09/26/2022



**Mr. Dani Fawaz, P.E.** Senior Transportation Engineer Transportation & Mobility Department City of Miami Beach 1700 Convention Center Drive, 3rd Floor Miami Beach, FL 33139

RE: Surfcomber Hotel – Traffic Impact Statement 1717 Collins Avenue. Miami Beach, FL 33139

Dear Mr. Fawaz,

The Hi Tide Café operates at the rear side of the Surfcomber Hotel. The Café has a total of 162 existing sets and is proposing to add live music for its patrons. The configuration of the Hi Tide Café is shown in the attached Exhibit A.

To assist in the application to add live music to the Café we have estimated the vehicular trips generated by the existing use of the restaurant. Using the Institute of Transportation Engineers' (ITE) Trip Generation Manual (11<sup>th</sup> Edition) we estimate the existing use generates 37 vehicular trips during the Weekday PM peak hour and 43 vehicular trips during the Weekend peak hour. Based on U.S. Census Data a 20% multimodal reduction factor was used to calculate generated vehicular trips. Please refer to Exhibit B for a detail on the Trip Generation calculation.

The addition of live music to the Hi-Tide Café is an amenity provided to the restaurant patrons. The Hi-Tide Café will continue to operate as a restaurant, and the ITE Fine Dining Restaurant land use (931) remains applicable for vehicular trip generation estimates. Thus, since there is no change in use or increase in use intensity, there is no estimated increase in vehicular trips.

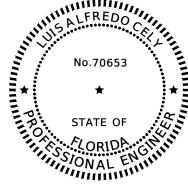
Existing patrons accessing the restaurant via passenger vehicles use the third-party valet service as noted in the attached Parking Operations Summary (Exhibit C). The Hi-Tide Café currently has a contract for 50 reserved parking spaces at the parking garage located at Meridian and Lincoln Avenue. Additional spaces are available on an asneeded basis, as noted in the Parking Operations Summary.

Sincerely,

ALFKA, LLC

Alfredo Cely, PE, PMP Senior Engineer

Encl. Exhibit A – Hi Tide Café Plans Exhibit B – Trip Generation Calculations Exhibit C – Parking Operations Plan Summary



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY Luis Alfredo Cely

SignNow e-signature ID: ad2a5c9d9f... 09/24/2022 21:33:45 UTC

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES

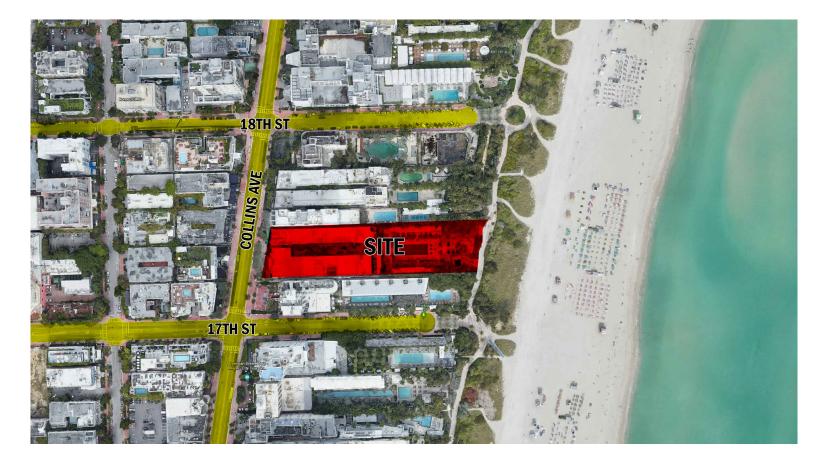
ALFKA, LLC 100 SOUTH ASHLEY DRIVE. SUITE 600. TAMPA, FL 33602 LUIS ALFREDO CELY, P.E. NO. 70653

