DAVID PLUMMER & ASSOCIATES
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

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May 4, 2022

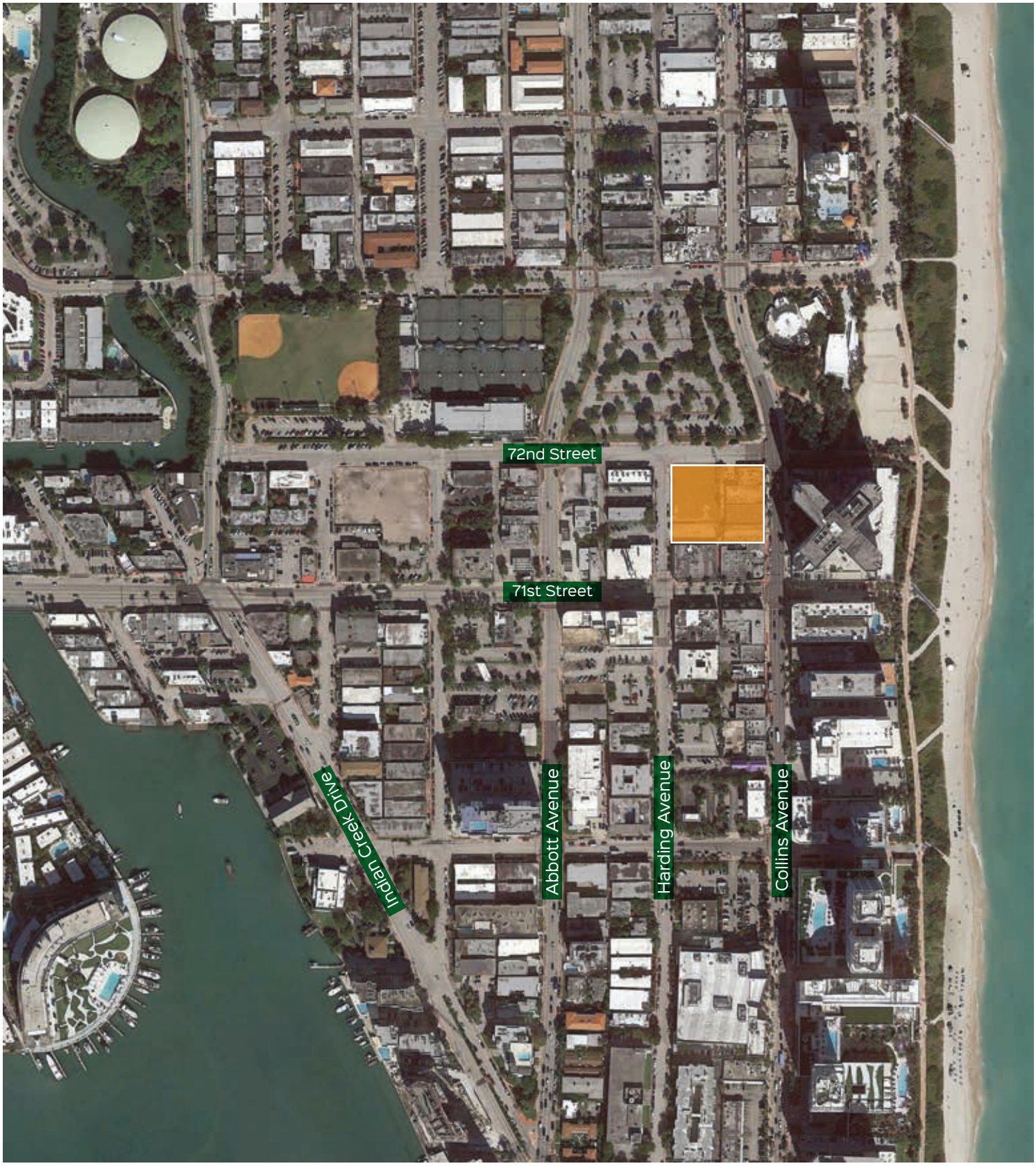
Mr. Dani Fawaz, P.E.
Transportation Engineer
Miami Beach Transportation and Mobility Department
1688 Meridian Avenue, Suite 801
Miami Beach, FL 33139
(305) 673-7000
DaniFawaz@miamibeachfl.gov

RE: 72+ Collins Trip Generation and Queuing Analysis - #22125

Dear Dani,

The 72+ Collins development is located at 7140 Collins Avenue in Miami Beach, Florida (see Exhibit 1). The 72+ Collins project is proposing a mixed-use development consisting of 227 dwelling units, which may be leased as permanent residences or rented as managed residences, 14,601 SF of ground floor commercial space (2,632 SF of which are existing to remain), and a 2,632 SF restaurant. (See Attachment A for site plan). This project was a previously approved for a development consisting of 187 hotel rooms, 24 residential units, and 18,520 SF of ground floor commercial space. The project will replace approximately 10,168 SF of existing commercial space. See Attachment B for pages from the approved traffic study.

Consistent with the approved traffic study, access to the project will be provided via a two-way driveway located on Harding Avenue. This driveway provides direct access to the site's circular valet drop-off / pick-up area and the project's loading area. All loading will be restricted to off peak hours and will be scheduled and managed by the loading areas' dockmaster. Short and long-term bicycle parking will be available on the south side of the first and second floor of the parking garage. A service elevator will be available within the lobby which can accommodate bicycles accessing the second floor of the parking garage. Pedestrian access to the ground floor retail will be available along 72nd Street.



Project Location

Exhibit 1

Location Map

NORTH
MAP NOT TO SCALE

The purpose of this traffic statement is to conduct a trip generation analysis and queuing analysis for the proposed changes to the approved development program. A trip generation analysis was performed to estimate the trip difference during PM peak hour of the adjacent street. A queueing analysis was performed at the valet station to analyze if the queues will exceed the provided valet storage area.

Trip Generation

A trip generation analysis was conducted for the proposed changes to the 72+ Collins development. The project trip generation was based on the rates/equations published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. Land Use 222, Multifamily Housing High-Rise, Land Use 311, All Suites Hotel, Land Use 822 Strip Retail Plaza (<40K), and Land Use 932, High-turnover (Sit-down) Restaurant were used in the analysis for the proposed development program. Land Use 221, Multifamily Housing Mid-Rise, Land Use 310, Hotel, and Land Use 822, Strip Retail Plaza (<40K) were used in the analysis for the approved development program. A 10% reduction for other modes of transportation was applied at the request of the City. Consistent with the previously approved traffic study, trip generation calculations were performed for a typical PM peak hour of the adjacent street. Trip generation for the proposed program and approved development programs are summarized in Exhibit 1. Exhibit 2 shows the trip difference between the proposed and approved development programs.

Exhibit 1: Proposed and Approved Trip Generation

Proposed Uses

Proposed ITE Land Use Designation[1]	Number of Units	PM Peak Hour Vehicle Trips		
		In	Out	Total
Multifamily Housing (High-Rise) *Land Use Code: 222*	91 DU	26	21	47
Managed Residences *Land Use Code: 311*	136 Rooms	24	25	49
Strip Retail Plaza (<40k) *Land Use Code: 822*	14,601 SF	51	51	102
High-Turnover (Sit-Down) Restaurant *Land Use Code: 932*	2,632 SF	15	9	24
Total Gross Trips		**116**	**106**	**222**
Internalization[2]	PM 32.4%	-36	-36	-72
Passby Retail (PM)[3]	45%	-16	-16	-32
Passby Restaurant (PM)[4]	43%	-2	-2	-4
Other Modes of Transportation[5]	10%	-7	-5	-12
Net Proposed Trips		**55**	**47**	**102**

Approved Uses

Approved ITE Land Use Designation[1]	Number of Units	PM Peak Hour Vehicle Trips		
		In	Out	Total
Hotel *Land Use Code: 310*	187 Rooms	56	54	110
Multifamily Housing (Mid-Rise) *Land Use Code: 221*	24 DU	6	4	10
Strip Retail Plaza (<40k) *Land Use Code: 822*	18,520 SF	60	60	120
Total Gross Trips		**122**	**118**	**240**
Internalization[2]	PM 7.5%	-9	-9	-18
Passby Retail (PM)[3]	45%	-25	-25	-50
Other Modes of Transportation[4]	10%	-8	-8	-16
Net Proposed Trips		**80**	**76**	**156**

[1]Based on ITE Trip Generation, 11th Edition.
[2]Based on ITE Trip Generation Handbook, 3rd Edition.
[3]Based on two ITE studies the average pass-by rate for shopping centers <40k SF is 66%, a 45% reduction was used for a more conservative analysis.
[4]Upon request of the City, a 10% reduction was applied.

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Exhibit 2: Proposed and Approved Trip Difference

Proposed Vs Approved Net New Trips	PM Peak Hour Vehicle Trips		
	In	Out	Total
Proposed Project	55	47	102
Approved Project	80	76	156
Net New External Trips	-25	-29	-54

The results of the analysis show that the proposed changes to the development plan will generate 54 less vehicle trips during the PM peak hour. Trip generation support documentation is provided in Attachment C.

Queuing Analysis

As previously stated, the development is providing valet services. The project is all valet with no self-parking. The valet station is located on the north side of the internal circular drive located in the southwest corner of the first floor of the parking garage. Valet parking is located on the 2nd floor of the parking garage and is a mixture of mechanical tandem and standard parking. Direct access to the circular drive is provided via the two-way driveway located on Harding Avenue. (A maneuverability analysis of entering vehicles is provided in Attachment D). A queuing analysis was performed for the valet drop-off / pick-up area to determine the number of valet attendants needed to ensure that the valet queue does not exceed the valet storage area.

The queuing analysis for the proposed valet drop-off / pick-up area was performed based on the methodology outlined in the *Institute of Transportation Engineers (ITE) Transportation and Land Development*. The analysis was performed to determine the number of valet parking attendants required during the peak hour so that the queue does not extend past the valet storage area (95% confidence level analysis). The potential queues were calculated based on the peak hour of traffic published by the Institute of Transportation Engineers (ITE) trip generation rates and/or equations. The PM peak hour of the adjacent street (worst case scenario) was used for the purpose of calculating the expected queues at the valet station. A 10% reduction for other modes of transportation was applied at the request of the City. The proposed valet trip generation is summarized in Exhibit 3. Queuing and queuing trip generation documentation are available in Attachment E.

Exhibit 3: Valet Trip Generation

Proposed ITE Land Use Designation[1]	Number of Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise) *Land Use Code: 222*	91 DU	13	26	39	26	21	47
Managed Residences *Land Use Code: 311*	136 Rooms	25	22	47	24	25	49
Strip Retail Plaza (<40k) *Land Use Code: 822*	14,601 SF	21	14	35	51	51	102
High-Turnover (Sit-Down) Restaurant *Land Use Code: 932*	2,632 SF	15	9	24	15	9	24
Total Gross Trips		**74**	**71**	**145**	**116**	**106**	**222**
Internalization[2] (AM, PM)	11%, 32.4%	-8	-8	-16	-36	-36	-72
Other Modes of Transportation[3]	10%	-7	-6	-13	-7	-5	-12
Net Proposed Trips		**59**	**57**	**116**	**55**	**47**	**102**

[1]Based on ITE Trip Generation, 11th Edition.

[2]Based on ITE Trip Generation Handbook, 3rd Edition.

[3]Upon request of the City, a 10% reduction was applied.

The results of the trip generation show that the critical peak hour for valet parking is the AM peak hour of the adjacent street with a total of 102 vehicle trips (in/out).

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The analysis is based on the coefficient of utilization (ρ) which is the ratio of the average arrival rate of vehicles to the average service rate.

$$\rho = \frac{Average\ Demand\ Rate}{Average\ Sevice\ Rate}$$

The average service rate corresponds to the time it will take a valet parking attendant to park or retrieve a vehicle. If the coefficient of utilization is greater than 1, then the calculation will yield an infinite queue length.

The required queue storage (M) is determined using the following equation:

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$$

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In this equation, $P(x > M)$ is set at 5% to yield a 95% confidence that the queue will not back-up onto the adjacent street.

The processing rate was calculated by adding the time it will take a valet attendant to process the vehicles (**processing time**), the time it will take him to circulate to / from parking space (**driving time**), the time it will take him to park or retrieve a vehicle (**mechanical lift processing time** and **park processing time**), and the time it will take him to walk to / from the parking area and valet station (**walking time**). A processing time of 60 seconds per vehicle was used in the analysis. This information was provided by the City of Miami Beach. The driving time for the valet attendant was calculated on a speed of 15 mph, and the walking time for the valet attendant was calculated on a jogging speed of 5 ft/sec. The ***mechanical lift time*** has a process time of 30 seconds per platform lift. This timing was doubled to assume that every vehicle would need to wait for the lift to come from the most suspended position in order to load / unload a vehicle.

As the processing time for the valet parking differs for inbound and outbound vehicles, a weighted average was taken of the inbound / outbound valet processing times for the mechanical and tandem mechanical parking. The weighted average was based on the inbound / outbound trip distribution, which is 51% inbound trips and 49% outbound trips. The calculations for the valet processing times for the standard mechanical and tandem mechanical parking can be seen in Exhibits 4 and 5.

