Roads

Alton Road

Alton Road is a four-lane, north-south, divided, city-maintained major collector roadway with a 30 MPH posted speed limit.

4th Street

4th Street is a two-lane, east-west, undivided, city-maintained local collector roadway with a 25 MPH posted speed limit.

Michigan Avenue

Michigan Avenue is a two-lane, undivided, north-south, city-maintained local roadway with a 25 MPH posted speed limit.

SR-A1A / 5th Street

SR-A1A / 5th Street is a six-lane divided, east-west, state-maintained principal arterial roadway with a posted speed limit of 35 MPH.

Traffic Volumes

Traffic-volume data was collected on Thursday, August 5, 2021 from 7:00 to 9:00 AM and 4:00 to 6:00 PM. We applied FDOT's season adjustment factor (1.05) and a COVID-factor to convert the traffic data into peak-season volumes because the data was collected during the ongoing Coronavirus pandemic. We developed peak-hour COVID-adjustment factors (1.46 morning and 1.62 afternoon) by comparing the traffic data collected on 5th Street to 2021 traffic counts collected on the same roadway segments. We compared the data of each intersection and determined that the peak hour occurred between 8:00 AM and 9:00 AM and between 4:45 PM and 5:45 PM for the study area. **Figure 3** illustrates the existing weekday morning and afternoon peak-hour traffic volumes. Appendix D contains the traffic data and seasonal-adjustment factors.

Intersection Capacity Analysis (Level of Service)

We conducted 2021 existing-conditions capacity analyses for the study intersections using Synchro software. We found that all study intersections are operating within their adopted LOS.

Table 1 summarizes the results of the existing-conditions analysis. **Appendix E** contains intersection-volume tables; **Appendix F** contains the capacity-analyses worksheets.

Capacity analyses for stop-sign controlled intersections are calculated for certain intersection approaches, not for the entire intersection. The stop-sign controlled approaches of stop-sign controlled intersections often exceed their adopted LOS during peak hours because all vehicles must stop and incur a delay before proceeding through the intersection. Capacity analysis provides an indication of the adequacy of intersection and roadway facilities to serve traffic demand. The evaluation criteria used to analyze the study intersections is based on the *6th Edition Highway Capacity Manual* published by the Transportation Research Board.

Table 1 - 2021 Existing Intersection Capacity Analysis Summary

Location	Traffic Control	Approach	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Alton Road & 4 th Street	Signalized	Overall	C	28.9	C	27.1
Michigan Avenue & 4 th Street	Stop-sign controlled	EB	A	7.5	A	8.4
		WB	A	7.5	A	8.7
		NB	A	7.7	A	8.5
		SB	A	7.6	A	8.4
Michigan Avenue & 5 th Street	Signalized	Overall	C	24.5	B	17.5

PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS

We reviewed the Transportation Planning Organization's 2021 Transportation Improvement Program (2021 through 2025), the county Long Range Transportation Plan (2045) and the FDOT Five Year Work Program (2021 through 2025) and found two planned roadway improvements in the TIP's program network. The proposed improvement project number DT4434321 will construct a pedestrian and bicycle path along the MacArthur Causeway from SR 5/Biscayne Boulevard to SR 907/Alton Road. The second project (No.: TA4466531) will implement the South Beach trolley service route along 5th Street. Appendix C includes excerpts from Miami-Dade TIP showing the proposed improvement information.

FUTURE CONDITIONS

This section of the report covers background traffic growth, site-generated trips, trip distribution, and future traffic volumes. The project should be completed by the end of 2023. We developed 2023 no-build traffic volumes by applying a compounded growth rate to the 2021 volumes. We added site-generated trips to the 2023 no-build traffic volumes to develop 2023 build traffic volumes.

Background Traffic

We conducted intersection capacity analyses and found that all study intersections are expected to operate within their adopted LOS. We performed a growth rate analysis for the most recent five and nine year periods (the ten year period was not available) using FDOT historical traffic volumes. We analyzed the growth rate based on linear, exponential, and decay-exponential approaches and determined that the growth rate with the strongest correlation was the nine year linear-trend. This trend yielded a negative result, and as such we used a 0.5 percent annual growth-rate factor to develop future background volumes. The growth-rate factor accounts for increased background traffic volumes and was applied to the existing volumes. **Figure 4** illustrates the 2023 no-build traffic volumes. **Table 2** summarizes the results of the 2023 no-build conditions capacity analysis. Appendix F contains the capacity-analyses worksheets.

Table 2 - 2023 No Build Intersection Capacity Analysis Summary

Location	Traffic Control	Approach	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Alton Road & 4 th Street	Signalized	Overall	C	28.9	C	27.1
Michigan Avenue & 4 th Street	Stop-sign controlled	EB	A	7.5	A	8.4
		WB	A	7.5	A	8.7
		NB	A	7.7	A	8.5
		SB	A	7.6	A	8.4
Michigan Avenue & 5 th Street	Signalized	Overall	C	24.5	B	17.5

Site-Generated Trips

The proposed development is expected to generate 1,250 daily, 66 morning peak-hour, and 90 afternoon net-new peak-hour trips. We prepared daily, morning peak-hour and afternoon peak-hour trip estimates for the proposed development using equations from the 10th Edition of the *ITE Trip Generation Manual*. We performed the office trip generation calculations based on the expected number of employees to provide a conservative analysis, based on conversations with City Staff. We used the morning rate for the retail uses because the morning peak-hour equation for retail has a 151.78 offset, which results in a minimum trip generation of 152 trips for small area retail buildings. We applied a 34% pass-by rate to retail uses trip generation estimates, based on rates of the *ITE Trip Generation Handbook 3^d Edition*. We also applied a non-vehicular reduction of 20% based on the parking incentives allowed by the City of Miami Beach. In addition, the Miami Beach 2019 Transportation Plan shows that approximately 26% of its population uses transit, bikes and walks. The development will provide 85 off-street vehicle parking spaces, where nine of the 85 parking spaces will be exclusive carpool spaces. In addition the development will provide 25 bicycle long-term parking spaces, five scooter parking spaces and three showers within the development to promote the use of non-vehicular transportation. **Table 3** summarizes the trip-generation estimates for the proposed development. **Appendix G** contains the trip-generation data and includes Miami Beach mode-share data.

Table 3 - Trip Generation Estimates*

Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<u>Proposed Uses</u>								
General Office	200 Employees	853	66	13	79	16	62	78
Shopping Center**	4,320 SF	710	2	2	4	16	19	35
Total		1,563	68	15	83	32	81	113
Non-vehicular reduction (20%)		313	14	3	17	6	16	23
Net New Trips		1,250	54	12	66	26	65	90

* Based on *Trip Generation Manual 10th Ed.*

** Shopping Center land use includes 34% afternoon pass-by trip reduction.

Trip Distribution

We determined the directional distribution of site-generated trips based on the cardinal distribution data for TAZ 652 from the Miami-Dade County 2045 Transportation Model (see Appendix D) and from the development's access to the surrounding roadway network. We interpolated the 2015 and 2045 average directional-distribution values to develop percentages for 2023. **Table 4** shows the proposed development's trip distributions. **Figures 5a** and **5b** show

the proposed development's traffic distributions to the study intersections. **Figures 6a** and **6b** illustrate the morning and afternoon development-traffic assignments at the study intersections.

Table 4 - Cardinal Distribution

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	22.90%	4.10%	3.50%	2.80%	2.50%	16.70%	19.40%	28.10%
2045	18.80%	3.20%	3.20%	1.60%	2.30%	19.50%	29.70%	21.80%
2023	21.81%	3.86%	3.42%	2.48%	2.45%	17.45%	22.15%	26.42%

Build Traffic Volumes

We conducted capacity analyses for the study intersections and determined that they are expected to operate within their adopted LOS with the development's impacts. The 2023 build traffic volumes were derived by adding the total site-generated trips to the 2023 no-build traffic volumes. **Figure 7** illustrates the 2023 build morning and afternoon peak-hour traffic volumes.

Table 5 summarizes the 2023 build LOS for the morning and afternoon peak hours.

Table 5 - 2023 Build Intersection Capacity Analysis Summary

Location	Traffic Control	Approach	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Alton Road & 4th Street	Signalized	Overall	C	28.8	C	27.8
Michigan Avenue & 4th Street	Stop-sign controlled	EB	A	7.7	A	8.5
		WB	A	7.5	A	8.8
		NB	A	7.8	A	8.6
		SB	A	7.7	A	8.5
Michigan Avenue & 5th Street	Signalized	Overall	C	27.8	C	21.2
Driveway	Stop-sign controlled	WB	A	9.3	A	9.3

*The site driveway LOS represents the Michigan Avenue driveway during the AM and PM.

The analysis for the site driveway at Michigan Avenue was done based on the proposed operation of the driveway, which will operate as an egress only driveway during the morning and afternoon peak hours.

Site Access & Circulation

The proposed connection to Michigan Avenue will operate as an egress only driveway during the morning and afternoon peak hours, and the alley will operate as a right-turn only ingress driveway during the morning and afternoon peak hours. The proposed connection to Michigan Avenue cannot be widened to operate as a two-way driveway all the time due to the existing building at 411 Michigan Avenue and the existing foundations on site. Regular employees will know to drop-off their vehicles at the car elevator entrance, and to pick up their vehicles at the valet drop-off/pick-up location at the main driveway. This will help the valet operations process more vehicles quickly by being directly at the elevator. Appendix B contains the vehicle circulation figures showing how vehicles will arrive to and depart from the site.

Driveway Volumes

We analyzed the development's proposed driveway connections to Michigan Avenue and the alley for the morning and afternoon peak-hour build conditions and found that they will operate at LOS A. Based on the proposed access operation, site traffic will enter the site from the alley and exit via Michigan Avenue. The alley operates as a one-way southbound road. The proposed morning and afternoon peak hour onsite circulation will facilitate the valet-parking operation and ensure the vehicle queues remain within the site and not back into the alley. Even though the developer plans to lease out the three parking spaces on Michigan Avenue, allowing some unexperienced patrons to drop-off their cars there to the valet operators, we assumed that 100% of the traffic will enter through the alley and exit through Michigan Avenue to provide a conservative analysis. Gate-controlled access is not proposed and circulation will be managed by valet staff. Table 5 summarizes the 2023 build LOS of the driveway for the morning and afternoon peak hours traffic volumes. **Figure 8** shows the project's driveway volumes and Appendix F contains the capacity-analysis worksheets.

All visitors and employees will have to valet park their vehicles. The alley is a 20-foot wide, local road that operates in the southbound direction only. The proposed development will have 27 off-street parking spaces on the ground floor and 58 off-street parking spaces on the basement floor with access to the alley through a car elevator. In addition, the development will have three on-street parking spaces on Michigan Avenue. The car elevator will be approximately 50 feet north of the proposed alley driveway. The parking spaces on the ground floor will be for visitors and the basement parking spaces will be for employees. The valet operation station will be located on the ground floor and by the car elevator in the morning peak-hour, where employees and visitors will be able to drop-off their vehicles and the operators will then park the vehicles on the

ground floor or basement floor using the car elevator. The valet operators will manage traffic flow to provide for efficient operations. The pick-up operation will be handled on the ground floor where the valet operator will retrieve vehicles from the basement and access the site through the alley. Valet patrons will then exit the site through Michigan Avenue. Appendix B includes the circulation diagrams for the valet operation during the morning and afternoon peak hour.

Valet Operation Queuing Analysis

We prepared a queuing analysis for the proposed development's valet operation and found that it will not cause entering traffic to back onto the adjacent public roadway (Michigan Avenue alley). The proposed development will have a valet-parking station on the ground floor with on-site vehicle-stacking area for five vehicles. All visitors and employees will be required to use the valet operation to park their vehicles. The site plan in Appendix B shows the location of the valet booth and the stacking/queuing area. We used the queuing-analysis methodology from the Transportation and Land Development published by the ITE. This methodology requires hourly rates of vehicle arrival and service times for the valet operation to determine vehicle-queue lengths. The queues resulting from this analysis are 95th percentile queues, which are those expected to be generated 95 percent of the time.

The development will provide nine parking spaces with triple-stack car lifts at the valet court on the ground floor and 29 parking spaces with double-stack car lifts on the basement floor for a total of 85 parking spaces. Vehicle lifts allow two or three vehicles to occupy one parking space by lifting vehicles above the ground and allowing a second or third vehicle to park underneath one another. The parking spaces on the ground floor will be used exclusively for the visitors and the parking spaces on the basement floor will be for employees. The development will also have three on-street parking spaces along Michigan Avenue. Note that there is more than 120 feet of onsite vehicle stacking between the alley and the valet station.

The vehicle-arrival rate was based on the project's peak-hour trip generation, summarized in Table 3. The development is expected to generate 66 (54 ingress and 12 egress) morning peak-hour trips and 105 (33 ingress and 72 egress) afternoon peak hour trips. We estimated the average service time for the valet operation of 5.29 minutes for the drop-off and 4.47 minutes for the pick-up operations. The service time accounts for the time required for the valet attendant to pick-up/drop-off the car, operate the lift, operate the car elevator and return to the valet station. To provide an extremely conservative analysis, we assumed all vehicles would be dropped-off on Michigan Avenue, rather than directly at the car elevator. The analysis indicates that the valet operation will need a minimum of five attendants on the ground floor and one parking attendant on the basement floor. We used 25 feet to convert the number of queued vehicles to linear feet. **Table 6** summarizes the results of the queuing analysis and indicates that queues for the proposed valet operation are not expected to exceed three vehicles. The analyses indicate that the expected 95th percentile queue lengths will not exceed the length of the queue-storage area. **Appendix H** contains excerpts from ITE, the queuing-analysis and service-time calculations.

Table 6 - Queuing Analysis Summary

Time	Storage Capacity (feet)	95th Percentile Queue Length		Exceeds Capacity?
		Vehicles	Feet	
AM	120	2	50	NO
PM	120	3	75	NO

Appendix H contains the queuing-analysis and service-time calculations for the valet operations, as well as the parking stacker specifications. The development will coordinate and setup specific timeframes for the use of the proposed loading area along the alley to avoid any conflict with the valet operation. The specific times frames for the loading are will be outside the expected peak-hours of pick-up and drop-off.

Transportation Demand Management Strategies

The site abuts SR-A1A (5th Street) which provides a wide sidewalk, a bicycle lane, special emphasis crosswalks and a transit stop of the southeast corner of Michigan Avenue and 5th Street. The proposed development will provide infrastructure to motivate the use of the available multimodal transportation systems provided by the city and the existing roadway network. This infrastructure will consist of bicycle racks, scooters parking spaces, carpool parking spaces, lockers and showers. In addition, the office spaces will provide Miami-Dade Transit & Miami Beach bus and trolley route information on or near employee bulletin boards to promote the use of public transportation.

