



MIAMI BEACH

PLANNING DEPARTMENT

HISTORIC PRESERVATION BOARD STAFF REPORT

FROM: Richard G. Lorber, AICP, LEED AP
Acting Planning Director *WHC for RGL*

DATE: April 9, 2013 Meeting

RE: Historic Preservation File No. 1844
6701 Collins Avenue – Deauville Beach Resort

The applicant, Deauville Associates, LLC., is requesting modifications to a previously issued Certificate of Appropriateness for the for the partial demolition, partial reconstruction, alteration, renovation and rehabilitation of an existing hotel complex, as well as the construction of a new 21-story residential structure. Specifically, the applicant is requesting revisions to the previously approved new residential building, modification of the south retail portion of the property to allow for additional parking and a 12-unit rooftop addition above the existing Deauville Hotel. **Application approved March 12, 2013, with the exception of the traffic study.**

LEGAL DESCRIPTION:

Lot 44 of Block 1 of the amended plat of second ocean front subdivision, according to the plat thereof as recorded in plat book 28 at page 28 of the public records of Miami-Dade County, Florida.

SITE DATA:

Zoning -	RM-3 (Residential Multifamily, High Intensity)
Future Land Use Designation -	RM-3 (Residential Multifamily, High Intensity)
Lot Size -	166,616 S.F.
Existing FAR -	319,137 S.F. / 1.92
Proposed FAR -	499,546 S.F. / 3.0 + 20,000 S.F. for amenity areas (Max FAR = 3.0 + 20,000 sf for amenity areas), as represented by the applicant
Existing Height -	164'-6" / 16 stories
Proposed Height -	200 feet / 20 stories
Existing Use/Condition -	Condo-Hotel / Retail
Proposed Use -	Condo-Hotel / Retail

EXISTING STRUCTURE:

The Deauville name has a long history dating back to 1926. The original 1926 construction was modified in the early 1930's, and totally demolished in 1956. The present Deauville Hotel, constructed in 1956 and designed by noted Miami Beach architect Melvin Grossman,

in the Post War Modern (MiMo) style, is designated contributing in the Miami Beach Historic Properties Database and is located within the proposed North Beach Resort Local Historic District.

One of the most noticeable features of the building is its dramatic porte-cochere, comprised of sweeping intersecting parabolic curves, it creates a defining entry point for this once all inclusive resort. Stepped horizontal planes rise from the street to the 2nd floor lobby entrance along the building's façade, providing shelter and a clear pedestrian procession from Collins Avenue. This lobby entrance is one of the 3 (three) main differentiated architectural features of the building.

The 2-story structure to the south of the property contains ground level retail spaces with an enormous two story height ballroom space above, made legendary by the 1960s appearance of the Beatles on the "Ed Sullivan Show". An elongated honey comb pattern of ornamental hollow clay blocks forms a distinctive screening mechanism for the ballroom façade on Collins Avenue. The hotel portion of the project rises 15 stories at the north of the property with continuous horizontal windows and projecting concrete eyebrows. For a more detailed analysis, see the attached Historic Resources Report.

THE PROJECT:

The applicant has submitted plans entitled "Deauville Hotel Beach Resort", as prepared by Kobi Karp Architecture, Interior Design, Planning, dated, February 2013.

The applicant is seeking approval for modifications to the previously approved Certificate of Appropriateness for partial demolition, partial reconstruction, alteration, renovation and rehabilitation of an existing hotel complex, as well as the construction of a new 21-story residential structure. These modifications include the following:

1. The previously approved 150-unit residential tower is now proposed as a 412-room hotel. This revision results in the tower becoming 16'-11" narrower than the previously approved plan.
2. The original historic Napoleon Ballroom, previously approved for total demolition to accommodate additional parking, is now proposed to be substantially retained and reconstructed.
3. The applicant is proposing to remove and modify the south retail portion of the property including the demolition of the areas below the main lobby, ballroom and theater, in order to construct 124 new parking spaces.
4. The revised application proposes minor demolition of the northernmost architectural element along Collins Avenue to enable a direct entrance to the parking area and to restore the vehicular entrance configuration to its original configuration, in which cars will enter the hotel and travel north to south.
5. Further, the revised application includes a new 12-unit rooftop addition proposed to be located on the roof of the existing second floor ballroom located toward the northeast portion of the property, south of the existing Deauville Hotel tower.

HISTORY

On November 20, 2012, the Historic Preservation Board reviewed a request for a Certificate of Appropriateness for the proposed modifications. At this meeting, the Board voted to continue the application to a future meeting. Specifically, the Board requested the applicant provide additional documentation with regards to the existing condition of the historic hotel, and further details for the proposed modifications for the north and south elevations.

On January 15, 2013, the Historic Preservation Board reviewed a request for a Certificate of Appropriateness for the proposed modifications. At this meeting, the Board voted to continue the application to the March 12, 2013 meeting. Specifically, the Board requested the applicant provide additional documentation with regards to the existing condition of the historic hotel, and further details for the proposed modifications for the north and south elevations, and traffic study.

On March 12, 2013, the Historic Preservation Board reviewed and approved a Certificate of Appropriateness for the proposed modifications, with the exception of the traffic study. The Board voted to continue the traffic study to the April 9, 2013 meeting.

COMPLIANCE WITH ZONING CODE:

The application, as proposed, is inconsistent with the following requirements of the City Code; consequently, variances from the Zoning Board of Adjustment may be required.

1. Details of the associated parking garage, not presented with this application, must be provided to ensure compliance with the city's parking requirements, or a parking impact fee will be required.
2. A variance may be required for the size, location, and number of signs.

The above noted comments shall not be considered final zoning review or approval. These and all zoning matters shall require final review and verification by the Zoning Administrator prior to the issuance of a Building Permit.

ACCESSIBILITY COMPLIANCE:

Additional information will be required for a complete review for compliance with the Florida Building Code 2001 Edition, section 11 (Florida Accessibility Code for Building Construction). These and all accessibility matters shall require final review and verification by the Building Department prior to the issuance of a Building Permit.

PRELIMINARY CONCURRENCY DETERMINATION:

In accordance with Chapter 122 of the Code of the City of Miami Beach, the Transportation and Concurrency Management Division has conducted a preliminary concurrency evaluation and determined that the project does not meet the City's concurrency requirements and level-of-service standards. However, the City's concurrency requirements can be achieved and satisfied through payment of mitigation fees or by entering into an enforceable development agreement with the City. The Transportation and Concurrency Management Division will make the determination of the project's fair-share mitigation cost.

A final concurrency determination shall be conducted prior to the issuance of a Building Permit. Mitigation fees and concurrency administrative costs shall be paid prior to the project receiving any Building Permit. Without exception, all concurrency fees shall be paid prior to the issuance of a Temporary Certificate of Occupancy or Certificate of Occupancy.