Exhibit 4: Standard Mechanical Parking Valet Station Processing Rate

Valet Time (Inbound)	
***Processing time*:**	60 sec / 60 sec / 1 min = ***1.00 min***
***Driving time*:**	655 ft * 1 mile / 5280 ft * 1hr / 15 miles * 60 min / hr = ***0.50 min***
Mechanical Lift time:	30 sec / lift * 2 lift * 1 min / 60sec = ***1.00 min***
***Park Processing Time*:**	= ***0.30 min***
Walking time:	398 ft / 5 ft / sec / 60 sec / min = ***1.33 min***
Total	**= 4.12 min**

Exhibit 4 (Continued): Standard Mechanical Parking Valet Station Processing Rate

Valet Time (Outbound)

***Processing time*:**	60 sec / 60 sec / 1 min = ***1.00 min***
***Driving time*:**	270 ft * 1 mile / 5280 ft * 1hr / 15 miles * 60 min / hr = ***0.20 min***
Mechanical Lift time:	30 sec / lift * 2 lift * 1 min / 60sec = ***1.00 min***
***Park Processing Time*:**	= ***0.30 min***
Walking time:	398 ft / 5 ft / sec / 60 sec / min = ***1.33 min***
Total	**= 2.83 min**

Weighted Standard Mechanical Valet Time

51% Inbound:	0.51*4.12 min = ***2.10 min***
49% Outbound:	0.49*2.83 min = ***1.39 min***
Total	**= 3.49 min**

Exhibit 5: Tandem Mechanical Parking Valet Station Processing Rate

Valet Time (Inbound)

***Processing time*:**	60 sec / 60 sec / 1 min = ***1.00 min***
***Driving time*:**	675 ft * 1 mile / 5280 ft * 1hr / 15 miles * 60 min / hr = ***0.51 min***
Mechanical Lift time:	30 sec / lift * 2 lift * 1 min / 60sec = ***1.00 min***
***Park Processing Time*:**	= ***0.75 min***
Walking time:	438 ft / 5 ft / sec / 60 sec / min = ***1.46 min***
Total	**= 4.72 min**

Valet Time (Outbound)

***Processing time*:**	60 sec / 60 sec / 1 min = ***1.00 min***
***Driving time*:**	250 ft * 1 mile / 5280 ft * 1hr / 15 miles * 60 min / hr = ***0.19 min***
Mechanical Lift time:	30 sec / lift * 2 lift * 1 min / 60sec = ***1.00 min***
***Park Processing Time*:**	= ***0.75 min***
Walking time:	438 ft / 5 ft / sec / 60 sec / min = ***1.46 min***
Total	**= 4.40 min**

Exhibit 5 (Continued): Tandem Mechanical Parking Valet Station Processing Rate

Weighted Tandem Mechanical Valet Time	
51% Inbound:	0.51*4.72 min = ***2.41 min***
49% Outbound:	0.49*4.40 min = ***2.16 min***
Total	**= 4.56 min**

The project is providing 108 parking spaces (2 ADA spaces, 22 standard mechanical spaces and 84 tandem mechanical spaces) on the second parking level. Since the processing time for the valet parking differs for standard mechanical and tandem mechanical parking, a weighted average was taken of the inbound / outbound valet processing time. The weighted average was based on the mechanical parking / tandem mechanical parking distribution, which is 22% mechanical parking and 78% tandem mechanical parking. Exhibit 6 shows the weighted valet processing time.

Exhibit 6: Weighted Standard / Tandem Valet Station Processing Rate

Weighted Tandem Mechanical Valet Time	
22% Standard Mechanical Parking:	0.22*3.49 min = ***0.77 min***
78% Tandem Mechanical Parking:	0.78*4.56 min = ***3.56 min***
Total	**= 4.33 min**

An iterative approach was used to determine the minimum number of valet attendants required during the AM peak hour (critical peak hour) to serve both the entering and exiting vehicles that will ensure that the average queue at the valet station will not extend past the valet storage. Exhibit 7 shows the calculations for both the inbound / outbound valet drop-off / pick-up area during the AM peak hour of the adjacent street.

Exhibit 7: Valet Station Queuing Calculations

Q = Processing Rate = $\frac{60\ min/hr}{4.33\ min/process} = 13.87\ process/hr$

q = Demand Rate = $116\frac{veh}{hr}$

N = Service Positions = 13 Attendants

ρ = Utilization factor = $\frac{q}{(NQ)} = \frac{116\ veh/hr}{13 \times 13.87\ process/hr} = 0.6972$

Q_m = Table Value = 0.1808

M = queue length which is exceeded 5% of the time [P(x>M)]

$M = \frac{\ln P(x>M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.1808)}{\ln(0.6972)} - 1 = 0.78,\quad say\ 1$ Vehicle on queue

The results of the analysis show that a total of 13 valet attendants would be able to handle the demand during the AM peak hour of the adjacent street at the valet station with an average queue of approximately one vehicle or less. Based on the site plan, the valet station has approximately 60 feet of storage; this distance is enough to accommodate two vehicles in the queue. It should be noted that the queuing analysis considers the worst-case scenario during the peak hours to make sure that the queue never spills onto the public right-of-way or interfere with site operations. Once operational, the development can assess the actual need for valet attendants at different times throughout the day.

Conclusion

The 72+ Collins project is proposing an alternative development program consisting of 227 dwelling units, which may be leased as permanent residences or rented as managed residences, 14,601 SF of ground floor commercial space (2,632 SF of which are existing to remain), and a 2,632 SF restaurant that will replace the approved development with 187 hotel rooms, 24 residential units, and 18,520 SF of ground floor commercial space. The proposed changes to the previously approved development results in 54 less vehicle trips during the PM peak hour. Therefore, reducing the projects impact on the adjacent roadway network.

As discussed above, the project's parking will be all valet. The results of the analysis show that a total of 13 valet attendants would be able to handle the demand during the AM peak hour of the adjacent street (worst case scenario) at the drop-off / pick-up area with an average queue of

approximately 1 vehicle or less. A Transportation Demand Management (TDM) plan was developed for the project and added as Attachment F.

We stand ready to provide any support needed for this project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,

Juan Espinosa, PE
Vice-President – Transportation

JUAN B. ESPINOSA-LEAL, PE
LICENSE
No. 49512
STATE OF FLORIDA
PROFESSIONAL ENGINEER

Digitally signed by Juan Espinosa
Reason: I am the author of this document
Date: 2022-05-04 16:58:38

w:\22\22125\72+ collins traffic statement - may 2022\72+ collins ave trip gen & queuing letter_may 2022.docx

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Attachment A

Site Plan

GROUND LEVEL-DROP OFF-LOADING COMMERCIAL 1

ELEVATION = +9'-0" N.G.V.D.

SCALE 1/8"=1'-0"

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Project

72+COLLINS CONDOMINIUM

7134 Collins Avenue
Miami Beach, Florida 33141

Revisions

Owner Information

#Client Address2
-
#Client Phone Number

Consultant

Luis O. Revuelta
AR-0007972

DESIGN REVIEW BOARD PRESENTATION

Date	12.15.2021
Scale	AS SHOWN
Project No.	2115
Sheet Name	GROUND LEVEL- DROP OFF-LOADING- COMMERCIAL
Sheet No.	A-101.1

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Revit File: 2115_72 COLLINS-GRANT.rvt - Revision: 2115_72 COLLINS-GRANT-ADMIN - Plot Date: 12/15/2021 - Plot Time: 3:00 PM - Plot Scale: 1:1 - Plot Type: Plot to be Sealed.
File: Blackout_Risk-SERVER1_Blackout Basis for Archived 2021115_72 COLLINS-GRANT-ADMIN - By:yhurtado - Date: 4/21/2022

DRB22-0835

72nd STREET

HARDING AV.

COLLINS AV.

PROPERTY LINE 250'

PROPERTY LINE 150'

PROPERTY LINE 200'

5'-0" SETBACK LINE

0'-0" SETBACK LINE

FPL EASEMENT OPEN TO SKY

UTILITY EASEMENT

UTILITY EASEMENT LINE

HOUSEKEEPING

DOMESTIC PUMP

WOMEN'S REST.

STAIR 1

BREAKROOM

MEN'S REST.

PLTR.

8 DOUBLE RACKS = 16 BICYCLES SHORT TERM

26 DOUBLE RACKS = 52 BICYCLES SHORT TERM

SWITCH GEAR

EMERGENCY GENERATOR ROOM

ELEV. LOBBY 2-202

P.E. 1

P.E. 2

P.E. 3

S.E.

B-01

B-02

B-03

B-04

B-05

B-06

B-07

24 DOUBLE RACKS = 48 BICYCLES SHORT TERM

12 DOUBLE RACKS = 24 BICYCLES SHORT TERM

25 DOUBLE RACKS = 50 BICYCLES SHORT TERM

12 DOUBLE RACKS = 24 BICYCLES SHORT TERM

POOL EQUIPMENT OPEN AREA

OPEN TO EXISTING DENNY'S RESTAURANT ROOF

(48) PARKING SPACES IN TANDEM
(58) PARKING LIFTS
(2) HANDICAP SPACES
(12) REGULAR PARKING SPACES
(120) CARS = TOTAL PARKING @ LEVEL 2
(3) CARS = TOTAL PARKING @ LEVEL 1

TOTAL PARKING PROVIDED = 123

7 BIKES / SCOOTERS PARKING SPACES (8'x5')

41 BICYCLE RACKS (2) @ LEVEL 1
94 BICYCLE RACKS (2) @ LEVEL 2
TOTAL BICYCLES PROVIDED = 270

GENERAL STORAGE

ENG. ROOM

I.T.

PLANTER

STAIR 2

STAIR 3

STAIR 4

ADMIN. OFFICES

COFFE

FILES

REST.

H.R.

GRAL. MNGR.

RAMP DN
78'-10" @ 17.3% = 13'-8"

BLEND DN
10'-0" @ 10% = 1'-0"

R 12'-6"
64°

R 34'-6 1/2"

+10'-6" NGVD (BELOW)

+9'-6" NGVD (BELOW)

LINE OF SLAB EDGE

OPEN TO BELOW

POSSIBLE 3 FT BLEND EXTENTION

+25'-2" NGVD

+24'-2" NGVD

+29'-2" NGVD

PARKING ENCLOSURE. ALUMINUM PANEL (CUSTOM PATTER BY ARCHITECT) **50% OPENESS**

ALUM. LOUVER. SEE LOUVERS SCHEDULE

CONC. IMPACT WALL. REFER TO STRUCTURAL DWGS & SHEET A-917 FOR DETAILS

CMU WALL PAINTED SKIM COAT (2 COATS) @ EXTERIOR SIDE

PRECAST CONCRETE WHEEL STOP (TYP) SEE DETAILS 8/A005

SCOOTER / BIKE PARKING

6" CONC. BOLLARDS (TYP.)

PAINT LINE (TYP.)

COLUMN GUARD SEE DET 7/A005 & DET.7/A005

HANDICAP SYMBOL (TYP) SEE DETAILS 3/A005

HANDICAP PARKING SIGN SEE DET 5/A005

ELEC. CHARGER (TYP.)

PROVIDE TYPICAL H.C. STRIPES SEE DET.2/A005

CMU WALL OVER 32" H. CRASH WALL

1. PROTECT CONCRETE SLAB SURFACE AGAINST SATURATION.
2. LIGHT BROOM FINISH CONCRETE SLAB
3. BACK OF THE HOUSE AREAS FINISHES @ GARAGE LEVEL
FLOORS: CONCRETE SEALED
CEILING:EXPOSED UNLES OTHERWISE NOTED.
WALL: EXPOSED CMU WALLS TO BE PAINTED WITH HORIZONTAL FLUSH JOINTS.
EXPOSED CONCRETE WALLS: PAINTED

LEVEL 2 - PARKING / BOH 1

ELEVATION = +25'-2" N.G.V.D. SCALE 1/8"=1'-0"

N

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Title: Bitblocked; RAS-SERVER1 - Bitblocked Basic for Archicad 2022/15, 72 COLLINS-GRANT2.PLN - 72+COLLINS Main-Annex GRANT.HAMPS - By:yzhong - Date: 3/21/2022
File: Bitblocked; RAS-SERVER1 - Bitblocked Basic for Archicad 2022/15, 72+COLLINS-GRANT2.PLN - 72+COLLINS Main-Annex GRANT.HAMPS - By:yzhong - Date: 3/21/2022
Plots Not to Scale.

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Project

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DESIGN REVIEW BOARD PRESENTATION

Date	12.15.2021
Scale	AS SHOWN
Project No.	2115
Sheet Name	LEVEL 2- PARKING/BOH LEVEL
Sheet No.	A-102.1

Attachment B

Excerpts from Approved Study

7140 COLLINS HOTEL

Traffic Study

David Plummer & Associates

PROFESSIONAL ENGINEER CERTIFICATE

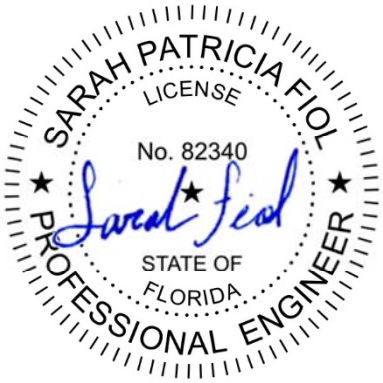
I hereby certify that I am a registered professional engineer in the State of Florida practicing with David Plummer and Associates, Inc., a corporation authorized to operate as an engineering business by the State of Florida Department of Professional Regulations, Board of Professional Engineers and that I have prepared or approved the evaluation, findings, conclusions, or technical advice hereby for:

Project:	7140 Collins Hotel – Traffic Study
Location:	Miami Beach
Client:	Collins & 72 Street Developers, LLC

I acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of transportation engineering as applied through professional judgement and experience.