The development will work to create Transportation Demand Management (TDM) strategies to support the overall TDM goals of City of Miami Beach and maximize the use of the available transportation systems. The most important action will be doing a regular employees outreach to provide them with the multiple commute options and establish preferences to target TDM efforts. **Table 7** summarizes the proposed TDM strategies.

Table 7 - Proposed TDM Strategies

Action	Details
Employee Survey	Survey employees to determine current commute characteristics establish preferences, and target TDM efforts.
Employee Outreach	Provide employees with information regarding multimodal commute options.
Carpool Support	Provide initial coordination and support in setting up carpool parking spaces for employees.
Bicycle Facilities	On-site bike racks will be available for employees who ride their bikes to work.
Travel Mapping	Transit route maps and schedules will be made available on site to employees and visitors.
Flexible Schedule	On site businesses will be encouraged to offer flexible and compressed work schedules to the extent possible.
Loading Area	The loading area will have specific timeframes outside the pick-up/drop-off peak hours to avoid conflicts with the valet-operation.

CONCLUSIONS

Langan performed a traffic-impact analysis for the 411 Michigan development expected to be completed by 2023. The analysis shows the following results for the 2023 build conditions:

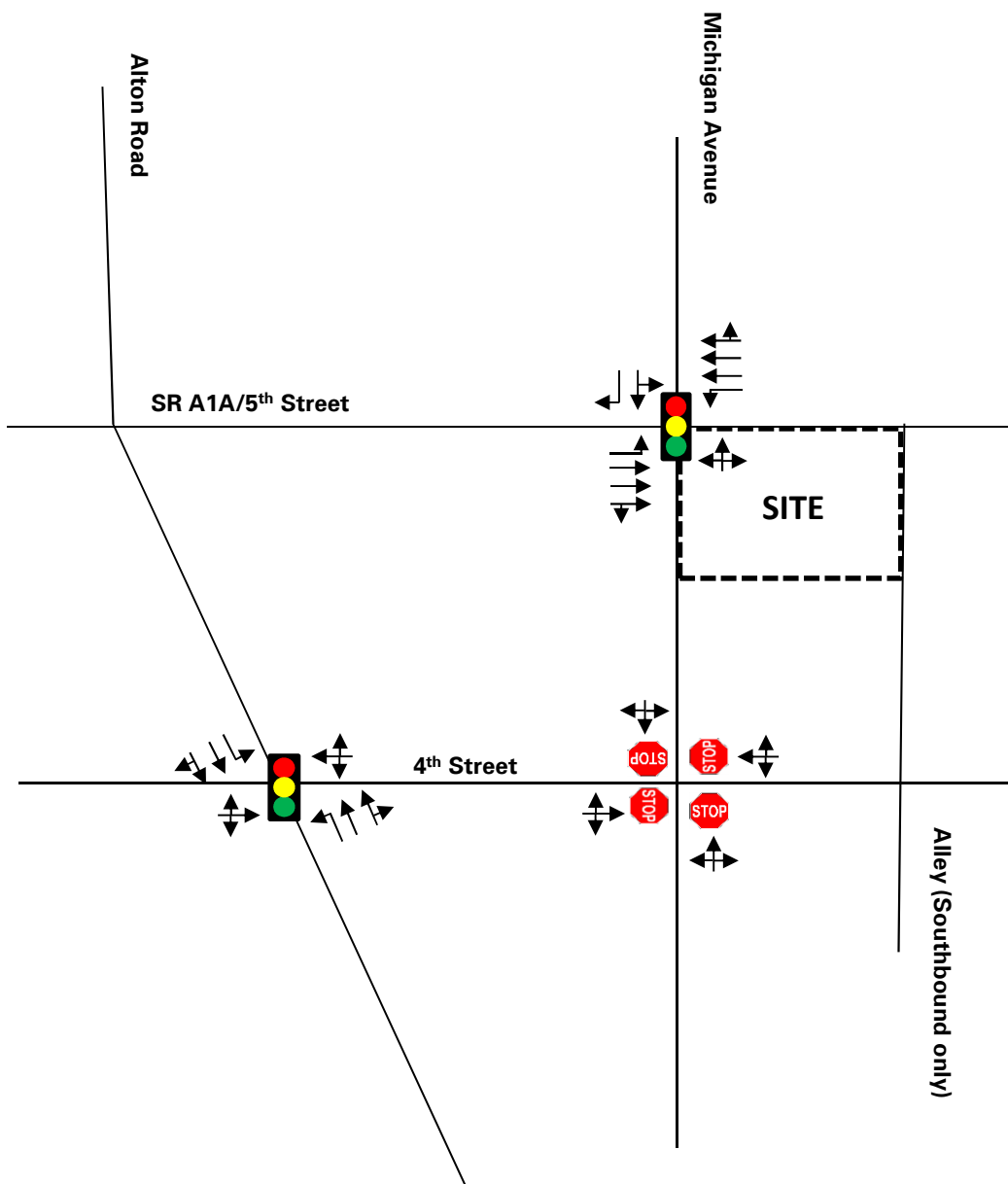
- All study intersections are expected to operate within their adopted LOS during the morning and afternoon peak-hours with and without the development's impacts.
- The proposed driveway connections to Michigan Avenue and alley are expected to operate at LOS A during the morning and afternoon peak-hours.
- The valet operation will not cause entering traffic to back into the adjacent public roadways with a minimum of six parking attendants to serve expected demand.
- The proposed development will have a valet-operation that will control parking throughout the entire day. All patrons will be required to use the valet-operation.
- The proposed connection to Michigan Avenue will operate as an egress only driveway, and the proposed connection to the alley abutting the development will operate as an ingress only driveway during all times of the day.
- All patrons will be required to drop-off their vehicles at the vehicle elevator entrance located on the alley. This will allow for efficient valet operation without impacting the public right-of-way.
- The developer plans to lease out three parking spaces abutting the property on Michigan Avenue to assist in vehicle drop-off for non-regular employees that may not know to bring their cars to the car elevator.
- The development will not have gate-controlled access at the proposed site driveways.
- The development site is within the UIA.
- The development will promote the use of different modes of transportation through the implementation of several TDM strategies.

APPENDIX A

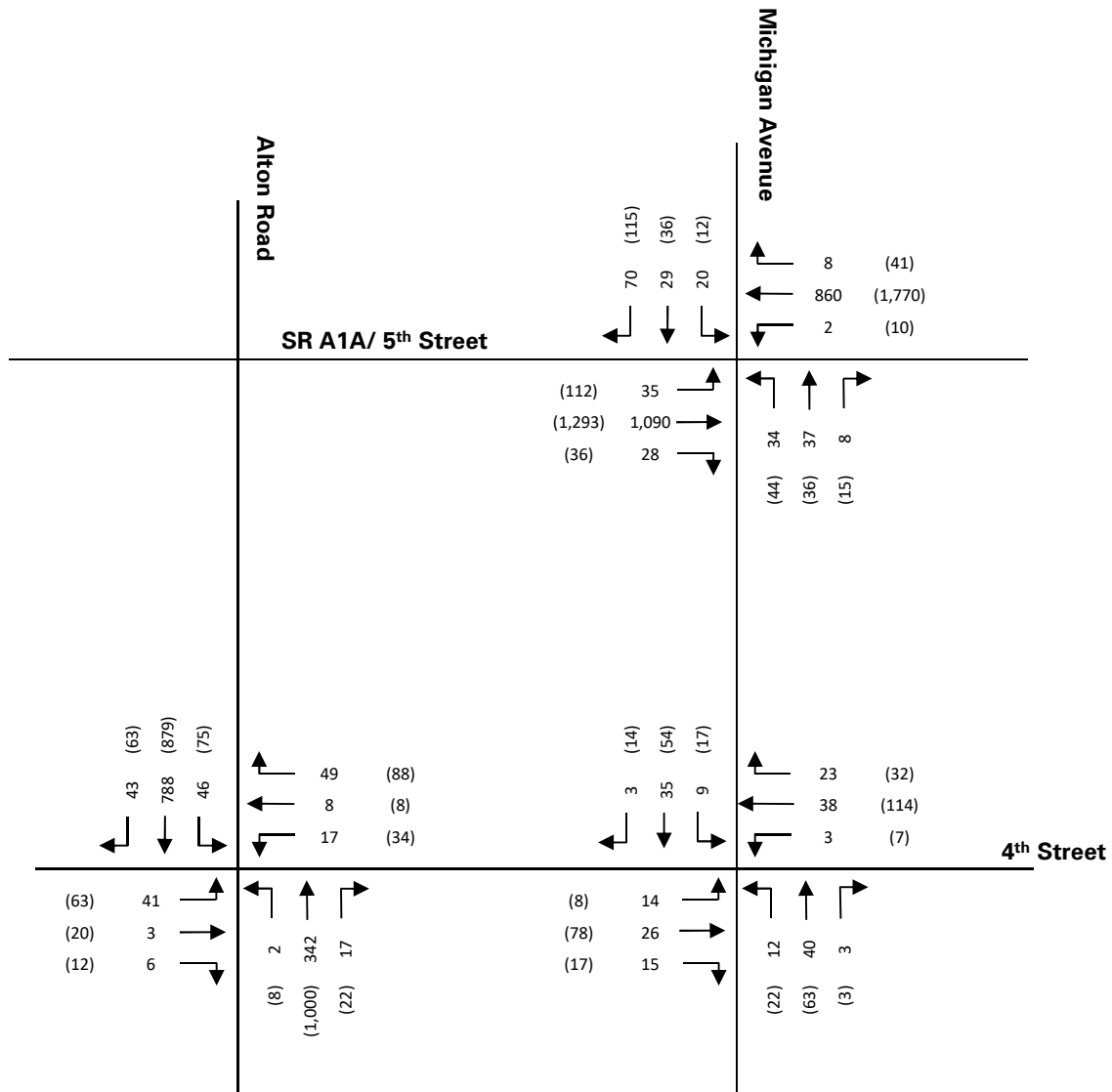
FIGURES



LANGAN ENGINEERING & ENVIRONMENTAL SERVICES 15150 NW 79 th Court, Suite 200, Miami Lakes, FL 33016 P: 786.264.7221 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601	Project 411 MICHIGAN MIAMI BEACH MIAMI DADE FLORIDA	Figure Title SITE LOCATION MAP	Project No. 300277901	FIGURE 1
			Date 11/11/2021	
			Scale NTS	



LANGAN ENGINEERING & ENVIRONMENTAL SERVICES 15150 NW 79th Court, Suite 200, Miami Lakes, FL 33016 P: 786.264.7221 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601	Project 411 MICHIGAN MIAMI BEACH MIAMI DADE FLORIDA	Figure Title INTERSECTION LANE CONFIGURATIONS	Project No. 300277901	FIGURE 2
			Date 11/11/2021	
			Scale NTS	



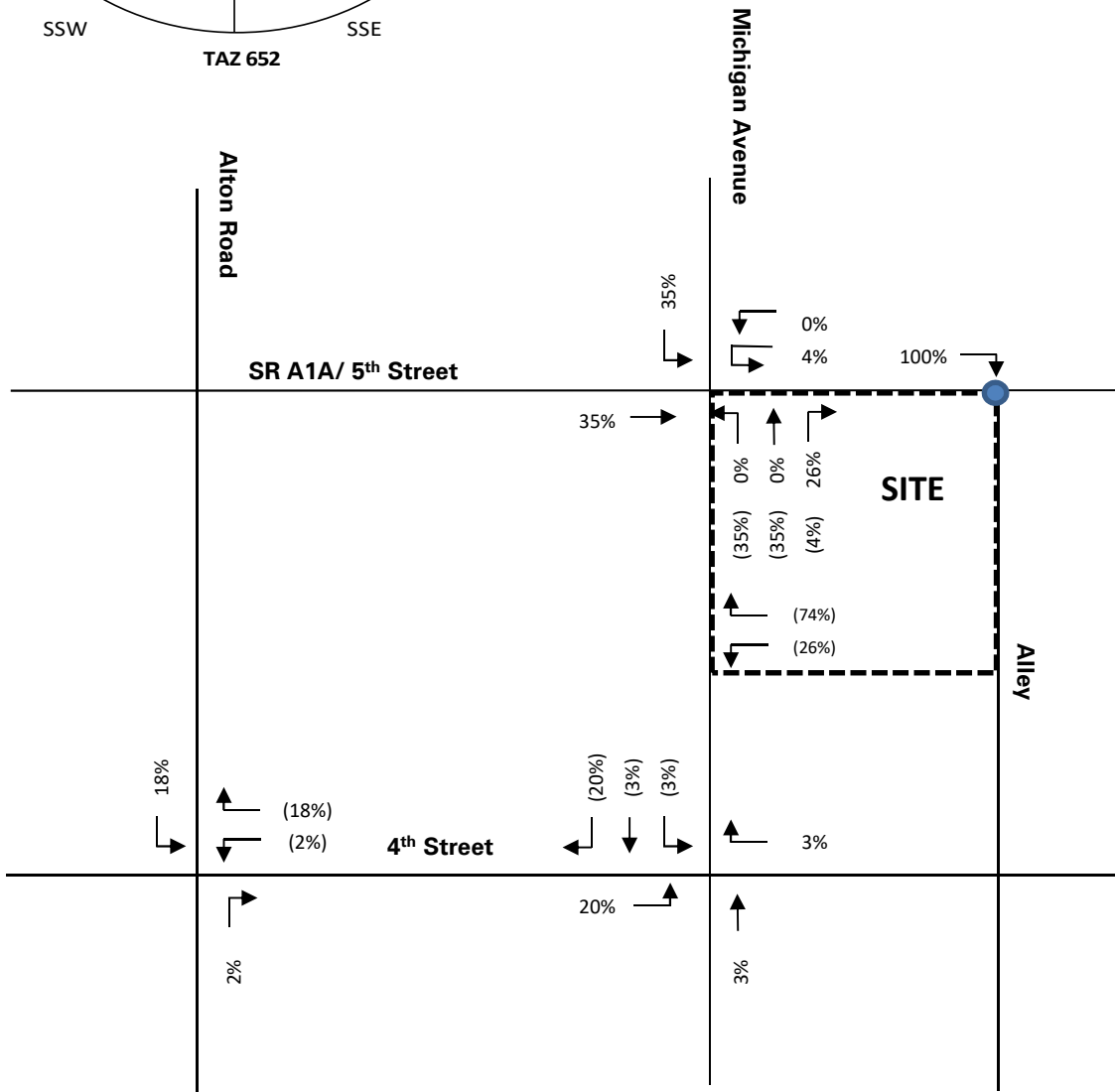
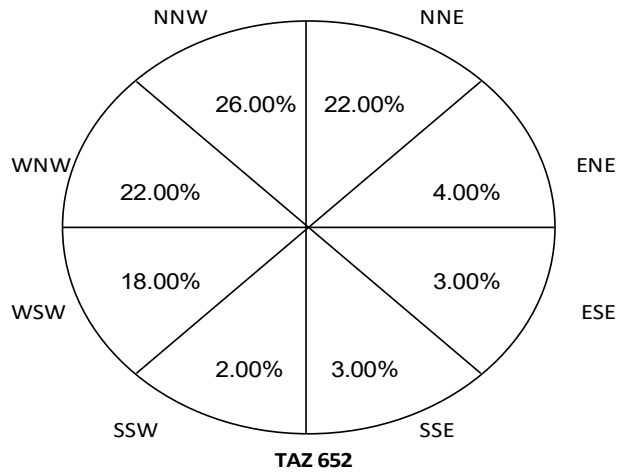
LEGEND
AM Peak Hour
(#) PM Peak Hour

