



March 7, 2022

Mr. Firat Akcay, M.S.C.E, MBA  
City of Miami Beach, Transportation and Mobility Department  
1688 Meridian Avenue, Suite 801  
Miami Beach, FL 33139

**Re: *Shelborne Hotel Redevelopment***  
***Traffic Assessment***  
***Miami Beach, Florida***

Dear Mr. Akcay:

Kimley-Horn and Associates, Inc. has prepared a traffic assessment for the proposed Shelborne Hotel redevelopment located at 1801 Collins Avenue in Miami Beach, Florida. Currently, the existing development is occupied by a 633-square foot café, 4,170 square feet of ballroom space, a 285-room hotel, a 197-seat restaurant, and 4,889 square feet of bar/night club space within three (3) venues including a 1,347-square foot bar, a 912-square foot bar, and 2,630 square feet of night club space. The proposed redevelopment consists of a 422-square foot café, a 251-room hotel, 196 restaurant seats within three (3) venues including a 79-seat restaurant, a 105-seat restaurant, and a 12-seat private dining space, 6,963 square feet of bar/night club space within two (2) venues including a 3,768-square foot bar and 3,195 square feet of night club space, and 4,042 square feet of event space. All other land uses within the existing development and the proposed redevelopment are considered ancillary to the hotel and not expected to generate external site traffic. All vehicles with the exception of taxi/rideshare vehicles will be valeted. A project location map and conceptual site plan are included in Attachment A-1.

The traffic assessment is consistent with the requirements of the City of Miami Beach. The approved methodology correspondence detailing the traffic assessment requirements is included in Attachment B-1. The traffic assessment includes data collection and field observations, trip generation calculations, a summary of proposed valet operations, and transportation demand management strategies as part of the traffic assessment, consistent with the approved methodology. The following sections summarize the traffic assessment.

## **TRIP GENERATION**

Trip generation calculations for the existing development and the proposed redevelopment were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 936 (Coffee/Donut Shop without Drive-Through Window), LUC 310 (Hotel), LUC 931 (Fine Dining Restaurant), and LUC 975 (Drinking Place). The trip generation for the existing and proposed ballroom and event space was calculated based on the number of employees expected to serve the ballroom and event space. It is assumed there will be one (1) employee for every 1,000 square feet of ballroom/event space. The trip generation for the proposed redevelopment was determined using LUC 936 (Coffee/Donut Shop without Drive-Through Window), LUC 310 (Hotel), LUC 931 (Fine Dining Restaurant), and LUC 975 (Drinking Place). Trip generation calculations were completed for the weekday A.M. and P.M. peak hours and the weekend peak hour of generator.

A multimodal (public transit, bicycle, and pedestrian) factor based on Replica mode-split data was reviewed for the census tract in the vicinity of the development. Replica is a publicly available data set

that uses US Census, land use regulations, aggregate mobile location, credit transaction data, and real estate transaction data. Additionally, Replica data evaluates all trips that enter and exit the census tract in which the development is located. It is expected that a portion of residents and guests will choose to walk, bike, or use public transit to and from the proposed development. A multimodal factor of 12.1 percent (12.1%) was calculated using Replica mode-split data and applied to the trip generation calculations to account for the urban environment in which the redevelopment is located.

Internal capture is expected between complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The expected internal capture rate for the existing development is 3.4 percent (3.4%) during the A.M. peak hour, 4.0 percent (4.0%) during the P.M. peak hour, and 4.5 percent (4.5%) during the weekend peak hour of generator. The expected internal capture rate for the proposed redevelopment is 2.8 percent (2.8%) during the A.M. peak hour, 4.4 percent (4.4%) during the P.M. peak hour, and 4.7 percent (4.7%) during the weekend peak hour of generator.

In addition to internal capture, pass-by capture trips were also determined based on average rates provided in the *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The pass-by capture rate for LUC 931 (Fine Dining Restaurant) is 43.0 percent (43.0%) during the P.M. peak hour.

The redevelopment is expected to result in a reduction of 31 net new vehicle trips during the weekday A.M. peak hour, a reduction of 22 net new vehicle trips during the weekday P.M. peak hour, and a reduction of 16 net new vehicle trips during the weekend peak hour of generator. Detailed trip generation calculations and Replica data are included as Attachment C-1.

## **DATA COLLECTION/FIELD OBSERVATIONS**

Peak period queue accumulation data was collected during a six (6) hour period on February 26, 2022 (Saturday) from 4:00 P.M. to 10:00 P.M. and during a four (4) hour period on March 1, 2022 (Tuesday) from 4:00 P.M. to 8:00 P.M. Additionally, field reviews of valet operations at the existing development were conducted from 5:00 P.M. to 7:00 P.M. on February 26, 2022 (Saturday) and March 1, 2022 (Tuesday) to determine if porte-cochere queues can be accommodated on-site without extending onto the public right-of-way during the weekday and weekend peak periods. Note that the South Beach Wine & Food Festival (February 24 to 27, 2022) was held during field observations on February 26, 2022.

The valet area consists of two (2) lanes, one (1) lane used for parking/stacking vehicles the other lane is used as by-pass and valet vehicle drop-off/pick-up. Note that the exit onto Collins Avenue is wide enough for three (3) vehicles and the entry is wide enough for (2) vehicles.

Three (3) valet attendants including a ramp manager served valet during the weekend peak period and two (2) valet attendants including a ramp manager served valet during the weekday peak period. During the weekday peak period, porte-cochere queues spilled onto the public right-of-way a minimal number of times (less than 2 percent of the time) for less than one (1) minute in all instances. During the weekend peak period, porte-cochere queues spilled onto the public right-of-way on occasion (approximately 11 percent of the time) but dissipated in two (2) minutes or less in all instances.

Although there is sufficient storage for approximately seven (7) to eight (8) vehicles and one (1) by-pass lane, the queue accumulation data indicate and the field observations confirm that there was only one (1) instance of queue spillback where the porte-cochere storage was fully utilized. In all other instances, porte-cochere queues were less than seven (7) vehicles when queue spillback occurred. This occurs as vehicle drop-off/pick-up in the center of the porte-cochere and do not use the entire length of the porte-cochere. If the entire length of the porte-cochere was used it is expected that queue

spillback would be limited. Rideshare/taxi trips were observed using both the porte-cochere as well as on-street within Collins Avenue. Collected queuing data is provided in Attachment D-1. A photo log summarizing conditions observed during the field reviews is provided in Attachment E-1.

## **VALET SERVICE AND OPERATIONS**

The redevelopment will be served by one (1) valet drop-off/pick-up area located on-site along Collins Avenue north of 18<sup>th</sup> Street at the existing porte-cochere and will serve the all the site's land uses as it serves the existing land uses. The valet area consists of two (2) lanes, one (1) lane used for parking/stacking vehicles the other lane is used as by-pass and valet vehicle drop-off/pick-up. Note that the exit onto Collins Avenue is wide enough for three (3) vehicles and the entry is wide enough for (2) vehicles.

The following modifications are recommended to the proposed redevelopment's valet operations in order to improve valet operations and avoid future porte-cochere queues extending onto the public right-of-way:

- Relocate the valet attendant station to the end of the porte-cochere or position valet attendants at the end of the porte-cochere to encourage valet queues to utilize the entire length of the porte-cochere.
- Provide valet attendants with a golf cart, electric scooter, or another form of micro-mobility to reduce the travel time between the on-site valet pick-up/drop-off area and the off-site valet parking area. It is not expected that additional valet attendants will be needed as the redevelopment is expected to result in a reduction in trips. Alternatively, provide an additional valet attendant during peak times on the weekend to minimize queue spillback.
- Install paver pattern or pavement markings in the porte-cochere to designate the two-lane operation.

## **TRANSPORTATION DEMAND MANAGEMENT STRATEGIES**

Transportation Demand Management (TDM) strategies are proposed to reduce the impacts of the project traffic on the surrounding roadway network. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours. Additionally, the applicant will commit to providing the following incentives including:

- Provide ten (10) bicycle racks
- Provide transit information within the site including route schedules and maps
- Subsidized transit passes for employees are being considered by the applicant

Additionally, please note that a Citi Bike station with 16 bicycle docks is located along the north side of 18<sup>th</sup> Street just east of Collins Avenue.

## **CONCLUSION**

The redevelopment is expected to result in a reduction of 31 net new vehicle trips during the weekday A.M. peak hour, a reduction of 22 net new vehicle trips during the weekday P.M. peak hour, and a reduction of 16 net new vehicle trips during the weekend peak hour of generator.

Based on the collected queue accumulation data and field reviews conducted during the weekday and weekend peak periods, porte-cochere queues spilled onto the public right-of-way a minimal number of times for less than one (1) minute during the weekday peak period and porte-cochere queues spilled onto the public right-of-way on occasion but dissipated in two (2) minutes or less in all instances during

the weekend peak period. The queue accumulation data indicate and the field observations confirm that there was only one (1) instance of queue spillback where the porte-cochere storage was fully utilized. In all other instances, porte-cochere queues were less than seven (7) vehicles when queue spillback occurred.

The following modifications are recommended to the proposed redevelopment's valet operations in order to improve valet operations and avoid future porte-cochere queues extending onto the public right-of-way:

- Relocate the valet attendant station to the end of the porte-cochere or position valet attendants at the end of the porte-cochere to encourage valet queues to utilize the entire length of the porte-cochere.
- Provide valet attendants with a golf cart, electric scooter, or another form of micro-mobility to reduce the travel time between the on-site valet pick-up/drop-off area and the off-site valet parking area. It is not expected that additional valet attendants will be needed as the redevelopment is expected to result in a reduction in trips. Alternatively, provide an additional valet attendant during peak times on the weekend to minimize queue spillback.
- Install paver pattern or pavement markings in the porte-cochere to designate the two-lane operation.

Furthermore, the applicant will commit to providing the following TDM incentives including:

- Provide ten (10) bicycle racks
- Provide transit information within the site including route schedules and maps
- Subsidized transit passes for employees are being considered by the applicant

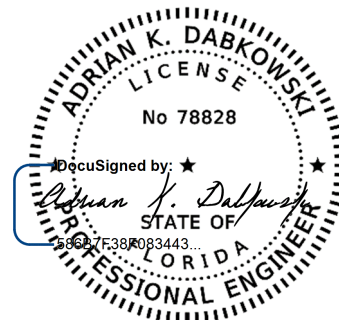
Additionally, please note that a Citi Bike station with 16 bicycle docks is located along the north side of 18<sup>th</sup> Street just east of Collins Avenue.

If you have any questions regarding this analysis, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adrian K. Dabkowski, P.E., PTOE  
Vice President



This item has been digitally signed and sealed by Adrian K. Dabkowski, P.E., PTOE, on 3/7/2022 using a Digital Signature.

Printed copies of this document are not considered signed and sealed and the signature authentication code must be verified on any electronic copies.

Adrian K. Dabkowski, P.E., PTOE  
Florida Registration Number 78828  
Kimley-Horn and Associates, Inc.  
8201 Peters Road, Suite 2200  
Plantation, Florida 33324  
Registry # 00035106



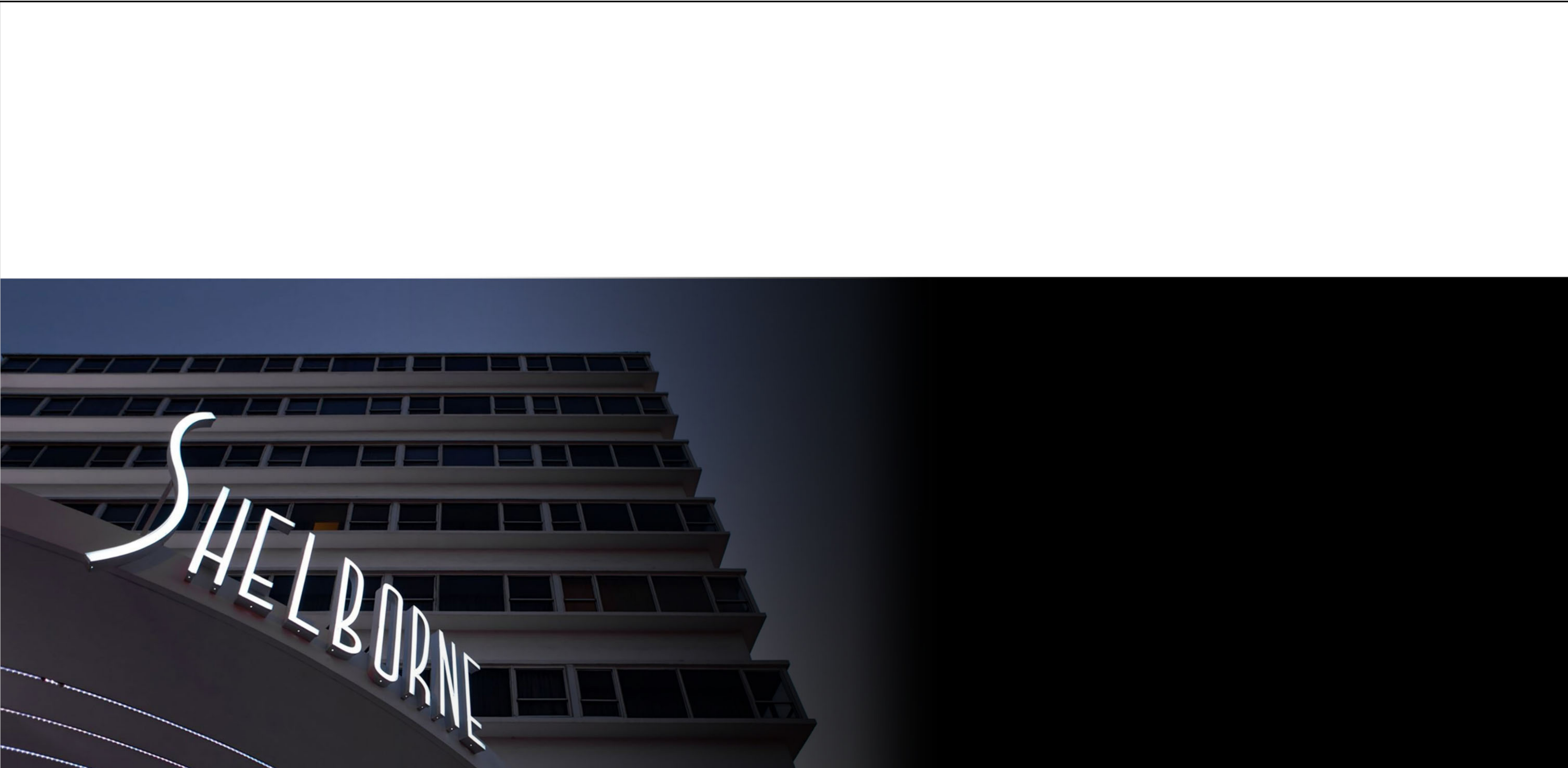
## **Attachment A-1**

### Location Map and Conceptual Site Plan









THE SHELBORNE

1801 COLLINS AVENUE  
MIAMI BEACH | FLORIDA | 33139

BA

OWNERSHIP:  
**Shelborne Hotel Partners WC LP**  
1801 Collins Ave,  
Miami Beach, FL 33139