Name:	Sarah Fiol, P.E.
P.E. Number:	82340
Date:	*April 9*, 2018

Signature:



EXECUTIVE SUMMARY

The project is located at 7140 Collins Avenue in Miami Beach, Florida. The project proposes a 187- room hotel 24 residential units, and 18,520 SF of commercial space on the ground floor. The site is currently occupied by an existing 12,043 SF of commercial space and a vacant lot. The project is proposing a parking garage, providing 138 parking spaces (16 standard, 122 mechanical lift) with two car elevators. Guests will also have access to the public parking lot located directly north of the site. The proposed garage will operate as all valet. Access to the project will be via two driveways (one inbound only, one inbound/outbound) creating a circular driveway on Harding Avenue. For the purpose of this traffic study, project build-out is anticipated by 2020.

An assessment of the traffic impacts associated with the proposed 7140 Collins Hotel was performed in accordance with the requirements of the City of Miami Beach. The overall LOS for the following intersections will meet the City's LOS standards with the proposed project:

- Abbott Avenue / 72nd Street
- Collins Avenue / 72nd Street
- Abbott Avenue / 71st Street
- Harding Avenue / 71st Street
- Collins Avenue / 71st Street
- Indian Creek Drive / 71st Street

As with the existing and future without project conditions the un-signalized intersection of Harding Avenue / 72nd Street continues to experience delays. This is due to the fact that for un-signalized intersections the software tends to overestimate delay measurements for the minor approaches and does not account for gaps in traffic created by the upstream signalized intersections to allow the minor street traffic flow.

Both eastbound and westbound approaches of the Collins Avenue / 71st Street intersection also continue to experience delays due to the fact that the County (with the consent of the State) gives priority to vehicles travelling north through this area, and, therefore, accepting delays on minor

cross-streets. The northbound and southbound approaches at the intersection of Indian Creek Drive / 71st Street also continues to experience delay. It should be noted that this is an existing condition and the project only represents a 2% of the total projected intersection volume during the afternoon peak hours. Even though the intersection of Indian Creek Drive / 71st Street is projected to operate within the LOS standards adopted by the City of Miami Beach, the project is recommending to adjust the signal timing to provide additional green time to the northbound and eastbound left movements. The project driveway was analyzed and results show adequate operations.

A mobility and circulation plan was completed as part of the study. The plan shows that the project area is currently served by various Miami-Dade Transit bus routes. The project is located in an area that is conducive for pedestrian and bicycle activities providing shared bike lanes, ample sidewalks, and crosswalks.

In addition, an assessment of circulation as it relates to the valet services during the peak hour was performed. The valet drop-off/pickup area queuing analysis shows that the anticipated queue during the typical peak traffic conditions can be accommodated within the project site.

Furthermore, a Transportation Demand Management Plan (TDMP) was developed for the project. The plan consists of strategies that increase over-all system efficiency by encouraging a shift from single-occupant vehicle (SOV) trips to non-SOV modes, or shifting auto trips out of peak periods. This plan seeks to reduce auto trips by increasing travel options, by providing incentives and information to encourage and help individuals modify their travel behavior, or by reducing the physical need to travel through transportation-efficient lands uses. Implementation of the TDM plan could result in a potential ten percent (10%) reduction of peak hour vehicle trips.

4.3 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. The ITE manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. The ITE trip generation worksheet is provided in Appendix F.

The proposed development plan incorporates hotel, residential and retail land uses, which can satisfy the dining, and retail needs for some residents, hotel guests, employees, and visitors without making a trip off-site. An internalization matrix was developed to establish the appropriate number of internal project trips. Internal capture rates used are also included in Appendix F.

ITE research shows that a certain percent of retail trips are "*pass-by*" trips. These are described as trips "attracted from the traffic passing the site on an adjacent street." These are not new trips, but trips already using the existing roadway network that stop at the proposed use and go back to their original path. Pass-by trips for this use were established based on guidelines provided in ITE's *Trip Generation Handbook* 3rd Edition. The average pass-by rate published by ITE for Shopping Center and the existing volume of the adjacent street were used to establish the pass-by component.

Furthermore, the study area is pedestrian friendly and mass transit is available (see Section 5 of this report for additional pedestrian and transit information). For a conservative analysis, a 10% deduction was used for pedestrian/transit. The project trip generation summary is provided in Exhibit 8.

Exhibit 8
Project Trip Generation Summary

Proposed ITE Land Use Designation[1]	Number of Units	PM Peak Hour Vehicle Trips		
		In	Out	Total
Hotel *Land Use Code:310*	187 Rooms	58	56	114
		$T = 0.75(X) - 26.02$		
		51% in	49% out	
Multifamily Housing (Mid-Rise) *Land Use Code: 221*	24 DU	7	4	11
		$Ln(T) = 0.96Ln(X) - 0.63$		
		61% in	39% out	
Shopping Center *Land Use Code: 820*	18,520 SF	84	83	167
		$Ln(T) = 0.72Ln(X) + 3.02$		
		50% in	50% out	
Subtotal Gross Vehicle Trips		**149**	**143**	**292**
Internalization[2]	PM 7.5%	-11	-11	-22
Pass-By Trips[3] (Shopping Center)	PM 34%	-27	-26	-53
Transit/Pedestrian Trips	10%	-11	-11	-22
Net External Trips (Proposed)		**100**	**95**	**195**

[1]Based on ITE Trip Generation Manual, Tenth Edition
[2] Internal capture is based on ITE Trip Generation Manual User's Guide and Handbook, Tenth Edition,
[3] Pass by is based on ITE Trip Generation Manual User's Guide and Handbook, Tenth Edition,

Exhibit 8- continued
Existing Trip Generation Summary

Existing ITE Land Use Designation[1]	Number of Units	PM Peak Hour Vehicle Trips		
		In	Out	Total
Shopping Center *Land Use Code: 820*	12,043 SF	62	61	123
		$Ln(T) = 0.72Ln(X) + 3.02$		
		50% in	50% out	
Subtotal Gross Vehicle Trips		**62**	**61**	**123**
Pass-By Trips[2] (Shopping Center)	PM 34%	-21	-21	-42
Transit/Pedestrian Trips	10%	-4	-4	-8
Net External Trips (Existing)		**37**	**36**	**73**

Proposed Uses	**100**	**95**	**195**
Existing Uses	-37	-36	-73
Net New External Trips	**63**	**59**	**122**

[1] Based on ITE Trip Generation Manual, Tenth Edition
[2] Pass by is based on ITE Trip Generation Manual User's Guide and Handbook, Tenth Edition,

4.4 Project Trip Assignment

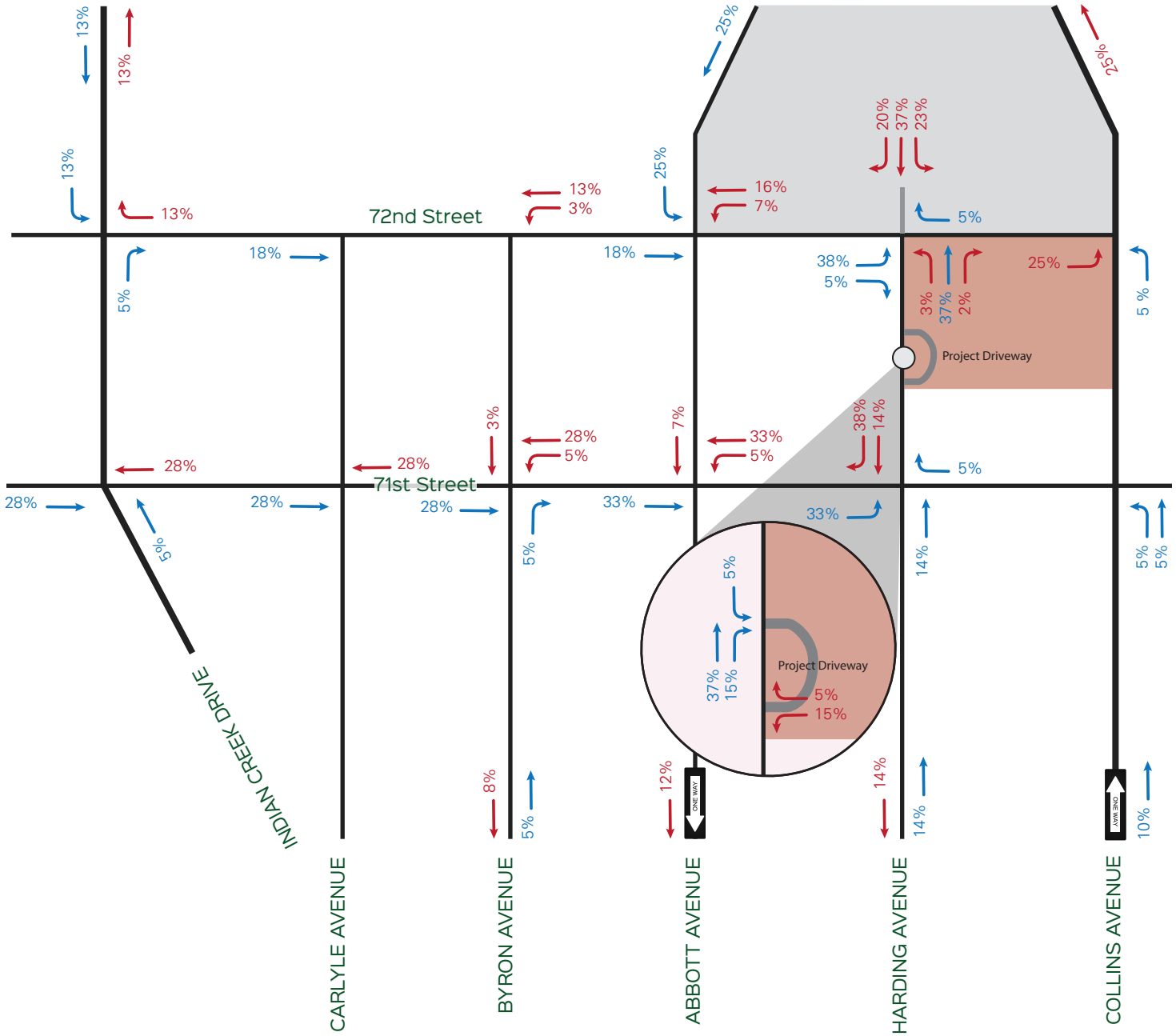
Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 622 shown in Exhibit 9. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County (see Appendix C). For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway.

Exhibit 9
Cardinal Distribution
(TAZ 622)

Direction	Distribution
NNE	11.03%
ENE	0.00%
ESE	0.00%
SSE	8.47%
SSW	20.50%
WSW	27.47%
WNW	10.97%
NNW	21.67%
Total	100.00%

Source: Long Range *Transportation Plan*

It should be noted that the residential and hotel components will use the proposed garage (all valet). The retail component and existing restaurant will have access to the public parking lot located directly north of the site. The valet service will be open to the retail component, however, based on the availability / proximity of both on-street parking and the public parking lot located just north of the site, it is expected that 20% of the retail component will use the valet services. In order to assign each component individually, two separate project trip distributions were completed. Exhibit 10 and 11 shows the project trip distribution for the residential/hotel and retail component. Exhibit 12 and 13 shows the project trip assignment for the residential/hotel and retail component.