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			Date	
			11/11/2021	
			Scale	
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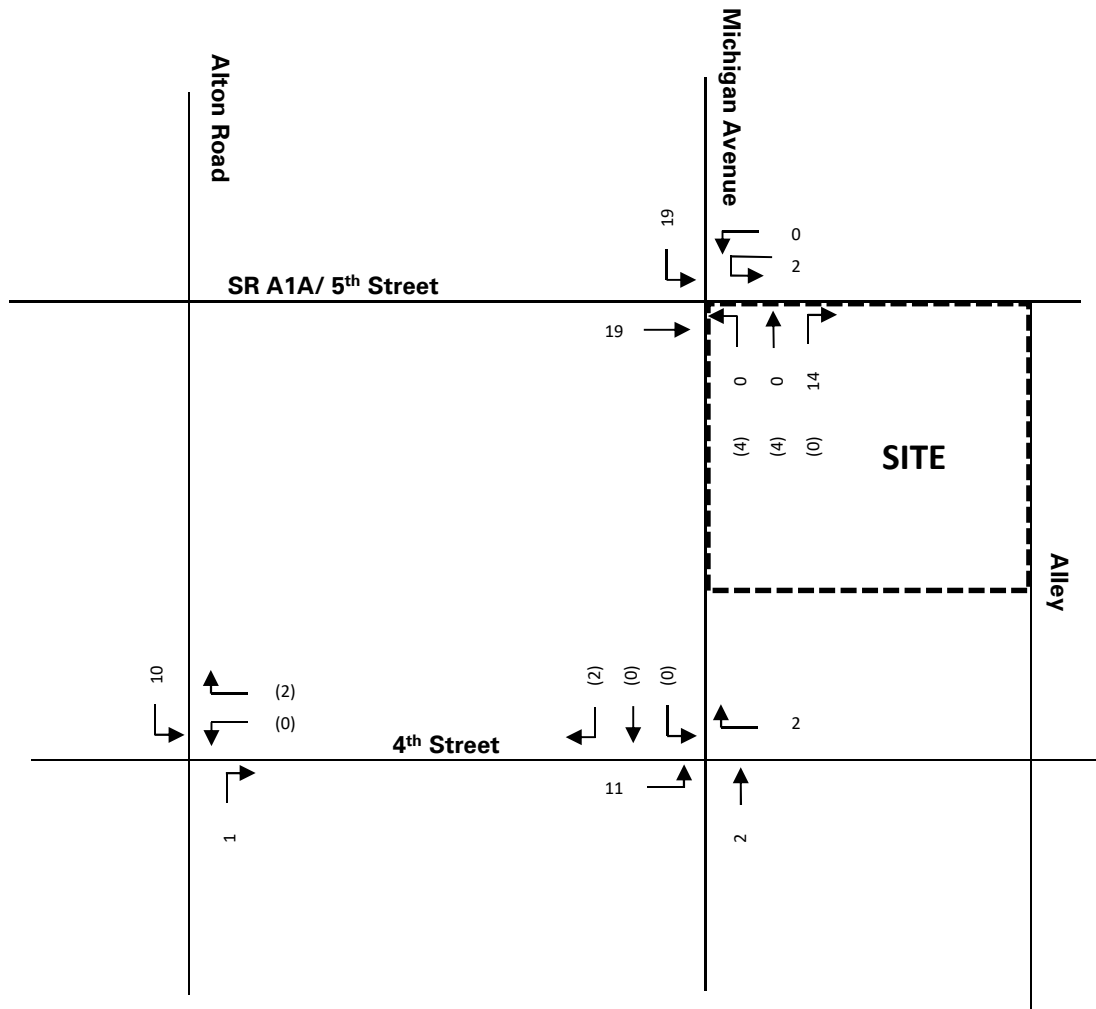
LEGEND
AM Peak Hour
(#) PM Peak Hour

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	411 MICHIGAN	2023 NO BUILD	300277901	
	MIAMI BEACH	TRAFFIC VOLUMES	Date	
	MIAMI DADE	FLORIDA	11/11/2021	
			Scale	
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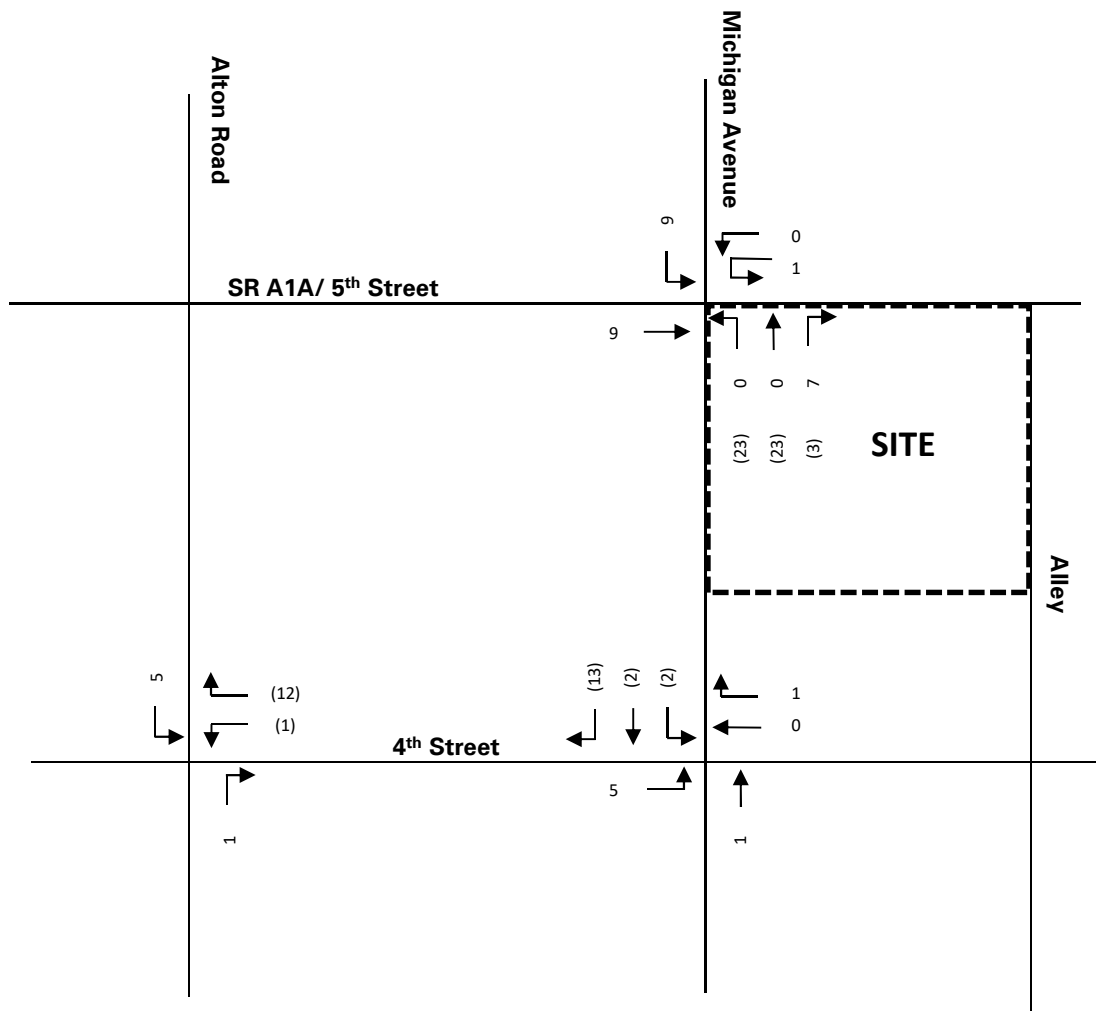
LEGEND	
#	Ingress
(#)	Egress
	Not a study intersection

LANGAN ENGINEERING & ENVIRONMENTAL SERVICES 15150 NW 79th Court, Suite 200, Miami Lakes, FL 33016 P: 786.264.7221 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601	Project 411 MICHIGAN MIAMI BEACH MIAMI DADE FLORIDA	Figure Title PROJECT TRAFFIC DISTRIBUTION	Project No.	FIGURE 5
			300277901	
			Date	
			11/11/2021	
			Scale	
			NTS	



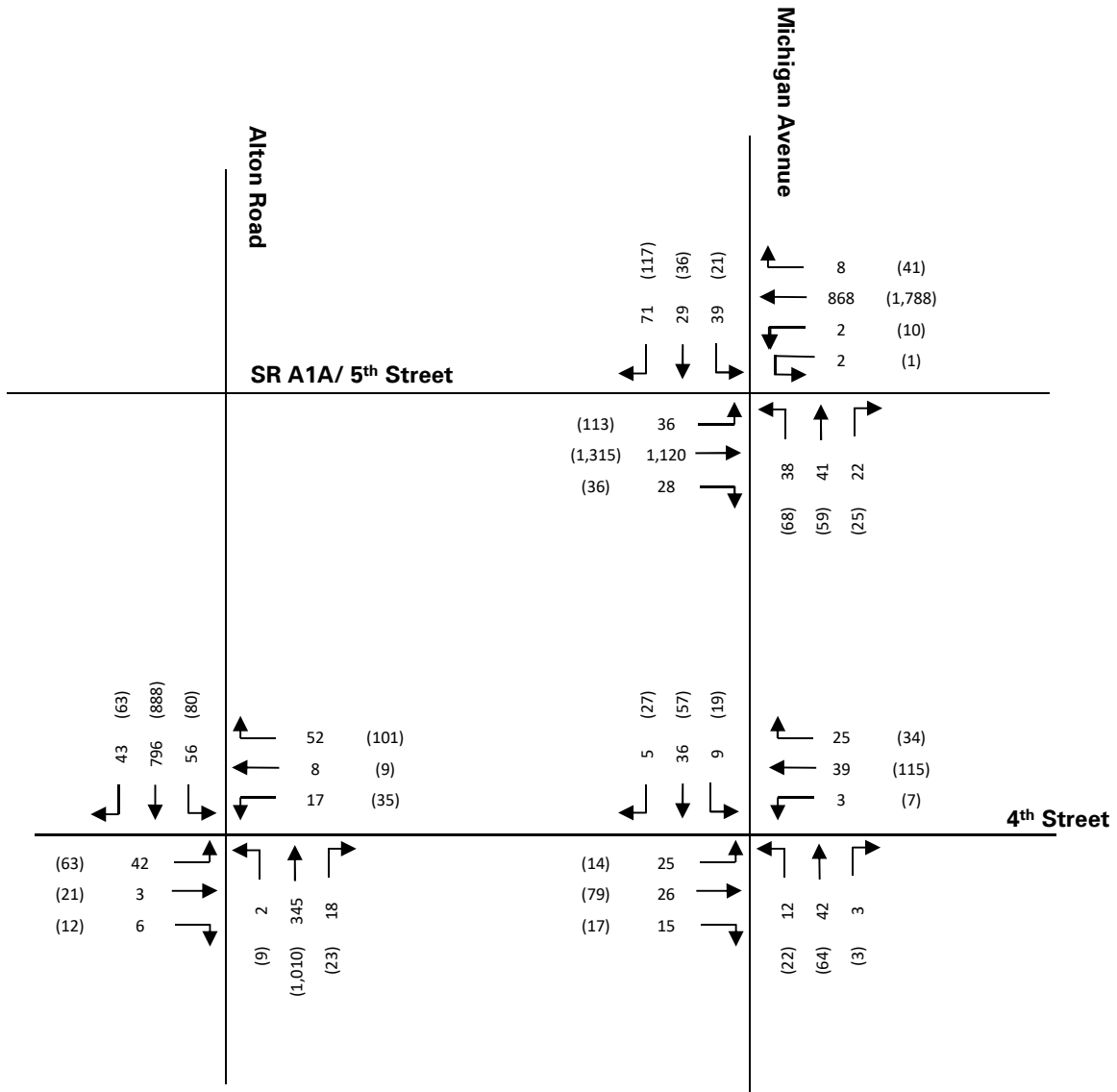
LEGEND	
#	Ingress
(#)	Egress
	Not a study intersection

LANGAN ENGINEERING & ENVIRONMENTAL SERVICES 15150 NW 79th Court, Suite 200, Miami Lakes, FL 33016 P: 786.264.7221 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601	Project 411 MICHIGAN MIAMI BEACH MIAMI DADE FLORIDA	Figure Title PROJECT TRAFFIC AM	Project No.	FIGURE 6a
			300277901	
			Date	
			11/11/2021	
			Scale	
			NTS	