COMPLIANCE WITH CERTIFICATE OF APPROPRIATENESS CRITERIA:

A decision on an application for a Certificate of Appropriateness shall be based upon the following:

- I. Evaluation of the compatibility of the physical alteration or improvement with surrounding properties and where applicable, compliance with the following criteria pursuant to Section 118-564(a)(1) of the Miami Beach Code (it is recommended that the listed criteria be found Satisfied, Not Satisfied or Not Applicable, as so noted):
 - a. The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as revised from time to time.
Satisfied
 - b. Other guidelines/policies/plans adopted or approved by Resolution or Ordinance by the City Commission.
Satisfied
- II. In determining whether a particular application is compatible with surrounding properties, the Board shall consider the following criteria pursuant to Section 118-564(a)(2) of the Miami Beach Code (it is recommended that the listed criteria be found Satisfied, Not Satisfied or Not Applicable, as so noted):
 - a. Exterior architectural features.
Satisfied
 - b. General design, scale, massing and arrangement.
Satisfied
 - c. Texture and material and color.
Not Satisfied; Staff Analysis
Exterior surface color samples have not been submitted.
 - d. The relationship of a, b, c, above, to other structures and features of the district.
Satisfied
 - e. The purpose for which the district was created.
Satisfied
 - f. The relationship of the size, design and siting of any new or reconstructed structure to the landscape of the district.
Satisfied
 - g. An historic resources report, containing all available data and historic documentation regarding the building, site or feature.

Satisfied

- h. The original architectural design or any subsequent modifications that have acquired significance.

Satisfied

III. The examination of architectural drawings for consistency with the criteria pursuant to Section 118-564(a)(3) of the Miami Beach Code and stated below, with regard to the aesthetics, appearances, safety, and function of any new or existing structure, public interior space and physical attributes of the project in relation to the site, adjacent structures and properties, and surrounding community. The criteria referenced above are as follows (it is recommended that the listed criteria be found Satisfied, Not Satisfied or Not Applicable, as so noted):

- a. The location of all existing and proposed buildings, drives, parking spaces, walkways, means of ingress and egress, drainage facilities, utility services, landscaping structures, signs, and lighting and screening devices.

Not Satisfied; See Staff Analysis and Condition 1.

Staff will require additional time to fully evaluate the traffic study.

- b. The dimensions of all buildings, structures, setbacks, parking spaces, floor area ratio, height, lot coverage and any other information that may be reasonably necessary to determine compliance with the requirements of the underlying zoning district, and any applicable overlays, for a particular application or project.

Not Satisfied; See Zoning Analysis

- c. The color, design, surface finishes and selection of landscape materials and architectural elements of the exterior of all buildings and structures and primary public interior areas for developments requiring a building permit in areas of the city identified in section 118-503.

Not Satisfied; see Staff Analysis and II a. above

- d. The proposed structure, and/or additions to an existing structure is appropriate to and compatible with the environment and adjacent structures, and enhances the appearance of the surrounding properties, or the purposes for which the district was created.

Satisfied

- e. The design and layout of the proposed site plan, as well as all new and existing buildings and public interior spaces shall be reviewed so as to provide an efficient arrangement of land uses. Particular attention shall be given to safety, crime prevention and fire protection, relationship to the surrounding neighborhood, impact on preserving historic character of the neighborhood and district, contiguous and adjacent buildings and lands, pedestrian sight lines and view corridors.

Satisfied

- f. Pedestrian and vehicular traffic movement within and adjacent to the site shall be reviewed to ensure that clearly defined, segregated pedestrian

access to the site and all buildings is provided for and that any driveways and parking spaces are usable, safely and conveniently arranged and have a minimal impact on pedestrian circulation throughout the site. Access to the site from adjacent roads shall be designed so as to interfere as little as possible with vehicular traffic flow on these roads and pedestrian movement onto and within the site, as well as permit both pedestrians and vehicles a safe ingress and egress to the site.

Not Satisfied; See Staff Analysis and III a above.

- g. Lighting shall be reviewed to ensure safe movement of persons and vehicles and reflection on public property for security purposes and to minimize glare and reflection on adjacent properties and consistent with a City master plan, where applicable.
Satisfied
- h. Landscape and paving materials shall be reviewed to ensure an adequate relationship with and enhancement of the overall site plan design.
Satisfied
- i. Buffering materials shall be reviewed to ensure that headlights of vehicles, noise, and light from Structures are adequately shielded from public view, adjacent properties and pedestrian areas.
Satisfied
- j. Any proposed new structure shall have an orientation and massing which is sensitive to and compatible with the building site and surrounding area and which creates or maintains important view corridor(s).
Satisfied
- k. All buildings shall have, to the greatest extent possible, space in that part of the ground floor fronting a sidewalk, street or streets which is to be occupied for residential or commercial uses; likewise, the upper floors of the pedestal portion of the proposed building fronting a sidewalk street, or streets shall have residential or commercial spaces, or shall have the appearance of being a residential or commercial space or shall have an architectural treatment which shall buffer the appearance of a parking structure from the surrounding area and is integrated with the overall appearance of the project.
Satisfied
- l. All buildings shall have an appropriate and fully integrated rooftop architectural treatment which substantially screens all mechanical equipment, stairs and elevator towers.
Satisfied
- m. Any addition on a building site shall be designed, sited and massed in a manner which is sensitive to and compatible with the existing improvement(s).
Satisfied

- n. All portions of a project fronting a street or sidewalk shall incorporate an amount of transparency at the first level necessary to achieve pedestrian compatibility.
Satisfied
- o. The location, design, screening and buffering of all required service bays, delivery bays, trash and refuse receptacles, as well as trash rooms shall be arranged so as to have a minimal impact on adjacent properties.
Satisfied

CERTIFICATE OF APPROPRIATENESS FOR DEMOLITION EVALUATION CRITERIA:

Section 118-564 (f)(4) of the Land Development Regulations of the Miami Beach Code provides criteria by which the Historic Preservation Board evaluates requests for a Certificate of Appropriateness for Demolition. The following is an analysis of the request based upon these criteria:

- 1. The Building, Structure, Improvement, or Site is designated on either a national or state level as a part of an Historic Preservation District or as a Historic Architectural Landmark or Site, or is designated pursuant to Division 4, Article X, Chapter 118 of the Miami Beach Code as a Historic Building, Historic Structure or Historic Site, Historic Improvement, Historic Landscape Feature, historic interior or the Structure is of such historic/architectural interest or quality that it would reasonably meet national, state or local criteria for such designation.
Satisfied
The existing structure is designated as part of the proposed North Shore Resort Local Historic District; the building is designated as a "Contributing" structure in the historic district.
- 2. The Building, Structure, Improvement, or Site is of such design, craftsmanship, or material that it could be reproduced only with great difficulty and/or expense.
Satisfied
The existing structure would be difficult and inordinately expensive to reproduce.
- 3. The Building, Structure, Improvement, or Site is one of the last remaining examples of its kind in the neighborhood, the country, or the region, or is a distinctive example of an architectural or design style which contributes to the character of the district.
Satisfied
The subject structure is a distinctive example of the Post War Modern design style which contributes to the character of the district.
- 4. The building, structure, improvement, or site is a contributing building, structure, improvement, site or landscape feature rather than a noncontributing building, structure, improvement, site or landscape feature in a historic district as defined in section 114-1, or is an architecturally significant feature of a public area of the interior of a historic or contributing building.
Satisfied
The subject structure is designated as a contributing building in the Miami Beach Historic Properties Database.