IN

OUT

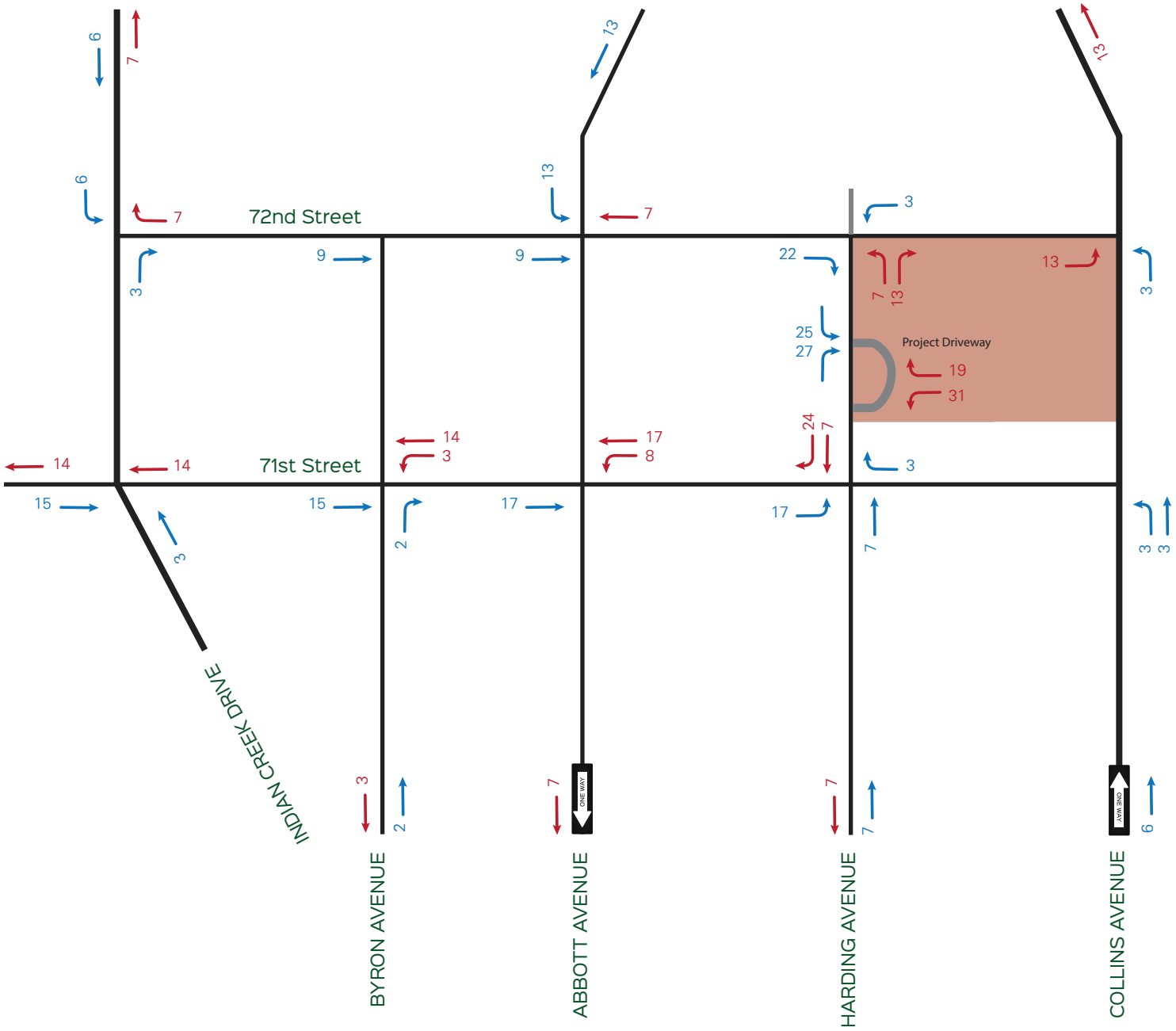
Off-Site Parking Lot

Project Location

Exhibit 11 (Commercial)

Project Trip Distribution

NORTH
MAP NOT TO SCALE



IN

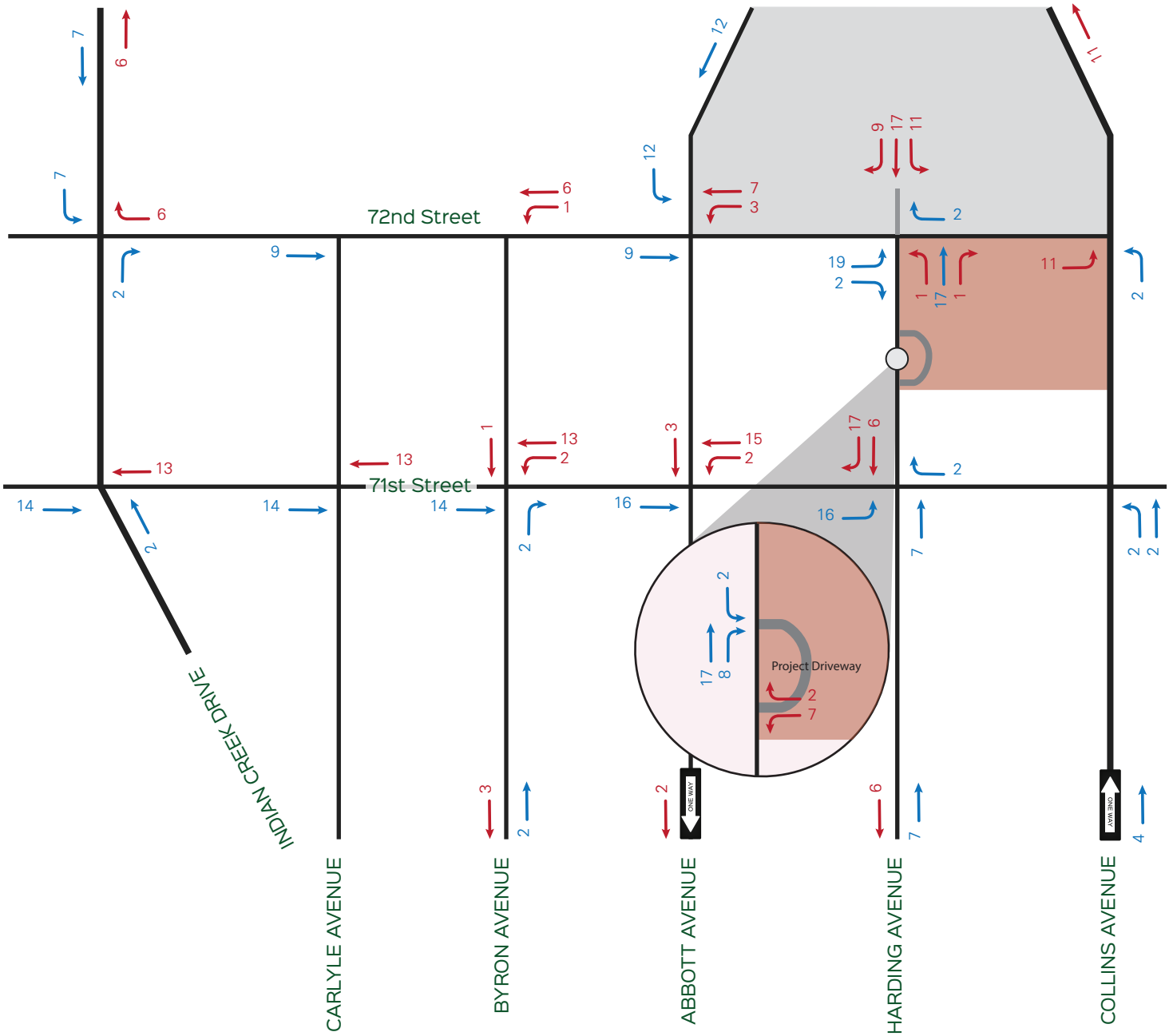
OUT

Project Location

Exhibit 12 (Hotel & Residential)

Project Trip Assignment

NORTH
MAP NOT TO SCALE



IN

OUT

Off-Site Parking Lot

Project Location

Exhibit 13 (Commercial)

Project Trip Assignment

NORTH
MAP NOT TO SCALE

Attachment C

Trip Generation Documentation

PM Peak Hour Trip Generation and Internalization

72+ Collins

Hotel Land Use 310 187 Rooms		Multifamily Housing (Mid-Rise) Land Use 221 24 DU		Retail Land Use 822 18,520 Sq Ft		
In	**Out**	**In**	**Out**	**In**	**Out**	
56	**54**	**6**	**4**	**60**	**60**	240 ITE Trips

UNBALANCED INTERNALIZATION

	2% *1*	***0***	*0%* *0*			
12% *7*		***0***		*3%* *0*		
	16% *9*		***1***		*2%* *1*	
17% *10*			***3***			*5%* *3*
			42% *2*	***2***	*10%* *6*	
		46% *3*		***3***		*26%* *16*

Hotel		tifamily Housing (Mid-R		Retail		
In	**Out**	**In**	**Out**	**In**	**Out**	
56	**54**	**6**	**4**	**60**	**60**	240 Vehicle Trips

BALANCED INTERNALIZATION

	0		*0*			
0				*0*		
	-1				*-1*	
-3						*-3*
			-2		*-2*	
		-3				*-3*

-3	-1	-3	-2	-3	-6	-18	Internal
53	53	3	2	57	54	222	External Trips
	3.6%		*50.0%*		*7.5%*	*7.5%*	% Internal
				-25	-25	-50	-45% Passby
53	**53**	**3**	**2**	**32**	**29**	**172**	
-5	-5	0	0	-3	-3	-17	-10.0% Transit/Pedestrian
48	**48**	**3**	**2**	**29**	**26**	**155**	**Net New External Trips**

PM Peak Hour Trip Generation and Internalization

72+ Collins

Residential Land Use 222 143 units		Hotel Land Use 310 80 rooms		Strip retail plaza Land Use 822 14,601 SF		Restaurant Land Use 932 2,632 SF Sq Ft			
In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**		
46	**36**	**16**	**15**	**51**	**51**	**15**	**9**	239	ITE Trips
UNBALANCED INTERNALIZATION									
	3%	*12%*							
	1	***1***	*2*						
0%			*2%*						
0		***0***	*0*						
	42%			*10%*					
	15		***5***	*5*					
46%					*26%*				
21			***13***		*13*				
	21%					*14%*			
	8			***2***		*2*			
16%							*18%*		
7				***2***			*2*		
			16%	*2%*					
			2	***1***	*1*				
		17%			*5%*				
		3		***3***	*3*				
			68%			*5%*			
			10		***1***	*1*			
		71%					*7%*		
		11			***1***		*1*		
					29%	*29%*			
					15	***4***	*4*		
				50%			*41%*		
				26		***4***	*4*		

Residential		Hotel		Strip retail plaza		Restaurant			
In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**		
46	**36**	**16**	**15**	**51**	**51**	**15**	**9**	239	Vehicle Trips
BALANCED INTERNALIZATION									
	-1	*-1*							
0			*0*						
	-5			*-5*					
-13					*-13*				
	-2					*-2*			
-2							*-2*		
			-1	*-1*					
		-3			*-3*				
			-1			*-1*			
		-1					*-1*		
					-4	*-4*			
				-4			*-4*		
								Total Sum	
-15	-8	-5	-2	-10	-20	-7	-7	-74	Internal
31	28	11	13	41	31	8	2	165	External Trips
	28.0%		*22.6%*		*29.4%*		*58.3%*		*31.0%* % Internal
				-16	-16			-32	45% % Passby retail
						-2	-2	-4	43% % Passby Rest
31	**28**	**11**	**13**	**25**	**15**	**6**	**0**	129	
-3	-3	-1	-1	-3	-2	-1	0	-14	10% Transit/Pedestrian
28	**25**	**10**	**12**	**23**	**14**	**5**	**0**	**115**	**Net New External Trips**

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Summary Report

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Property Information	
Folio:	02-3211-002-0600
Property Address:	7121 HARDING AVE Miami Beach, FL 33141-3213
Owner	7200 COLLINS HOLDINGS LLC
Mailing Address	1 E BROWARD BLVD 1010 FORT LAUDERDALE, FL 33301 USA
PA Primary Zone	6600 COMMERCIAL - LIBERAL
Primary Land Use	2865 PARKING LOT/MOBILE HOME PARK : PARKING LOT
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	6,250 Sq.Ft
Year Built	0

Assessment Information			
Year	2021	2020	2019
Land Value	$1,250,000	$1,250,000	$1,406,250
Building Value	$0	$0	$0
XF Value	$9,635	$9,651	$9,667
Market Value	$1,259,635	$1,259,651	$1,415,917
Assessed Value	$1,259,635	$1,259,651	$1,415,917

Taxable Value Information			
	2021	2020	2019
County			
Exemption Value	$0	$0	$0
Taxable Value	$1,259,635	$1,259,651	$1,415,917
School Board			
Exemption Value	$0	$0	$0
Taxable Value	$1,259,635	$1,259,651	$1,415,917
City			
Exemption Value	$0	$0	$0
Taxable Value	$1,259,635	$1,259,651	$1,415,917
Regional			
Exemption Value	$0	$0	$0
Taxable Value	$1,259,635	$1,259,651	$1,415,917

Benefits Information				
Benefit	Type	2021	2020	2019

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Short Legal Description
NORMANDY BEACH SOUTH PB 21-54 LOT 4 BLK 8 LOT SIZE 50.000 X 125 OR 20831-1882 1102 4 (5)

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
05/20/2021	$17,330,000	32538-3871	Qual on DOS, multi-parcel sale
04/20/2021	$55,100	32467-1075	Federal, state or local government agency
04/01/2016	$595,200	30037-1973	Not exposed to open-market; atypical motivation
04/18/2013	$4,800,000	28591-1117	Financial inst or "In Lieu of Forclosure" stated

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Generated On : 4/15/2022

Property Information	
Folio:	02-3211-002-0590
Property Address:	
Owner	CASA GRANDE SHOPPING CENTER LLC
Mailing Address	10275 COLLINS AVE #708 BAL HARBOUR, FL 33154 USA
PA Primary Zone	6600 COMMERCIAL - LIBERAL
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	6,250 Sq.Ft
Year Built	0

Assessment Information			
Year	2021	2020	2019
Land Value	$1,250,000	$1,250,000	$1,406,250
Building Value	$0	$0	$0
XF Value	$0	$0	$0
Market Value	$1,250,000	$1,250,000	$1,406,250
Assessed Value	$1,138,779	$1,035,254	$941,140