OWNERS REPRESENTATIVES  
**Claro Development**  
1035 North Miami Avenue, Suite 201,  
Miami, FL 33136  
P: 305-324-4700

ARCHITECT OF RECORD:  
**Bermello Ajamil & Partners**  
2601 S Bayshore Drive, Suite 1000  
Miami, FL 33133  
P: 305.859.2050

INTERIOR DESIGNER:  
**Kelly Wearstler Interiors**  
760 North La Cienega Boulevard  
Los Angeles, California 90069  
P: 323.951.7454

STRUCTURAL ENGINEER:  
**YHCE Engineering**  
99 NW 27 Ave,  
Miami, FL 33125  
P: 305-969-9423

MEP ENGINEER:  
**JALRW Engineering Group**  
510 NW 97th Ave #220  
Miami, FL 33172

CIVIL ENGINEER:  
**Ocean Engineering Inc.**  
8101 Biscayne Blvd Unit 508,  
Miami, FL 33138  
P: 786-518-2008

LANDSCAPE ARCHITECTS:  
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LIGHTING DESIGNER:  
**LUCIFORMA**  
276 Fifth Avenue, Suite 704,  
New York, NY 10001  
P: 646-883-4151

**SHELBORNE SOUTH BEACH**  
1801 Collins Ave,  
Miami Beach, FL 33139

REVISIONS:  

No.:	DESCRIPTION	DATE:

PHASE:  
**DIAGRAM**

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SEAL:  

STATE OF FLORIDA  
REGISTERED ARCHITECT  
RAI A. FERNANDEZ R.A.  
AR 0012637

TITLE:  
COVER

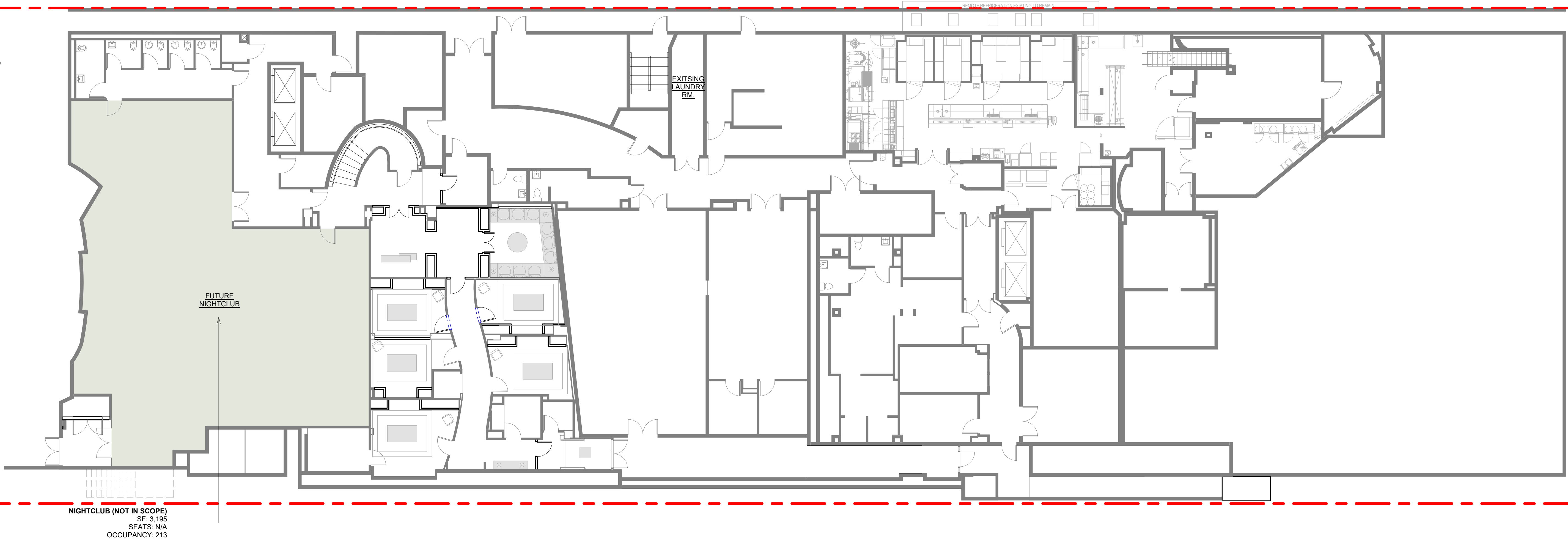
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SHEET:

DIA-00



ZONING LEGEND

ASSEMBLY - UNCONCENTRATED



NIGHTCLUB (NOT IN SCOPE)  
SF: 3,195  
SEATS: N/A  
OCCUPANCY: 213

1  
DIA-01  
OCCUPANCY - 1. BASEMENT LEVEL  
3/32" = 1'-0"



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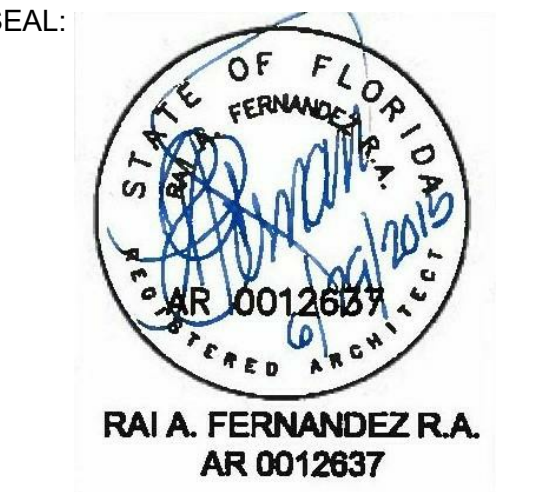
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TITLE:  
**BASEMENT LEVEL -  
DIAGRAM OF EVENT  
VENUES**

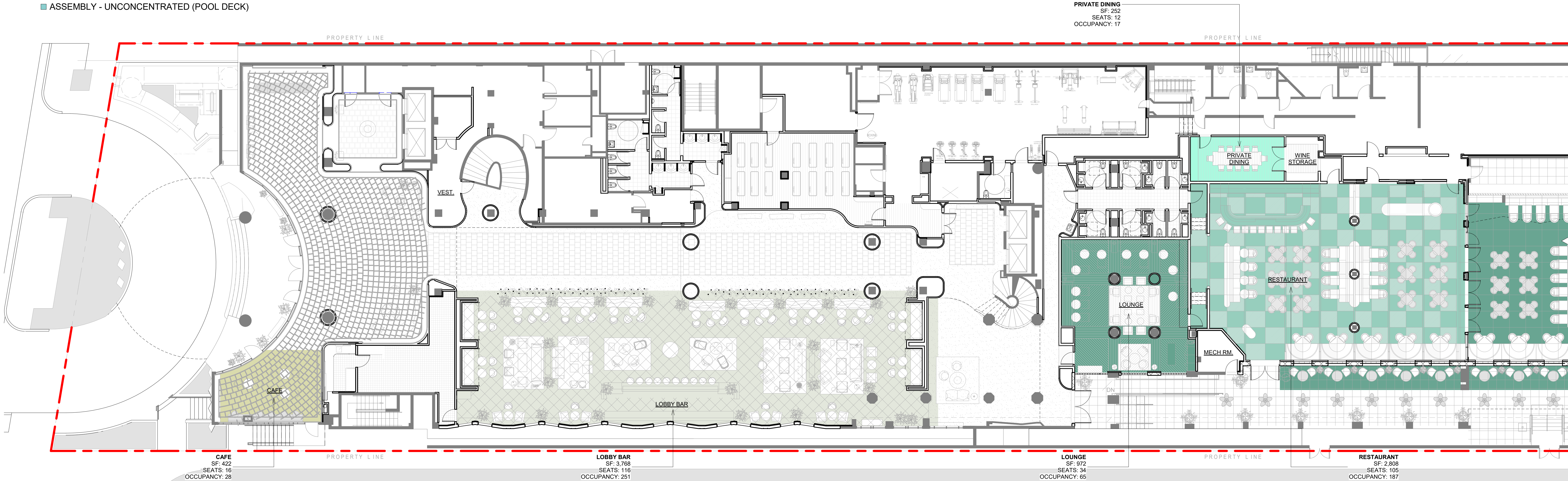
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SHEET:

DIA-01



- ZONING LEGEND
- ASSEMBLY - CONCENTRATED
  - ASSEMBLY - FIXED SEATS
  - ASSEMBLY - UNCONCENTRATED
  - ASSEMBLY - UNCONCENTRATED (POOL DECK)

- ASSEMBLY - UNCONCENTRATED (PRIVATE DINING)
- ASSEMBLY - UNCONCENTRATED (RESTAURANT INDOOR)
- ASSEMBLY - UNCONCENTRATED (RESTAURANT OUTDOOR)



1 DIA-02 OCCUPANCY - 2A.GROUND LEVEL  
3/32" = 1'-0"

- ZONING LEGEND
- ASSEMBLY - UNCONCENTRATED (LAWN AREA)
  - ASSEMBLY - UNCONCENTRATED (POOL DECK)
  - ASSEMBLY - UNCONCENTRATED (PRIVATE DINING)
  - ASSEMBLY - UNCONCENTRATED (REAR YARD)

- ASSEMBLY - UNCONCENTRATED (RESTAURANT INDOOR)
- ASSEMBLY - UNCONCENTRATED (RESTAURANT OUTDOOR)
- POOL



2 DIA-02 OCCUPANCY - 2B.GROUND LEVEL  
3/32" = 1'-0"



OWNERSHIP:  
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Miami Beach, FL 33139

OWNERS REPRESENTATIVES  
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**SHELBORNE SOUTH BEACH**  
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Miami Beach, FL 33139

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SEAL:  
  
**RAI A. FERNANDEZ R.A.**  
AR 0012637

TITLE:  
**GROUND FLOOR -  
DIAGRAM OF EVENT  
VENUES**

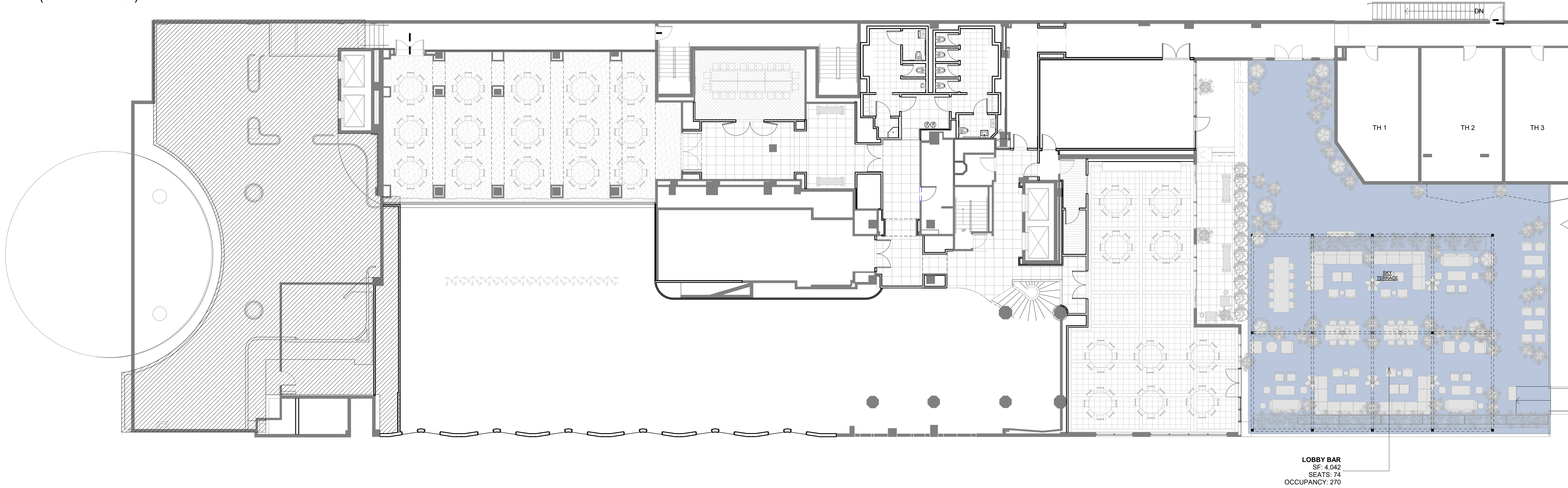
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**DIA-02**



ZONING LEGEND

ASSEMBLY - UNCONCENTRATED (SKY TERRACE)



1 DIA-03 OCCUPANCY - 3.MEZZ. LEVEL  
3/32" = 1'-0"



OWNERSHIP:  
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1801 Collins Ave,  
Miami Beach, FL 33139

OWNERS REPRESENTATIVES  
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ARCHITECT OF RECORD:  
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P: 786-518-2008

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P: 614-439-4895

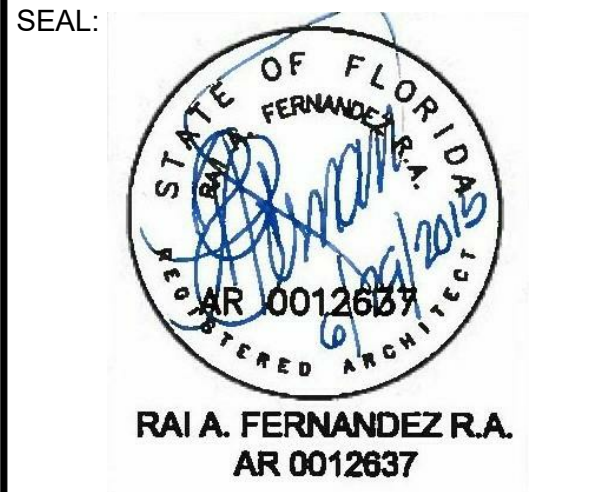
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**SHELBORNE SOUTH BEACH**  
1801 Collins Ave,  
Miami Beach, FL 33139

REVISIONS:		
No.:	DESCRIPTION	DATE:

PHASE:  
**DIAGRAM**

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TITLE:  
**MEZZANINE LEVEL -  
DIAGRAM OF EVENT  
VENUES**

Project No: 02039.000  
Date: 11/08/2021  
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Format: E1 30" x 42"  
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Checked:  
SHEET:

DIA-03



## **Attachment B-1**

### Methodology Correspondence

Centurion, Ariel

---

From: Akcay, Firat <FiratAkcay@miamibeachfl.gov>  
Sent: Tuesday, February 22, 2022 2:28 PM  
To: Dabkowski, Adrian  
Cc: Centurion, Ariel; Jenniffer DeLaRosa; Grace Dillon; Nicholas J. Rodriguez-Caballero  
Subject: RE: Shelborne Hotel | Traffic Assessment Methodology

You don't often get email from firatakay@miamibeachfl.gov. [Learn why this is important](#)

I meant send this last week, we agree with the methodology. Please proceed.  
Thanks



*Firat Akcay  
Transportation Engineer  
Transportation and Mobility Department  
1700 Convention Center Drive, Miami Beach, FL 33139  
Tel: 305-673-7000, ext 26839*

*We are committed to providing excellent public service and safety to all who live, work and play in our vibrant, tropical, historic community.*



Please do not print this e-mail unless necessary.