5. Retention of the Building, Structure, Improvement, Landscape Feature or Site promotes the general welfare of the City by providing an opportunity for study of local history, architecture, and design or by developing an understanding of the importance and value of a particular culture and heritage.

Satisfied

The retention of the subject structure is critical to developing an understanding of the Post War Modern architectural style.

6. If the proposed demolition is for the purpose of constructing a parking garage, the Board shall consider it if the parking garage is designed in a manner that is consistent with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, U.S. Department of the Interior (1983), as amended, and/or the design review guidelines for that particular district.

Not Applicable

The demolition proposed in the subject application is not for the purpose of constructing a parking garage.

7. In the event an applicant or property owner proposes the total demolition of a contributing structure, historic structure or architecturally significant feature, there shall be definite plans presented to the board for the reuse of the property if the proposed demolition is approved and carried out.

Not Applicable

The applicant is not proposing totally demolish the existing building

8. The Dade County Unsafe Structures Board has ordered the demolition of a Structure without option.

Not Applicable

The Dade County Unsafe Structures Board has not ordered the demolition of any part of the subject building.

STAFF ANALYSIS:

On March 12, 2013, the Historic Preservation Board reviewed and approved modifications to the previously approved Certificate of Appropriateness for partial demolition, partial reconstruction, alteration, renovation and rehabilitation of an existing hotel complex, as well as the construction of a new 21-story tower, with the exception of the traffic study. The Board voted to continue discussion of the traffic study to the April 9, 2013 meeting.

It is important to note that the previously approved project provided for the construction of 150 residential units whereas, the current proposed project includes the construction of 412 hotel units. At the January 15, 2013 meeting, the Historic Preservation Board expressed serious concerns with regard to the substantial increase in intensity in conjunction with the proposed reconfiguration of the driveway circulation pattern and offsite valet parking garage. Although a traffic study was not required as part of the initial application, the Board requested that the applicant provide a traffic study to be performed by a traffic engineer to be returned to the Board for further review. The traffic study was performed by Joaquin E. Vargas, P.E., *Traf Tech ENGINEERING* and submitted to Planning Department transportation staff on Monday March 4, 2013. At that time, staff had the following concerns based on a preliminary:

- The study indicates that Thursday was the day of the week selected to conduct morning and afternoon peak hours. Friday would have been a better day to do the counts. The preferred afternoon peak hour would be 5:00 to 7:00.
- A study methodology hasn't been submitted and approved by the City. The traffic engineer preparing the study is required to submit a written methodology based on the results of a meeting with staff prior to initiating the work. The methodology specifies not only the parameters to follow to conduct the study but also it's a very detail scope of work. Attached is an example methodology.
- The study doesn't adequately address the proposed circulation and impacts onto the adjacent street system in accordance to the site plan. The plan shows, in addition to the main driveway on 67th and Collins, a driveway to the south of 67th and Collins (one-way entrance and one-way exit), as well as traffic entering the site through a one-way driveway provided to the north of the intersection of 67th and Collins. Only the analysis for the driveway on 67th and Collins was provided as part of the traffic report.
- Driveway at 67th and Collins. In a meeting with FDOT it was indicated that the study needs to look into better defining the entrance of vehicles from Collins perhaps by narrowing the existing width of the driveway entrance to make the pedestrian crossing safer as the driveway intersects the sidewalk. That condition also applies for the exiting portion of the driveway heading north onto Collins. If the driveway was left as is, there is the high probability that it could be used as a two-lane driveway creating a hazard condition for pedestrians using the sidewalk on Collins in front of the site.
- Turning templates need to be provided for each of the proposed driveways to assess adequacy of turning movements by vehicles entering and exiting the site.
- Sight distance analysis at each of the driveways on Collins should also be provided.
- The driveway traffic assignment (figure 4) should be modified to indicate a more realistic split of 90% on Collins and 10% on Indian Creek.
- A queuing analysis for each of the driveways on Collins was not provided.
- FDOT is intending to do a highway improvement project on Collins in front of the Deauville Hotel. The traffic study needs to review the parameters of the FDOT project and discuss/assess any potential traffic impacts generated by the Deauville Hotel proposed modifications.

Since, the March 12, 2013 meeting staff has had the opportunity to meet with the project Traffic Engineer to review the revised traffic study. Staff has determined that the applicant has addressed the City's comments related to the traffic study provided for this proposed development. The applicant's traffic engineer has coordinated with FDOT as the agency is anticipating roadway improvements on Collins Avenue adjacent to the Deauville Hotel. The applicant will further comply with all the driveway permits and conditions as required by FDOT.

RECOMMENDATION:

In view of the foregoing analysis, staff recommends the application be approved, subject to the following conditions, which address the inconsistencies with the aforementioned Certificate of Appropriateness criteria:

1. Revised elevation, site plan and floor plan drawings shall be submitted; at a minimum, such drawings shall incorporate the following:
 - a. The glazing proposed for the new tower shall be one consistent color and shall be the minimum tint required by the energy and turtle codes, in a manner to be reviewed and approved by staff consistent with the instructions from the Board and/or the Certificate of Appropriateness Criteria.
 - b. The original lobby of the hotel shall be restored to its original design to the greatest extent possible, in a manner to be reviewed and approved by staff consistent with the instructions from the Board and/or the Certificate of Appropriateness Criteria.
 - c. All non-original railings, including the existing aluminum pickets be removed and replaced with railings which are more consistent with the original Post War Modern design of the hotel, in a manner to be reviewed and approved by staff consistent with the instructions from the Board and/or the Certificate of Appropriateness Criteria.
 - d. All individual through-the-wall air conditioners shall be removed and replaced by a central air condition system, in a manner to be reviewed and approved by staff consistent with the instructions from the Board and/or the Certificate of Appropriateness Criteria.
 - e. The final design and details of the proposed rooftop addition shall be developed, in a manner to be reviewed and approved by staff consistent with the instructions from the Board and/or the Certificate of Appropriateness Criteria.
2. A revised landscape plan, prepared by a Professional Landscape Architect, registered in the State of Florida, and corresponding site plan, shall be submitted to and approved by staff. The species type, quantity, dimensions, spacing, location and overall height of all plant material shall be clearly delineated and subject to the review and approval of staff. At a minimum, such plan shall incorporate the following:
 - a. All pool deck modifications and details shall be submitted, in a manner to be reviewed and approved by staff consistent with the instructions from the Board and/or the Certificate of Appropriateness Criteria.
 - b. All exterior walkways and driveways shall consist of decorative pavers, set in sand or other equally semi-pervious material, in a manner to be reviewed and approved by staff consistent with the instructions from the Board and/or the Certificate of Appropriateness Criteria.