Taxable Value Information			
	2021	2020	2019
County			
Exemption Value	$0	$0	$0
Taxable Value	$1,138,779	$1,035,254	$941,140
School Board			
Exemption Value	$0	$0	$0
Taxable Value	$1,250,000	$1,250,000	$1,406,250
City			
Exemption Value	$0	$0	$0
Taxable Value	$1,138,779	$1,035,254	$941,140
Regional			
Exemption Value	$0	$0	$0
Taxable Value	$1,138,779	$1,035,254	$941,140

Benefits Information				
Benefit	Type	2021	2020	2019
Non-Homestead Cap	Assessment Reduction	$111,221	$214,746	$465,110

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
09/28/2012	$2,200,000	28298-3100	Qual on DOS, multi-parcel sale
03/01/2005	$2,825,000	23257-4964	Deeds that include more than one parcel
03/01/1991	$395,000	14972-1227	Deeds that include more than one parcel
12/01/1985	$370,000	12751-0564	Deeds that include more than one parcel

Short Legal Description

NORMANDY BEACH SOUTH PB 21-54
LOT 3 BLK 8
LOT SIZE 50.000 X 125
COC 23257-4964 03 2005 2 (3)

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Summary Report

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Property Information	
Folio:	02-3211-002-0580
Property Address:	
Owner	CASA GRANDE SHOPPING CENTER LLC
Mailing Address	10275 COLLINS AVE #708 BAL HARBOUR, FL 33154 USA
PA Primary Zone	6600 COMMERCIAL - LIBERAL
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	6,250 Sq.Ft
Year Built	0

Assessment Information			
Year	2021	2020	2019
Land Value	$1,250,000	$1,250,000	$1,406,250
Building Value	$0	$0	$0
XF Value	$0	$0	$0
Market Value	$1,250,000	$1,250,000	$1,406,250
Assessed Value	$1,138,779	$1,035,254	$941,140

Taxable Value Information			
	2021	2020	2019
County			
Exemption Value	$0	$0	$0
Taxable Value	$1,138,779	$1,035,254	$941,140
School Board			
Exemption Value	$0	$0	$0
Taxable Value	$1,250,000	$1,250,000	$1,406,250
City			
Exemption Value	$0	$0	$0
Taxable Value	$1,138,779	$1,035,254	$941,140
Regional			
Exemption Value	$0	$0	$0
Taxable Value	$1,138,779	$1,035,254	$941,140

Benefits Information				
Benefit	Type	2021	2020	2019
Non-Homestead Cap	Assessment Reduction	$111,221	$214,746	$465,110

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
09/28/2012	$2,200,000	28298-3100	Qual on DOS, multi-parcel sale
03/01/2005	$2,825,000	23257-4964	Deeds that include more than one parcel
03/01/1991	$395,000	14972-1227	Deeds that include more than one parcel
12/01/1985	$370,000	12751-0564	Deeds that include more than one parcel

Short Legal Description
NORMANDY BEACH SOUTH PB 21-54 LOT 2 BLK 8 LOT SIZE 50.000 X 125 COC 23257-4964 03 2005 2 (3)

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Summary Report

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Property Information	
Folio:	02-3211-002-0570
Property Address:	
Owner	CASA GRANDE SHOPPING CENTER LLC
Mailing Address	10275 COLLINS AVE #708 BAL HARBOUR, FL 33154 USA
PA Primary Zone	6600 COMMERCIAL - LIBERAL
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	6,250 Sq.Ft
Year Built	0

Assessment Information			
Year	2021	2020	2019
Land Value	$1,250,000	$1,250,000	$1,406,250
Building Value	$0	$0	$0
XF Value	$0	$0	$0
Market Value	$1,250,000	$1,250,000	$1,406,250
Assessed Value	$1,138,779	$1,035,254	$941,140

Taxable Value Information			
	2021	2020	2019
County			
Exemption Value	$0	$0	$0
Taxable Value	$1,138,779	$1,035,254	$941,140
School Board			
Exemption Value	$0	$0	$0
Taxable Value	$1,250,000	$1,250,000	$1,406,250
City			
Exemption Value	$0	$0	$0
Taxable Value	$1,138,779	$1,035,254	$941,140
Regional			
Exemption Value	$0	$0	$0
Taxable Value	$1,138,779	$1,035,254	$941,140

Benefits Information				
Benefit	Type	2021	2020	2019
Non-Homestead Cap	Assessment Reduction	$111,221	$214,746	$465,110

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
09/28/2012	$2,200,000	28298-3100	Qual on DOS, multi-parcel sale
03/01/2005	$2,825,000	23257-4964	Deeds that include more than one parcel
03/01/1991	$395,000	14972-1227	Deeds that include more than one parcel
12/01/1985	$370,000	12751-0564	Deeds that include more than one parcel

Short Legal Description

NORMANDY BEACH SOUTH PB 21-54
LOT 1 BLK 8
LOT SIZE 50.000 X 125
COC 23257-4964 03 2005 2 (3)

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Summary Report

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Property Information	
Folio:	02-3211-002-0660
Property Address:	7140 COLLINS AVE Miami Beach, FL 33141-3212
Owner	7200 COLLINS HOLDINGS LLC
Mailing Address	1 E BROWARD BLVD 1010 FORT LAUDERDALE, FL 33301 USA
PA Primary Zone	6600 COMMERCIAL - LIBERAL
Primary Land Use	2111 RESTAURANT OR CAFETERIA : RETAIL OUTLET
Beds / Baths / Half	0 / 0 / 0
Floors	1
Living Units	0
Actual Area	Sq.Ft
Living Area	Sq.Ft
Adjusted Area	2,885 Sq.Ft
Lot Size	6,250 Sq.Ft
Year Built	Multiple (See Building Info.)

Assessment Information

Year	2021	2020	2019
Land Value	$1,350,000	$1,500,000	$1,718,750
Building Value	$231,788	$247,852	$240,275
XF Value	$10,203	$10,808	$10,875
Market Value	$1,591,991	$1,758,660	$1,969,900
Assessed Value	$1,591,991	$1,758,660	$1,969,900

Taxable Value Information

	2021	2020	2019
County			
Exemption Value	$0	$0	$0
Taxable Value	$1,591,991	$1,758,660	$1,969,900
School Board			
Exemption Value	$0	$0	$0
Taxable Value	$1,591,991	$1,758,660	$1,969,900
City			
Exemption Value	$0	$0	$0
Taxable Value	$1,591,991	$1,758,660	$1,969,900
Regional			
Exemption Value	$0	$0	$0
Taxable Value	$1,591,991	$1,758,660	$1,969,900

Benefits Information

Benefit	Type	2021	2020	2019

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Short Legal Description

11 53 42
NORMANDY BEACH S PB 21-54
LOT 12 BLK 8
LOT SIZE 50.000 X 125
19108-0135 0400 4(2)

Sales Information

Previous Sale	Price	OR Book-Page	Qualification Description
05/20/2021	$17,330,000	32538-3871	Qual on DOS, multi-parcel sale
04/20/2021	$55,100	32467-1075	Federal, state or local government agency
12/31/2015	$12,000,000	29913-4723	Qual on DOS, multi-parcel sale
04/01/2000	$0	00000-00000	Sales which are disqualified as a result of examination of the deed

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Summary Report

Generated On : 4/15/2022

Property Information	
Folio:	02-3211-002-0650
Property Address:	7134 COLLINS AVE Miami Beach, FL 33141-3212
Owner	7200 COLLINS HOLDINGS LLC
Mailing Address	1 E BROWARD BLVD 1010 FORT LAUDERDALE, FL 33301 USA
PA Primary Zone	6600 COMMERCIAL - LIBERAL
Primary Land Use	1111 STORE : RETAIL OUTLET
Beds / Baths / Half	0 / 0 / 0
Floors	1
Living Units	0
Actual Area	Sq.Ft
Living Area	Sq.Ft
Adjusted Area	4,120 Sq.Ft
Lot Size	6,250 Sq.Ft
Year Built	1952

Assessment Information			
Year	2021	2020	2019
Land Value	$1,500,000	$1,425,000	$1,718,750
Building Value	$186,945	$10,000	$178,448
XF Value	$36,269	$0	$37,208
Market Value	$1,723,214	$1,435,000	$1,934,406
Assessed Value	$1,578,500	$1,435,000	$1,934,406

Taxable Value Information			
	2021	2020	2019
County			
Exemption Value	$0	$0	$0
Taxable Value	$1,578,500	$1,435,000	$1,934,406
School Board			
Exemption Value	$0	$0	$0
Taxable Value	$1,723,214	$1,435,000	$1,934,406
City			
Exemption Value	$0	$0	$0
Taxable Value	$1,578,500	$1,435,000	$1,934,406
Regional			
Exemption Value	$0	$0	$0
Taxable Value	$1,578,500	$1,435,000	$1,934,406

Benefits Information				
Benefit	Type	2021	2020	2019
Non-Homestead Cap	Assessment Reduction	$144,714		

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Short Legal Description

11 53 42
NORMANDY BEACHSOUTH PB 21-54
LOT 11 BLK 8
LOT SIZE 50.000 X 125
OR 19108-0135 0400 4 (2)

Sales Information

Previous Sale	Price	OR Book-Page	Qualification Description
05/20/2021	$17,330,000	32538-3871	Qual on DOS, multi-parcel sale
04/20/2021	$55,100	32467-1075	Federal, state or local government agency
12/31/2015	$12,000,000	29913-4723	Qual on DOS, multi-parcel sale
04/01/2000	$0	19108-0135	Sales which are disqualified as a result of examination of the deed

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 : 4/15/2022

Property Information	
Folio:	02-3211-002-0640
Property Address:	7124 COLLINS AVE Miami Beach, FL 33141-3212
Owner	7200 COLLINS HOLDINGS LLC
Mailing Address	1 E BROWARD BLVD 1010 FORT LAUDERDALE, FL 33301 USA
PA Primary Zone	6600 COMMERCIAL - LIBERAL
Primary Land Use	1111 STORE : RETAIL OUTLET
Beds / Baths / Half	0 / 0 / 0
Floors	1
Living Units	0
Actual Area	Sq.Ft
Living Area	Sq.Ft
Adjusted Area	5,200 Sq.Ft
Lot Size	6,250 Sq.Ft
Year Built	1952

Assessment Information			
Year	2021	2020	2019
Land Value	$1,500,000	$1,425,000	$1,718,750
Building Value	$235,950	$10,000	$225,225
XF Value	$22,200	$22,468	$22,736
Market Value	$1,758,150	$1,457,468	$1,966,711
Assessed Value	$1,603,214	$1,457,468	$1,966,711

Taxable Value Information			
	2021	2020	2019
County			
Exemption Value	$0	$0	$0
Taxable Value	$1,603,214	$1,457,468	$1,966,711
School Board			
Exemption Value	$0	$0	$0
Taxable Value	$1,758,150	$1,457,468	$1,966,711
City			
Exemption Value	$0	$0	$0
Taxable Value	$1,603,214	$1,457,468	$1,966,711
Regional			
Exemption Value	$0	$0	$0
Taxable Value	$1,603,214	$1,457,468	$1,966,711

Benefits Information				
Benefit	Type	2021	2020	2019
Non-Homestead Cap	Assessment Reduction	$154,936		

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Short Legal Description
NORMANDY BEACH SOUTH PB 21-54 LOT 10 BLK 8 LOT SIZE 50.000 X 125 OR 19108-0134 0400 5 (2)

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
05/20/2021	$17,330,000	32538-3871	Qual on DOS, multi-parcel sale
04/20/2021	$55,100	32467-1075	Federal, state or local government agency
12/31/2015	$12,000,000	29913-4723	Qual on DOS, multi-parcel sale
07/01/1994	$0	16446-2157	Sales which are disqualified as a result of examination of the deed

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Version:

An official website of the United States government Here's how you know

COMMUTING CHARACTERISTICS BY SEX

United States Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

	Census Tract 39.13, Miami-Dade County, Florida		
	Total	Male	Female
Label	Estimate	Estimate	Estimate
Workers 16 years and over	2,532	1,734	798
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	62.4%	64.6%	57.5%
Drove alone	57.9%	62.4%	48.1%
Carpooled	4.5%	2.2%	9.4%
In 2-person carpool	4.5%	2.2%	9.4%
In 3-person carpool	0.0%	0.0%	0.0%
In 4-or-more person carpool	0.0%	0.0%	0.0%
Workers per car, truck, or van	1.04	1.02	1.09
Public transportation (excluding taxicab)	14.8%	10.2%	24.7%
Walked	4.1%	2.9%	6.9%
Bicycle	3.6%	2.4%	6.3%
Taxicab, motorcycle, or other means	6.5%	8.1%	3.0%
Worked from home	8.6%	11.8%	1.6%
PLACE OF WORK			
Workers 16 years and over who did not work from home	2,315	1,530	785
VEHICLES AVAILABLE			
PERCENT ALLOCATED			

Table Notes

COMMUTING CHARACTERISTICS BY SEX

Survey/Program: American Community Survey
Year: 2020
Estimates: 5-Year
Table ID: S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2020, the 2020 Census provides the official counts of the population and housing units for the nation, states, counties, cities, and towns. For 2016 to 2019, the Population Estimates Program provides estimates of the population for the nation, states, counties, cities, and towns and intercensal housing unit estimates for the nation, states, and counties.