---

From: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>  
Sent: Tuesday, February 22, 2022 2:27 PM  
To: Akcay, Firat <FiratAkcay@miamibeachfl.gov>  
Cc: Centurion, Ariel <Ariel.Centurion@kimley-horn.com>; Jenniffer DeLaRosa <jenniffer@clarocorp.com>; Grace Dillon <grace@clarocorp.com>; Nicholas J. Rodriguez-Caballero <nrodriguez@brzoninglaw.com>  
Subject: RE: Shelborne Hotel | Traffic Assessment Methodology

[ THIS MESSAGE COMES FROM AN EXTERNAL EMAIL - USE CAUTION WHEN REPLYING AND OPENING LINKS OR ATTACHMENTS ]

Hi Firat,  
Following up on the Shelborne methodology. Let us know if the City has any comments, we'd like to move forward with data collection.

Thank you  
Adrian

**Adrian K. Dabkowski, P.E., PTOE**  
**Kimley-Horn** | 8201 Peters Road, Suite 2200, Plantation, FL 33324  
Direct: 954-535-5144 | Mobile: 303-990-2761

---

From: Dabkowski, Adrian  
Sent: Thursday, February 17, 2022 6:06 PM

To: Akcay, Firat <[FiratAkcay@miamibeachfl.gov](mailto:FiratAkcay@miamibeachfl.gov)>

Cc: Centurion, Ariel <[Ariel.Centurion@kimley-horn.com](mailto:Ariel.Centurion@kimley-horn.com)>; Jenniffer DeLaRosa <[jenniffer@clarocorp.com](mailto:jenniffer@clarocorp.com)>; Grace Dillon <[grace@clarocorp.com](mailto:grace@clarocorp.com)>

Subject: Shelborne Hotel | Traffic Assessment Methodology

Good afternoon Firat:

Our proposed methodology for the Shelborne Hotel is attached. Please let us know if the City has any comments.

Thank you

Adrian

**Adrian K. Dabkowski, P.E., PTOE**

**Kimley-Horn** | 8201 Peters Road, Suite 2200, Plantation, FL 33324

Direct: 954-535-5144 | Mobile: 303-990-2761



## MEMORANDUM

To:      Firat Akcay  
            City of Miami Beach

From:    Adrian K. Dabkowski, P.E., PTOE

A handwritten signature in blue ink, consisting of the letters 'A' and 'K' joined together.

Date:     February 17, 2022

**Subject: *Shelborne Hotel Redevelopment***  
***Traffic Assessment Methodology***

The purpose of this memorandum is to summarize the traffic assessment methodology for the proposed redevelopment of the Shelborne Hotel located at 1801 Collins Avenue in Miami Beach, Florida. Currently, the site is currently occupied by a 285-room hotel, 4,910 sf ballroom, 633 sf café, 197 restaurant seats, and 4,170 sf of bar space. The proposed redevelopment consists of a 251-room hotel, 4,042 sf event space, 422 sf café, 206 restaurant seats, and 6,963 sf of bar space. A conceptual site plan are provided in Attachment A. The following sections summarize our proposed methodology.

## TRIP GENERATION

Trip generation calculations for the proposed redevelopment were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition and ITE's *Trip Generation Handbook*, 3<sup>rd</sup> Edition for both the existing and proposed development plans.

The trip generation for the existing development was determined using ITE Land Use Codes 310 (Hotel), 936 (Coffee/Donut Shop without Drive-Through), 931 (Fine Dining Restaurant), and 925 (Drinking Place). The trip generation for the proposed redevelopment was determined using ITE Land Use Codes 310 (Hotel), 936 (Coffee/Donut Shop without Drive-Through), 931 (Fine Dining Restaurant), and 925 (Drinking Place). Note that ITE does not provide a land use code for an event/ballroom space, therefore, it was assumed that there will be 1 employee per 1,000 square feet of banquet space for the purposes of the weekday A.M., P.M., and Saturday peak hour trip generation.

A multimodal (public transit, bicycle, and pedestrian) factor based on Replica mode-split data was reviewed for the census tract in the vicinity of the development. Replica is a publicly available data set that uses US Census, land use regulations, aggregate mobile location, credit transaction data, and real estate transaction data. Additionally, Replica data evaluates all trips that enter and exit the census tract in which the development is located. It is expected that a portion of residents and guests will choose to walk, bike, or use public transit to and from the proposed development. A multimodal factor of 12.1 percent (12.1%) was calculated using Replica mode-split data and applied to the trip generation calculations to account for the urban environment in which the project site is located.

The proposed redevelopment is expected to result in a reduction of 31 net new vehicle trips during the weekday A.M. peak hour, a reduction of 21 net new vehicle trips during the weekday P.M. peak hour, and a reduction of 13 net new vehicle trips during the weekend peak hour of generator. Trip generation calculations and Replica data are included as Attachment B.

## **TRANSPORTATION DEMAND MANAGEMENT STRATEGIES**

Transportation Demand Management (TDM) strategies will be developed to reduce the impact of project traffic on the surrounding roadway network and promote trip reduction. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours.

## **VALET OPERATIONS ANALYSIS**

Intersection turning movement counts will be collected at the project's entry and exit driveways on Collins Avenue/SR A1A. Traffic data collection will occur during the weekday peak period on a typical weekday (Tuesday, Wednesday, or Thursday) between 4:00 to 8:00 PM and a weekend (Saturday) peak period between 4:00 to 10:00 PM. All traffic counts will be adjusted to account for seasonal variation using the appropriate Florida Department of Transportation (FDOT) seasonal adjustment factors to represent peak season traffic conditions.

The Collins Avenue/SR A1A porte-cochere valet drop-off/pick-up area queues will be collected. Queue data will be collected in one-minute intervals and maximum queues will be documented during the weekday peak period on a typical weekday (Tuesday, Wednesday, or Thursday) between 4:00 to 8:00 PM and a weekend (Saturday) peak period between 4:00 to 10:00 PM.

Field observations will be performed at the Collins Avenue/SR A1A porte-cochere valet drop-off/pick-up area and driveways. The purpose of these observations is to identify operational issues related to existing valet operations and traffic circulation patterns on the site. Photographs of the traffic circulation will be taken as part of this task.

If deficiencies in the valet operations are identified, strategies may be developed to mitigate the deficiencies.

## **DOCUMENTATION**

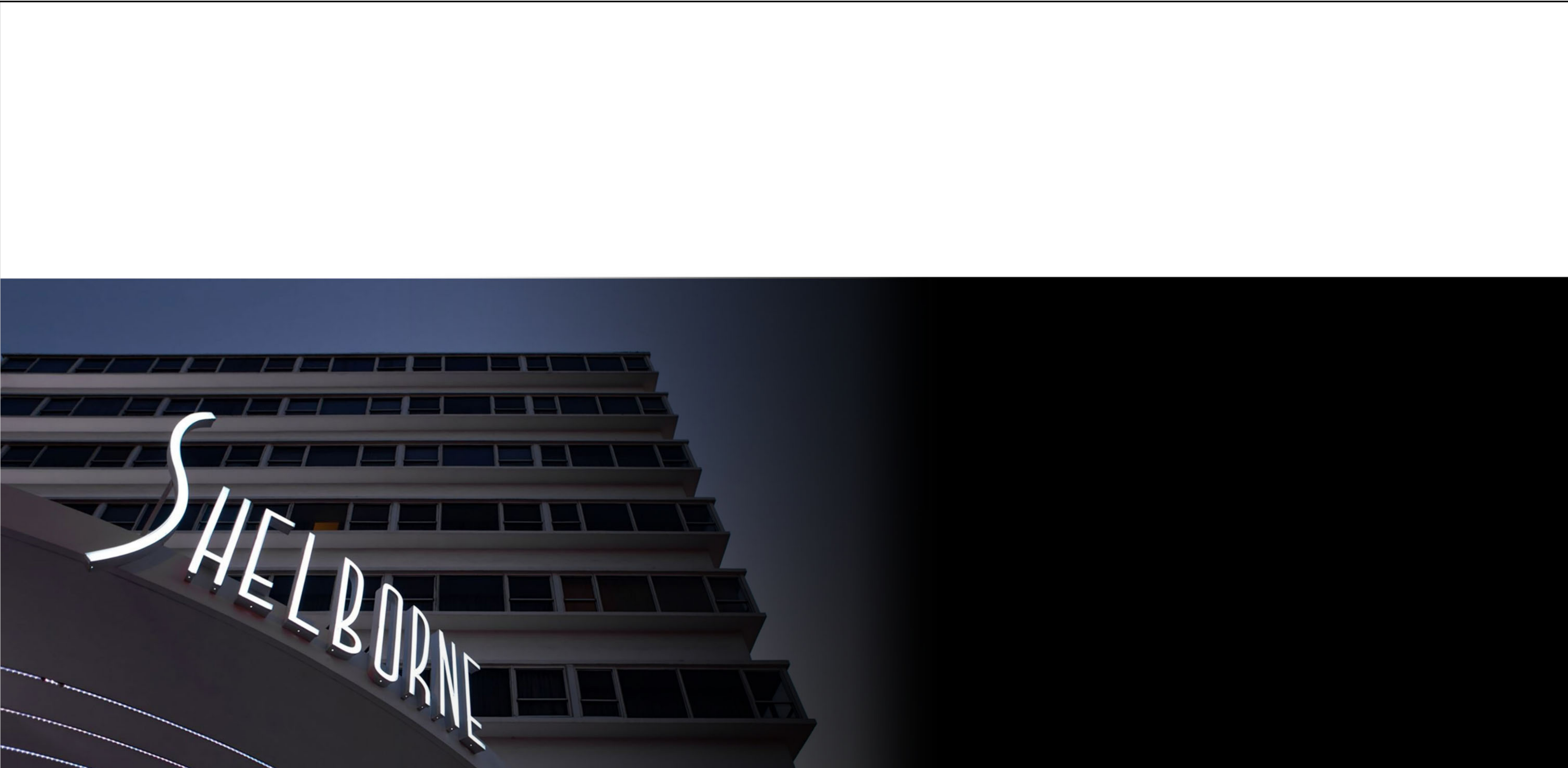
The results of the traffic assessment will be summarized in a technical letter. The letter will include graphics and tabulations necessary to summarize the assumptions and analysis. An electronic copy of the letter will be provided as part of the submittal package.