1000 Brickell Avenue \* Suite 715 \* Miami, FL 33131 \* Phone: 786.828.5750

## EXHIBIT A – Hi Tide Café Plans

# HOTEL SURFCOMBER

TCO FINAL SUBMITAL AUGUST 29 2022



INDEX

	SHEET LIST
COVER	COVER
A-1	SITE REFERENCE
A-2	ZONING PLAN
A-3.1	EXISTING SITE PLAN ARCHITECTURAL
A-3.2	PROPOSED SITE PLAN ARCHITECTURAL
A-4	SITEPLAN
A-5	ACCESIBILITY FLOORPLAN
A-6	ACCESIBILITY FLOORPLAN
A-7	TABLES AND CHAIRS
A-8	SITE PHOTOS
A-9	ZONING INFORMATION

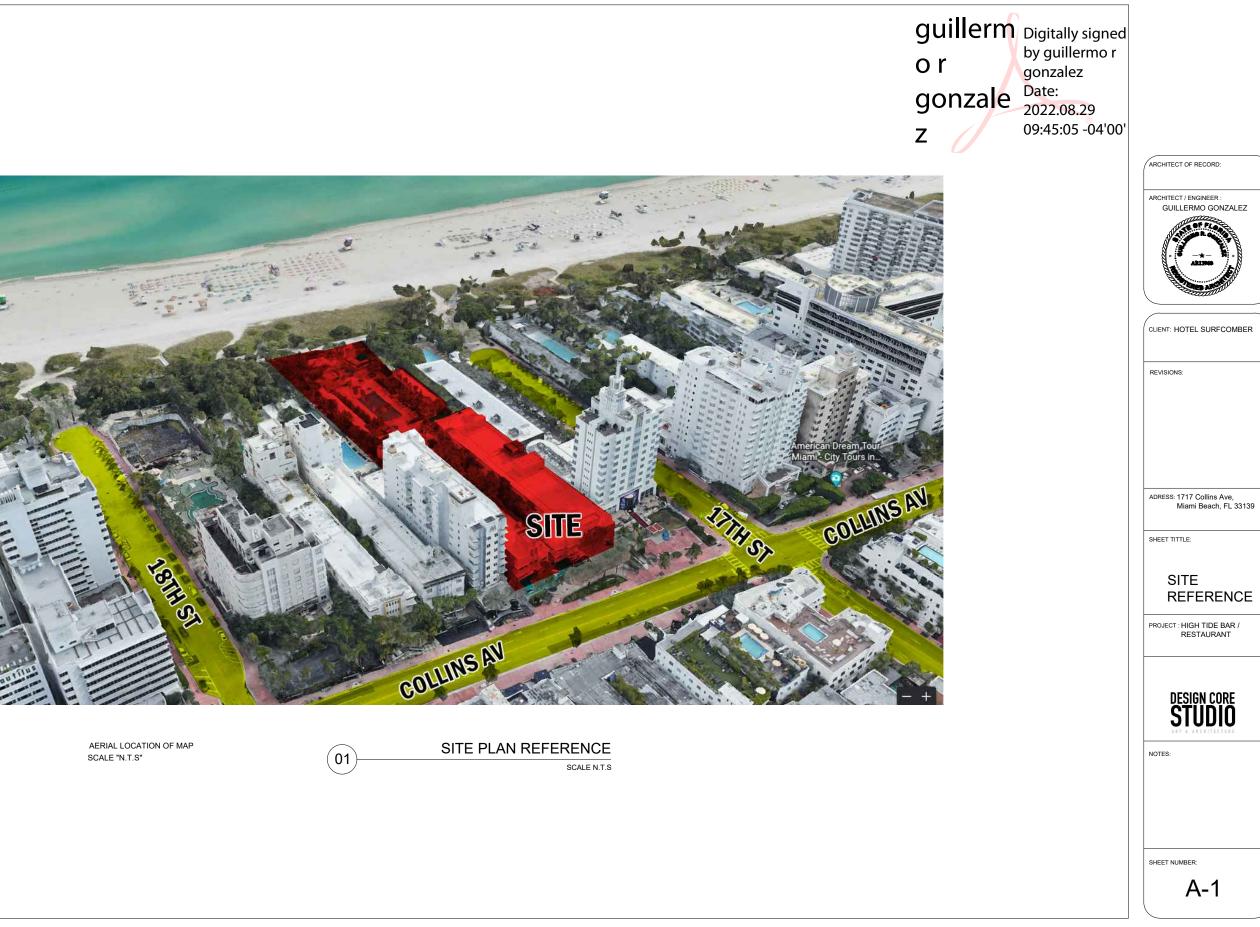
File Number: PB22-0554 DATE: 08/29/22

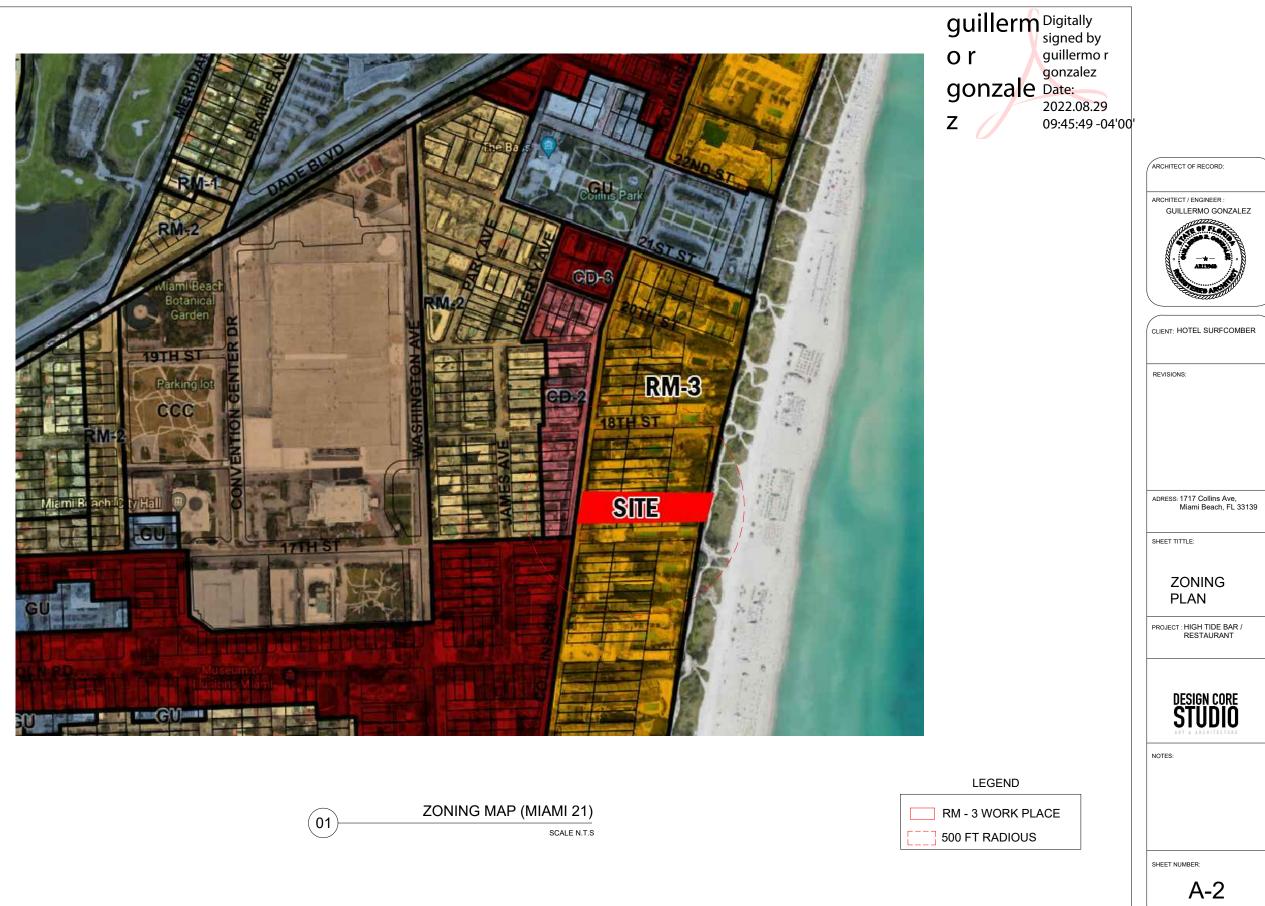
AERIAL LOCATION OF MAP SCALE "N.T.S" SUBJECT: "TCO" LOCATION: 1717 Collins Ave, Miami Beach, FL 33139