- c. All landscape areas abutting driveways and parking areas shall be defined by decorative bollards.
 - d. A fully automatic irrigation system with 100% coverage and an automatic rain sensor in order to render the system inoperative in the event of rain. Right-of-way areas shall also be incorporated as part of the irrigation system.
 - e. The landscape plan shall satisfy all requirements as specified in Chapter 33 of the Miami-Dade County Code. A landscape table shall be provided on final landscape plans addressing all minimum quantity and native requirements, in a manner to be reviewed and approved by staff consistent with the instructions from the Board and/or the Certificate of Appropriateness Criteria.
 - f. The location of backflow preventor, siamese pipes or FPL boxes, if any, and how they are screened with landscape material from the right-of-way, shall be indicated on the plans in a manner to be reviewed and approved by staff consistent with the instructions from the Board and/or the Certificate of Appropriateness Criteria.
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- 1. All building signage shall be consistent in type, composed of flush mounted, non-plastic, individual letters and shall require a separate permit.
 - 2. The final exterior surface color scheme, including color samples, shall be subject to the review and approval of staff and shall require a separate permit.
 - 3. A traffic mitigation plan, which addresses all roadway Level of Service (LOS) deficiencies relative to the concurrency requirements of the City Code, if required, shall be submitted prior to the issuance of a Building Permit and the final building plans shall meet all other requirements of the Land Development Regulations of the City Code.
 - 4. Manufacturers drawings and Dade County product approval numbers for all new windows, doors and glass shall be required, prior to the issuance of a building permit.
 - 5. All roof-top fixtures, air-conditioning units and mechanical devices shall be clearly noted on a revised roof plan and shall be screened from view, in a manner to be approved by staff. Any rooftop mechanical equipment and screening not drawn on the plans and elevations approved by the Board shall require later Board approval.
 - 6. Revised drawings, with corresponding color photographs that are separate from the construction documents, drawn to scale and clearly documenting the existing conditions of the subject building, shall be submitted. Such drawings and photographs shall include all four elevations and interior floor plans of the building, as well as a site plan.
 - 7. An historic analysis of the existing structure, inclusive of a photographic and written description of the history and evolution of the original building on site, shall be submitted to and approved by staff, prior to the issuance of a Building Permit; such

historic analysis shall be displayed prominently within the public area of the structure, in a location in a manner to be reviewed and approved by staff consistent with the instructions from the Board and/or the Certificate of Appropriateness Criteria.

8. All new and altered elements, spaces and areas shall meet the requirements of the Florida Accessibility Code (FAC).
9. The project shall comply with any landscaping or other sidewalk/street improvement standards as may be prescribed by a relevant Urban Design Master Plan approved prior to the completion of the project and the issuance of a Certificate of Occupancy.
10. The applicant may be required to submit a separate analysis for water and sewer requirements, at the discretion of the Public Works Director, or designee. Based on a preliminary review of the proposed project, the following may be required by the Public Works Department:
 - a. Remove/replace sidewalks, curbs and gutters on all street frontages, if applicable.
 - b. Mill/resurface asphalt in rear alley along property, if applicable.
 - c. Provide underground utility service connections and on-site transformer location, if necessary.
 - d. Provide back-flow prevention devices on all water services.
 - e. Provide on-site, self-contained storm water drainage for the proposed development.
 - f. Meet water/sewer concurrency requirements including a hydraulic water model analysis and gravity sewer system capacity analysis as determined by the Department and the required upgrades to water and sewer mains servicing this project.
 - g. Payment of City utility impact fees for water meters/services.
 - h. Provide flood barrier ramps to underground parking or minimum slab elevation to be at highest adjacent crown road elevation plus 8".
 - i. Right-of-way permit must be obtained from Public Works.
 - j. All right-of-way encroachments must be removed.
 - k. All planting/landscaping in the public right-of-way must be approved by the Public Works and Parks Departments.
11. A drawn plan and written procedure for the proposed demolition shall be prepared and submitted by a Professional Structural Engineer, registered in the State of Florida, which fully ensures the protection of the public safety, as well as the

protection of the existing structure on the subject site and all existing structures adjacent to the subject site during the course of demolition.

12. The Certificate of Appropriateness for Demolition shall only remain in effect for the period of time that there is an active Certificate of Appropriateness for the associated new construction on the subject property.
13. The Final Order shall be recorded in the Public Records of Miami-Dade County, prior to the issuance of a Building Permit.
14. The Final Order is not severable, and if any provision or condition hereof is held void or unconstitutional in a final decision by a court of competent jurisdiction, the order shall be returned to the Board for reconsideration as to whether the order meets the criteria for approval absent the stricken provision or condition, and/or it is appropriate to modify the remaining conditions or impose new conditions.
15. The conditions of approval herein are binding on the applicant, the property's owners, operators, and all successors in interest and assigns.
16. Nothing in this order authorizes a violation of the City Code or other applicable law, nor allows a relaxation of any requirement or standard set forth in the City Code.

Traf Tech

ENGINEERING, INC.

March 18, 2013

Mr. Xavier Falconi, P.E.
Senior Planner – Transportation
City of Miami Beach
1700 Convention Center Drive
Miami Beach, Florida 33139

Re: Deauville Hotel – Response to City's Traffic Comments

Dear Xavier:

We received the traffic-related comments provided by the City of Miami Beach (email dated March 6, 2013) in connection with the traffic study conducted by us for the Deauville Hotel. The subject hotel expansion project is to be located at the existing hotel site on the east side of Collis Avenue at 67th Street in the City of Miami Beach, Florida. The responses to the traffic-related comments are provided below:

TRAFFIC COMMENTS

Comment 1: The study indicates that Thursday was the day of the week selected to conduct morning and afternoon peak hours. Friday would have been a better day to do the counts. The preferred afternoon peak hour would be 5:00 to 7:00.

Response 1: Counts were done during the typical weekday (excluding Friday) for the AM and PM peak periods. This has been FDOT's traffic study policy. However, we have made some adjustments to the Thursday traffic counts to reflect the peak periods for a typical Friday. Based on previous traffic counts conducted in Miami Beach for other projects, the AM traffic counts were adjusted by 2% and the PM traffic counts by 11%. The adjustments factor calculations are contained in Attachment A of this Technical Memorandum.

Comment 2: A study methodology hasn't been submitted and approved by the City. The traffic engineer preparing the study is required to submit a written methodology based on the results of a meeting with staff prior to initiating the work. The methodology specifies not only the parameters to follow to conduct the study but also it's a very detail scope of work. Attached is an example methodology.

Response 2: The agreed-upon traffic methodology is contained in Attachment B.

Comment 3: The study doesn't adequately address the proposed circulation and impacts onto the adjacent street system in accordance to the site plan.

8400 North University Drive, Suite 309, Tamarac, Florida 33321

Tel: (954) 582-0988 Fax: (954) 582-0989

The plan shows, in addition to the main driveway on 67th and Collins, a driveway to the south of 67th and Collins (one-way entrance and one-way exit), as well as traffic entering the site through a one-way driveway provided to the north of the intersection of 67th and Collins. Only the analysis for the driveway on 67th and Collins was provided as part of the traffic report.

Response 3: Analysis of the south driveway is included in Attachment C. The inbound-only connection into the new on-site parking area has been widened in order to adequately accommodate the turning paths of automobile traffic (P-Design Vehicle), including large utility vehicles, in a safe manner, per AASHTO standards. The attached (Attachment D) site plan shows the ingress into the new on-site parking area with the extra widened access aisle.