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2016-2020 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

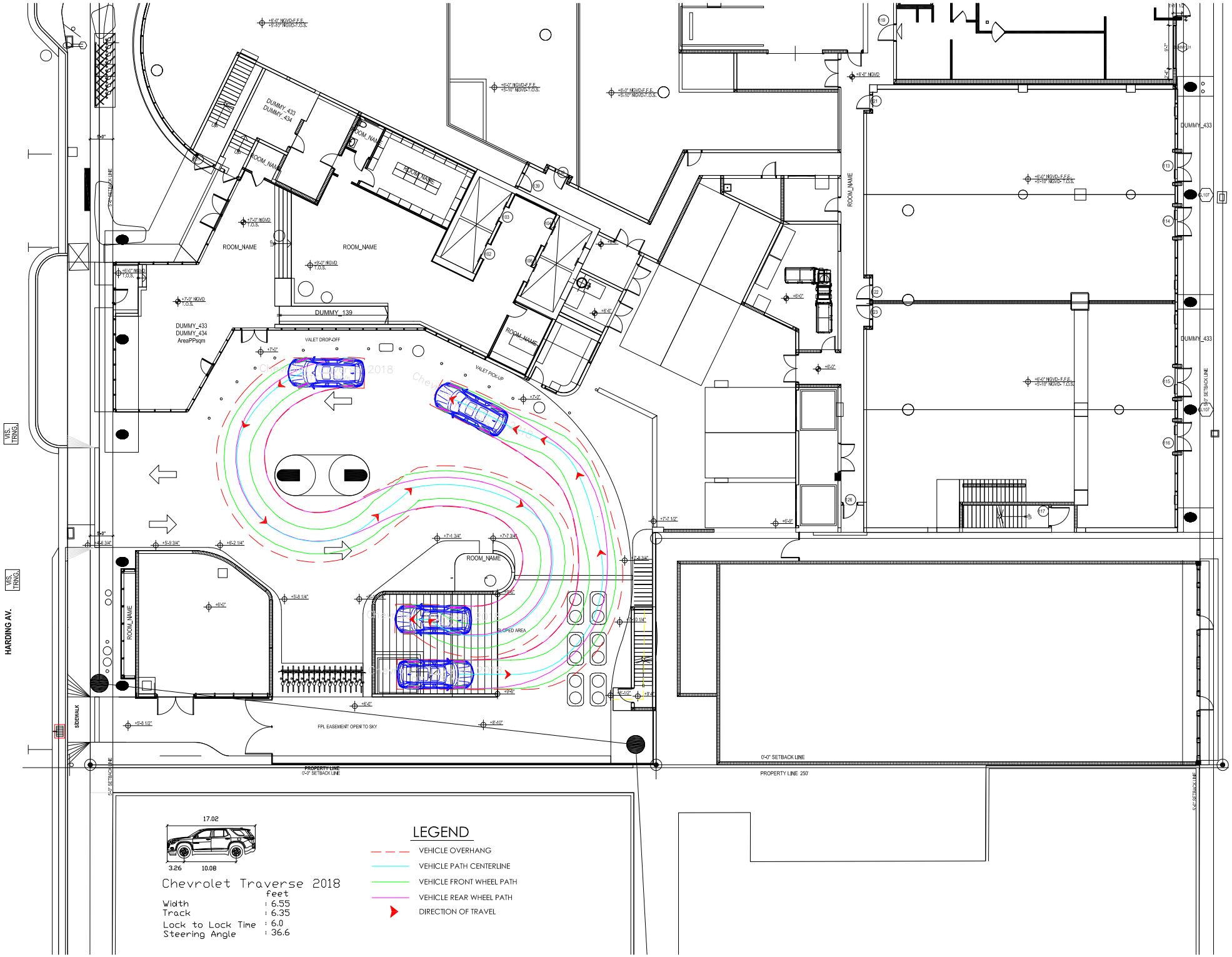
Explanation of Symbols:
-
The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution.
N
The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.
(X)
The estimate or margin of error is not applicable or not available.
median-
The median falls in the lowest interval of an open-ended distribution (for example "2,500-")
median+
The median falls in the highest interval of an open-ended distribution (for example "250,000+").
**
The margin of error could not be computed because there were an insufficient number of sample observations.
***
The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.
*****
A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

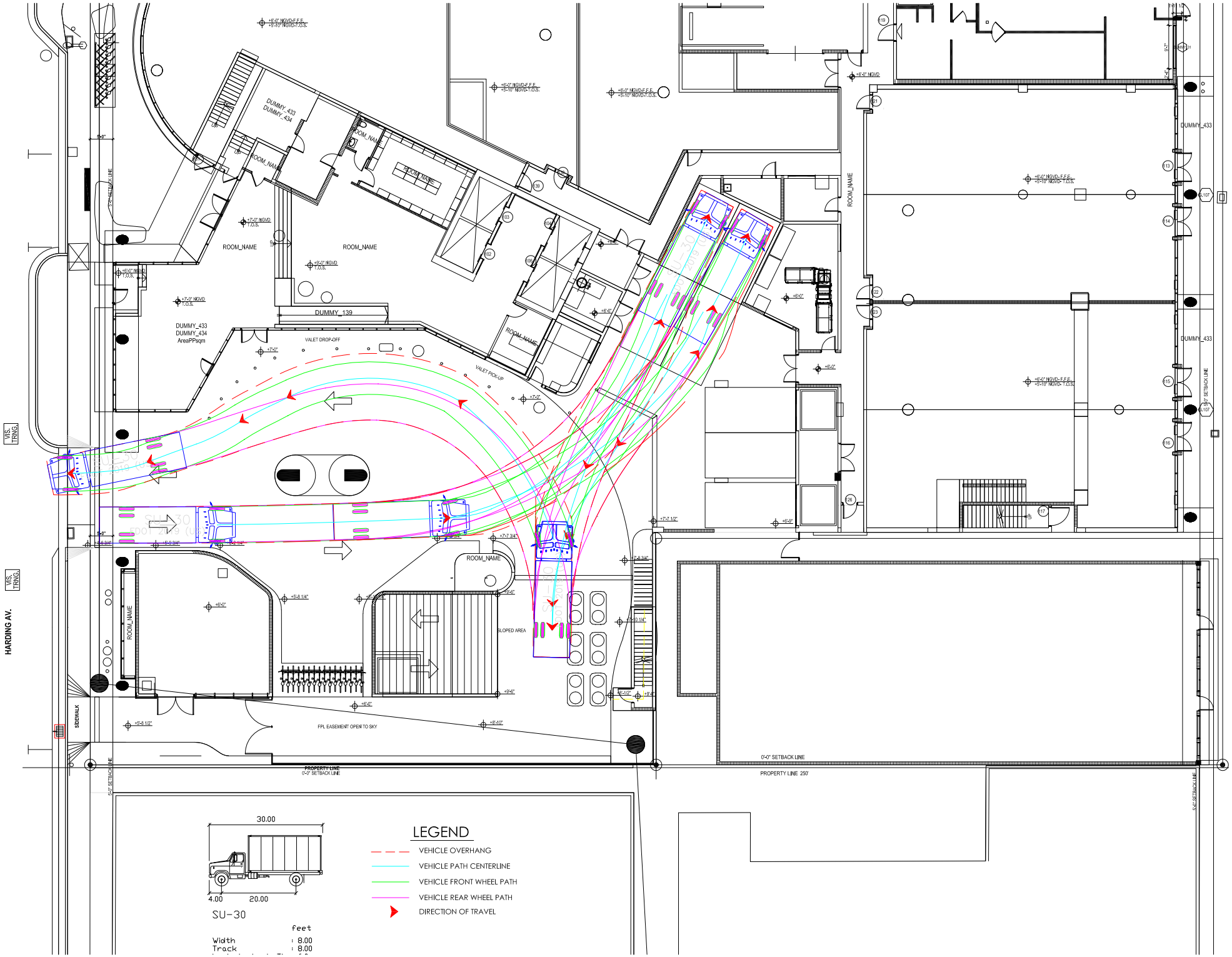
Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

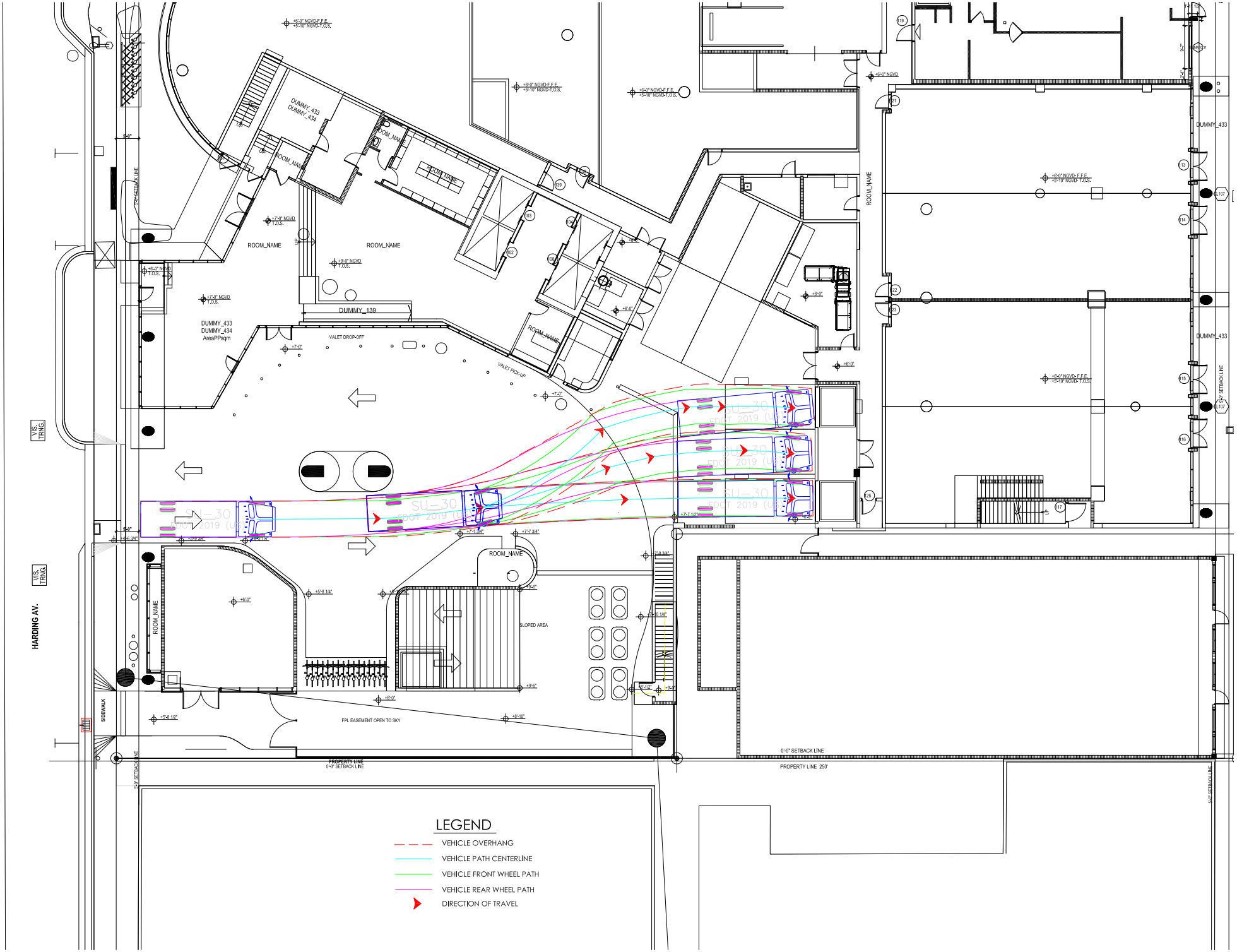
Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