# guiller mo r gonzal ez

Digitally signed by guillermo r gonzalez Date: 2022.08.29 11:35:06 -04'00'









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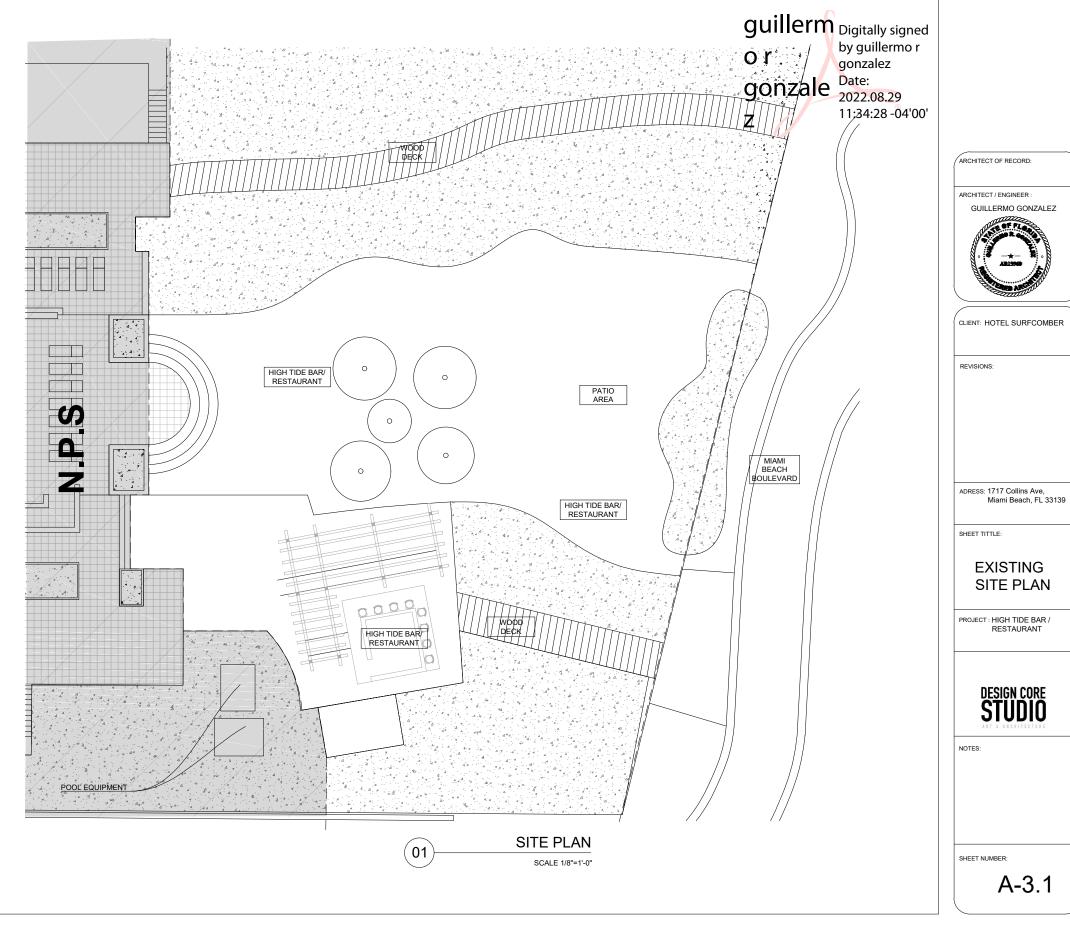
#### SITE PLAN GENERAL NOTES