Comment 4: Driveway at 67th and Collins. In a meeting with FDOT it was indicated that the study needs to look into better defining the entrance of vehicles from Collins perhaps by narrowing the existing width of the driveway entrance to make the pedestrian crossing safer as the driveway intersects the sidewalk. That condition also applies for the exiting portion of the driveway heading north onto Collins. If the driveway was left as is, there is the high probability that it could be used as a two-lane driveway creating a hazard condition for pedestrians using the sidewalk on Collins in front of the site.

Response 4: A concept plan of the driveway with recommended pavement markings is contained in Attachment E.

Comment 5: Turning templates need to be provided for each of the proposed driveways to assess adequacy of turning movements by vehicles entering and exiting the site.

Response 5: All driveways will provide the minimum required 15-foot radius in order to adequately and safely accommodate all inbound and exiting hotel-related vehicles.

Comment 6: Sight distance analysis at each of the driveways on Collins should also be provided.

Response 6: Sight visibility is addressed in Attachment E. The future exit from the circular driveway has adequate visibility as long as the landscaped hedge is trimmed to no more than 30 inches measured from the existing pavement elevation. The future location of the new south driveway has adequate visibility looking south along Collins Avenue, as depicted in Attachment E.

Comment 7: The driveway traffic assignment (figure 4) should be modified to indicate a more realistic split of 90% on Collins and 10% on Indian Creek.

Response 7: The assignment has been updated to reflect the suggested 90% on Collins Avenue and 10% on Indian Creek Drive. Please refer to Attachment C. All revised analyses contained herein are based on the updated 90%/10% traffic assignment. As indicated in the updated figures, minimal (10 in the AM and 23 in the PM) peak hour trips are anticipated to weave from the new south driveway onto the left-most lane at 67th Street in order to turn left. In order to ensure that these movements do not present a safety concern, only valet drivers should execute the subject weaving maneuver. For this reason, it is recommended that the pick-up location for all valet vehicles be performed at the circular driveway so that all exiting patrons leave via the north exit lane of the circular driveway (i.e. no need to weave across Collins Avenue).

Comment 8: A queuing analysis for each of the driveways on Collins was not provided.

Response 8: The queuing output of the SYNCHRO software is contained in Attachment C. As indicated in Attachment C, minimal (2 vehicles) queues are expected at the new south driveway.

Comment 9: FDOT is intending to do a highway improvement project on Collins in front of the Deauville Hotel. The traffic study needs to review the parameters of the FDOT project and discuss/assess any potential traffic impacts generated by the Deauville Hotel proposed modifications.

Response 9: This project is only intended to provide traffic signal improvements and installation of concrete islands on the west side of Collins Avenue at 67th Street and 69th Street. As part of the traffic signal improvements, the signal heads facing east (towards the hotel) need to be removed once the circular driveway is converted to a south-to-north operation. The FDOT notification is provided in Attachment F.

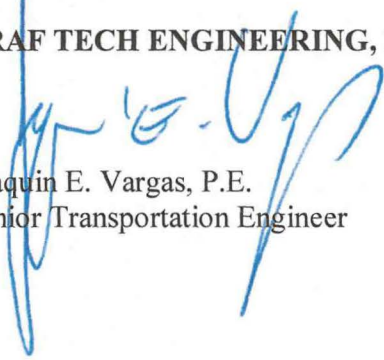
Based on the above, the following improvements and operations plan should be incorporated as part of the hotel expansion project:

- Reverse the circular driveway to a south-to-north direction.
- Incorporate the suggested pavement markings depicted in Attachment E for better channelization at the entrance and exit of the circular driveway.

- The landscaped hedge located on the east side of Collins Avenue adjacent to the circular driveway should be trimmed to no more than 30 inches measured from the existing pavement elevation.
- The pick-up location for all valet vehicles should be at the circular driveway so that all exiting patrons leave via the north exit lane of the circular driveway.
- As part of FDOT's traffic signal improvements along Collins Avenue, the signal heads facing east (towards the hotel) need to be removed once the circular driveway is converted to a south-to-north operation.

Please call me if you have any questions.

TRAF TECH ENGINEERING, INC.



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

ATTACHMENT A

Friday versus Thursday Traffic Counts Conversion Factor

Table - Factor to Convert Thursday Peak Counts to Friday Peak Counts

	Alton Road Counts				West Avenue Counts				Collins Avenue Counts			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Vol	%	Vol	%	Vol	%	Vol	%	Vol	%	Vol	%
Thursday	2411	100.0%	2718	100.0%	1216	100.0%	1457	100.0%	1101	100.0%	1090	100.0%
Friday	2555	106.0%	2795	102.8%	1116	91.8%	1294	88.8%	1072	97.4%	1290	118.3%
Saturday	2001	83.0%	2497	91.9%	677	55.7%	970	66.6%	1241	112.7%	1635	150.0%

Average AM Peak **101.7%** Average of 2 highest factors

Average PM Peak **110.6%** Average of 2 highest factors

Source: Crossroads Engineering Data, inc. and Traf Tech Engineering, inc.