O:\adabkowski\Shelbourne\Shelborne Hotel Traffic Methodology.docx

# **Attachment A**

## Site Plan





THE SHELBORNE

1801 COLLINS AVENUE  
MIAMI BEACH | FLORIDA | 33139

BA

OWNERSHIP:  
**Shelborne Hotel  
Partners WC LP**  
1801 Collins Ave,  
Miami Beach, FL 33139

OWNERS REPRESENTATIVES  
**Claro Development**  
1035 North Miami Avenue, Suite 201,  
Miami, FL 33136  
P: 305-324-4700

ARCHITECT OF RECORD:  
**Bermello Ajamil & Partners**  
2601 S Bayshore Drive, Suite 1000  
Miami, FL 33133  
P: 305.859.2050

INTERIOR DESIGNER:  
**Kelly Wearstler Interiors**  
760 North La Cienega Boulevard  
Los Angeles, California 90069  
P: 323.951.7454

STRUCTURAL ENGINEER:  
**YHCE Engineering**  
99 NW 27 Ave,  
Miami, FL 33125  
P: 305-969-9423

MEP ENGINEER:  
**JALRW Engineering Group**  
510 NW 97th Ave #220  
Miami, FL 33172

CIVIL ENGINEER:  
**Ocean Engineering Inc.**  
8101 Biscayne Blvd Unit 508,  
Miami, FL 33138  
P: 786-518-2008

LANDSCAPE ARCHITECTS:  
**L&ND**  
2610 N Miami Ave,  
Miami, FL 33127  
P: 614-439-4895

LIGHTING DESIGNER:  
**LUCIFORMA**  
276 Fifth Avenue, Suite 704,  
New York, NY 10001  
P: 646-883-4151

**SHELBORNE  
SOUTH BEACH**  
1801 Collins Ave,  
Miami Beach, FL 33139

REVISIONS:  

No.:	DESCRIPTION	DATE:

PHASE:  
**DIAGRAM**

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SEAL:  

STATE OF FLORIDA  
REGISTERED ARCHITECT  
RAI A. FERNANDEZ R.A.  
AR 0012637

TITLE:  
COVER

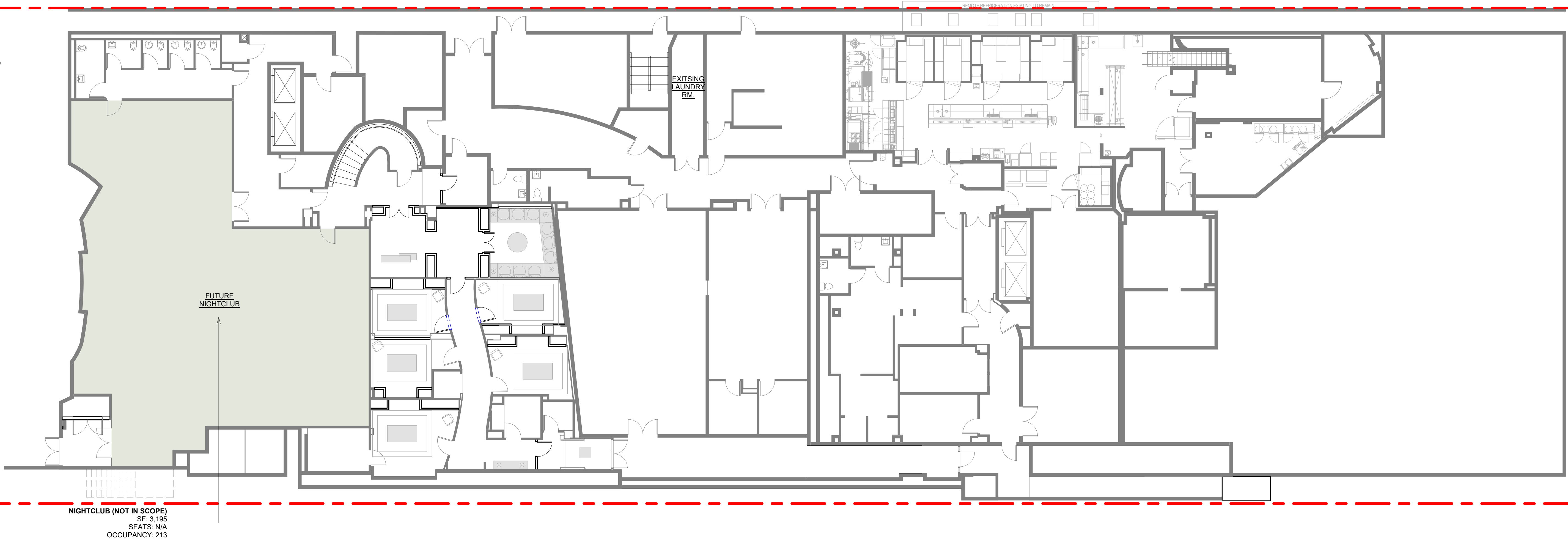
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Date: 11/08/2021  
Scale:  
Format: E1 30" x 42"  
Drawn:  
Checked:  
SHEET:

DIA-00



ZONING LEGEND

ASSEMBLY - UNCONCENTRATED



NIGHTCLUB (NOT IN SCOPE)  
SF: 3,195  
SEATS: N/A  
OCCUPANCY: 213

1  
DIA-01  
OCCUPANCY - 1. BASEMENT LEVEL  
3/32" = 1'-0"



OWNERSHIP:  
**Shelborne Hotel  
Partners WC LP**  
1801 Collins Ave,  
Miami Beach, FL 33139

OWNERS REPRESENTATIVES  
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Miami, FL 33136  
P: 305-324-4700

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P: 305-969-9423

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**JALRW Engineering Group**  
510 NW 97th Ave #220  
Miami, FL 33172

CIVIL ENGINEER:  
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276 Fifth Avenue, Suite 704,  
New York, NY 10001  
P: 646-883-4151

**SHELBORNE  
SOUTH BEACH**  
1801 Collins Ave,  
Miami Beach, FL 33139

REVISIONS:		
No.:	DESCRIPTION	DATE:

PHASE:  
**DIAGRAM**

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SEAL:  
  
**RAI A. FERNANDEZ R.A.**  
AR 0012637

TITLE:  
**BASEMENT LEVEL -  
DIAGRAM OF EVENT  
VENUES**

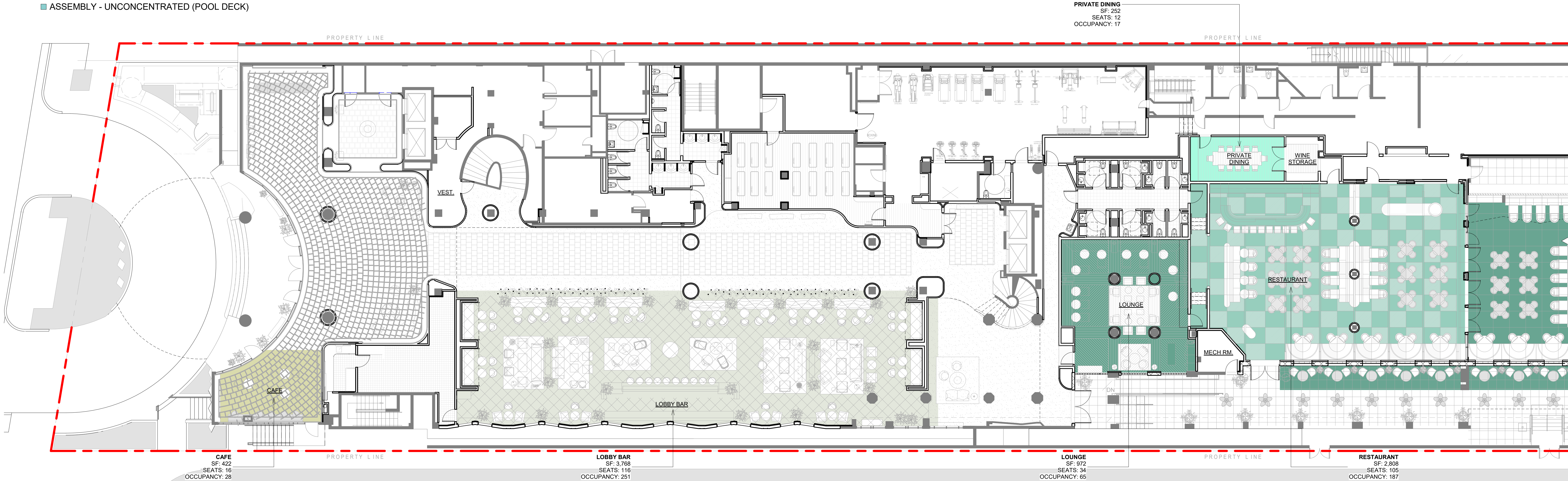
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Date: 11/08/2021  
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Format: E1 30" x 42"  
Drawn:  
Checked:  
SHEET:

DIA-01



- ZONING LEGEND
- ASSEMBLY - CONCENTRATED
  - ASSEMBLY - FIXED SEATS
  - ASSEMBLY - UNCONCENTRATED
  - ASSEMBLY - UNCONCENTRATED (POOL DECK)

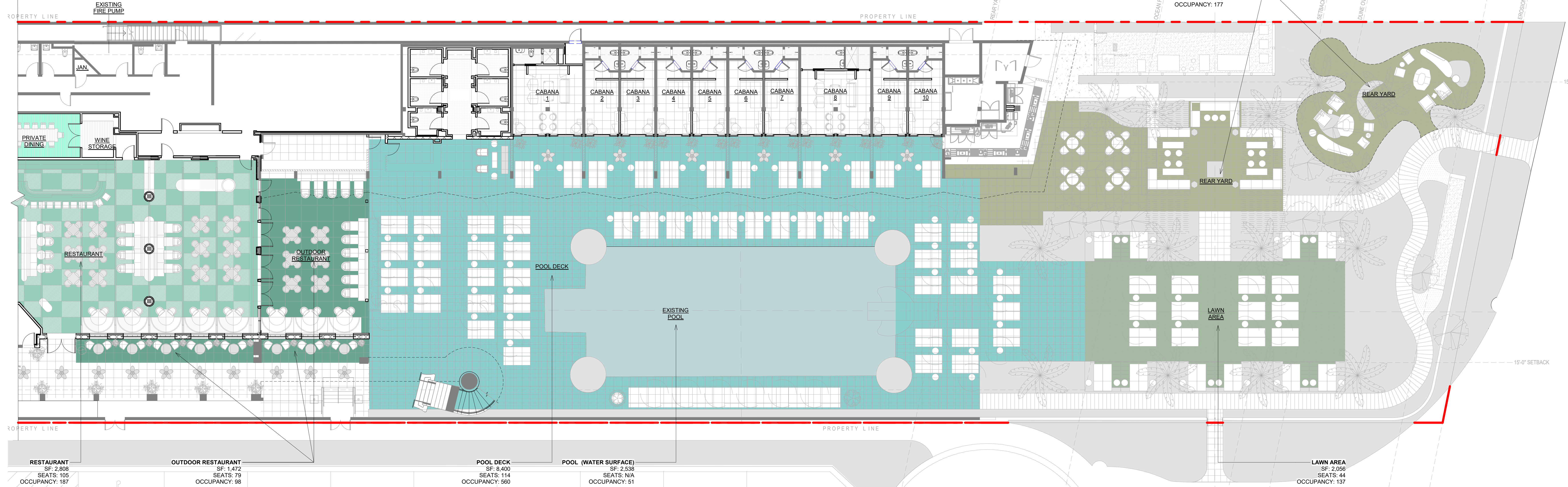
- ASSEMBLY - UNCONCENTRATED (PRIVATE DINING)
- ASSEMBLY - UNCONCENTRATED (RESTAURANT INDOOR)
- ASSEMBLY - UNCONCENTRATED (RESTAURANT OUTDOOR)



1 DIA-02  
OCCUPANCY - 2A.GROUND LEVEL  
3/32" = 1'-0"

- ZONING LEGEND
- ASSEMBLY - UNCONCENTRATED (LAWN AREA)
  - ASSEMBLY - UNCONCENTRATED (POOL DECK)
  - ASSEMBLY - UNCONCENTRATED (PRIVATE DINING)
  - ASSEMBLY - UNCONCENTRATED (REAR YARD)

- ASSEMBLY - UNCONCENTRATED (RESTAURANT INDOOR)
- ASSEMBLY - UNCONCENTRATED (RESTAURANT OUTDOOR)
- POOL



2 DIA-02  
OCCUPANCY - 2B.GROUND LEVEL  
3/32" = 1'-0"

**BA**

OWNERSHIP:  
**Shelborne Hotel  
Partners WC LP**  
1801 Collins Ave,  
Miami Beach, FL 33139

OWNERS REPRESENTATIVES  
**Claro Development**  
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ARCHITECT OF RECORD:  
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P: 305-859-2050

INTERIOR DESIGNER:  
**Kelly Wearstler Interiors**  
760 North La Cienega Boulevard  
Los Angeles, California 90069  
P: 323-951-7454

STRUCTURAL ENGINEER:  
**YHCE Engineering**  
99 NW 27 Ave,  
Miami, FL 33125  
P: 305-969-9423

MEP ENGINEER:  
**JALRW Engineering Group**  
510 NW 97th Ave #220  
Miami, FL 33172

CIVIL ENGINEER:  
**Ocean Engineering Inc.**  
8101 Biscayne Blvd Unit 508,  
Miami, FL 33138  
P: 786-518-2008

LANDSCAPE ARCHITECTS:  
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Miami, FL 33127  
P: 614-439-4895

LIGHTING DESIGNER:  
**LUCIFORMA**  
276 Fifth Avenue, Suite 704,  
New York, NY 10001  
P: 646-883-4151

**SHELBORNE  
SOUTH BEACH**

1801 Collins Ave,  
Miami Beach, FL 33139

REVISIONS:  
No.: DESCRIPTION DATE:

PHASE:  
**DIAGRAM**

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SEAL:  
  
RAI A. FERNANDEZ R.A.  
AR 0012637

TITLE:  
**GROUND FLOOR -  
DIAGRAM OF EVENT  
VENUES**

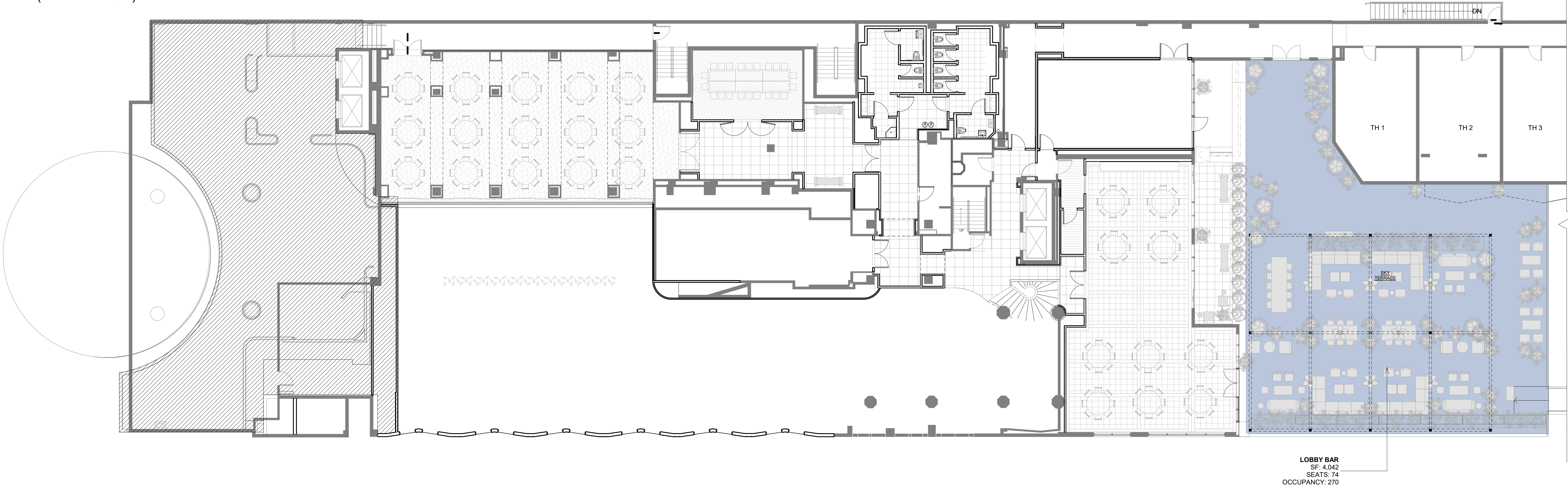
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Date: 11/08/2021  
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Drawn:  
Checked:  
SHEET:

**DIA-02**



ZONING LEGEND

ASSEMBLY - UNCONCENTRATED (SKY TERRACE)



1 DIA-03 OCCUPANCY - 3.MEZZ. LEVEL  
3/32" = 1'-0"



OWNERSHIP:  
**Shelborne Hotel Partners WC LP**  
1801 Collins Ave,  
Miami Beach, FL 33139

OWNERS REPRESENTATIVES  
**Claro Development**  
1035 North Miami Avenue, Suite 201,  
Miami, FL 33136  
P: 305-324-4700

ARCHITECT OF RECORD:  
**Bermello Ajamil & Partners**  
2601 S Bayshore Drive, Suite 1000  
Miami, FL 33133  
P: 305.859.2050

INTERIOR DESIGNER:  
**Kelly Wearstler Interiors**  
760 North La Cienega Boulevard  
Los Angeles, California 90069  
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STRUCTURAL ENGINEER:  
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CIVIL ENGINEER:  
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Miami, FL 33138  
P: 786-518-2008

LANDSCAPE ARCHITECTS:  
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P: 614-439-4895

LIGHTING DESIGNER:  
**LUCIFORMA**  
276 Fifth Avenue, Suite 704,  
New York, NY 10001  
P: 646-883-4151

**SHELBORNE SOUTH BEACH**  
1801 Collins Ave,  
Miami Beach, FL 33139

REVISIONS:		
No.:	DESCRIPTION	DATE:

PHASE:  
**DIAGRAM**

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SEAL:  
  
**RAI A. FERNANDEZ R.A.**  
AR 0012637

TITLE:  
**MEZZANINE LEVEL -  
DIAGRAM OF EVENT  
VENUES**

Project No: 02039.000  
Date: 11/08/2021  
Scale: 3/32" = 1'-0"  
Format: E1 30" x 42"  
Drawn:  
Checked:  
SHEET:

DIA-03

## **Attachment B**

### Trip Generation Calculations

## AM PEAK HOUR TRIP GENERATION COMPARISON

### EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS							DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS					
Land Use		Land Use Type	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total			
GROUP 1	1	Coffee/Donut Shop without Drive-Thru	Restaurant	11	936	0.633	ksf	51%	49%	30	29	59	12.1%	8	26	25	51	5.5%	3	24	24	48	0.0%	0	24	24	48		
	2	Hotel	Hotel	11	310	5	emp	59%	41%	2	2	4	12.1%	0	2	2	4	2.4%	0	2	2	4	0.0%	0	2	2	4		
	3	Hotel	Hotel	11	310	285	room	56%	44%	76	59	135	12.1%	16	67	52	119	2.4%	3	66	50	116	0.0%	0	66	50	116		
	4	Fine Dining Restaurant	Restaurant	11	931	197	seat	33%	67%	1	3	4	12.1%	0	1	3	4	5.5%	0	1	3	4	0.0%	0	1	3	4		
	5	Drinking Place	Restaurant	11	975	4.889	ksf	0%	0%	0	0	0	12.1%	0	0	0	0	5.5%	0	0	0	0	0.0%	0	0	0	0		
	6																												
	7																												
	8																												
	9																												
	10																												
	11																												
	12																												
	13																												
	14																												
	15																												
ITE Land Use Code							Rate or Equation		Total:			109	93	202	12.1%	24	96	82	178	3.4%	6	93	79	172	0.0%	0	93	79	172
936							Y=93.08(X)																						
310							Y=0.71(X)																						
310							Y=0.5*(X)+-7.45																						
931							Y=0.02(X)																						
975							Y=0(X)																						

(1) Note:

(1) The number of hotel ballroom employees is based on one (1) employee per 1,000 square feet of ballroom/event space. There is 4,170 square feet of existing ballroom space.

Note: <sup>(1)</sup> The number of hotel ballroom employees is based on one (1) employee per 1,000 square feet of ballroom/event space. There is 4,170 square feet of existing ballroom space.

### PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS							DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS					
Land Use		Land Use Type	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total			
							In	Out																					
GROUP 2	1	Hotel	Hotel	11	310	251	room	56%	44%	66	52	118	12.1%	14	58	46	104	1.9%	2	57	45	102	0.0%	0	57	45	102		
	2	Coffee/Donut Shop without Drive-Thru	Restaurant	11	936	0.422	ksf	51%	49%	20	19	39	12.1%	5	17	17	34	5.3%	2	16	16	32	0.0%	0	16	16	32		
	3	Fine Dining Restaurant	Restaurant	11	931	206	seat	33%	67%	1	3	4	12.1%	0	1	3	4	5.3%	0	1	3	4	0.0%	0	1	3	4		
	4	Drinking Place	Restaurant	11	975	6.963	ksf	0%	0%	0	0	0	12.1%	0	0	0	0	5.3%	0	0	0	0	0.0%	0	0	0	0		
	5	Hotel	Hotel	11	310	5	emp	59%	41%	2	2	4	12.1%	1	2	1	3	1.9%	0	2	1	3	0.0%	0	2	1	3		
	6																												
	7																												
	8																												
	9																												
	10																												
	11																												
	12																												
	13																												
	14																												
	15																												
ITE Land Use Code							Rate or Equation		Total:			89	76	165	12.1%	20	78	67	145	2.8%	4	76	65	141	0.0%	0	76	65	141
310							Y=0.5*(X)+-7.45																						
936							Y=93.08(X)																						
931							Y=0.02(X)																						
975							Y=0(X)																						
310							Y=0.71(X)																						
							(1) Note:		(1) The number of hotel event space employees is based on one (1) employee per 1,000 square feet of ballroom/event																				
																						NET NEW TRIPS		-17	-14	TOTAL	-31		

Note: <sup>(1)</sup> The number of hotel event space employees is based on one (1) employee per 1,000 square feet of ballroom/event space. There is 4,042 square feet of proposed event space.

NET NEW TRIPS	IN	OUT	TOTAL
	-17	-14	-31



## PM PEAK HOUR TRIP GENERATION COMPARISON

### EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS							DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS					
Land Use		Land Use Type	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total			
							In	Out																					
GROUP 1	1	Coffee/Donut Shop without Drive-Thru	Restaurant	11	936	0.633	ksf	50%	50%	10	10	20	12.1%	2	9	9	18	6.0%	1	8	9	17	0.0%	0	8	9	17		
	2	Hotel	Hotel	11	310	5	emp	54%	46%	3	2	5	12.1%	1	2	2	4	3.0%	0	2	2	4	0.0%	0	2	2	4		
	3	Hotel	Hotel	11	310	285	room	51%	49%	93	90	183	12.1%	22	82	79	161	3.0%	5	80	76	156	0.0%	0	80	76	156		
	4	Fine Dining Restaurant	Restaurant	11	931	197	seat	67%	33%	37	18	55	12.1%	7	32	16	48	6.0%	3	30	15	45	43.0%	19	17	9	26		
	5	Drinking Place	Restaurant	11	975	4.889	ksf	66%	34%	13	6	19	12.1%	2	12	5	17	6.0%	1	11	5	16	0.0%	0	11	5	16		
	6																												
	7																												
	8																												
	9																												
	10																												
	11																												
	12																												
	13																												
	14																												
	15																												
ITE Land Use Code							Rate or Equation		Total:			156	126	282	12.1%	34	137	111	248	4.0%	10	131	107	238	8.0%	19	118	101	219
936							Y=32.29(X)																						
310							Y=0.93(X)																						
310							Y=0.74*(X)+-27.89																						
931							Y=0.28(X)																						
975							Y=3.79(X)																						

Note:

(1)

The number of hotel ballroom employees is based on one (1) employee per 1,000 square feet of ballroom/event space. There is 4,170 square feet of existing ballroom space.

### PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS							DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS					
Land Use		Land Use Type	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total			
						In	Out																						
GROUP 2	1	Hotel	Hotel	11	310	251	room	51%	49%	81	77	158	12.1%	19	71	68	139	3.5%	5	69	65	134	0.0%	0	69	65	134		
	2	Coffee/Donut Shop without Drive-Thru	Restaurant	11	936	0.422	ksf	50%	50%	7	7	14	12.1%	2	6	6	12	5.8%	1	5	6	11	0.0%	0	5	6	11		
	3	Fine Dining Restaurant	Restaurant	11	931	206	seat	67%	33%	39	19	58	12.1%	7	34	17	51	5.8%	3	32	16	48	43.0%	21	18	9	27		
	4	Drinking Place	Restaurant	11	975	6.963	ksf	66%	34%	17	9	26	12.1%	3	15	8	23	5.8%	1	14	8	22	0.0%	0	14	8	22		
	5	Hotel	Hotel	11	310	5	emp	54%	46%	3	2	5	12.1%	1	2	2	4	3.5%	0	2	2	4	0.0%	0	2	2	4		
	6																												
	7																												
	8																												
	9																												
	10																												
	11																												
	12																												
	13																												
	14																												
	15																												
ITE Land Use Code							Rate or Equation		Total:			147	114	261	12.1%	32	128	101	229	4.4%	10	122	97	219	9.6%	21	108	90	198
310							Y=0.74*(X)+-27.89																						
936							Y=32.29(X)																						
931							Y=0.28(X)																						
975							Y=3.79(X)																						
310							Y=0.93(X)																						
							(1) Note:		(1) The number of hotel event space employees is based on one (1) employee per 1,000 square feet of ballroom/event space. There is 4,042 square feet of proposed event space.																				
																								NET NEW TRIPS		IN	OUT	TOTAL	
																										-10	-11	-21	

Land Use	2013 Existing Development Program	Units	2021 Proposed Development Program	Units	BRFLT Notes	Trip Gen Land Use	LUC	Comments
Bristo	40/633	seats/sf			Existing to be replaced	Existing Outdoor Cafe	936	
Library	100/1,347	seats/sf			Existing to be replaced	Existing Drinking Place	975	
Lobby Bar	71/912	seats/sf	116 /3,768	seats/sf	Proposed. Open to public.	Existing/Proposed Drinking Place	975	
Ballroom	283/4,170	seats/sf			Existing to be removed/replaced.	Existing Ballroom	310	
Morimoto: Indoor Dining	197/3,457	seats/sf			Existing to be removed/replaced.	Existing High-Turnover Restaurant	931	
Outdoor Dining			79/1,472	seats/sf	Proposed. Open to public	Proposed High-Turnover Restaurant	931	
Future Nightclub	2,630	sf	3,195	sf	Proposed.	Existing/Proposed Drinking Place	975	
Ground Floor Restaurant			105/2,808	sf	Proposed. Open to public.	Proposed High-Turnover Restaurant	931	
Ground Floor Private Dining			12/252	sf	Proposed. Open to public.	Proposed High-Turnover Restaurant	931	
Ground Floor Cafe			16 /422	seats/sf	Proposed. Open to public.	Proposed Outdoor Cafe	936	
Sky Terrace			74/4,042	seats/sf	Proposed. Open to public. Replaces Mezzanine sundeck.	Proposed Event Space	310	

Per discussion, existing lounge was previously a bar. Assuming new lounge will not serve drinks

# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour  
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily  
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

## SUMMARY (EXISTING)

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	27	28	53	30
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	69	54	84	81
		0	0	96	82	137	111
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	2	1	3	2
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	1	2	2	3
		0	0	3	3	5	5
OUTPUT	Total % Reduction	0.0%		3.4%		4.0%	
	Office						
	Retail						
	Restaurant			5.5%		6.0%	
	Cinema/Entertainment						
	Residential						
	Hotel			2.4%		3.0%	
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	25	27	50	28
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	68	52	82	78
		0	0	93	79	132	106

# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour  
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily  
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

## SUMMARY (PROPOSED)

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	18	20	55	31
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	60	47	73	70
		0	0	78	67	128	101
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	1	1	3	2
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	1	1	2	3
		0	0	2	2	5	5
OUTPUT	Total % Reduction	0.0%		2.8%		4.4%	
	Office						
	Retail						
	Restaurant			5.3%		5.8%	
	Cinema/Entertainment						
	Residential						
	Hotel			1.9%		3.5%	
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	17	19	52	29
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	59	46	71	67
		0	0	76	65	123	96

Replica Mode Split Data To and From Tract 42.06

				Other Travel				
				Total Count	Mode Count	Public Transit	Auto Passenger	
Geo ID	Tract	Week Starting	Population	Average Weekday	Average Weekday	Count Average Weekday	Private Auto Count Average Weekday	Count Average Weekday
Trips Startng in Area								
12086004206	42.06 (Miami-Dade, FL)	1/20/2020	1263	19408	613	1699	13208	3888
12086004206	42.06 (Miami-Dade, FL)	1/27/2020	1263	27168	843	2277	18596	5452
12086004206	42.06 (Miami-Dade, FL)	2/3/2020	1263	18717	539	1549	12865	3764
12086004206	42.06 (Miami-Dade, FL)	2/10/2020	1263	19927	550	1649	13694	4034
12086004206	42.06 (Miami-Dade, FL)	2/17/2020	1263	23569	620	2066	16119	4764
12086004206	42.06 (Miami-Dade, FL)	2/24/2020	1263	18672	511	1620	12779	3762
Trips Ending in Area								
12086004206	42.06 (Miami-Dade, FL)	1/20/2020	1263	19006	699	1821	12837	3649
12086004206	42.06 (Miami-Dade, FL)	1/27/2020	1263	27513	974	2552	18462	5525
12086004206	42.06 (Miami-Dade, FL)	2/3/2020	1263	18101	658	1663	12224	3556
12086004206	42.06 (Miami-Dade, FL)	2/10/2020	1263	19767	642	1786	13383	3956
12086004206	42.06 (Miami-Dade, FL)	2/17/2020	1263	23271	755	2252	15864	4400
12086004206	42.06 (Miami-Dade, FL)	2/24/2020	1263	18054	605	1694	12274	3481
Total				253,173	8,009	22,628		
Multimodal Factor				12.1%				