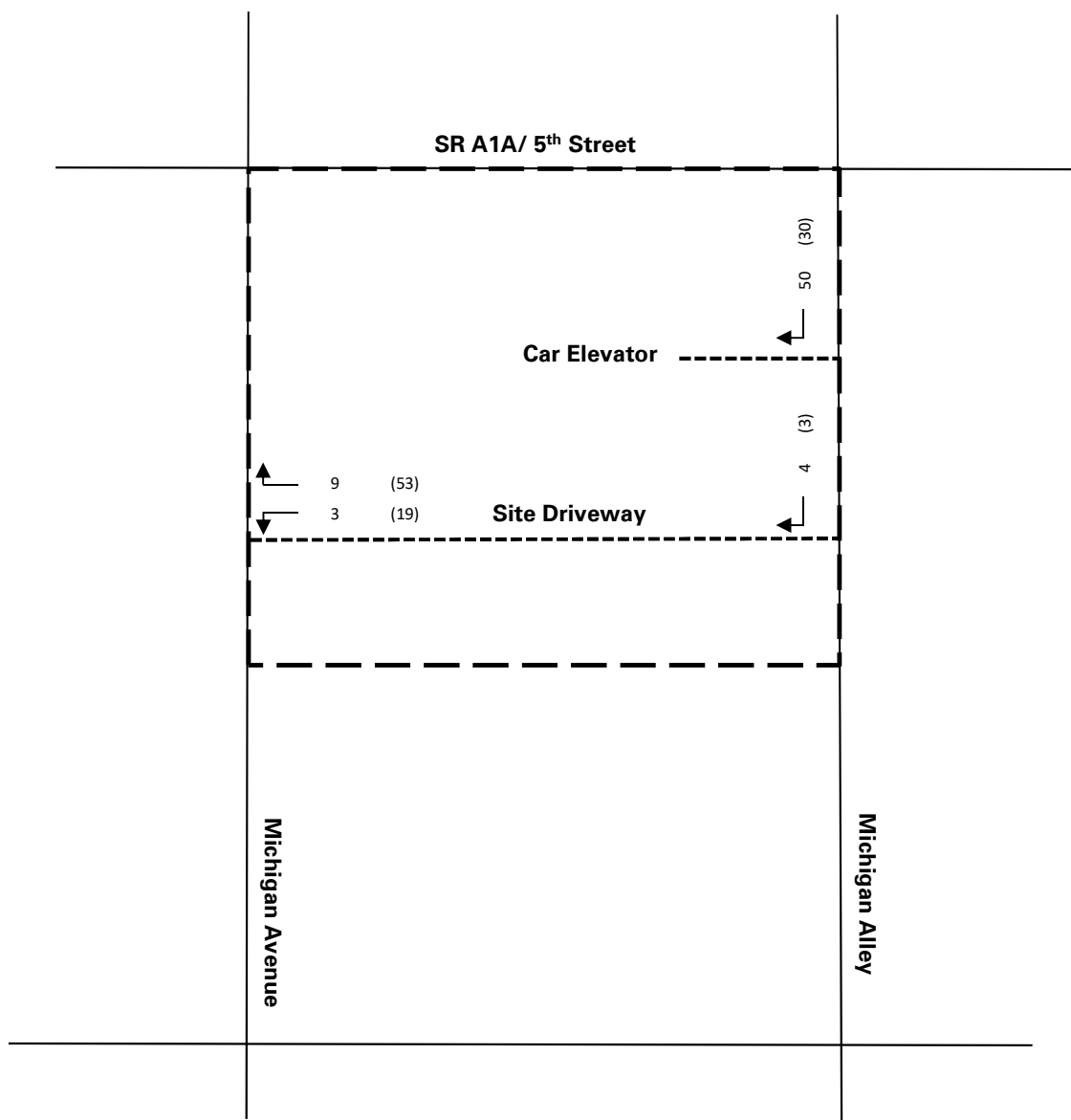
LEGEND

- # Ingress
- (#) Egress
- Not a study intersection



LEGEND
AM Peak Hour
(#) PM Peak Hour

LANGAN ENGINEERING & ENVIRONMENTAL SERVICES 15150 NW 79th Court, Suite 200, Miami Lakes, FL 33016 P: 786.264.7221 F: 786.264.7201 www.langan.com FL CERTIFICATE OF AUTHORIZATION No. 00006601	Project	Figure Title	Project No.	FIGURE 7
	411 MICHIGAN	2023 BUILD TRAFFIC VOLUMES	300277901	
	MIAMI BEACH		Date	
	MIAMI DADE	FLORIDA	11/11/2021	
			Scale	
			NTS	



* Assumed 8% of trips will be visitors arriving / departing in the morning and afternoon peak hours and utilizing the site driveway

LEGEND

AM Peak Hour
(#) PM Peak Hour
| Driveway

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FL CERTIFICATE OF AUTHORIZATION No. 00006601

Project

411 MICHIGAN

MIAMI BEACH

MIAMI DADE

FLORIDA

Figure Title

DRIVEWAY VOLUMES

Project No.

300277901

Date

11/11/2021

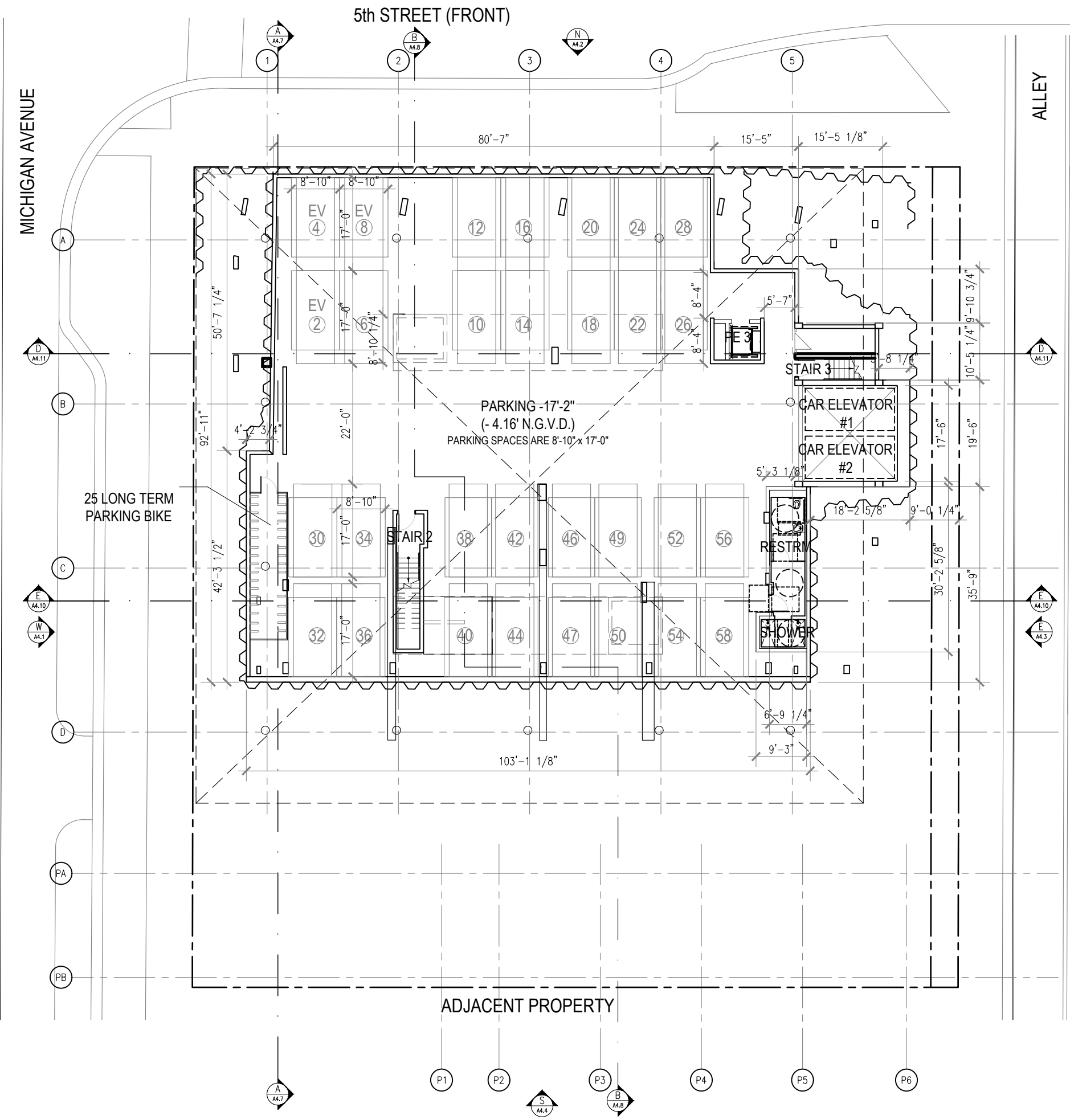
Scale

NTS

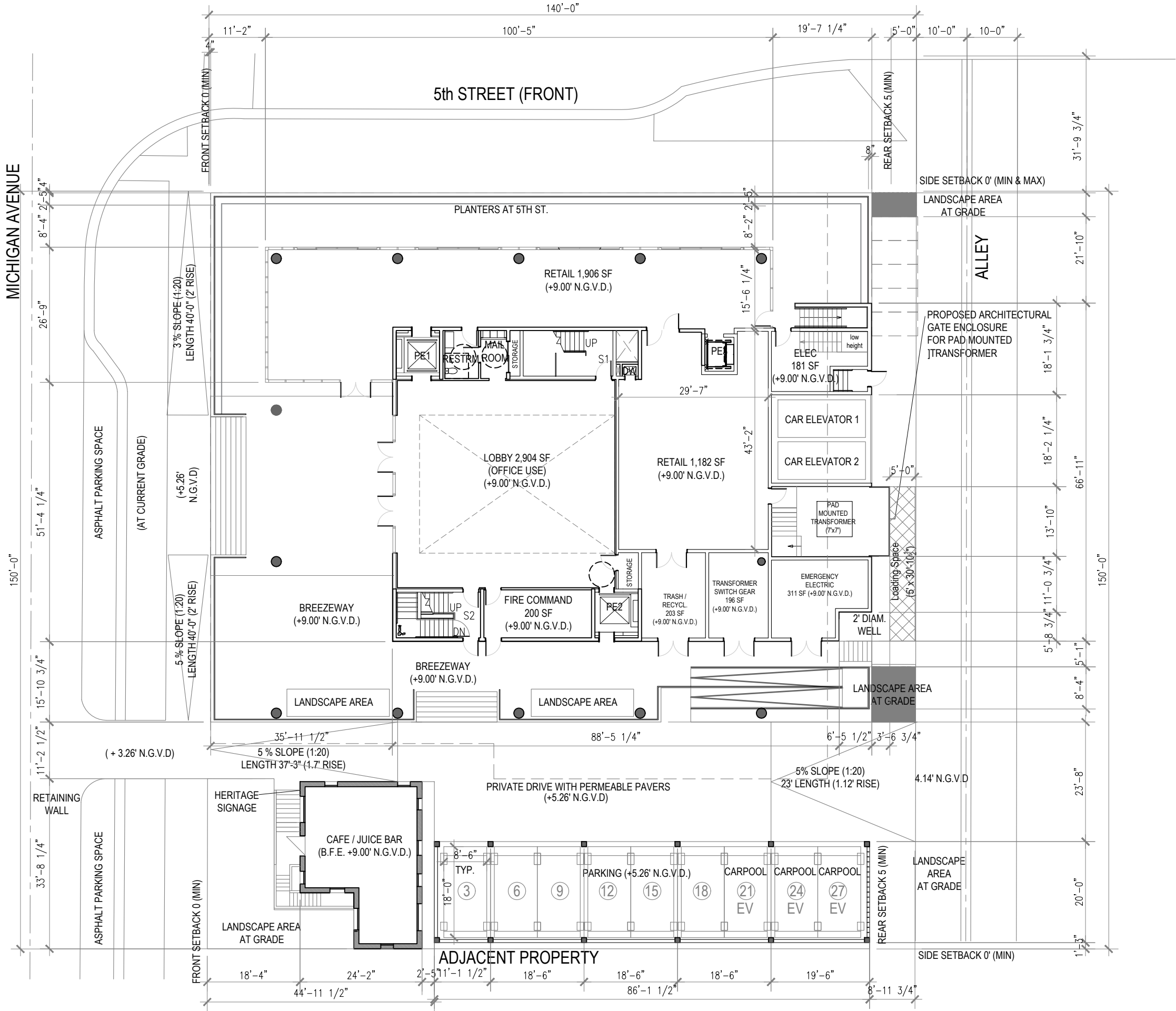
FIGURE 8

APPENDIX B
SITE PLAN

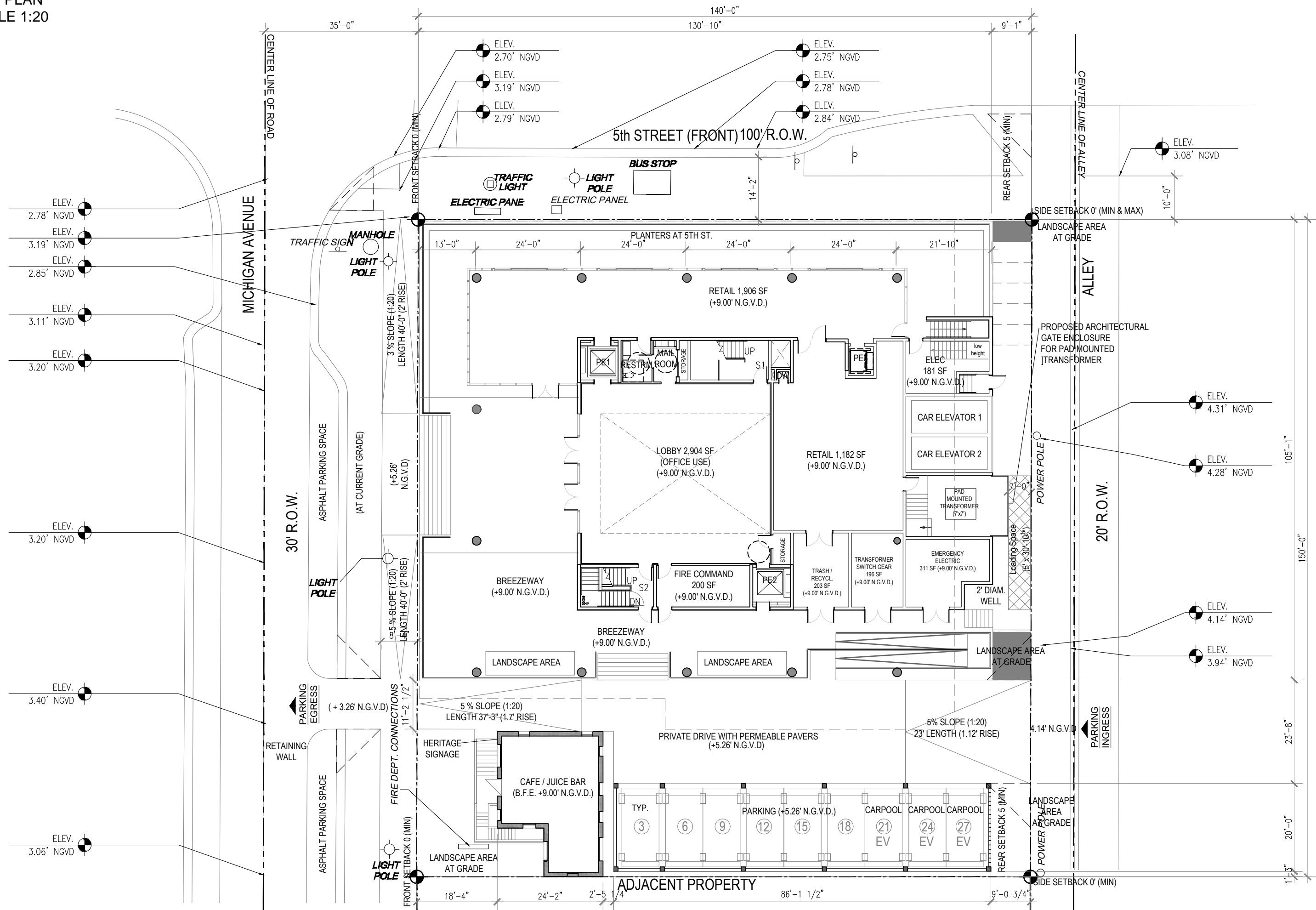
GARAGE PLAN
SCALE 1:20



GROUND FLOOR PLAN
SCALE 1:20



SITE PLAN
SCALE 1:20



Planning Department, 1700 Convention Center Drive, 2nd Floor
Miami Beach, Florida 33139, www.miamibeachfl.gov
305.673.7550