ATTACHMENT B

Traffic Study Methodology

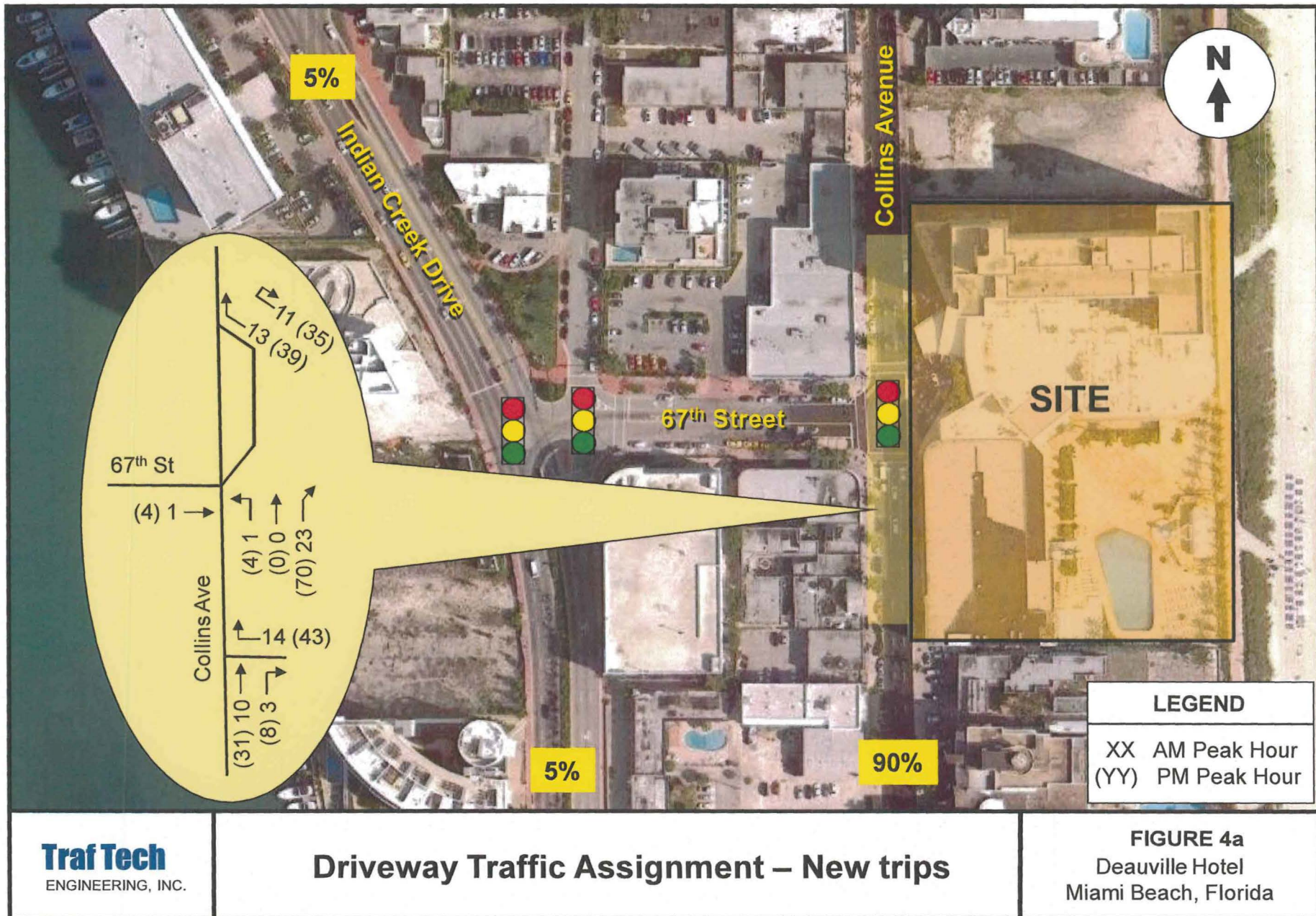
Deauville Hotel – Traffic Methodology Meeting

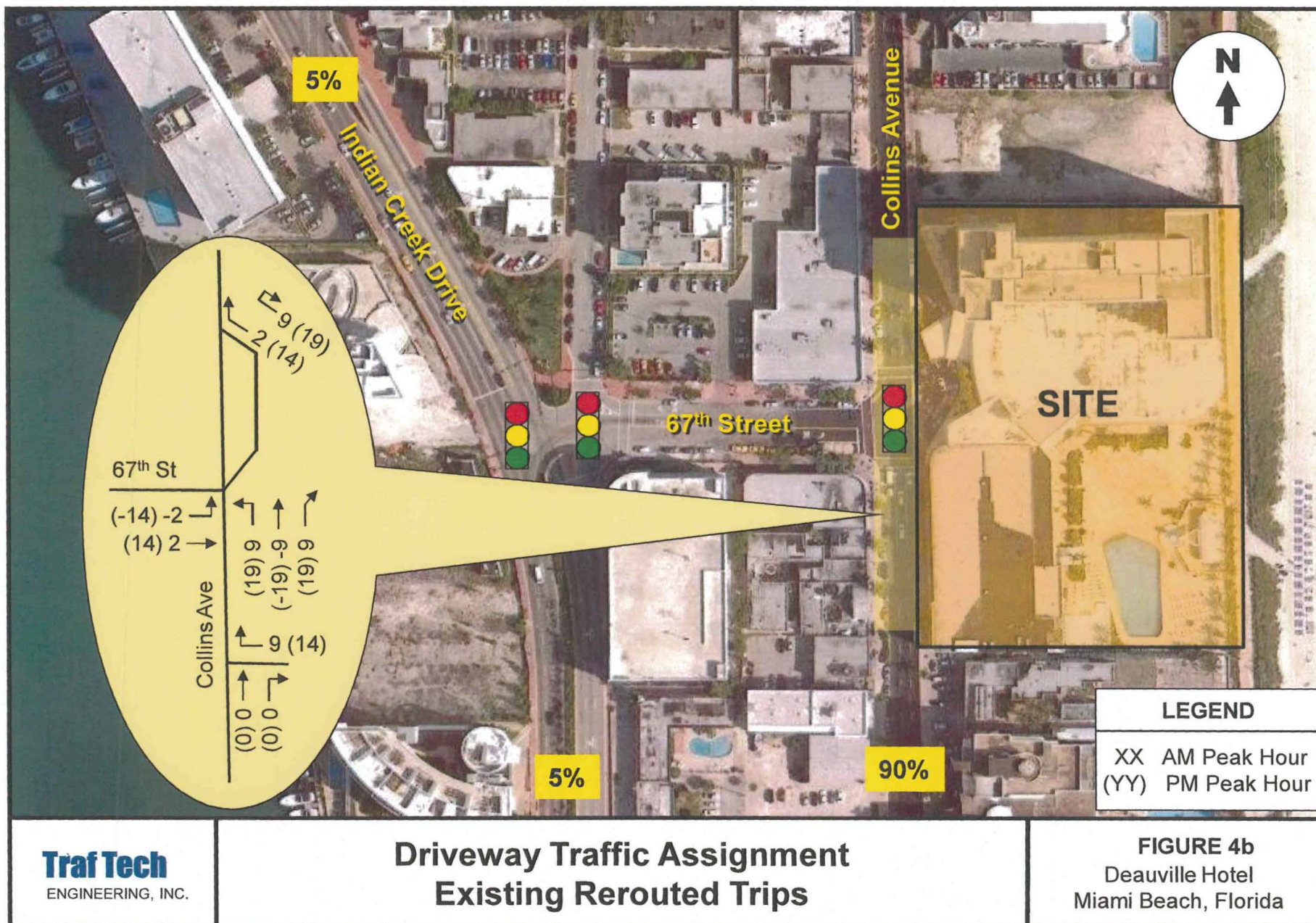
February 19, 2013

- Evaluate geometrics of the driveway connections on Collins. The two that currently serve the drop-off / valet area are very wide. FDOT is adamant that the width of the driveways needs to be reduced.
- Evaluate the reverse flow of the circular driveway operation. Address qualitatively leaving the driveway with its current traffic direction (from north-to-south).
- Evaluate the south driveway and the ability of vehicles to cross over to make the left at 67th. Currently all vehicles are parked off-site. The proposed plan will keep at least 100 vehicles on-site. Determine a realistic estimate of the number of vehicles that will perform this maneuver.
- Conduct traffic counts and queuing measurements at 67th, including non-automobile modes of transportation.
- We will gather actual trip generation information at the existing hotel.
- Assign inbound & outbound traffic to the primary and secondary driveways.
- Estimate the "real" off-site parking demand.