- BUILDING SHALL BE ACCESSIBLE. ALL COVERED WALKWAYS RAMPS, AND STAIRS LEADING TO THE BUILDING SHALL BE IN COMPLIANCE WITH FLORIDA ACCESSIBILITY CODE.
- GENERAL CONTRACTOR SHALL COORDINATE AND SUBMIT SIGNED AND SEALED SHOP DRAWINGS AND CALCULATIONS FOR ALL SPECIALTY TIEMS TO BE APPROVED BUSIGN/ARCHTECT OF RECORD FOR DESIGN INTENT ONLY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAFETY DURING DEMOLITIONAND CONSTRUCTION. THE CONTRACTOR SHALL BE FAMILIAR AND BE RESPONSIBLE FOR ADHERENCE TO ALL GOVERNING REGULATIONS.
- CONTRACTOR IS TO VERIFY ALL CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION, SAD CONTRACTOR SHALL NOTIFY & INFORM THE ARCHITECTO FANY DISCREPANCIES WHICH MAY EXIST BETWEEN THE DRAWINGS AND ACTUAL FIELD CONDITIONS PRIOR TO PROCEEDINGS.
- CONTRACTOR SHALL CLEAN UP ALL DEBRIS & REMOVE FROM
   PREMISES.
- REPAIR ALL PAVED AND WALK SURFACES DAMAGE BY
  CONSTRUCTION TO LIKE NEW WITH MATERIAL TO MATCH
  ADJACENT.
- CONTRACTOR SHALL LOCATE, CLEARLY MARK AND COORDINATE
   ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WORK
- THERE IS NO ACCESS TO THE POOL AREA, THE SURFCOMBER HOTEL MANAGEMENT IS RESPONSIBLE TO KEEP IT THAT WAY

PARKING THERE IS NO PARKING SPACE IN THIS PROERTY, WILL RELY UPON OFF STREET PARKING AND VALET.



WORKIGN AREA



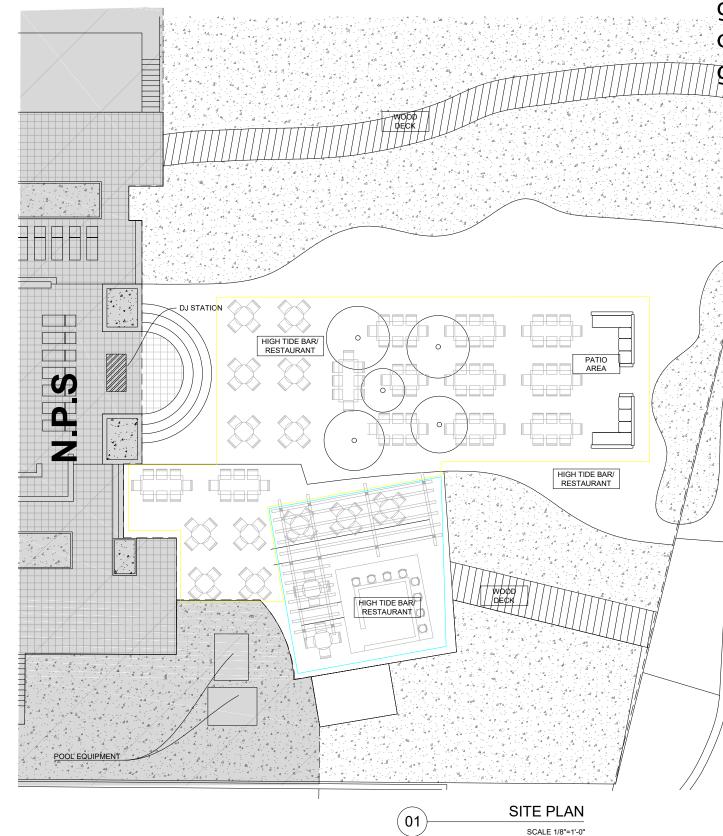


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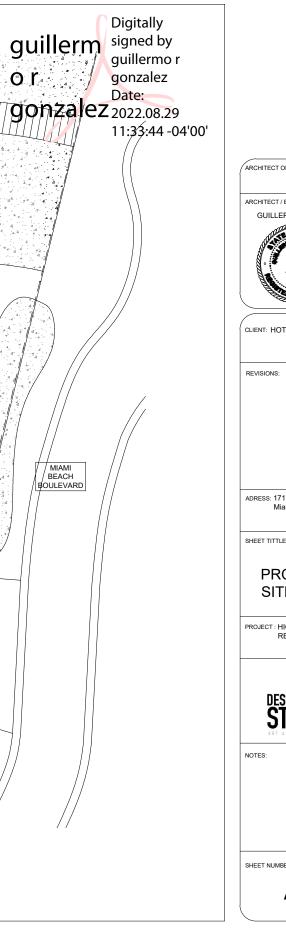