MULTIFAMILY - COMMERCIAL - ZONING DATA SHEET

ITEM #	Project Information			
1	Address:	411-419 Michigan Ave, 944 5 Street		
2	Board and file numbers :	PB21-0469		
3	Folio number(s):	02-4203-010-0030, 02-4203-009-6170, 02-4203-009-6160		
4	Year constructed:	N/A	Zoning District:	CPS-2
5	Based Flood Elevation:	8	Grade value in NGVD:	4
6	Adjusted grade (Flood+Grade/2):	6	Lot Area:	21,000
7	Lot width:	140'	Lot Depth:	150'
8	Minimum Unit Size	N/A	Average Unit Size	N/A
9	Existing use:	N/A	Proposed use:	Commercial

	Zoning Information / Calculations	Maximum	Existing	Proposed	Deficiencies
10	Height	75'	0'	75'	Pursuant to in-process Code Amendment
11	Number of Stories	N/A	N/A	5	
12	FAR	42,000	0	41,936	
13	Gross square footage	N/A	9,500	92,356	
14	Square Footage by use	N/A	9,500	3,123 Retail, 38,813 Office	
15	Number of units Residential	N/A	N/A	N/A	
16	Number of units Hotel	N/A	N/A	N/A	
17	Number of seats	N/A	N/A	N/A	
18	Occupancy load	N/A	N/A	N/A	

	Setbacks	Required	Existing	Proposed	Deficiencies
	Subterranean:				
19	Front Setback facing Michigan:	0	0	0	
20	Side Setback:	0	0	0	
22	Side Setback facing 5th street:	0	0	0	
23	Rear Setback facing Alley:	5'	10'	9'	
	At Grade Parking:				
24	Front Setback facing Michigan:	0	0	0	
25	Side Setback:	0	0	0	
27	Side Setback facing 5th street:	0	0	0	
28	Rear Setback Facing Alley:	5'	10'	9'	
	Pedestal and Tower:				
29	Front Setback facing Michigan:	0	0	4"	
30	Side Setback:	0	1'-6"	0	
31	Side Setback facing 5th street:	0	0	4"	
32	Rear Setback Facing Alley:	5'	10'	9'	
	Parking	Required	Existing	Proposed	Deficiencies
39	Parking District	1	1	1	
40	Total # of parking spaces	84	0	85	103 Required before Reductions (see chart)
41	# of parking spaces per use (Provide a separate chart for a breakdown calculation)	see chart	0	see chart	

Planning Department, 1700 Convention Center Drive, 2nd Floor
Miami Beach, Florida 33139, www.miamibeachfl.gov
305.673.7550

42	# of parking spaces per level (Provide a separate chart for a breakdown calculation)	N/A	0	Basement - 58 Ground Floor -27	
43	Parking Space Dimensions	8.5' x 18'	0	8.5' x 18'	
44	Parking Space configuration (45o, 60o, 90o, Parallel)	90	0	90	
45	ADA Spaces				
46	Tandem Spaces	N/A	0	15	
47	Drive aisle width	22'	0	22'	
48	Valet drop off and pick up	Y	N	Y	
49	Loading zones and Trash collection areas	3	0	1 in alley	Waiver Requested
50	Bicycle parking, location and Number of racks	0	0	25 Long Term in Basement	

	Restaurants, Cafes, Bars, Lounges, Nightclubs	Required	Existing	Proposed	Deficiencies
51	Type of use				
52	Number of seats located outside on private property	N/A	N/A	N/A	
53	Number of seats inside	N/A	N/A	N/A	
54	Total number of seats	N/A	N/A	N/A	
55	Total number of seats per venue (Provide a separate chart for a breakdown calculation)	N/A	N/A	N/A	
56	Total occupant content	N/A	N/A	N/A	
57	Occupant content per venue (Provide a separate chart for a breakdown calculation)	N/A	N/A	N/A	

58	Proposed hours of operation	8am-8pm
59	Is this an NIE? (Neighborhood Impact Establishment, see CMB 141-1361)	N
60	Is dancing and/or entertainment proposed ? (see CMB 141-1361)	N
61	Is this a contributing building?	Yes
62	Located within a Local Historic District?	Yes

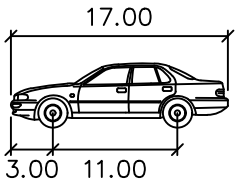
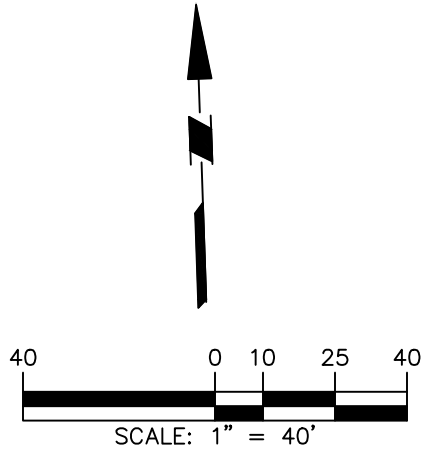
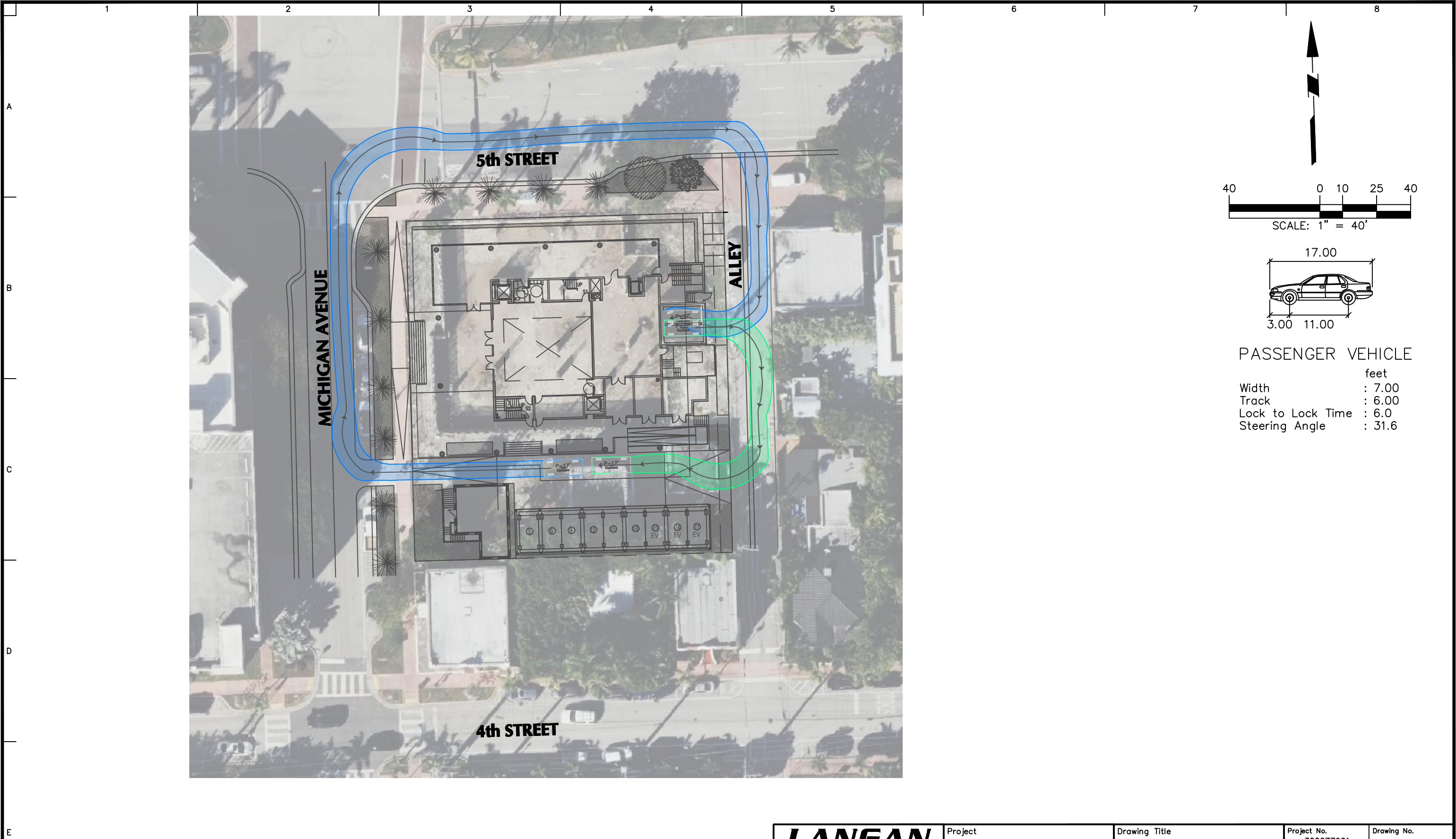
Notes:

If not applicable write N/A

N/A

Parking Requirements - Parking District No. 01

		Total FAR SF	Required # Parking Spaces
Office or Office Building	Ground floor - One Space per 300 square feet of floor area	2,904	9.7
	Upper floors - One space per 400 square feet of floor area		
	SF 2nd Floor	8,440	21.1
	SF Typical Floor (3-5) + Roof	24,795	62.0
	Total	36,139	
Office or Office Building Required Parking			92.8 Spaces
Retail Parking	One space per 300 square feet of floor area		
	Ground Floor Retail Space (New Building)	3,123	10.41
	Retail Required Parking		10 Spaces
TOTAL OFFICE + RETAIL PARKING REQUIRED			102.8 SPACES
Alternative Parking Incentives - Sec. 130-40		Provided	# Spaces Reduced
Showers	2 parking less for each shower (max -8)	3	6
Scooters - Motorcycles	1 parking less for 3 parkings (max 15%)	5	5
Long term Bikes	1 parking less for 5 parkings (max 15%)	25	5
Short term Bikes	1 parking less for 10 parkings (max 15%)	0	0
Carpool / Vanpool	3 parking less for each parking (max 10%)	9	3
Total # Reduced Parking Spaces			19
TOTAL PARKING REQUIRED AFTER DEDUCTIONS			83.8 SPACES
Parking Spaces Delivered			
Existing Cellar		58	
Triple Stacker		27	
TOTAL PARKING SPACES DELIVERED			85 SPACES



PASSENGER VEHICLE

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

LANGAN Langan Engineering and Environmental Services, Inc. 15150 NW 79th Court, Suite 200 Miami Lakes, FL 33016 T: 786.264.7200 F: 786.264.7201 www.langan.com FL Certificate of Authorization No. 00006601/LB8172/LB8198	Project 419 MICHIGAN AVENUE MIAMI BEACH FLORIDA	Drawing Title VEHICLE CIRCULATION FIGURE	Project No. 300277901	Fig-001
			Date 09/02/2021	
			Drawn By EC	
			Checked By MP	

Employee Egress Circulation

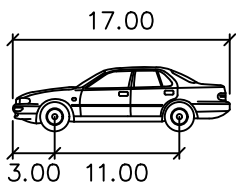
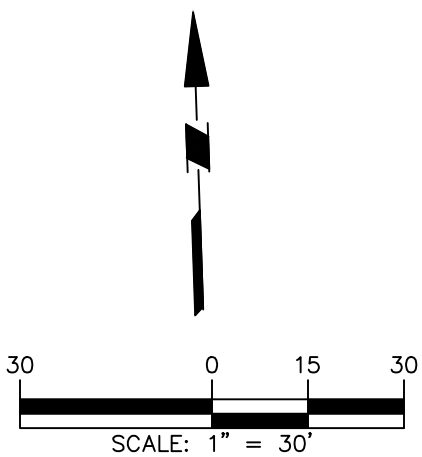
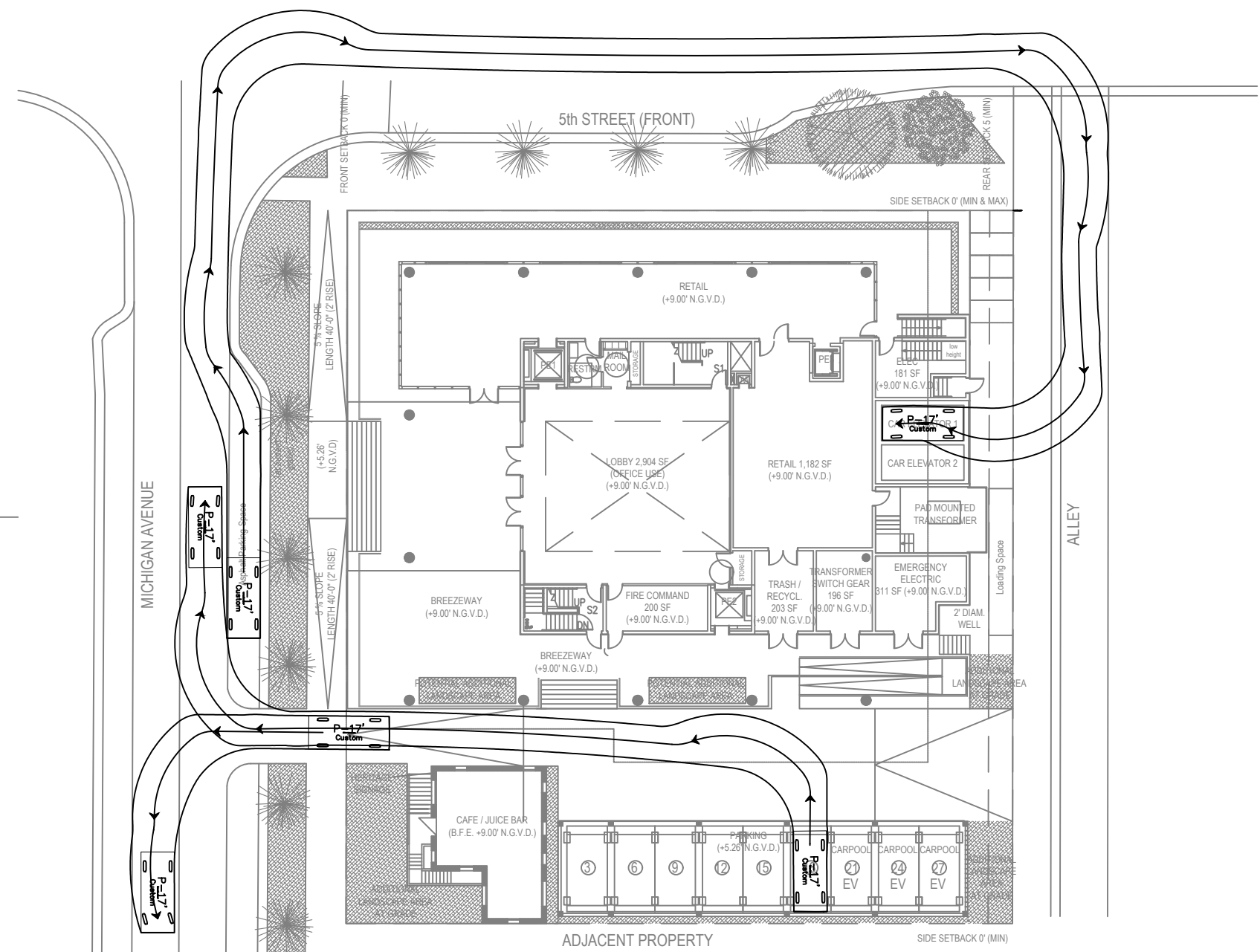
A
B
C
D
E