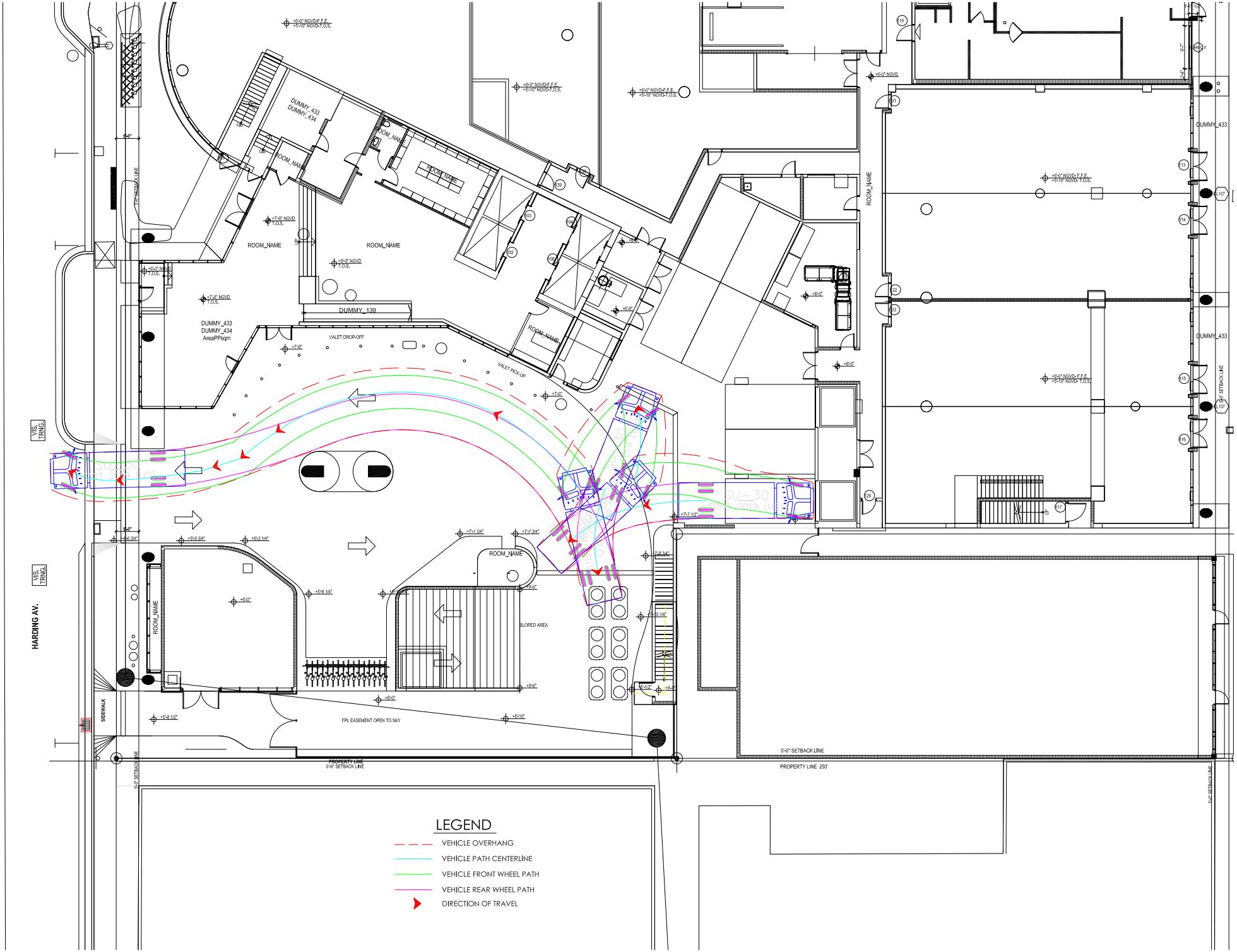
Attachment D

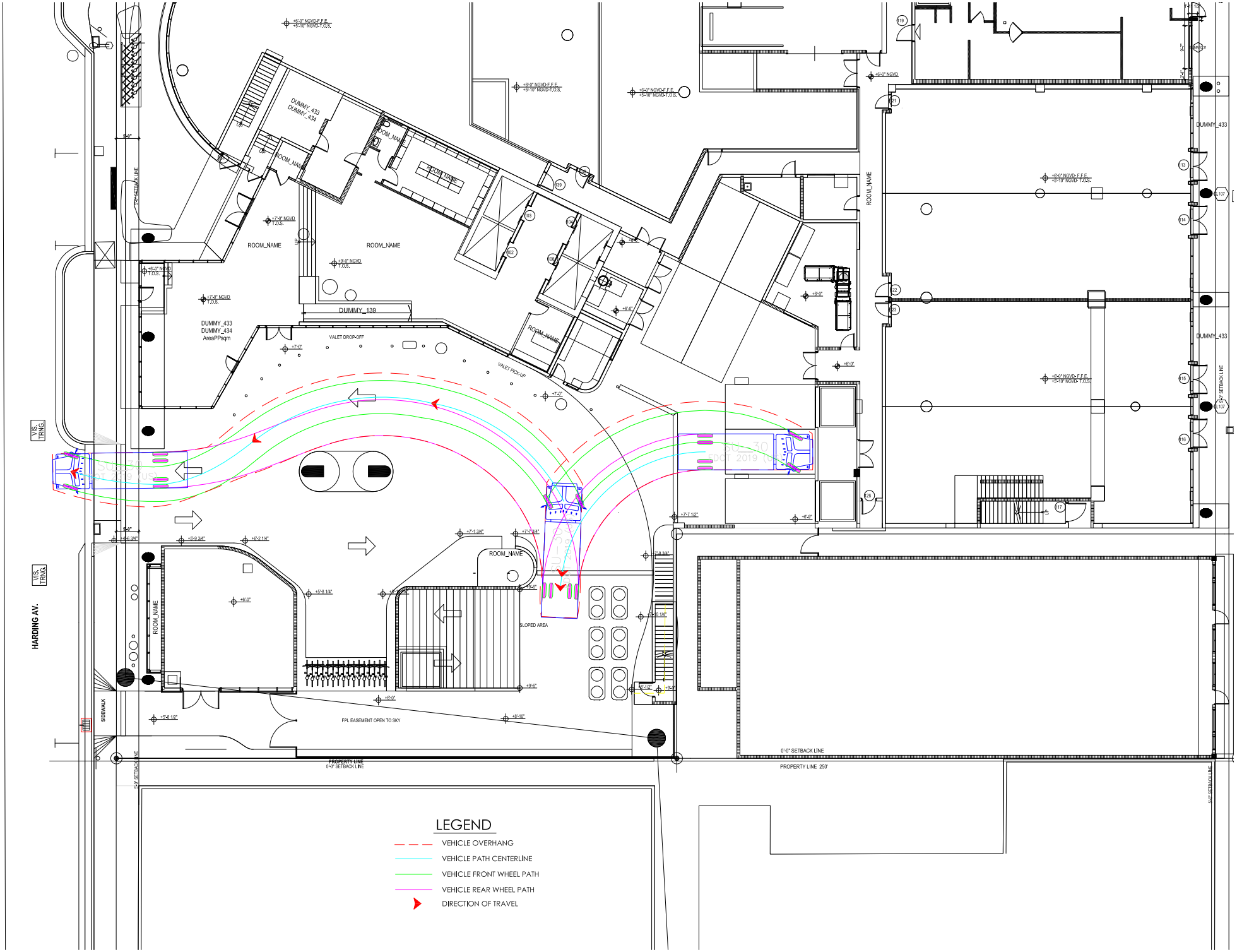
Maneuverability Analysis

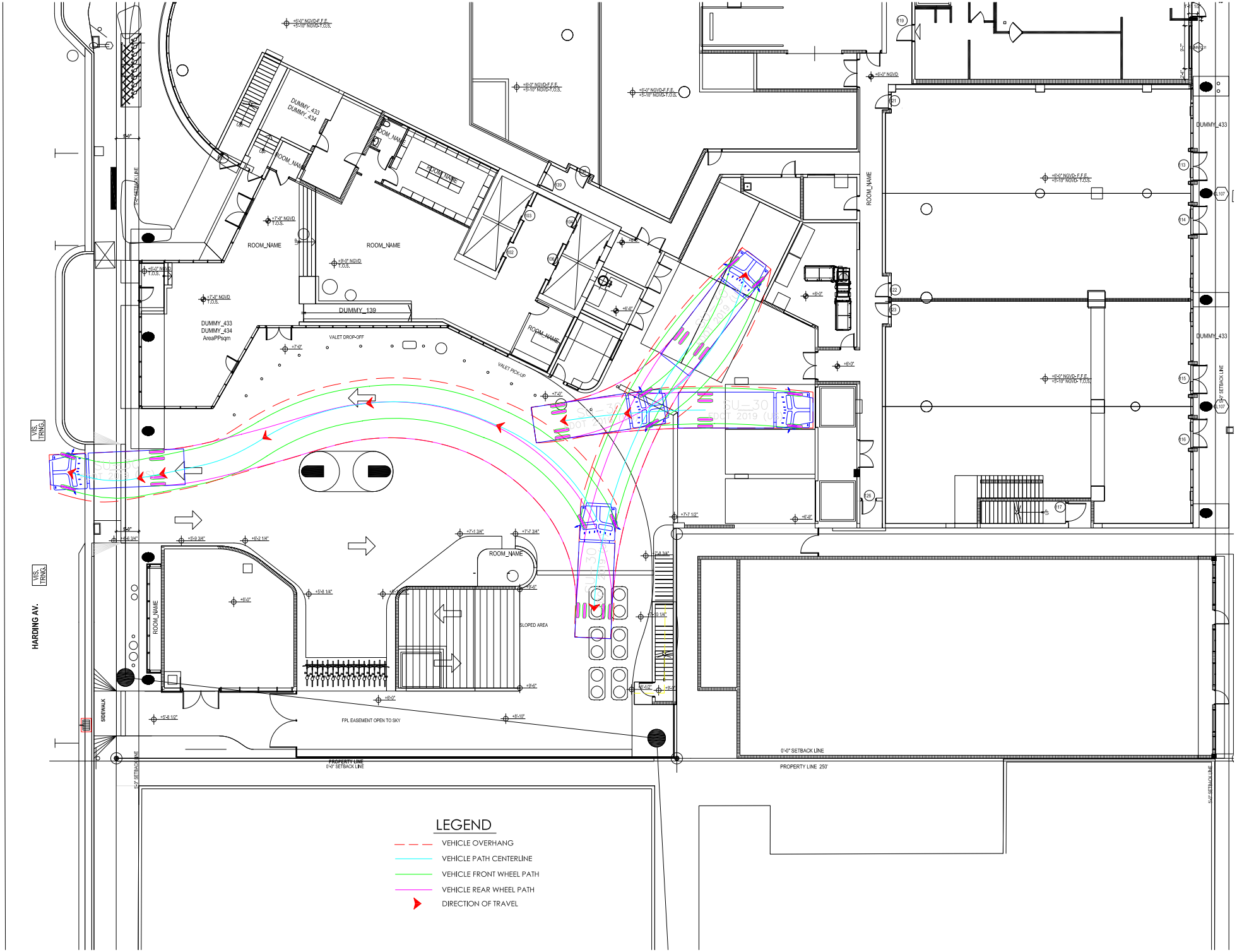

HARDING AV.
VIS. TRING.
VIS. TRING.
SIDEWALK
PROPERTY LINE
0'-0" SETBACK LINE
PROPERTY LINE 250'
0'-0" SETBACK LINE
5'-0" SETBACK LINE
VALET DROP-OFF
VALET PICK-UP
SLOPED AREA
FPL EASEMENT OPEN TO SKY
ROOM_NAME
DUMMY_433
DUMMY_434
DUMMY_139
AreaPPsqm
17.02
3.26
10.08
Chevrolet Traverse 2018
feet
Width : 6.55
Track : 6.35
Lock to Lock Time : 6.0
Steering Angle : 36.6
LEGEND
VEHICLE OVERHANG
VEHICLE PATH CENTERLINE
VEHICLE FRONT WHEEL PATH
VEHICLE REAR WHEEL PATH
DIRECTION OF TRAVEL