ATTACHMENT C

**Revised Analyses including Queuing, New
Driveway Assignment, and Revised
Future Traffic Projections**





FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and 67th Street Weekday AM Peak Hour Analysis

Description	Collins Avenue Northbound			Southbound			67th Street Eastbound			Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/21/2013)	64	1,056	0	0	0	0	92	0	0	0	9	2
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Friday Adjustment	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1	1
2013 Peak Season Traffic	65	1,077	0	0	0	0	94	0	0	0	9	2
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2015 Growth Traffic	68	1,121	0	0	0	0	98	0	0	0	9	2
Re-Routed Existing Hotel Trips	9	-9	9				-2	2			-9	-2
2015 Background Traffic	77	1,112	9	0	0	0	96	2	0	0	0	0
Net New Project Trips	1	0	23				1					
2015 Total Traffic	78	1,112	32	0	0	0	96	3	0	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and 67th Street Weekday PM Peak Hour Analysis

Description	Collins Avenue Northbound			Southbound			67th Street Eastbound			Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/21/2013)	96	1,951	0	0	0	0	141	0	0	0	19	14
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Friday Adjustment	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1	1
2013 Peak Season Traffic	107	2,166	0	0	0	0	157	0	0	0	19	14
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	0.0%	0.0%
2015 Growth Traffic	111	2,253	0	0	0	0	163	0	0	0	19	14
Re-Routed Existing Hotel Trips	19	-19	19				-14	14			-19	-14
2015 Background Traffic	130	2,234	19	0	0	0	149	14	0	0	0	0
Net New Project Trips	4	0	70				4					
2015 Total Traffic	134	2,234	89	0	0	0	149	18	0	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and South Driveway Weekday AM Peak Hour Analysis

Description	Collins Avenue Northbound			Southbound			Eastbound			South Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/21/2013)	0	1,120	0	0	0	0	0	0	0	0	0	0
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Friday Adjustment	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2013 Peak Season Traffic	0	1,142	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2015 Growth Traffic	0	1,189	0	0	0	0	0	0	0	0	0	0
Re-Routed Existing Hotel Trips												
2015 Background Traffic	0	1,189	0	0	0	0	0	0	0	0	0	0
Net New Project Trips												23
2015 Total Traffic	0	1,189	0	0	0	0	0	0	0	0	0	23

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and South Driveway Weekday AM Peak Hour Analysis

Description	Collins Avenue Northbound			Southbound			Eastbound			South Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/21/2013)	0	2,047	0	0	0	0	0	0	0	0	0	0
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Friday Adjustment	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
2013 Peak Season Traffic	0	2,272	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2015 Growth Traffic	0	2,364	0	0	0	0	0	0	0	0	0	0
Re-Routed Existing Hotel Trips								17				
2015 Background Traffic	0	2,364	0	0	0	0	0	17	0	0	0	0
Net New Project Trips												57
2015 Total Traffic	0	2,364	0	0	0	0	0	17	0	0	0	57

HCM Signalized Intersection Capacity Analysis

3: Collins Avenue & 67th Street/Driveway

3/18/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Volume (vph)	96	3	0	0	0	0	78	1112	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0						5.0				
Lane Util. Factor		1.00						0.91				
Frt		1.00						1.00				
Flt Protected		0.95						1.00				
Satd. Flow (prot)		1776						5049				
Flt Permitted		0.95						1.00				
Satd. Flow (perm)		1776						5049				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	104	3	0	0	0	0	85	1209	35	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	107	0	0	0	0	0	1327	0	0	0	0
Turn Type	Perm	NA					Perm	NA				
Protected Phases		4						2				
Permitted Phases	4						2					
Actuated Green, G (s)		9.4						70.6				
Effective Green, g (s)		9.4						70.6				
Actuated g/C Ratio		0.10						0.78				
Clearance Time (s)		5.0						5.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		185						3960				
v/s Ratio Prot												
v/s Ratio Perm		0.06						0.26				
v/c Ratio		0.58						0.34				
Uniform Delay, d1		38.4						2.8				
Progression Factor		1.00						1.00				
Incremental Delay, d2		4.3						0.2				
Delay (s)		42.7						3.1				
Level of Service		D						A				
Approach Delay (s)		42.7			0.0			3.1			0.0	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.0						HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio		0.36										
Actuated Cycle Length (s)		90.0						Sum of lost time (s)		10.0		
Intersection Capacity Utilization		37.6%						ICU Level of Service		A		
Analysis Period (min)		15										
c Critical Lane Group												

HCM 2010 TWSC
8: Collins Avenue & Driveway

3/18/2013

Intersection

Intersection Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	23	1189	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	0		0			0
Grade, %	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	1292	0	0	0
Number of Lanes	0	1	3	0	0	0

Major/Minor	Major 1				
Conflicting Flow All	1292	645	0	0	
Stage 1	1292	-	-	-	
Stage 2	0	-	-	-	
Follow-up Headway	3.82	3.92	-	-	
Pot Capacity-1 Maneuver	172	356	-	-	
Stage 1	124	-	-	-	
Stage 2	-	-	-	-	
Time blocked-Platoon, %	0	0	-	-	
Mov Capacity-1 Maneuver	172	356	-	-	
Mov Capacity-2 Maneuver	172	-	-	-	
Stage 1	124	-	-	-	
Stage 2	-	-	-	-	

Approach	WB	NB
HCM Control Delay, s	15.9	0
HCM LOS	C	-

Minor Lane / Major Mvmt	NBT	NBR	WBLn1
Cap, veh/h	-	-	356
HCM Control Delay, s	-	-	15.9
HCM Lane V/C Ratio	-	-	0.07
HCM Lane LOS	-	-	C
HCM 95th-ile Q, veh	-	-	0.2

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis

3: Collins Avenue & 67th Street/Driveway

3/18/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Volume (vph)	149	18	0	0	0	0	134	2234	89	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0						5.0				
Lane Util. Factor		1.00						0.91				
Frt		1.00						0.99				
Flt Protected		0.96						1.00				
Satd. Flow (prot)		1783						5044				
Flt Permitted		0.96						1.00				
Satd. Flow (perm)		1783						5044				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	157	19	0	0	0	0	141	2352	94	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	176	0	0	0	0	0	2583	0	0	0	0
Turn Type	Perm	NA					Perm	NA				
Protected Phases		4						2				
Permitted Phases	4						2					
Actuated Green, G (s)		12.2						47.8				
Effective Green, g (s)		12.2						47.8				
Actuated g/C Ratio		0.17						0.68				
Clearance Time (s)		5.0						5.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		310						3444				
v/s Ratio Prot												
v/s Ratio Perm		0.10						0.51				
v/c Ratio		0.57						0.75				
Uniform Delay, d1		26.5						7.2				
Progression Factor		1.00						1.00				
Incremental Delay, d2		2.4						1.5				
Delay (s)		28.9						8.8				
Level of Service		C						A				
Approach Delay (s)		28.9			0.0			8.8			0.0	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		10.0					HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		70.0					Sum of lost time (s)		10.0			
Intersection Capacity Utilization		65.4%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

HCM 2010 TWSC

8:

3/18/2013

Intersection

Intersection Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	57	2364	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	0		0			0
Grade, %	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	60	2488	0	0	0
Number of Lanes	0	1	3	0	0	0