PASSENGER VEHICLE	
	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

LANGAN Langan Engineering and Environmental Services, Inc. 15150 NW 79th Court, Suite 200 Miami Lakes, FL 33016 T: 786.264.7200 F: 786.264.7201 www.langan.com <small>FL Certificate of Authorization No. 00006601/LB8172/LB8198</small>	Project 419 MICHIGAN AVENUE MIAMI BEACH MIAMI-DADE FLORIDA	Drawing Title VEHICLE CIRCULATION FIGURE	Project No. 300277901	Drawing No. Fig-002
			Date 09/02/2021	
			Drawn By EC	
			Checked By MP	

© 2021 Langan

Visitor Ingress / Egress Circulation



PASSENGER VEHICLE

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

LANGAN

Langan Engineering and
Environmental Services, Inc.
15150 NW 79th Court, Suite 200
Miami Lakes, FL 33016
T: 786.264.7200 F: 786.264.7201 www.langan.com
FL Certificate of Authorization No. 00006601/LB8172/LB8198

Project
**419 MICHIGAN
AVENUE**

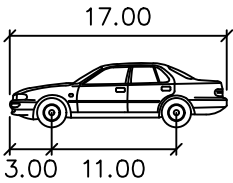
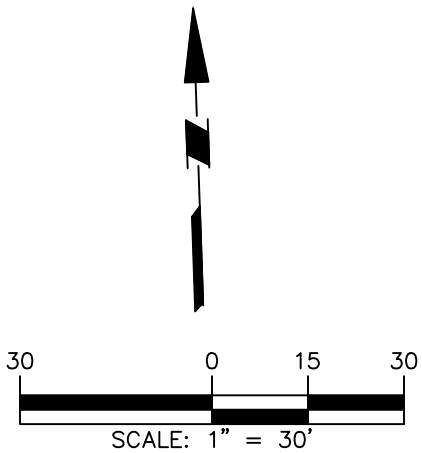
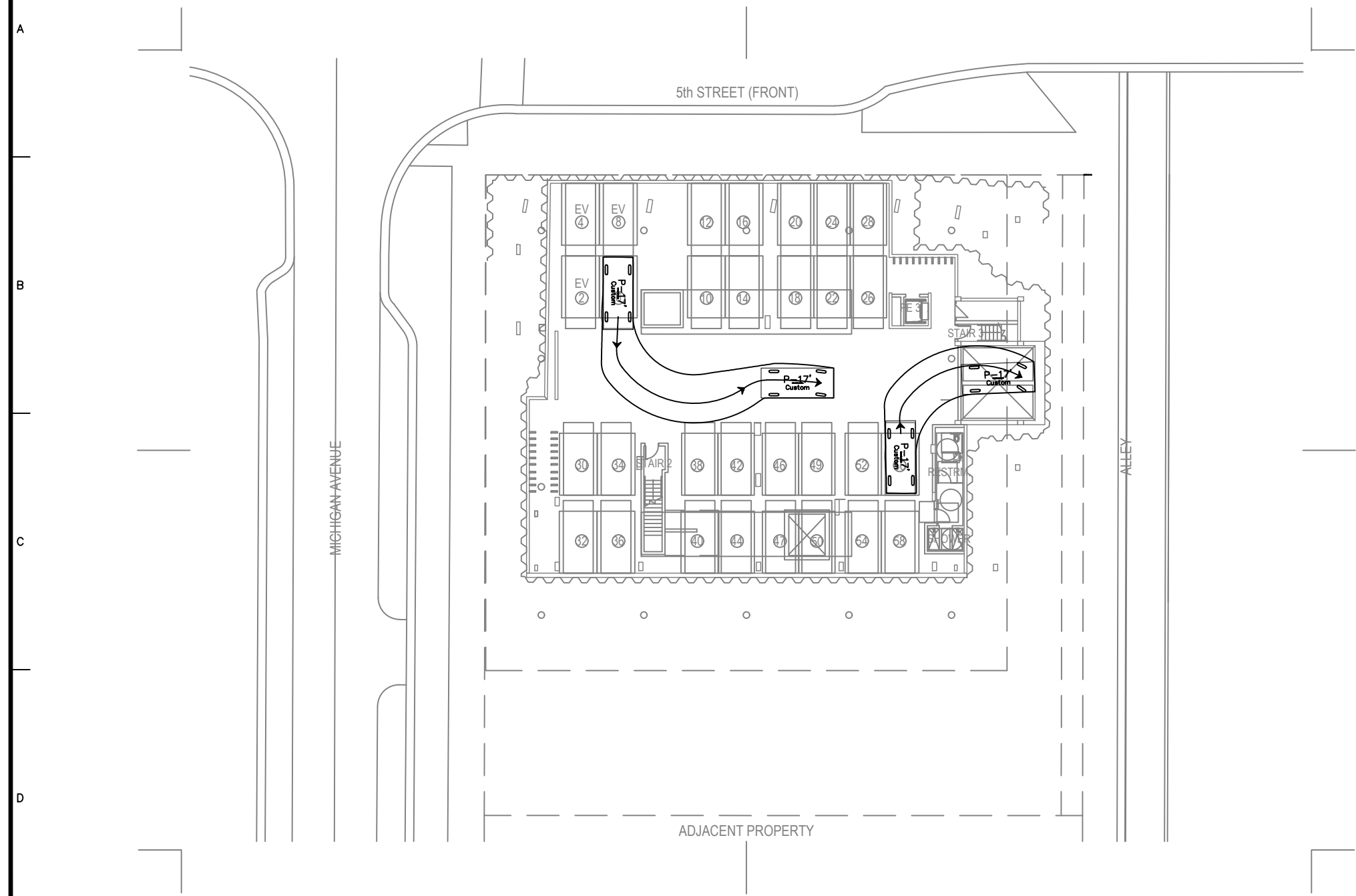
MIAMI-DADE MIAMI BEACH FLORIDA

Drawing Title
**VEHICLE
CIRCULATION
FIGURE**

Project No.	300277901
Date	09/02/2021
Drawn By	EC
Checked By	MP

Drawing No.
Fig-003

Basement Parking Circulation

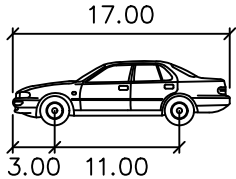
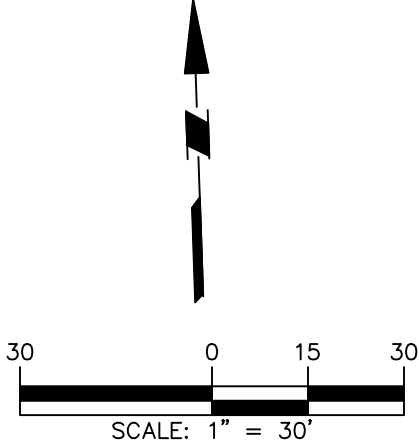
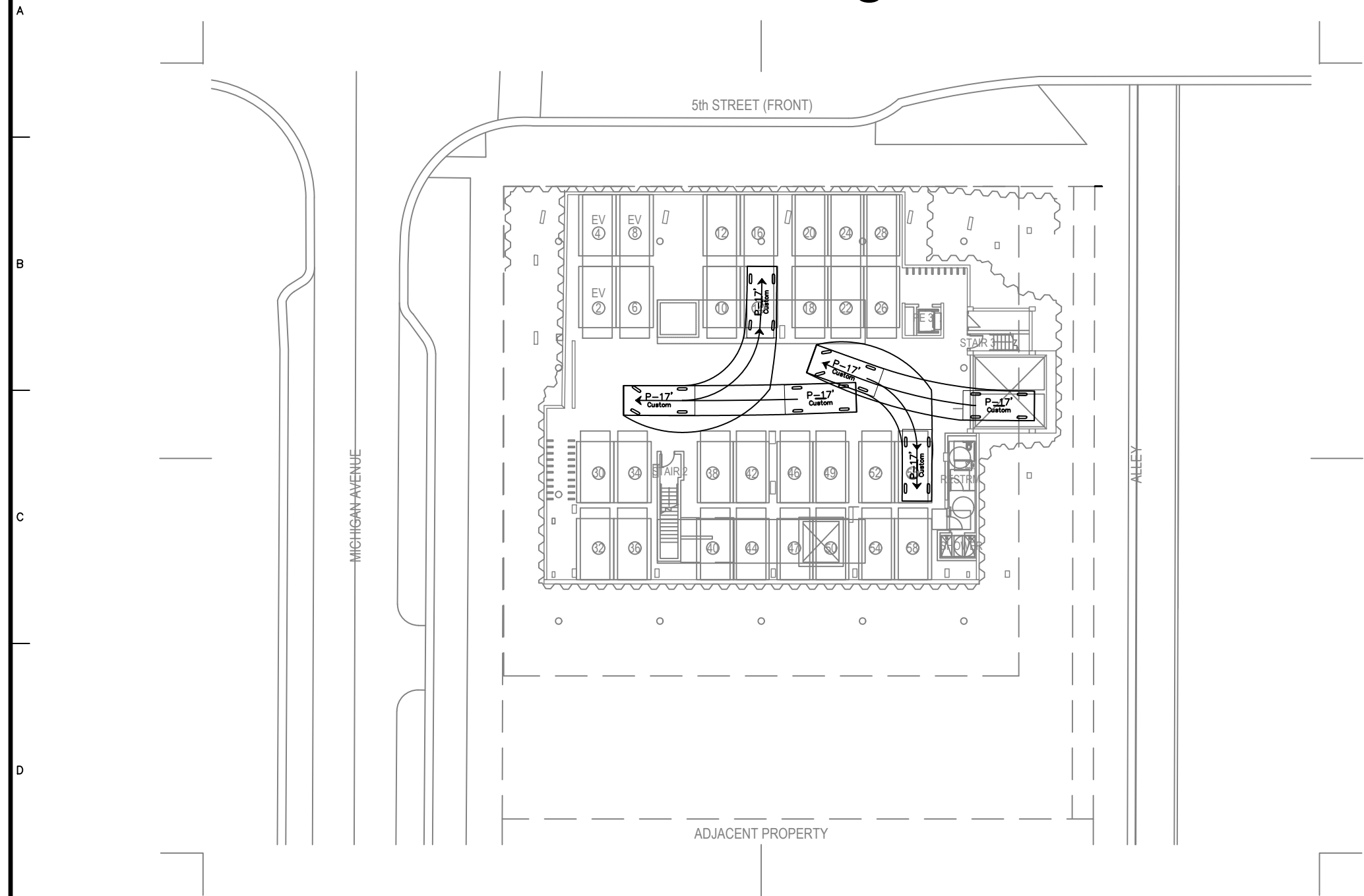


PASSENGER VEHICLE

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

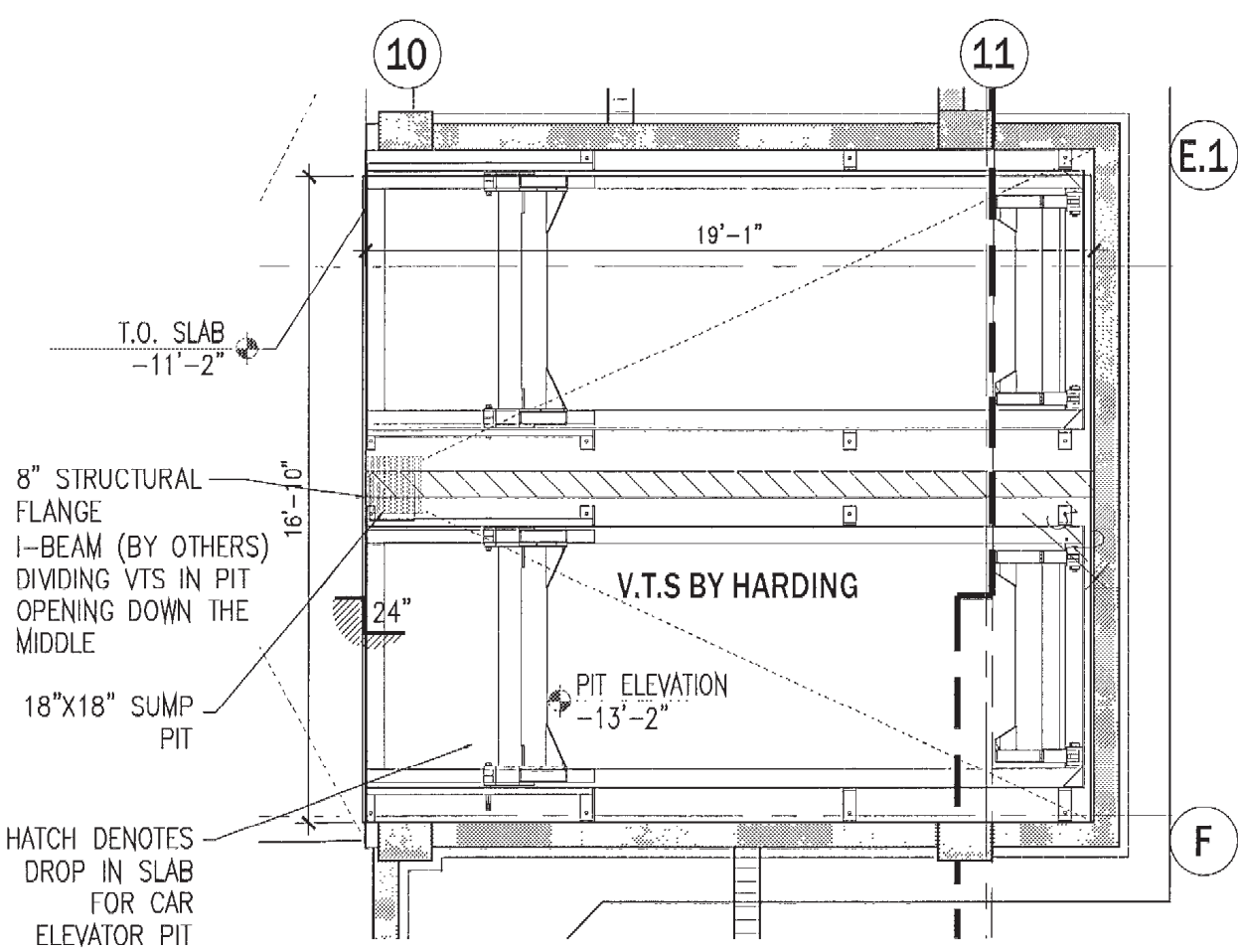
LANGAN Langan Engineering and Environmental Services, Inc. 15150 NW 79th Court, Suite 200 Miami Lakes, FL 33016 T: 786.264.7200 F: 786.264.7201 www.langan.com FL Certificate of Authorization No. 00006601/LB8172/LB8198	Project	Drawing Title		Project No.	Drawing No.
	419 MICHIGAN AVENUE	VEHICLE CIRCULATION FIGURE		300277901	Fig-004
	MIAMI BEACH			Date	
	MIAMI-DADE			09/02/2021	
	FLORIDA			Drawn By	
				EC	
				Checked By	
				MP	