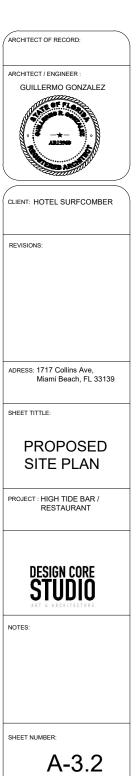


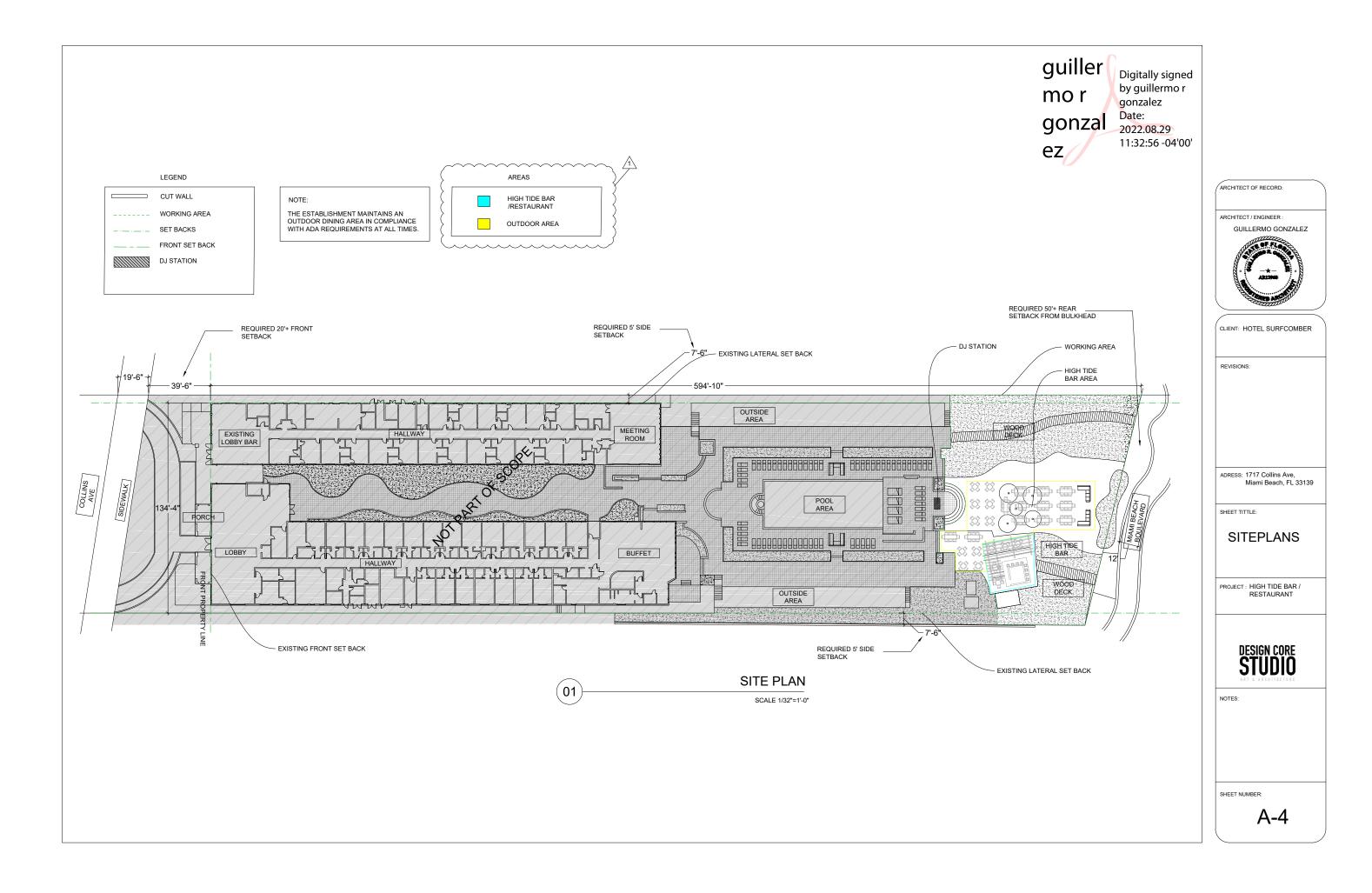