# SATURDAY PEAK HOUR OF GENERATOR TRIP GENERATION COMPARISON

## EXISTING SATURDAY PEAK HOUR OF GENERATOR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS							DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			
Land Use	Land Use Type	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total		
						In	Out																				
GROUP 1	1 Coffee/Donut Shop without Drive-Thru	Restaurant	11	936	0.633	ksf	49%	51%	18	18	36	12.1%	4	16	16	32	4.7%	1	16	15	31	0.0%	0	16	15	31	
	2 Hotel	Hotel	11	310	5	emp	54%	46%	3	3	6	12.1%	1	3	2	5	3.3%	0	3	2	5	0.0%	0	3	2	5	
	3 Hotel	Hotel	11	310	285	room	56%	44%	114	89	203	12.1%	25	100	78	178	3.3%	6	98	74	172	0.0%	0	98	74	172	
	4 Fine Dining Restaurant	Restaurant	11	931	197	seat	59%	41%	38	27	65	12.1%	8	33	24	57	4.7%	3	31	23	54	0.0%	0	31	23	54	
	5 Drinking Place	Restaurant	11	975	4.889	ksf	54%	46%	24	20	44	12.1%	5	21	18	39	4.7%	2	20	17	37	0.0%	0	20	17	37	
	6																										
	7																										
	8																										
	9																										
	10																										
	11																										
	12																										
	13																										
	14																										
	15																										
ITE Land Use Code						Rate or Equation		Total:		197	157	354	12.1%	43	173	138	311	3.8%	12	168	131	299	0.0%	0	168	131	299
936						Y=56.5(X)																					
310						Y=1.12(X)																					
310						Y=0.69*(X)+5.95																					
931						Y=0.33(X)																					
975						Y=8.97(X)																					

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## PROPOSED SATURDAY PEAK HOUR OF GENERATOR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS							DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
Land Use		Land Use Type	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total		
							In	Out																				
GROUP 2	1	Hotel	Hotel	11	310	251 room	56%	44%	100	79	179	12.1%	22	88	69	157	3.7%	6	86	65	151	0.0%	0	86	65	151		
	2	Coffee/Donut Shop without Drive-Thru	Restaurant	11	936	0.422 ksf	49%	51%	12	12	24	12.1%	3	10	11	21	4.4%	1	9	11	20	0.0%	0	9	11	20		
	3	Fine Dining Restaurant	Restaurant	11	931	206 seat	59%	41%	40	28	68	12.1%	8	35	25	60	4.4%	3	33	24	57	0.0%	0	33	24	57		
	4	Drinking Place	Restaurant	11	975	6.963 ksf	54%	46%	33	29	62	12.1%	7	29	26	55	4.4%	2	28	25	53	0.0%	0	28	25	53		
	5	Hotel	Hotel	11	310	5 emp	54%	46%	3	3	6	12.1%	1	3	2	5	3.7%	0	3	2	5	0.0%	0	3	2	5		
	6																											
	7																											
	8																											
	9																											
	10																											
	11																											
	12																											
	13																											
	14																											
	15																											
ITE Land Use Code							Rate or Equation		Total:		188	151	339	12.1%	41	165	133	298	4.0%	12	159	127	286	0.0%	0	159	127	286
310							Y=0.69*(X)+5.95																					
936							Y=56.5(X)																					
931							Y=0.33(X)																					
975							Y=8.97(X)																					
310							Y=1.12(X)																					
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NET NEW TRIPS	IN	OUT	TOTAL
	-9	-4	-13

Note: <sup>(1)</sup> The number of hotel event space employees is based on one (1) employee per 1,000 square feet of ballroom/event space. There is 4,042 square feet of proposed event space.



# Internal Capture Reduction Calculations

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Methodology for Daily  
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

## SUMMARY (EXISTING)

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	70	58	#N/A	#N/A
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	103	81	#N/A	#N/A
		0	0	173	139	#N/A	#N/A
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	#N/A	#N/A
	Retail	0	0	0	0	#N/A	#N/A
	Restaurant	0	0	4	2	#N/A	#N/A
	Cinema/Entertainment	0	0	0	0	#N/A	#N/A
	Residential	0	0	0	0	#N/A	#N/A
	Hotel	0	0	2	4	#N/A	#N/A
		0	0	6	6	#N/A	#N/A
OUTPUT	Total % Reduction	0.0%		3.8%		0.0%	
	Office						
	Retail						
	Restaurant			4.7%		#N/A	
	Cinema/Entertainment						
	Residential						
	Hotel			3.3%		#N/A	
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	#N/A	#N/A
	Retail	0	0	0	0	#N/A	#N/A
	Restaurant	0	0	66	56	#N/A	#N/A
	Cinema/Entertainment	0	0	0	0	#N/A	#N/A
	Residential	0	0	0	0	#N/A	#N/A
	Hotel	0	0	101	77	#N/A	#N/A
		0	0	167	133	#N/A	#N/A

# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour  
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily  
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

## SUMMARY (PROPOSED)

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	74	61	#N/A	#N/A
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	91	71	#N/A	#N/A
		0	0	165	132	#N/A	#N/A
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	#N/A	#N/A
	Retail	0	0	0	0	#N/A	#N/A
	Restaurant	0	0	4	2	#N/A	#N/A
	Cinema/Entertainment	0	0	0	0	#N/A	#N/A
	Residential	0	0	0	0	#N/A	#N/A
	Hotel	0	0	2	4	#N/A	#N/A
		0	0	6	6	#N/A	#N/A
OUTPUT	Total % Reduction	0.0%		4.0%		0.0%	
	Office						
	Retail						
	Restaurant			4.4%		#N/A	
	Cinema/Entertainment						
	Residential						
	Hotel			3.7%		#N/A	
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	#N/A	#N/A
	Retail	0	0	0	0	#N/A	#N/A
	Restaurant	0	0	70	59	#N/A	#N/A
	Cinema/Entertainment	0	0	0	0	#N/A	#N/A
	Residential	0	0	0	0	#N/A	#N/A
	Hotel	0	0	89	67	#N/A	#N/A
		0	0	159	126	#N/A	#N/A

# **Attachment C-1**

## Trip Generation

## AM PEAK HOUR TRIP GENERATION COMPARISON

### EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS							
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total					
						In	Out																							
GROUP 1	1	Coffee/Donut Shop without Drive-Through Window	11	936	0.633	ksf	51%	49%	30	29	59	12.1%	8	26	25	51	5.5%	3	24	24	48	0.0%	0	24	24	48				
	2	Hotel	11	310	5	emp	59%	41%	2	2	4	12.1%	0	2	2	4	2.4%	0	2	2	4	0.0%	0	2	2	4				
	3	Hotel	11	310	285	room	56%	44%	76	59	135	12.1%	16	67	52	119	2.4%	3	66	50	116	0.0%	0	66	50	116				
	4	Fine Dining Restaurant	11	931	197	seat	33%	67%	1	3	4	12.1%	0	1	3	4	5.5%	0	1	3	4	0.0%	0	1	3	4				
	5	Drinking Place	11	975	4.889	ksf	0%	0%	0	0	0	12.1%	0	0	0	0	5.5%	0	0	0	0	0.0%	0	0	0	0				
	6																													
	7																													
	8																													
	9																													
	10																													
	11																													
	12																													
	13																													
	14																													
	15																													
ITE Land Use Code						Rate or Equation					Total:		109	93	202	12.1%	24	96	82	178	3.4%	6	93	79	172	0.0%	0	93	79	172
936						Y=93.08(X)																								
310						Y=0.71(X)																								
310						Y=0.5*(X)+7.45																								
931						Y=0.02(X)																								
975						Y=0(X)																								
(1) Note: (1) The number of hotel ballroom employees is based on one (1) employee per 1,000 square feet of ballroom/event space. There is 4,910 square feet of existing ballroom space.																														

### PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total					
					In	Out																							
1 Hotel	11	310	251	room	56%	44%	66	52	118	12.1%	14	58	46	104	1.9%	2	57	45	102	0.0%	0	57	45	102					
2 Coffee/Donut Shop without Drive-Through Window	11	936	0.422	ksf	51%	49%	20	19	39	12.1%	5	17	17	34	5.3%	2	16	16	32	0.0%	0	16	16	32					
3 Fine Dining Restaurant	11	931	196	seat	33%	67%	1	3	4	12.1%	0	1	3	4	5.3%	0	1	3	4	0.0%	0	1	3	4					
4 Drinking Place	11	975	6.963	ksf	0%	0%	0	0	0	12.1%	0	0	0	0	5.3%	0	0	0	0	0.0%	0	0	0	0					
5 Hotel	11	310	5	emp	59%	41%	2	2	4	12.1%	1	2	1	3	1.9%	0	2	1	3	0.0%	0	2	1	3					
6																													
7																													
8																													
9																													
10																													
11																													
12																													
13																													
14																													
15																													
ITE Land Use Code							Rate or Equation			Total:	89	76	165	12.1%	20	78	67	145	2.8%	4	76	65	141	0.0%	0	76	65	141	
310							Y=0.5*(X)+7.45																						
936							Y=93.08(X)																						
931							Y=0.02(X)																						
975							Y=0(X)																						
310							Y=0.71(X)																						
							(1) Note:			(1) The number of hotel event space employees is based on one (1) employee per 1,000 square feet of ballroom/event space. There is 4,042 square feet of proposed event space.																			
																					NET NEW TRIPS		IN	OUT	TOTAL				
																							-17	-14	-31				

## PM PEAK HOUR TRIP GENERATION COMPARISON

### EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS								
Land Use					ITE Edition	ITE Code	Scale	ITE Units	Percent																					
					In	Out		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total					
G R O U P  1	1	Coffee/Donut Shop without Drive-Through Window	11	936	0.633	ksf	50%	50%	10	10	20	12.1%	2	9	9	18	6.0%	1	8	9	17	0.0%	0	8	9	17				
	2	Hotel	11	310	5	emp	54%	46%	3	2	5	12.1%	1	2	2	4	3.0%	0	2	2	4	0.0%	0	2	2	4				
	3	Hotel	11	310	285	room	51%	49%	93	90	183	12.1%	22	82	79	161	3.0%	5	80	76	156	0.0%	0	80	76	156				
	4	Fine Dining Restaurant	11	931	197	seat	67%	33%	37	18	55	12.1%	7	32	16	48	6.0%	3	30	15	45	43.0%	19	17	9	26				
	5	Drinking Place	11	975	4.889	ksf	66%	34%	13	6	19	12.1%	2	12	5	17	6.0%	1	11	5	16	0.0%	0	11	5	16				
	6																													
	7																													
	8																													
	9																													
	10																													
	11																													
	12																													
	13																													
	14																													
	15																													
ITE Land Use Code					Rate or Equation					Total:			156	126	282	12.1%	34	137	111	248	4.0%	10	131	107	238	8.0%	19	118	101	219
936					Y=32.29(X)																									
310					Y=0.93(X)																									
310					Y=0.74*(X)+27.89																									
931					Y=0.28(X)																									
975					Y=3.79(X)																									
(1) Note: (1) The number of hotel ballroom employees is based on one (1) employee per 1,000 square feet of ballroom/event space. There is 4,910 square feet of existing ballroom space.																														

### PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS									
Land Use					ITE Edition	ITE Code	Scale	ITE Units	Percent																						
									In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total			
GROUP 2	1	Hotel	11	310	251	room	51%	49%	81	77	158	12.1%	19	71	68	139	3.5%	5	69	65	134	0.0%	0	69	65	134					
	2	Coffee/Donut Shop without Drive-Through Window	11	936	0.422	ksf	50%	50%	7	7	14	12.1%	2	6	6	12	6.0%	1	5	6	11	0.0%	0	5	6	11					
	3	Fine Dining Restaurant	11	931	196	seat	67%	33%	37	18	55	12.1%	7	32	16	48	6.0%	3	30	15	45	43.0%	19	17	9	26					
	4	Drinking Place	11	975	6.963	ksf	66%	34%	17	9	26	12.1%	3	15	8	23	6.0%	1	14	8	22	0.0%	0	14	8	22					
	5	Hotel	11	310	5	emp	54%	46%	3	2	5	12.1%	1	2	2	4	3.5%	0	2	2	4	0.0%	0	2	2	4					
	6																														
	7																														
	8																														
	9																														
	10																														
	11																														
	12																														
	13																														
	14																														
	15																														
ITE Land Use Code					Rate or Equation			Total:		145	113	258	12.1%	32	126	100	226	4.4%	10	120	96	216	8.8%	19	107	90	197				
310					Y=0.74*(X)+27.89																										
936					Y=32.29(X)																										
931					Y=0.28(X)																										
975					Y=3.79(X)																										
310					Y=0.93(X)																										
					(1) Note:		(1) The number of hotel event space employees is based on one (1) employee per 1,000 square feet of ballroom/event space. There is 4,042 square feet of proposed event space.																								
																								NET NEW TRIPS		IN		OUT		TOTAL	
																										-11		-11		-22	

## SATURDAY PEAK HOUR OF GENRATOR TRIP GENERATION COMPARISON

### EXISTING SATURDAY PEAK HOUR OF GENERATOR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
					In	Out																		
1 Coffee/Donut Shop without Drive-Through Window	11	936	0.633	ksf	49%	51%	18	18	36	12.1%	4	16	16	32	5.5%	2	15	15	30	0.0%	0	15	15	30
2 Hotel	11	310	5	emp	54%	46%	3	3	6	12.1%	1	3	2	5	3.8%	0	3	2	5	0.0%	0	3	2	5
3 Hotel	11	310	285	room	56%	44%	114	89	203	12.1%	25	100	78	178	3.8%	7	97	74	171	0.0%	0	97	74	171
4 Fine Dining Restaurant	11	931	197	seat	59%	41%	38	27	65	12.1%	8	33	24	57	5.5%	3	31	23	54	0.0%	0	31	23	54
5 Drinking Place	11	975	4.889	ksf	54%	46%	24	20	44	12.1%	5	21	18	39	5.5%	2	20	17	37	0.0%	0	20	17	37
6																								
7																								
8																								
9																								
10																								
11																								
12																								
13																								
14																								
15																								
ITE Land Use Code					Rate or Equation		Total:																	
936					Y=56.5(X)																			
310					Y=1.12(X)																			
310					Y=0.69*(X)+5.95																			
931					Y=0.33(X)																			
975					Y=8.97(X)																			

(1) Note: (1) The number of hotel ballroom employees is based on one (1) employee per 1,000 square feet of ballroom/event space. There is 4,910 square feet of existing ballroom space.