Basement Parking Circulation

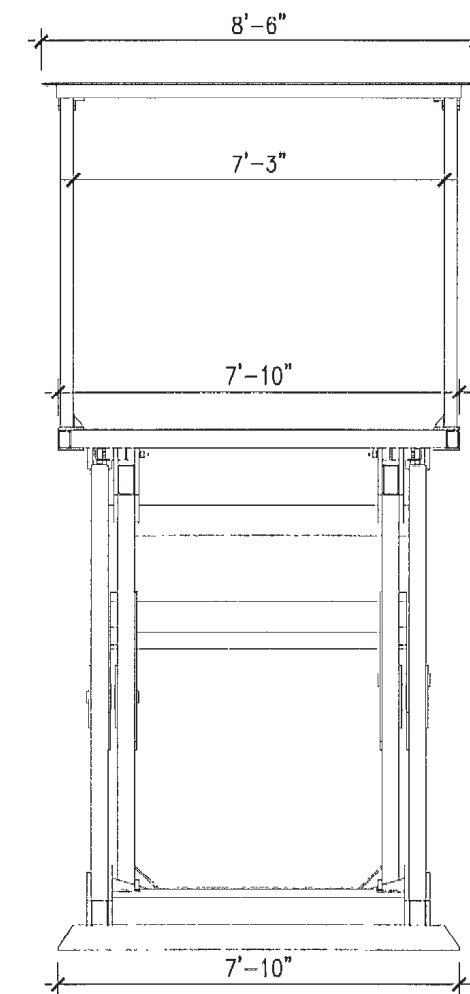


PASSENGER VEHICLE	
	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

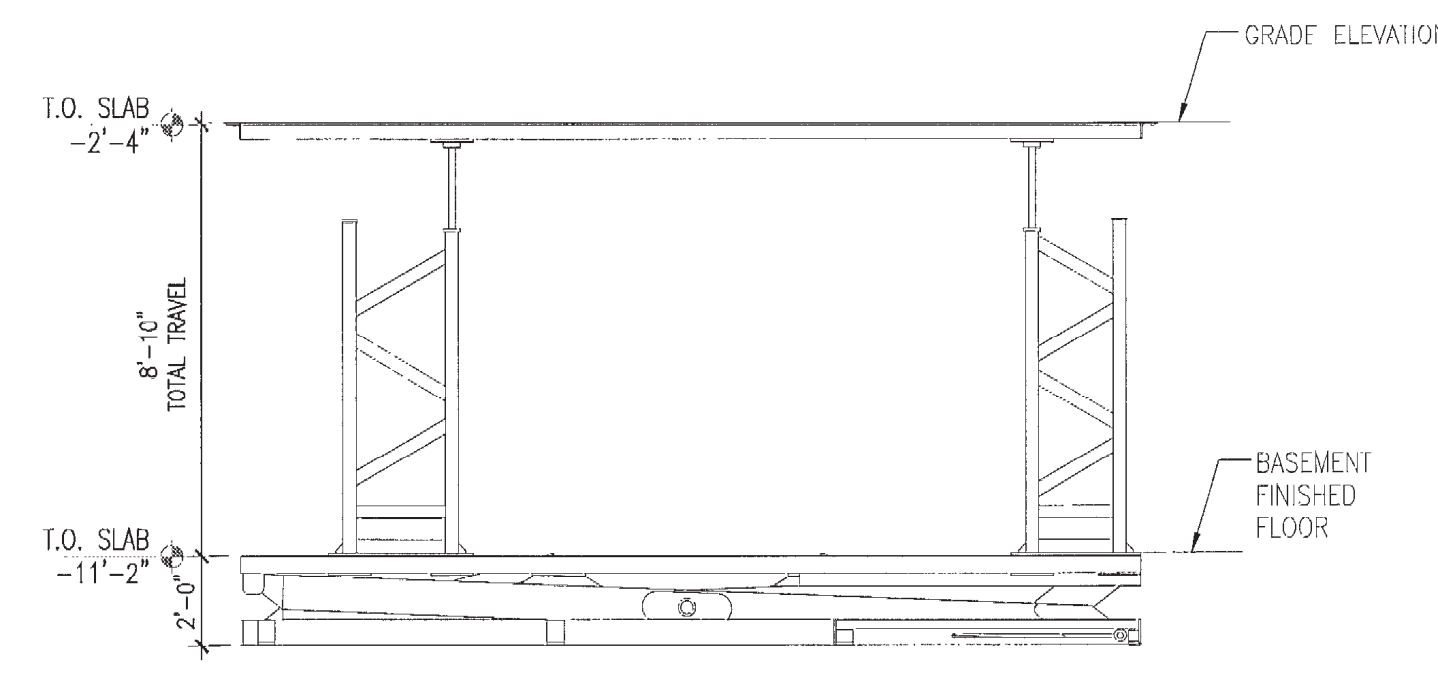
LANGAN Langan Engineering and Environmental Services, Inc. 15150 NW 79th Court, Suite 200 Miami Lakes, FL 33016 T: 786.264.7200 F: 786.264.7201 www.langan.com FL Certificate of Authorization No. 00006601/LB8172/LB8198	Project 419 MICHIGAN AVENUE MIAMI BEACH MIAMI-DADE FLORIDA	Drawing Title VEHICLE CIRCULATION FIGURE	Project No. 300277901	Fig-005
			Date 09/02/2021	
			Drawn By EC	
			Checked By MP	



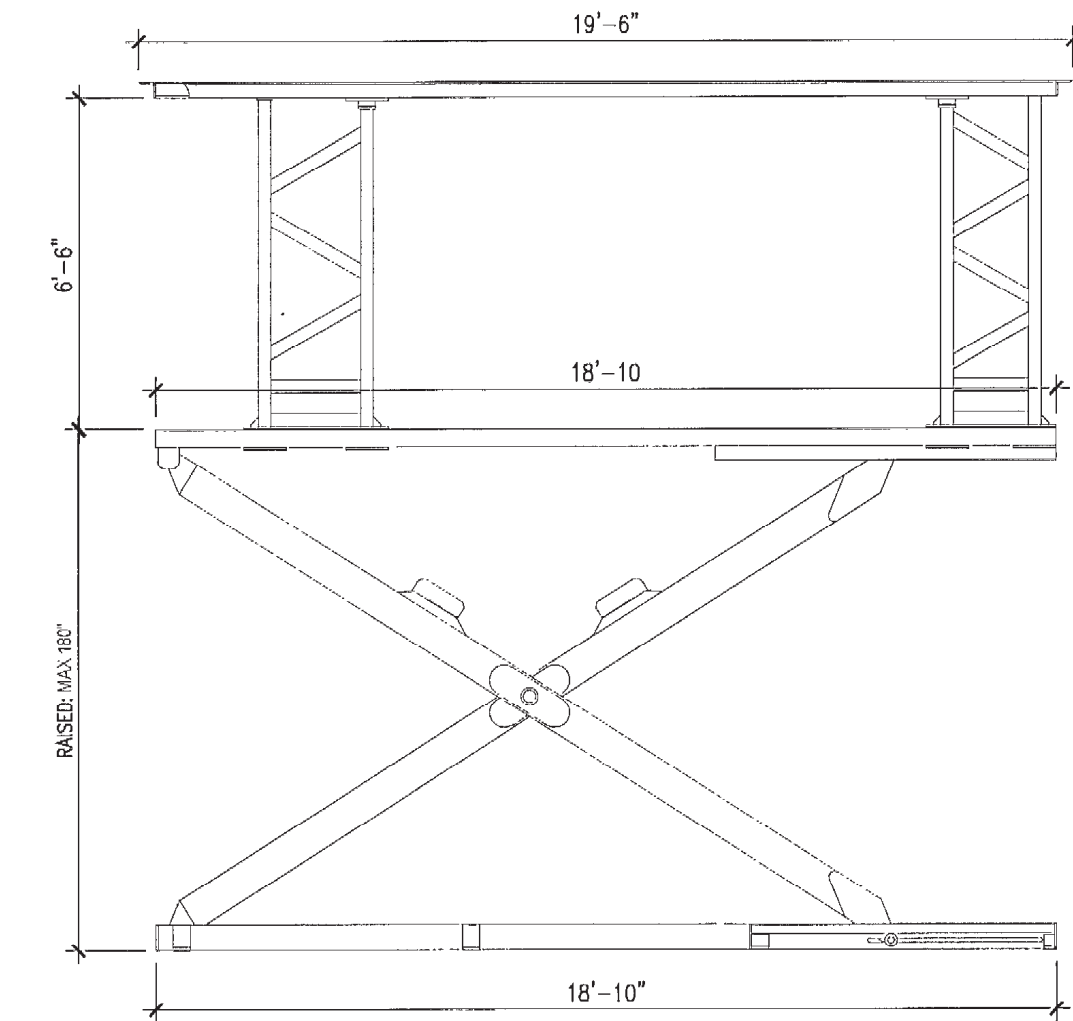
1 PARTIAL GROUND FLOOR PLAN
SCALE: 3/16"=1'-0"



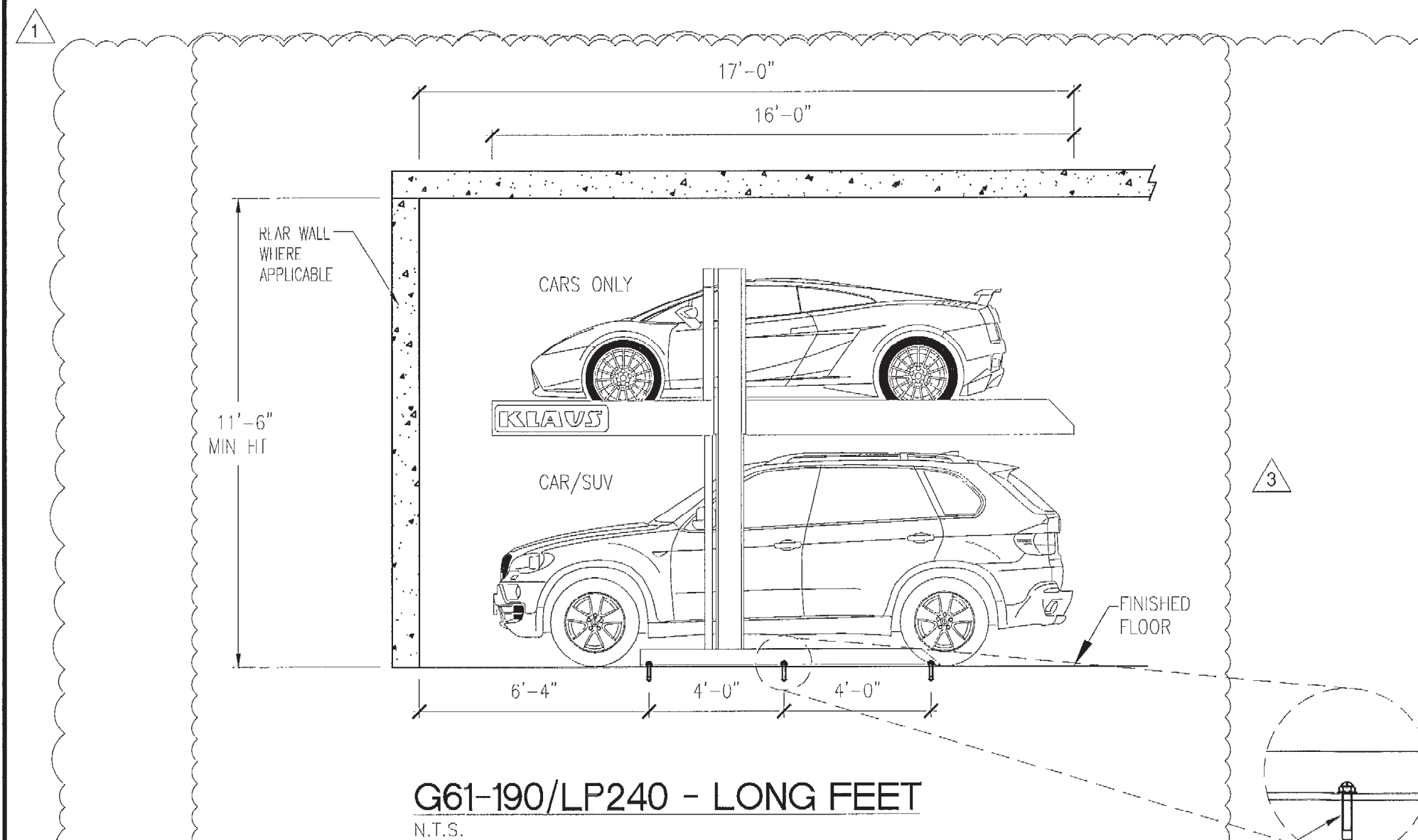
2 HARDING VTS FRONT VIEW (RAISED)
SCALE: 1/4"=1'-0"