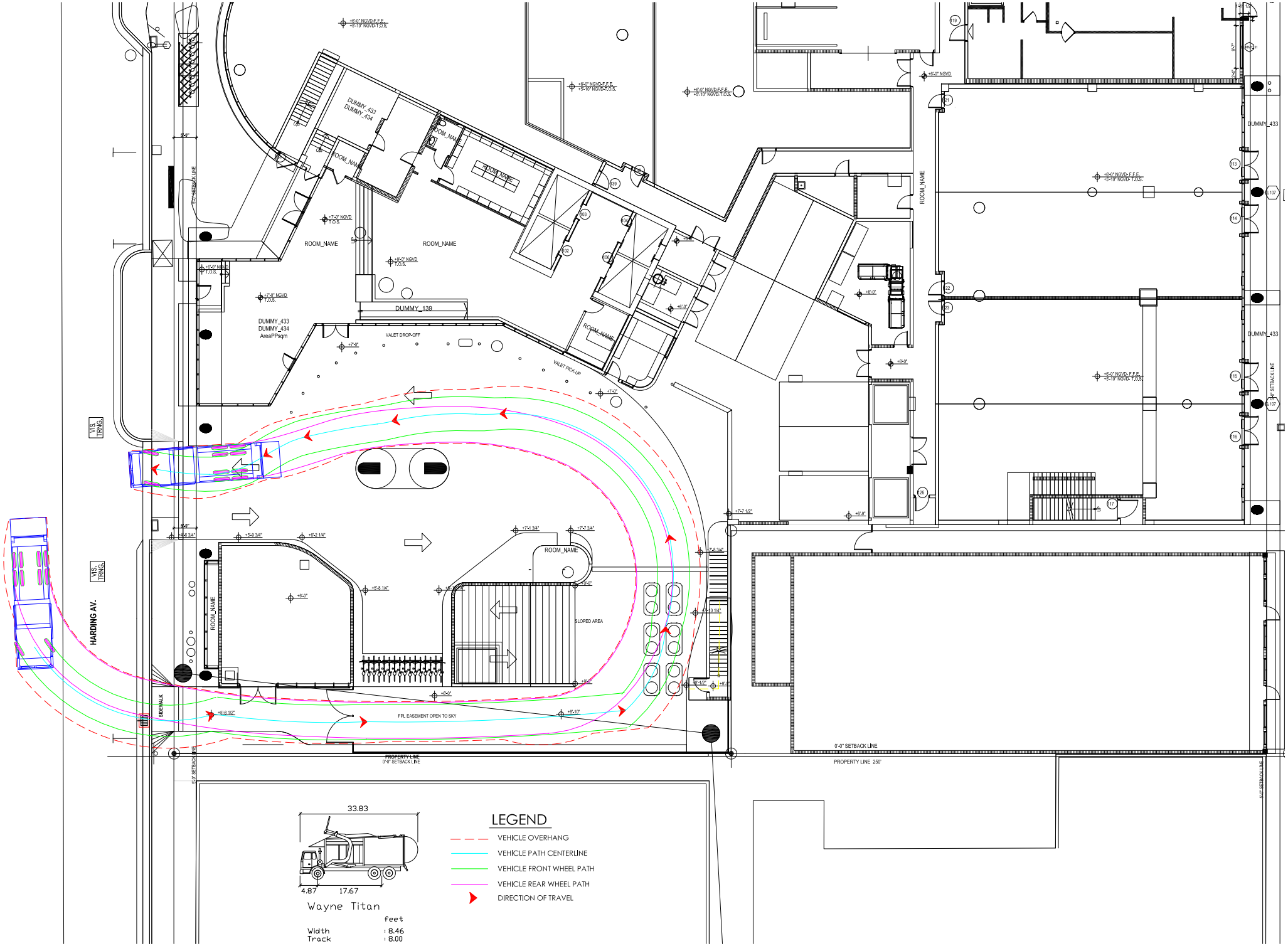

HARDING AV.
VIS. TRNG.
VIS. TRNG.
SIDEWALK
PROPERTY LINE
0'-0" SETBACK LINE
PROPERTY LINE 250'
0'-0" SETBACK LINE
5'-0" SETBACK LINE
VALET DROP-OFF
VALET PICK-UP
ROOM_NAME
DUMMY_433
DUMMY_434
DUMMY_139
AreaPPsqm
SLOPED AREA
FPL EASEMENT OPEN TO SKY
LEGEND
VEHICLE OVERHANG
VEHICLE PATH CENTERLINE
VEHICLE FRONT WHEEL PATH
VEHICLE REAR WHEEL PATH
DIRECTION OF TRAVEL
30.00
4.00
20.00
SU-30
feet
Width : 8.00
Track : 8.00


HARDING AV.
VIS. TRNG.
SIDEWALK
PROPERTY LINE
0'-0" SETBACK LINE
PROPERTY LINE 250'
FPL EASEMENT OPEN TO SKY
SLOPED AREA
VALET DROP-OFF
VALET PICK-UP
DUMMY_139
DUMMY_433
DUMMY_434
AreaPPsqm
ROOM_NAME
SU_30
EPCOT 2019 (US)
LEGEND
VEHICLE OVERHANG
VEHICLE PATH CENTERLINE
VEHICLE FRONT WHEEL PATH
VEHICLE REAR WHEEL PATH
DIRECTION OF TRAVEL


HARDING AV.
VIS. TRNG.
VIS. TRNG.
SIDEWALK
PROPERTY LINE
0'-0" SETBACK LINE
PROPERTY LINE 250'
0'-0" SETBACK LINE
5'-0" SETBACK LINE
ROOM_NAME
DUMMY_433
DUMMY_434
DUMMY_139
AreaPPsqm
VALET DROP-OFF
VALET PICK-UP
SLOPED AREA
FPL EASEMENT OPEN TO SKY
LEGEND
VEHICLE OVERHANG
VEHICLE PATH CENTERLINE
VEHICLE FRONT WHEEL PATH
VEHICLE REAR WHEEL PATH
DIRECTION OF TRAVEL


HARDING AV.
VIS. TRNG.
SIDEWALK
PROPERTY LINE
0'-0" SETBACK LINE
PROPERTY LINE 250'
FPL EASEMENT OPEN TO SKY
VALET DROP-OFF
VALET PICK-UP
SLOPED AREA
ROOM_NAME
DUMMY_433
DUMMY_434
DUMMY_139
AreaPPsqm
LEGEND
VEHICLE OVERHANG
VEHICLE PATH CENTERLINE
VEHICLE FRONT WHEEL PATH
VEHICLE REAR WHEEL PATH
DIRECTION OF TRAVEL


HARDING AV.
VIS. TRNG.
SIDEWALK
PROPERTY LINE
0'-0" SETBACK LINE
PROPERTY LINE 250'
FPL EASEMENT OPEN TO SKY
SLOPED AREA
VALET DROP-OFF
VALET PICK-UP
ROOM_NAME
DUMMY_433
DUMMY_434
DUMMY_139
AreaPPsqm
LEGEND
VEHICLE OVERHANG
VEHICLE PATH CENTERLINE
VEHICLE FRONT WHEEL PATH
VEHICLE REAR WHEEL PATH
DIRECTION OF TRAVEL


HARDING AV.
VIS. TRNG.
VIS. TRNG.
SIDEWALK
PROPERTY LINE
0'-0" SETBACK LINE
PROPERTY LINE 250'
0'-0" SETBACK LINE
5'-0" SETBACK LINE
ROOM_NAME
DUMMY_433
DUMMY_434
DUMMY_139
VALET DROP-OFF
VALET PICK-UP
SLOPED AREA
FPL EASEMENT OPEN TO SKY
33.83
4.87
17.67
Wayne Titan
feet
Width : 8.46
Track : 8.00
LEGEND
VEHICLE OVERHANG
VEHICLE PATH CENTERLINE
VEHICLE FRONT WHEEL PATH
VEHICLE REAR WHEEL PATH
DIRECTION OF TRAVEL

Attachment E

Queuing Documentation

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8–9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$$

where:

M = queue length which is exceeded p percent of the time

N = number of service channels (drive-in positions)

Q = service rate per channel (vehicles per hour)

$\rho = \dfrac{\text{demand rate}}{\text{service rate}} = \dfrac{q}{NQ}$ = utilization factor

q = demand rate on the system (vehicles per hour)

Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11

Table of Q_M Values

ρ	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0666	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	.7401	.7014	.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$\rho = \dfrac{q}{NQ} = \dfrac{\text{arrival rate, total}}{\text{(number of channels)(service rate per channel)}}$

N = number of channels (service positions)

Solution

Step 1: $Q = \dfrac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3$ services per hour

Step 2: $q = (110 \text{ veh}/45 \text{ min}) \times (60 \text{ min/hr}) = 146.7$ vehicles per hour

Step 3: $\rho = \dfrac{q}{NQ} = \dfrac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

Step 5: The acceptable probability of the queue, M, being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x > M) = 0.05$, and:

$$M = \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956}\right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110}\right] - 1$$

$$= 24.38 - 1 = 23.38, \text{ say 23 vehicles.}$$

AM Peak Hour Trip Generation and Internalization

72+ Collins

Residential Land Use 222 91 units		Hotel Land Use 311 136 rooms		Strip retail plaza Land Use 822 14,601 SF		Restaurant Land Use 932 2,632 SF Sq Ft			
In	Out	In	Out	In	Out	In	Out		
13	26	25	22	21	14	15	9	145	ITE Trips
UNBALANCED INTERNALIZATION									
	0%	*0%*							
	0	*0*							
0%			*0%*						
0		*0*	0						
	1%			*17%*					
	0	*0*		*4*					
2%					*14%*				
0		*0*			*2*				
	20%					*20%*			
	5		*3*			*3*			
5%							*4%*		
1			*0*				*0*		
			14%	*4%*					
			3	*1*					
		0%			*0%*				
		0	*0*		*0*				
			9%			*6%*			
			2	*1*		*1*			
		4%					*3%*		
		1		*0*			*0*		
					13%	*50%*			
					2	*8*			
				8%			*14%*		
				2	*1*		*1*		

Residential		Hotel		Strip retail plaza		Restaurant			
In	Out	In	Out	In	Out	In	Out		
13	26	25	22	21	14	15	9	145	Vehicle Trips
BALANCED INTERNALIZATION									
	0	*0*							
0			0						
	0			*0*					
0					*0*				
	-3					*-3*			
0							*0*		
			-1	*-1*					
		0			*0*				
			-1			*-1*			
		0					*0*		
					-2	*-2*			
				-1			*-1*		
								Total Sum	
0	-3	0	-2	-2	-2	-6	-1	-16	Internal
13	23	25	20	19	12	9	8	129	External Trips
	7.7%		*4.3%*		*11.4%*		*29.2%*	*11.0%*	% Internal
								0.0 *0%*	% Passby (Quality)
				0.0	*0.0*	0	0	0 0%	% Passby (sit down)
13	**23**	**25**	**20**	**19.0**	**12.0**	**9**	**8**	129	
-1	-2	-3	-2	-2	-1	-1	-1	-13 10%	Transit/Pedestrian
12	**21**	**23**	**18**	**17**	**11**	**8**	**7**	**116**	**Net New External Trips**

PM Peak Hour Trip Generation and Internalization

72+ Collins

Residential Land Use 222 91 units		Hotel Land Use 311 136 rooms		Strip retail plaza Land Use 822 14,601 SF		Restaurant Land Use 932 2,632 SF Sq Ft			
In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**		
26	**21**	**24**	**25**	**51**	**51**	**15**	**9**	222	ITE Trips
UNBALANCED INTERNALIZATION									
	3%	*12%*							
	1	***1***	*3*						
0%			*2%*						
0		***0***	*1*						
	42%			*10%*					
	9		***5***	*5*					
46%					*26%*				
12			***12***		*13*				
	21%					*14%*			
	4			***2***		*2*			
16%							*18%*		
4				***2***			*2*		
			16%	*2%*					
			4	***1***	*1*				
		17%			*5%*				
		4		***3***	*3*				
			68%			*5%*			
			17	***1***		*1*			
		71%					*7%*		
		17		***1***			*1*		
					29%	*29%*			
					15	***4***	*4*		
				50%			*41%*		
				26		***4***	*4*		

Residential		Hotel		Strip retail plaza		Restaurant			
In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**		
26	**21**	**24**	**25**	**51**	**51**	**15**	**9**	222	Vehicle Trips
BALANCED INTERNALIZATION									
	-1	*-1*							
0			*0*						
	-5			*-5*					
-12					*-12*				
	-2					*-2*			
-2							*-2*		
			-1	*-1*					
		-3			*-3*				
			-1			*-1*			
		-1					*-1*		
					-4	*-4*			
				-4			*-4*		
								Total Sum	
-14	-8	-5	-2	-10	-19	-7	-7	-72	Internal
12	13	19	23	41	32	8	2	150	External Trips
	46.8%		*14.3%*		*28.4%*		*58.3%*		*32.4%* % Internal
				-16	-16			-32	45% % Passby retail
						-2	-2	-4	43% % Passby Rest
12	**13**	**19**	**23**	**25**	**16**	**6**	**0**	114	
-1	-1	-2	-2	-3	-2	-1	0	-12	10% Transit/Pedestrian
11	**12**	**17**	**21**	**22**	**14**	**5**	**0**	**102**	**Net New External Trips**

Attachment F

Transportation Demand Management Plan (TDM)

72+ Collins
TRANSPORTATION DEMAND MANAGEMENT PLAN

The project's design and location will reduce the project vehicular traffic volumes as follows:

- The project is a project is located in an area surrounded by retail and restaurant options. The project is also providing on-site retail and a restaurant which will result in a portion of the trips being captured within the development, or internal to the site.
- The project is offering uncovered and covered bicycle storage for tenants, employees, and retail patrons. The site will provide covered bicycle parking for 192 bicycles on the second level of the parking garage and 82 bicycles on the first level of the site.
- The project is located in North Miami Beach, an extremely walkable and pedestrian area that offers the following:
    - Sidewalks along all roadways and crosswalks at signalized intersections.
    - Various restaurants, retail, and recreational facilities (N Miami Beach is approximately 400 feet east of the site).
    - A CitiBike station is located on 69th Street, approximately 0.3 miles south of the project location
- The project is in Miami Beach which provides residents, employees, and visitor's accessibility to mass transit. This feature will allow residents to use mass transit for their trip to/from home, work, and recreation. The closest transit stops to the project are located along the northwest corner Abbot Avenue / 72nd Street intersection and on the east side of SR-A1A, approximately 370 feet north of the Collins Avenue / 72nd Street intersection. These two stops accommodate the following transit:
    - The Collins Express and North Beach Loop trollies
    - Miami-Dade bus routes: S, 115, L, 79, and 120

The development will also do the following to further reduce peak hour vehicle trips:

- Will encourage employers / landlords to participate in ridesharing programs through South Florida Commuter Services. Available information will be obtained and distributed to all residents and employees in the development.
- Miami-Dade County Transportation Agency current local and regional mass transit route and schedule information will be provided to potential transit users in a prominent public area of the development. The information provided and maintained on the premises will be updated, when necessary, at no less than six month intervals.

The location and implementation of these items will result in a reduction of peak hour vehicle trips.