### PROPOSED SATURDAY PEAK HOUR OF GENERATOR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
					In	Out																		
1 Hotel	11	310	251	room	56%	44%	100	79	179	12.1%	22	88	69	157	4.3%	7	85	65	150	0.0%	0	85	65	150
2 Coffee/Donut Shop without Drive-Through Window	11	936	0.422	ksf	49%	51%	12	12	24	12.1%	3	10	11	21	5.3%	1	10	10	20	0.0%	0	10	10	20
3 Fine Dining Restaurant	11	931	196	seat	59%	41%	38	27	65	12.1%	8	33	24	57	5.3%	3	31	23	54	0.0%	0	31	23	54
4 Drinking Place	11	975	6.963	ksf	54%	46%	33	29	62	12.1%	7	29	26	55	5.3%	3	27	25	52	0.0%	0	27	25	52
5 Hotel	11	310	5	emp	54%	46%	3	3	6	12.1%	1	3	2	5	4.3%	0	3	2	5	0.0%	0	3	2	5
6																								
7																								
8																								
9																								
10																								
11																								
12																								
13																								
14																								
15																								
ITE Land Use Code					Rate or Equation		Total:																	
310					Y=0.69*(X)+5.95																			
936					Y=56.5(X)																			
931					Y=0.33(X)																			
975					Y=8.97(X)																			
310					Y=1.12(X)																			

(1) Note: (1) The number of hotel event space employees is based on one (1) employee per 1,000 square feet of ballroom/event space. There is 4,042 square feet of proposed event space.

	IN	OUT	TOTAL
NET NEW TRIPS	-10	-6	-16

Land Use	2013 Existing Development Program	Units	2021 Proposed Development Program	Units	BRFLT Notes	Trip Gen Land Use	LUC	Comments
Bristo	40/633	seats/sf			Existing to be replaced	Existing Outdoor Cafe	936	
Library	100/1,347	seats/sf			Existing to be replaced	Existing Drinking Place	975	
Lobby Bar	71/912	seats/sf	116 /3,768	seats/sf	Proposed. Open to public.	Existing/Proposed Drinking Place	975	
Ballroom	283/4,170	seats/sf			Existing to be removed/replaced.	Existing Ballroom	310	
Morimoto: Indoor Dining	197/3,457	seats/sf			Existing to be removed/replaced.	Existing High-Turnover Restaurant	931	
Outdoor Dining			79/1,472	seats/sf	Proposed. Open to public	Proposed High-Turnover Restaurant	931	
Future Nightclub	2,630	sf	3,195	sf	Proposed.	Existing/Proposed Drinking Place	975	
Ground Floor Restaurant			105/2,808	sf	Proposed. Open to public.	Proposed High-Turnover Restaurant	931	
Ground Floor Private Dining			12/252	sf	Proposed. Open to public.	Proposed High-Turnover Restaurant	931	
Ground Floor Cafe			16 /422	seats/sf	Proposed. Open to public.	Proposed Outdoor Cafe	936	
Sky Terrace			74/4,042	seats/sf	Proposed. Open to public. Replaces Mezzanine sundeck.	Proposed Event Space	310	

Per discussion, existing lounge was previously a bar. Assuming new lounge will not serve drinks

# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour  
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily  
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

## SUMMARY (EXISTING)

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	27	28	53	30
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	69	54	84	81
		0	0	96	82	137	111
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	2	1	3	2
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	1	2	2	3
		0	0	3	3	5	5
OUTPUT	Total % Reduction	0.0%		3.4%		4.0%	
	Office						
	Retail						
	Restaurant			5.5%		6.0%	
	Cinema/Entertainment						
	Residential						
	Hotel			2.4%		3.0%	
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	25	27	50	28
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	68	52	82	78
		0	0	93	79	132	106



# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour  
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily  
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

## SUMMARY (PROPOSED)

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	18	20	53	30
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	60	47	73	70
		0	0	78	67	126	100
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	1	1	3	2
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	1	1	2	3
		0	0	2	2	5	5
OUTPUT	Total % Reduction	0.0%		2.8%		4.4%	
	Office						
	Retail						
	Restaurant			5.3%		6.0%	
	Cinema/Entertainment						
	Residential						
	Hotel			1.9%		3.5%	
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	0	0
	Restaurant	0	0	17	19	50	28
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	0	0
	Hotel	0	0	59	46	71	67
		0	0	76	65	121	95

# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour  
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Weekend Peak Hour of Generator  
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

## SUMMARY (EXISTING)

### GROSS TRIP GENERATION

INPUT	Land Use	Weekend Peak Hour of Generator	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	70	58
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	103	80
		173	138

### INTERNAL TRIPS

OUTPUT	Land Use	Weekend Peak Hour of Generator	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	4	3
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	3	4
		7	7

OUTPUT	Total % Reduction	4.5%
	Office	
	Retail	
	Restaurant	5.5%
	Cinema/Entertainment	
	Residential	
	Hotel	3.8%

### EXTERNAL TRIPS

OUTPUT	Land Use	Weekend Peak Hour of Generator	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	66	55
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	100	76
		166	131

# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour  
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Weekend Peak Hour of Generator  
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

## SUMMARY (PROPOSED)

### GROSS TRIP GENERATION

INPUT	Land Use	Weekend Peak Hour of Generator	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	72	61
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	91	71
		163	132

### INTERNAL TRIPS

OUTPUT	Land Use	Weekend Peak Hour of Generator	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	4	3
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	3	4
		7	7

OUTPUT	Total % Reduction	4.7%
	Office	
	Retail	
	Restaurant	5.3%
	Cinema/Entertainment	
	Residential	
	Hotel	4.3%

### EXTERNAL TRIPS

OUTPUT	Land Use	Weekend Peak Hour of Generator	
		Enter	Exit
	Office	0	0
	Retail	0	0
	Restaurant	68	58
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	88	67
		156	125

Replica Mode Split Data To and From Tract 42.06

				Other Travel				
				Total Count	Mode Count	Public Transit	Auto Passenger	
Geo ID	Tract	Week Starting	Population	Average Weekday	Average Weekday	Count Average Weekday	Private Auto Count Average Weekday	Count Average Weekday
Trips Startng in Area								
12086004206	42.06 (Miami-Dade, FL)	1/20/2020	1263	19408	613	1699	13208	3888
12086004206	42.06 (Miami-Dade, FL)	1/27/2020	1263	27168	843	2277	18596	5452
12086004206	42.06 (Miami-Dade, FL)	2/3/2020	1263	18717	539	1549	12865	3764
12086004206	42.06 (Miami-Dade, FL)	2/10/2020	1263	19927	550	1649	13694	4034
12086004206	42.06 (Miami-Dade, FL)	2/17/2020	1263	23569	620	2066	16119	4764
12086004206	42.06 (Miami-Dade, FL)	2/24/2020	1263	18672	511	1620	12779	3762
Trips Ending in Area								
12086004206	42.06 (Miami-Dade, FL)	1/20/2020	1263	19006	699	1821	12837	3649
12086004206	42.06 (Miami-Dade, FL)	1/27/2020	1263	27513	974	2552	18462	5525
12086004206	42.06 (Miami-Dade, FL)	2/3/2020	1263	18101	658	1663	12224	3556
12086004206	42.06 (Miami-Dade, FL)	2/10/2020	1263	19767	642	1786	13383	3956
12086004206	42.06 (Miami-Dade, FL)	2/17/2020	1263	23271	755	2252	15864	4400
12086004206	42.06 (Miami-Dade, FL)	2/24/2020	1263	18054	605	1694	12274	3481
Total				253,173	8,009	22,628		
Multimodal Factor				12.1%				

## **Attachment D-1**

### Queue Accumulation Data

## Max Queue Study

Location: SRA1A/Florida State Rd & Shelbourne In/Out Dwy  
City: Miami Beach, FL

Date: 2/26/2022  
Day: Saturday

Time	Porte-Cochere Queue	Queue Spill Out On-Street
4:00 PM	4	
4:01 PM	3	
4:02 PM	4	
4:03 PM	4	
4:04 PM	3	
4:05 PM	4	
4:06 PM	4	
4:07 PM	4	
4:08 PM	4	
4:09 PM	4	
4:10 PM	4	
4:11 PM	4	
4:12 PM	3	
4:13 PM	3	
4:14 PM	4	
4:15 PM	4	
4:16 PM	4	
4:17 PM	4	
4:18 PM	4	
4:19 PM	3	
4:20 PM	3	
4:21 PM	4	
4:22 PM	5	
4:23 PM	5	
4:24 PM	5	
4:25 PM	6	
4:26 PM	5	
4:27 PM	5	
4:28 PM	5	
4:29 PM	4	
4:30 PM	7	
4:31 PM	7	
4:32 PM	6	1
4:33 PM	5	
4:34 PM	5	1
4:35 PM	8	2
4:36 PM	6	
4:37 PM	6	1
4:38 PM	5	
4:39 PM	5	
4:40 PM	5	
4:41 PM	6	
4:42 PM	6	
4:43 PM	6	
4:44 PM	5	
4:45 PM	4	
4:46 PM	5	
4:47 PM	6	
4:48 PM	7	1
4:49 PM	6	1
4:50 PM	8	1
4:51 PM	7	
4:52 PM	6	
4:53 PM	7	
4:54 PM	6	
4:55 PM	6	1
4:56 PM	6	
4:57 PM	5	
4:58 PM	6	
4:59 PM	7	
5:00 PM	8	
5:01 PM	8	1
5:02 PM	8	
5:03 PM	8	
5:04 PM	8	1
5:05 PM	8	1
5:06 PM	7	
5:07 PM	6	
5:08 PM	5	
5:09 PM	5	
5:10 PM	5	
5:11 PM	5	1
5:12 PM	4	

Time	Porte-Cochere Queue	Queue Spill Out On-Street
6:00 PM	7	
6:01 PM	8	
6:02 PM	7	
6:03 PM	5	
6:04 PM	5	
6:05 PM	5	
6:06 PM	5	
6:07 PM	5	
6:08 PM	5	
6:09 PM	5	
6:10 PM	5	
6:11 PM	6	
6:12 PM	6	
6:13 PM	8	
6:14 PM	8	
6:15 PM	8	
6:16 PM	6	1
6:17 PM	6	
6:18 PM	6	
6:19 PM	6	
6:20 PM	7	
6:21 PM	7	
6:22 PM	6	1
6:23 PM	6	
6:24 PM	6	
6:25 PM	5	
6:26 PM	5	
6:27 PM	5	
6:28 PM	6	
6:29 PM	7	
6:30 PM	6	
6:31 PM	7	
6:32 PM	5	
6:33 PM	5	
6:34 PM	4	
6:35 PM	5	
6:36 PM	3	
6:37 PM	3	
6:38 PM	3	
6:39 PM	3	
6:40 PM	4	
6:41 PM	2	
6:42 PM	2	
6:43 PM	3	
6:44 PM	3	
6:45 PM	3	
6:46 PM	4	
6:47 PM	4	
6:48 PM	5	
6:49 PM	5	
6:50 PM	5	
6:51 PM	5	1
6:52 PM	3	
6:53 PM	3	
6:54 PM	3	
6:55 PM	1	
6:56 PM	1	
6:57 PM	1	
6:58 PM	2	
6:59 PM	2	
7:00 PM	3	
7:01 PM	3	
7:02 PM	2	
7:03 PM	2	
7:04 PM	4	
7:05 PM	3	
7:06 PM	4	
7:07 PM	4	
7:08 PM	4	
7:09 PM	3	
7:10 PM	4	
7:11 PM	3	
7:12 PM	3	

Time	Porte-Cochere Queue	Queue Spill Out On-Street
8:00 PM	3	
8:01 PM	3	
8:02 PM	4	
8:03 PM	4	
8:04 PM	3	
8:05 PM	3	
8:06 PM	4	
8:07 PM	4	
8:08 PM	4	
8:09 PM	4	
8:10 PM	4	
8:11 PM	4	
8:12 PM	5	
8:13 PM	5	
8:14 PM	6	
8:15 PM	6	
8:16 PM	4	
8:17 PM	4	
8:18 PM	5	
8:19 PM	4	
8:20 PM	4	
8:21 PM	4	
8:22 PM	4	
8:23 PM	4	
8:24 PM	6	
8:25 PM	7	
8:26 PM	7	
8:27 PM	6	
8:28 PM	6	
8:29 PM	6	2
8:30 PM	5	
8:31 PM	5	
8:32 PM	4	
8:33 PM	5	
8:34 PM	4	
8:35 PM	4	
8:36 PM	4	
8:37 PM	5	
8:38 PM	5	
8:39 PM	4	
8:40 PM	4	
8:41 PM	4	
8:42 PM	4	
8:43 PM	5	
8:44 PM	5	1
8:45 PM	6	
8:46 PM	6	
8:47 PM	7	1
8:48 PM	6	
8:49 PM	6	
8:50 PM	6	
8:51 PM	6	
8:52 PM	6	
8:53 PM	6	
8:54 PM	4	
8:55 PM	5	
8:56 PM	4	
8:57 PM	5	
8:58 PM	4	
8:59 PM	3	
9:00 PM	4	
9:01 PM	5	
9:02 PM	5	2
9:03 PM	3	
9:04 PM	3	1
9:05 PM	3	
9:06 PM	3	
9:07 PM	4	
9:08 PM	4	
9:09 PM	3	
9:10 PM	3	
9:11 PM	3	
9:12 PM	5	