Major/Minor Major 1

Conflicting Flow All	2488	1243	0	0
Stage 1	2488	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.82	3.92	-	-
Pot Capacity-1 Maneuver	31	142	-	-
Stage 1	17	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	0	0	-	-
Mov Capacity-1 Maneuver	31	142	-	-
Mov Capacity-2 Maneuver	31	-	-	-
Stage 1	17	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	47.7	0
HCM LOS	E	-

Minor Lane / Major Mvmt	NBT	NBR	WBLn1
Cap, veh/h	-	-	142
HCM Control Delay, s	-	-	47.7
HCM Lane V/C Ratio	-	-	0.42
HCM Lane LOS	-	-	E
HCM 95th-ile Q, veh	-	-	1.9

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

ATTACHMENT D

Site Plan – Deauville Hotel

REVISIONS / SUBMISSIONS	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	

1238

DEAUVILLE BEACH
6791 COLLINS AVENUE
MIAMI BEACH, FLORIDA

PROPOSED SITE PLAN
LEVEL 1

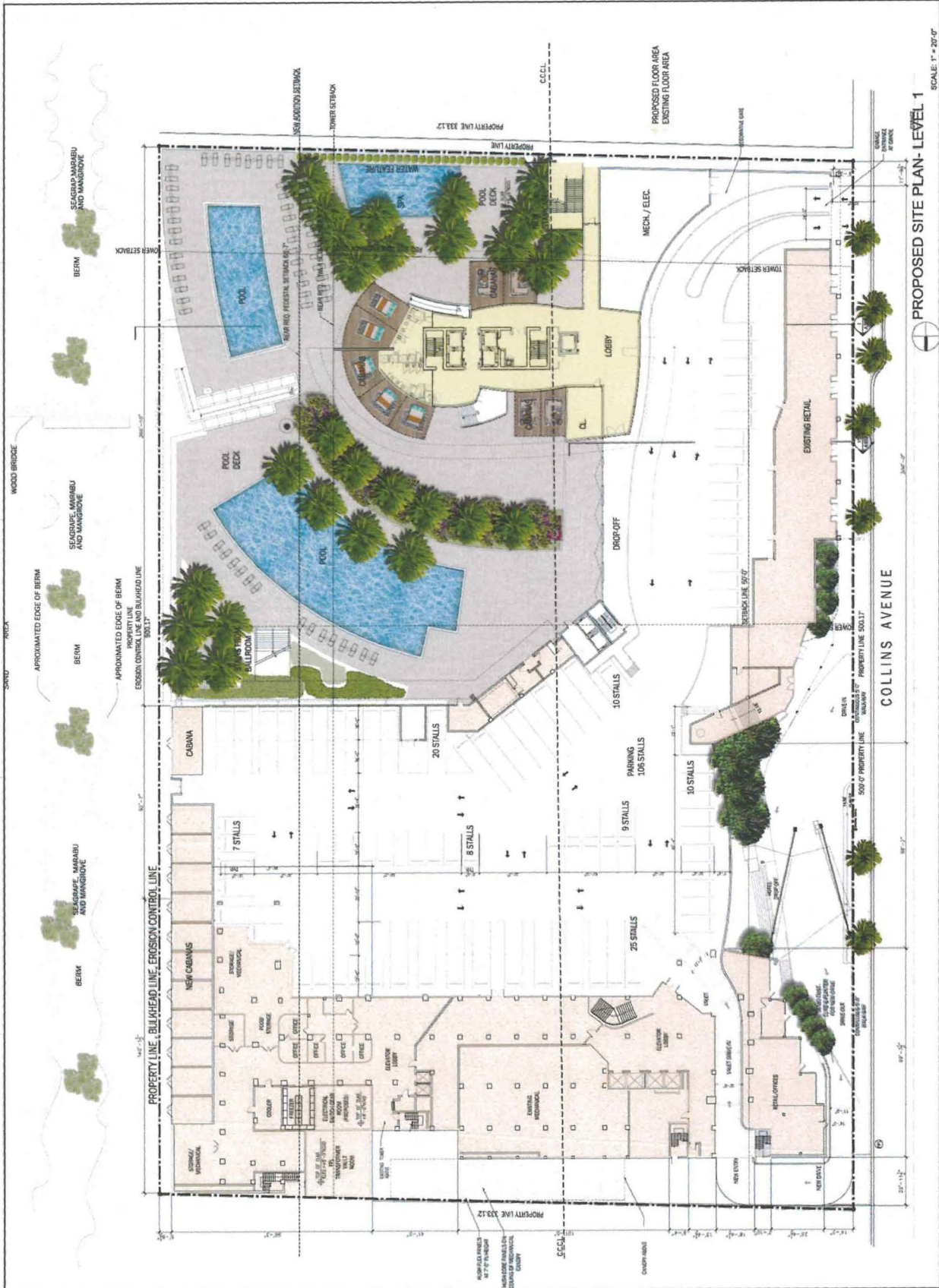
L.C. # AR0012578

ARCHITECTURE
INTERIOR DESIGN
PLANNING
AIA ASID NCARB
WWW.KOBIKARP.COM
28113 Birchwood Boulevard
Miami, Florida 33157
P: 305.423.3368
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K O B I
K A R P
CHECKED BY: [Signature]
DATE: February 2013

A.100

PROPOSED SITE PLAN- LEVEL 1
SCALE: 1" = 25'-0"



ATTACHMENT E

Circular Driveway Pavement Markings, Sight Distance Evaluation

Recommended Pavement Markings to Better Delineate Driveway

Future North Exit Driveway



Trim Hedges to no more than 30 inches above pavement elevation for adequate visibility

Future South Driveway Location



Southerly View of Collins Avenue from Hotel's South Property Line
(Adequate Visibility)

ATTACHMENT F
FDOT Collins Avenue Project Notice

ROADWAY PROJECT NOTIFICATION
Florida Department of Transportation District Six
State Road (SR) A1A/Collins Avenue at 67 Street and 69 Street



SR A1A/Collins Avenue from 67 Street to 69 Street
Project Identification Number: 429043-1-52-01

The Florida Department of Transportation (FDOT) District Six is developing the design for an intersection improvement project along SR A1A/Collins Avenue, in Miami-Dade County.

PROJECT DETAILS

- Upgrading traffic signals
- Installing concrete islands at the north west corners on 67 Street and 69 Street to prevent vehicles from parking too close to the intersections, similar to the previously installed concrete islands along Collins Avenue

PROJECT LIMITS

At the intersection of 67 Street and Collins Avenue and at the intersection of 69 Street and Collins Avenue.

PROJECT DATES

Construction is expected to begin April 2014 and last about four months.

ESTIMATED PROJECT COST

\$474,000

POSSIBLE EFFECTS DURING CONSTRUCTION

Temporary lane closures during non-rush hours will have minimal effects on traffic.

MAINTENANCE OF TRAFFIC

Work will be done in phases to lessen the effects of construction on the community. Driveways and entrances to businesses will stay open.

If you have any questions or comments, please contact Public Information Specialist Amparo Vargas at 305-470-5349 or amparo.vargas@dot.state.fl.us or visit www.fdotmiamidade.com. Please let us know how you would prefer to receive information for future projects (by mail, email, or other). Your comments are important to us. Thank you for your cooperation.