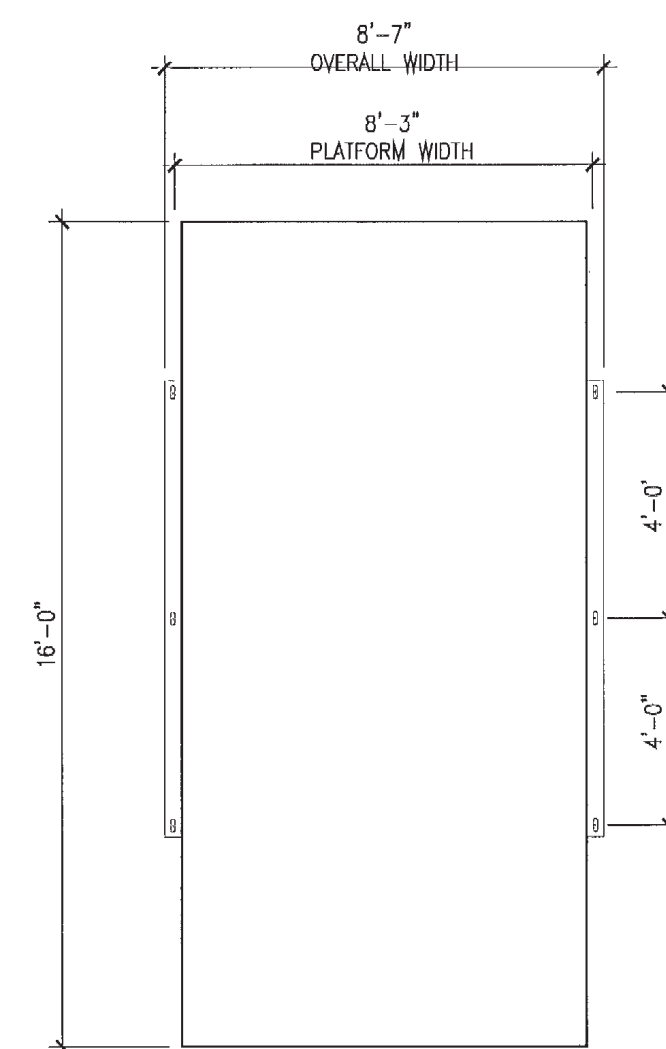
3 HARDING VTS SIDE VIEW (LOWERED)
SCALE: 1/4"=1'-0"



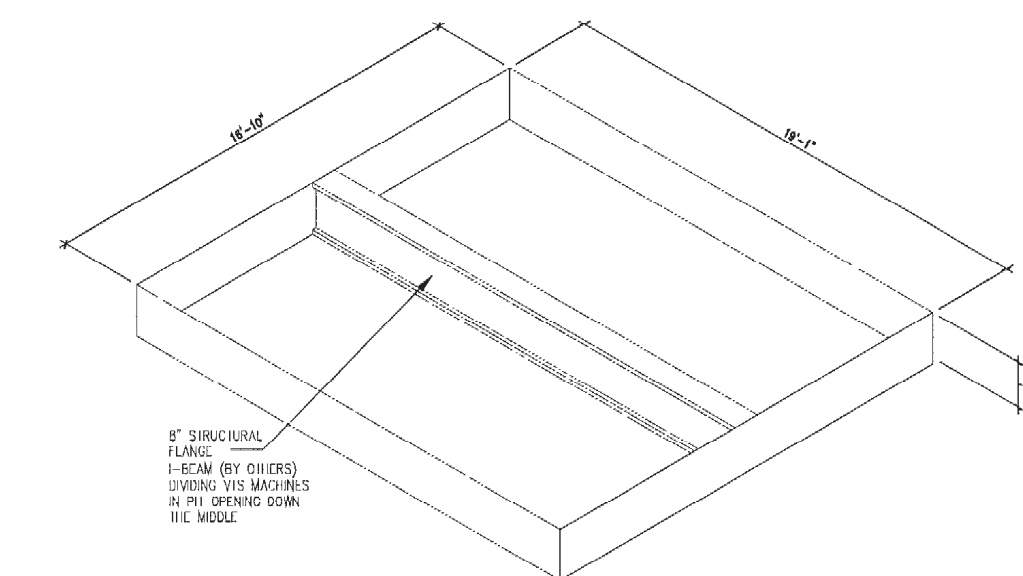
4 HARDING VTS SIDE VIEW (RAISED)
SCALE: 1/4"=1'-0"



5 G61-190/LP240 & 230
SCALE: N.T.S.



6 G61-190/LP240 PLAN VIEW
SCALE: 1/4"=1'-0"



7 PIT INTERIOR DIMENSIONS
SCALE: 1/8"=1'-0"

SEQUENCE OF OPERATIONS FOR CAR LIFT GATES

- WHEN VALET PULLS UP TO GATE THEY CAN OPEN THE GARAGE DOOR WITH A CLICKER
- IF THE LIFTS ARE NOT IN THE CORRECT POSITION THE DOOR WILL NOT OPEN
- THEY DRIVE CAR ONTO CAR LIFT
- GET OUT OF CAR AND EXIT THE LIFT
- THERE SHALL BE A SENSOR INDICATING THAT THE CAR IS PULLED FAR ENOUGH IN TO ALLOW THE GARAGE DOOR TO CLOSE FULLY.
- ONCE GATE IS FULLY CLOSED THEY CAN USE LIFT CONTROLS TO LOWER CAR LIFT TO BASEMENT
- THE LIFT IS OPERATED BY A DEAD MAN'S SWITCH LOCATED ON THE COLUMN IN THE BASEMENT
- ONCE CAR LIFT IS COMPLETELY LOWERED TO BASEMENT
- DEAD MAN'S SWITCH IS RELEASED
- VALET ENTERS CAR LIFT, ENTERS CAR AND DRIVES IT OUT OF CAR LIFT
- NOW CAR LIFT IS READY TO RECEIVE CAR TO BE SENT BACK TO VALET AT STREET LEVEL USING SEQUENCE OF OPERATION IN REVERSE ORDER

NOTE: IF THE STREET-LEVEL GARAGE DOORS ARE OPEN, THE LIFT SYSTEM WILL STOP WORKING

NOTE: CAR LIFT AND CAR ELEVATOR SYSTEM UNDER SEPARATE PERMIT

NOTE:
REFER TO FIRE SPRINKLER DRAWINGS FOR THE FIRE SUPPRESSION REQUIREMENTS AT THE CAR LIFTS

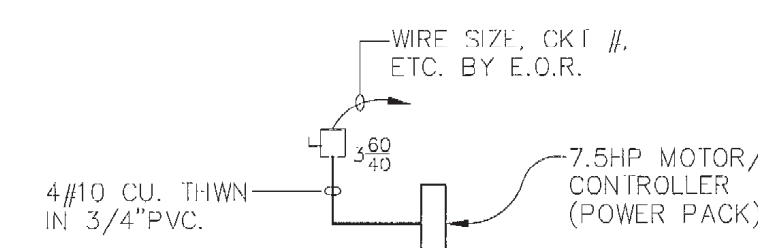
GENERAL NOTES

- CLIENT MUST PROVIDE (1) DISCONNECT, 3P, 208V, 60A W/ 40A FUSE.
- 24 VOLT CONTROL LINES BY KLAUS
- 13 KLAUS LIFTS AND 1 POWER PACK
- KLAUS LIFT WEIGHS 2,000 LBS
- HYDRAULIC TANK CAPACITY 100 LITERS
- NOT USED
- ALL HYDRAULIC FITTINGS, PIPES, HOSES, PISTONS, CYLINDERS, AND VALVES ARE PROVIDED BY THE MANUFACTURER AS A COMPLETE SYSTEM
- ALL CONNECTION HARDWARE AND ANCHORAGE PROVIDED BY MANUFACTURER
- ONE HUNDRED POUNDS PER SQ-FT LOAD CAPACITY REQUIRED
- KLAUS MODEL 081 SHALL BE IN THE LOWERED POSITION DURING A HURRICANE EVENT

LEGEND

- KEY SWITCH
- FLOOR JUNCTION BOX
- WALL MOUNTED JUNCTION BOX
- POWER PACK W/ S.D. TRANSFORMER
- 3P, 208V, 60A W/ 40A FUSE DISC.
- ELECT./HYD. CONTROL LINE 24 VOLTS IN 3/4" C

CAR LIFT SCHEDULE			
LIFT MODEL	OVERALL WIDTH	MIN. CEILING HT.	# OF LIFTS
G61-190 LP240	8'-7"	11'-6"	13
TOTAL # OF PARKING SPACES			26



9 ELECTRIC RISER DIAGRAM - KLAUS SYSTEM
SCALE: N.T.S.

City of Miami Beach
Fire Prevention Division
PLANS APPROVED





OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On : 8/17/2021

Property Information	
Folio:	02-4203-010-0030
Property Address:	944 5 ST Miami Beach, FL 33139-6514
Owner	411 MICHIGAN SOFI OWNER LLC
Mailing Address	520 W 27 ST NEW YORK, NY 10022 USA
PA Primary Zone	6503 COMMERCIAL
Primary Land Use	1081 VACANT LAND - COMMERCIAL : VACANT LAND
Beds / Baths / Half	0 / 0 / 0
Floors	0
Living Units	0
Actual Area	0 Sq.Ft
Living Area	0 Sq.Ft
Adjusted Area	0 Sq.Ft
Lot Size	7,000 Sq.Ft
Year Built	0



Assessment Information			
Year	2021	2020	2019
Land Value	\$3,500,000	\$3,500,000	\$3,500,000
Building Value	\$0	\$0	\$0
XF Value	\$0	\$0	\$0
Market Value	\$3,500,000	\$3,500,000	\$3,500,000
Assessed Value	\$3,500,000	\$2,818,392	\$2,562,175

Benefits Information				
Benefit	Type	2021	2020	2019
Non-Homestead Cap	Assessment Reduction		\$681,608	\$937,825
Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).				

Short Legal Description
3-4 54 42 34 53 42
WITHAMS RE-SUB PB 9-10
LOTS 1 TO 5 INC LESS N90FT
THEREOF FOR R/W BLK 83
LOT SIZE 140.000 X 50

Taxable Value Information			
	2021	2020	2019
County			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,500,000	\$2,818,392	\$2,562,175
School Board			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,500,000	\$3,500,000	\$3,500,000
City			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,500,000	\$2,818,392	\$2,562,175
Regional			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,500,000	\$2,818,392	\$2,562,175

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
06/11/2021	\$7,000,000	32578-2150	Qual on DOS, multi-parcel sale
11/05/2020	\$2,100	32194-4520	Federal, state or local government agency
06/11/2014	\$4,250,000	29190-2460	Qual on DOS, multi-parcel sale
08/01/2000	\$765,000	19257-3689	Sales which are qualified

The Office of the Property Appraiser is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at <http://www.miamidade.gov/info/disclaimer.asp>

Version:



OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On : 8/17/2021

Property Information	
Folio:	02-4203-009-6170
Property Address:	419 MICHIGAN AVE Miami Beach, FL 33139-6509
Owner	411 MICHIGAN SOFI OWNER LLC
Mailing Address	520 W 27 ST NEW YORK, NY 10022 USA
PA Primary Zone	6503 COMMERCIAL
Primary Land Use	1081 VACANT LAND - COMMERCIAL : VACANT LAND
Beds / Baths / Half	0 / 0 / 0
Floors	0
Living Units	0
Actual Area	0 Sq.Ft
Living Area	0 Sq.Ft
Adjusted Area	0 Sq.Ft
Lot Size	7,000 Sq.Ft
Year Built	0



Assessment Information			
Year	2021	2020	2019
Land Value	\$3,500,000	\$3,500,000	\$3,500,000
Building Value	\$0	\$0	\$0
XF Value	\$0	\$0	\$0
Market Value	\$3,500,000	\$3,500,000	\$3,500,000
Assessed Value	\$3,500,000	\$2,137,837	\$1,943,489

Benefits Information				
Benefit	Type	2021	2020	2019
Non-Homestead Cap	Assessment Reduction		\$1,362,163	\$1,556,511
Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).				

Short Legal Description
OCEAN BEACH ADD NO 3 PB 2-81 LOT 9 BLK 83 LOT SIZE 50.000 X 140 OR 19588-3015 0301 6

Taxable Value Information			
	2021	2020	2019
County			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,500,000	\$2,137,837	\$1,943,489
School Board			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,500,000	\$3,500,000	\$3,500,000
City			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,500,000	\$2,137,837	\$1,943,489
Regional			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,500,000	\$2,137,837	\$1,943,489

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
06/11/2021	\$7,000,000	32578-2150	Qual on DOS, multi-parcel sale
11/05/2020	\$2,100	32194-4520	Federal, state or local government agency
06/11/2014	\$4,250,000	29190-2460	Qual on DOS, multi-parcel sale
03/01/2001	\$870,000	19588-3015	Other disqualified

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Version:

APPENDIX C
METHODOLOGY LETTER

Maximo Polanco

From: Akcay, Firat <FiratAkcay@miamibeachfl.gov>
Sent: Friday, July 23, 2021 10:56 AM
To: Maximo Polanco
Cc: John Kim; Joe Goldberg
Subject: [External] RE: 419 Michigan Avenue Traffic Methodology

Maximo,

Pleasure to speak with you and your team. Please see notes from today's meeting. Please let me know if I missed anything that was discussed.

Parking queueing:

Triple Stacker: Parking queueing study.

Car elevator: Number of spaces is the limiting factor, provide queueing study. Identify alternative parking for spill over.

Narrative on identifying users of parking locations.

Circulation diagram for parking of vehicles.

Valet operations plan and assumptions

Breezeway stacking diagram.

Roadway & Circulation:

Based on your queueing please indicate if the alley (Jerusalem Street) should be converted to NB instead.

Maneuverability Diagrams for the breezeway, alley loading and elevators and basement parking.

Intersection LOS Study:

Intersections: Michigan Ave x 4th and 5th Streets, and Alton Road and 4th Street.

Trip Distribution: Agreed on the methodology below.

Trip Gen:

Develop matrix with # of employees as well.

Average x fitted trip generation figures, assume fitted curve for a conservative analysis

Multimodal:

Provide bicycle parking.

Provide lockers and bicycle facilities, if feasible.

Clarification:

Retail portion will be restricted to shopping or other uses will be evaluated.



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