TOTAL	
Porte-Cochere Queue	Queue Spill Out On-Street
1661	39

5:13 PM	4	
5:14 PM	4	
5:15 PM	5	
5:16 PM	4	
5:17 PM	5	
5:18 PM	4	
5:19 PM	3	
5:20 PM	3	
5:21 PM	4	
5:22 PM	4	
5:23 PM	4	1
5:24 PM	4	
5:25 PM	5	
5:26 PM	5	
5:27 PM	6	
5:28 PM	6	
5:29 PM	6	
5:30 PM	6	
5:31 PM	4	
5:32 PM	3	
5:33 PM	3	
5:34 PM	4	
5:35 PM	5	
5:36 PM	6	
5:37 PM	5	
5:38 PM	5	
5:39 PM	5	2
5:40 PM	5	2
5:41 PM	6	
5:42 PM	6	1
5:43 PM	6	2
5:44 PM	6	
5:45 PM	6	
5:46 PM	6	
5:47 PM	4	
5:48 PM	4	
5:49 PM	6	1
5:50 PM	6	
5:51 PM	6	
5:52 PM	6	
5:53 PM	6	
5:54 PM	6	
5:55 PM	6	
5:56 PM	6	
5:57 PM	7	
5:58 PM	7	
5:59 PM	7	
Totals	627	22

7:13 PM	3	
7:14 PM	3	
7:15 PM	3	
7:16 PM	4	
7:17 PM	4	
7:18 PM	4	
7:19 PM	4	
7:20 PM	4	
7:21 PM	5	
7:22 PM	5	
7:23 PM	4	
7:24 PM	4	
7:25 PM	4	
7:26 PM	4	
7:27 PM	3	
7:28 PM	4	
7:29 PM	3	
7:30 PM	3	
7:31 PM	3	
7:32 PM	5	
7:33 PM	5	
7:34 PM	6	
7:35 PM	6	
7:36 PM	7	
7:37 PM	6	1
7:38 PM	6	
7:39 PM	4	
7:40 PM	4	
7:41 PM	4	
7:42 PM	3	
7:43 PM	3	
7:44 PM	3	
7:45 PM	3	
7:46 PM	4	
7:47 PM	4	
7:48 PM	6	
7:49 PM	6	
7:50 PM	3	
7:51 PM	4	
7:52 PM	3	
7:53 PM	4	
7:54 PM	4	
7:55 PM	4	
7:56 PM	4	
7:57 PM	4	
7:58 PM	7	
7:59 PM	5	1
Totals	527	5

9:13 PM	5	
9:14 PM	5	
9:15 PM	5	1
9:16 PM	5	1
9:17 PM	6	
9:18 PM	5	1
9:19 PM	5	2
9:20 PM	7	
9:21 PM	6	
9:22 PM	5	
9:23 PM	4	
9:24 PM	5	
9:25 PM	6	
9:26 PM	6	
9:27 PM	6	
9:28 PM	3	
9:29 PM	3	
9:30 PM	3	
9:31 PM	3	
9:32 PM	3	
9:33 PM	4	
9:34 PM	3	
9:35 PM	3	
9:36 PM	3	
9:37 PM	5	
9:38 PM	5	
9:39 PM	5	
9:40 PM	4	
9:41 PM	2	
9:42 PM	3	
9:43 PM	2	
9:44 PM	2	
9:45 PM	2	
9:46 PM	2	
9:47 PM	2	
9:48 PM	3	
9:49 PM	3	
9:50 PM	2	
9:51 PM	2	
9:52 PM	3	
9:53 PM	3	
9:54 PM	2	
9:55 PM	5	
9:56 PM	3	
9:57 PM	2	
9:58 PM	2	
9:59 PM	2	
Totals	507	12

## Max Queue Study

Location: SR A1A/Florida State Rd &amp; Shelbourne In/Out Dwy

City: Miami Beach, FL

Date: 3/1/2022

Day: Tuesday

Time	Porte-Cochere Queue	Queue Spill Out On-Street
4:00 PM	3	
4:01 PM	3	
4:02 PM	3	
4:03 PM	3	
4:04 PM	3	
4:05 PM	3	
4:06 PM	4	
4:07 PM	4	
4:08 PM	5	
4:09 PM	4	
4:10 PM	4	
4:11 PM	4	
4:12 PM	3	
4:13 PM	3	
4:14 PM	4	
4:15 PM	3	
4:16 PM	2	
4:17 PM	2	
4:18 PM	2	
4:19 PM	2	
4:20 PM	2	
4:21 PM	2	
4:22 PM	3	
4:23 PM	4	
4:24 PM	3	
4:25 PM	3	
4:26 PM	3	
4:27 PM	3	1
4:28 PM	3	
4:29 PM	3	
4:30 PM	2	
4:31 PM	3	
4:32 PM	3	
4:33 PM	5	
4:34 PM	5	
4:35 PM	5	
4:36 PM	5	1
4:37 PM	2	
4:38 PM	2	
4:39 PM	2	
4:40 PM	1	
4:41 PM	1	
4:42 PM	1	
4:43 PM	2	
4:44 PM	2	
4:45 PM	2	
4:46 PM	1	
4:47 PM	1	
4:48 PM	2	
4:49 PM	1	
4:50 PM	1	
4:51 PM	1	
4:52 PM	1	
4:53 PM	3	
4:54 PM	3	
4:55 PM	3	
4:56 PM	3	
4:57 PM	3	

Time	Porte-Cochere Queue	Queue Spill Out On-Street
6:00 PM	5	
6:01 PM	5	
6:02 PM	5	
6:03 PM	5	
6:04 PM	7	
6:05 PM	7	
6:06 PM	6	
6:07 PM	5	
6:08 PM	5	
6:09 PM	5	
6:10 PM	5	
6:11 PM	4	
6:12 PM	4	
6:13 PM	4	
6:14 PM	5	
6:15 PM	3	
6:16 PM	3	
6:17 PM	4	
6:18 PM	5	
6:19 PM	5	
6:20 PM	4	
6:21 PM	5	
6:22 PM	5	
6:23 PM	6	
6:24 PM	5	
6:25 PM	5	
6:26 PM	5	
6:27 PM	3	1
6:28 PM	3	
6:29 PM	3	
6:30 PM	3	
6:31 PM	3	
6:32 PM	3	
6:33 PM	3	
6:34 PM	3	
6:35 PM	5	
6:36 PM	5	
6:37 PM	4	
6:38 PM	4	
6:39 PM	4	
6:40 PM	3	
6:41 PM	3	
6:42 PM	3	
6:43 PM	4	
6:44 PM	3	
6:45 PM	2	
6:46 PM	2	
6:47 PM	2	
6:48 PM	2	
6:49 PM	3	
6:50 PM	2	
6:51 PM	3	
6:52 PM	4	
6:53 PM	4	
6:54 PM	4	
6:55 PM	4	
6:56 PM	4	
6:57 PM	3	

TOTAL	
Porte-Cochere Queue	Queue Spill Out On-Street
785	4



4:58 PM	4	
4:59 PM	4	
5:00 PM	4	
5:01 PM	5	
5:02 PM	4	
5:03 PM	2	
5:04 PM	2	
5:05 PM	2	
5:06 PM	3	
5:07 PM	3	
5:08 PM	3	
5:09 PM	3	
5:10 PM	4	
5:11 PM	3	
5:12 PM	3	
5:13 PM	3	
5:14 PM	2	
5:15 PM	3	
5:16 PM	3	
5:17 PM	4	
5:18 PM	4	
5:19 PM	3	
5:20 PM	3	
5:21 PM	3	
5:22 PM	4	
5:23 PM	3	
5:24 PM	2	
5:25 PM	2	
5:26 PM	2	
5:27 PM	2	
5:28 PM	2	
5:29 PM	2	
5:30 PM	3	
5:31 PM	4	
5:32 PM	4	
5:33 PM	6	
5:34 PM	3	
5:35 PM	4	
5:36 PM	3	
5:37 PM	4	
5:38 PM	4	
5:39 PM	4	
5:40 PM	4	
5:41 PM	5	
5:42 PM	5	
5:43 PM	4	
5:44 PM	6	
5:45 PM	5	
5:46 PM	5	
5:47 PM	5	
5:48 PM	5	
5:49 PM	4	
5:50 PM	4	
5:51 PM	4	
5:52 PM	4	
5:53 PM	5	
5:54 PM	5	
5:55 PM	5	
5:56 PM	5	
5:57 PM	5	
5:58 PM	4	
5:59 PM	5	
Totals	388	2

6:58 PM	3	
6:59 PM	3	
7:00 PM	3	
7:01 PM	3	
7:02 PM	3	
7:03 PM	4	
7:04 PM	2	
7:05 PM	2	
7:06 PM	3	
7:07 PM	3	
7:08 PM	4	
7:09 PM	6	
7:10 PM	3	
7:11 PM	3	
7:12 PM	2	
7:13 PM	1	
7:14 PM	1	
7:15 PM	2	
7:16 PM	1	
7:17 PM	1	
7:18 PM	1	
7:19 PM	1	
7:20 PM	1	
7:21 PM	2	
7:22 PM	1	
7:23 PM	1	
7:24 PM	1	
7:25 PM	2	
7:26 PM	2	
7:27 PM	2	
7:28 PM	2	
7:29 PM	3	
7:30 PM	1	
7:31 PM	3	
7:32 PM	3	
7:33 PM	2	
7:34 PM	2	
7:35 PM	2	
7:36 PM	4	
7:37 PM	4	
7:38 PM	5	1
7:39 PM	3	
7:40 PM	3	
7:41 PM	4	
7:42 PM	3	
7:43 PM	2	
7:44 PM	3	
7:45 PM	3	
7:46 PM	3	
7:47 PM	3	
7:48 PM	3	
7:49 PM	3	
7:50 PM	3	
7:51 PM	3	
7:52 PM	3	
7:53 PM	3	
7:54 PM	4	
7:55 PM	4	
7:56 PM	4	
7:57 PM	3	
7:58 PM	3	
7:59 PM	3	
Totals	397	2

## **Attachment E-1**

Field Review Notes and Photo Logs

## Shelborne 1801 Collins Avenue Weekend 5 to 7 PM Observations

- South Beach Food and Wine Festival occurring Curb lane used to store vehicles. Max of 6 vehicles parked.
- Can stack 7 to 8 without impeding bypass lane.
- Entry Wide enough for 2 vehicle widths. Exit width wide enough for 3 vehicle widths.
- 2 valet attendants and 1 ramp manager observed
- Center/entrance of hotel used for primary valet operations Minimal rideshare observed. Mostly personal vehicle valet and some taxis.
- 5:37 PM Queue extended into street for approximately 30 seconds. Could have been avoided if vehicles pulled up to asymmetrical position.
- 5:42 PM queue extend across sidewalk for several minutes. Could have been avoided if vehicles pulled up to asymmetrical position.
- 5:53 PM rideshare observed dropping off on Collins Avenue.
- 6:15 PM rideshare pick-up on-street and rideshare backing up out of driveway.
- Most of the time minimal entering and exiting traffic Heavy pedestrian volume conflicts with vehicles entering and exiting driveway
- Event at outdoor bar started at 6 PM

Photo No. 1



Remarks:

Pedestrian activity causes queue spillback onto public right-of-way.

Photo No. 2



Remarks:

Example of porte-cochere storage being properly utilized.



Photo No. 3



Remarks:

Valet drop-off occurring at center of porte-cochere and blocking by-pass lane.

Photo No. 4



Remarks:

Rideshare vehicle obstructing by-pass lane.



Photo No. 5



Remarks:

Lack of pavement markings/use of porte-cochere storage causes queue spillback.

Photo No. 6



Remarks:

Rideshare pick-up occurring on public right-of-way.



Photo No. 7



Remarks:

Porte-cochere egress is wide enough for three (3) vehicles.

Photo No. 8



Remarks:

Valet queues during the weekend peak period.

## Shelborne 1801 Collins Avenue Weekday 5 to 7 PM Observations

- No valet queues when I arrived at 5:05,
- Max vehicles parked on driveway: 5
- Moderate pedestrian activity did not affect valet operations due to low valet traffic volumes, ped activity increased over time
- 1 attendant, 1 ramp manager
- Pedestrians access entrance via valet driveway, could affect operations during high valet traffic volumes
- Max pick up queue: 4 vehicles (groups of people waiting)
- Max drop off queue: 2 vehicles
- Drop off vehicles queued at valet station
- Vegetation block lines of sight, causes departing vehicles to encroach onto sidewalk
- Pick up delay: 10 minutes
- Pick up vehicle queued up beside drop off vehicle (occupied staging lane and bypass lane) (led to drop off vehicles staged in bypass lane)
- No attendants at station when queues cleared
- Observed vehicles picked up by attendants parked on driveway and never picked up
- Some Ride share patrons waited on sidewalk rather than on driveway
- Observed some ride share vehicle utilize driveway
- Rideshare blocked both lanes most likely because they aren't aware of 2 lane operation
- Attendant may wait in garage during times of no queue
- Attendants helped patrons with luggage (controlled delay >>30 seconds)
- Valet parking occurs somewhere external of site (traveled NB on Washington and turned on 19th)
- Attendants walk back sb on James Ave and EB on 18th
- Attendants drive back if there is pick up queue along same route
- Period where attendant and manager gone from station (timed 5 minutes)
- Only ramp manager from 5:30 to 6 when queues increased
- Both pick up and drop off queues observed at 6:00 due to lack of attendants (1/1)
- Cleared after 3 minutes when manager returned
- Manager began parking vehicles on driveway (probably to complete drop off when he had a pick up request)
- Illegal SBL made to enter driveway
- Heavier pick up queues were often served by ride share rather than actual valet pick up
- Attendant returned when pick up queues increased
- Believe parked vehicles were used to increase speed of service during heavy pick up queues
- Deliveries made on street in front of driveway (did not obstruct)
- Vehicles queuing in center of driveway would sometimes block both lanes
- Observed valet attendant with electric scooter, which may be used to access off site parking quicker
- Peak 15 6:00-6:15
- Both parking and valet queues cleared after 6:30



Photo No. 1



Remarks:

Valet queue during weekday peak period.

Photo No. 2



Remarks:

Rideshare pick-up queue forms on public right-of-way.

Photo No. 3



Remarks:

Valet storage during weekday peak period.

Photo No. 4



Remarks:

Rideshare pick-up occurring at entrance to porte-cochere.



Photo No. 5



Remarks:

Large valet/rideshare pick-up queue forms at porte-cochere.

Photo No. 6



Remarks:

Delivery using porte-cochere to access hotel.