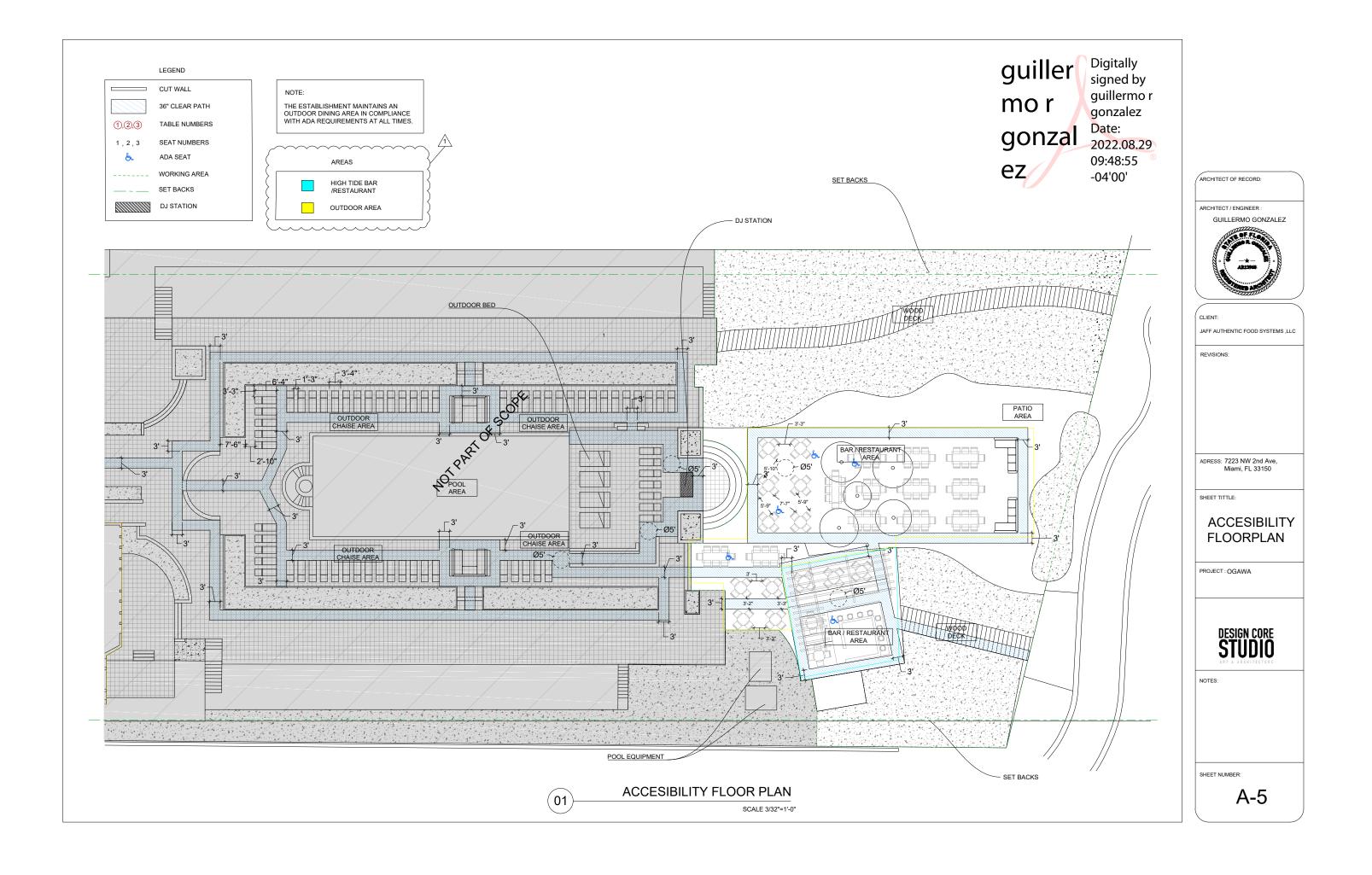


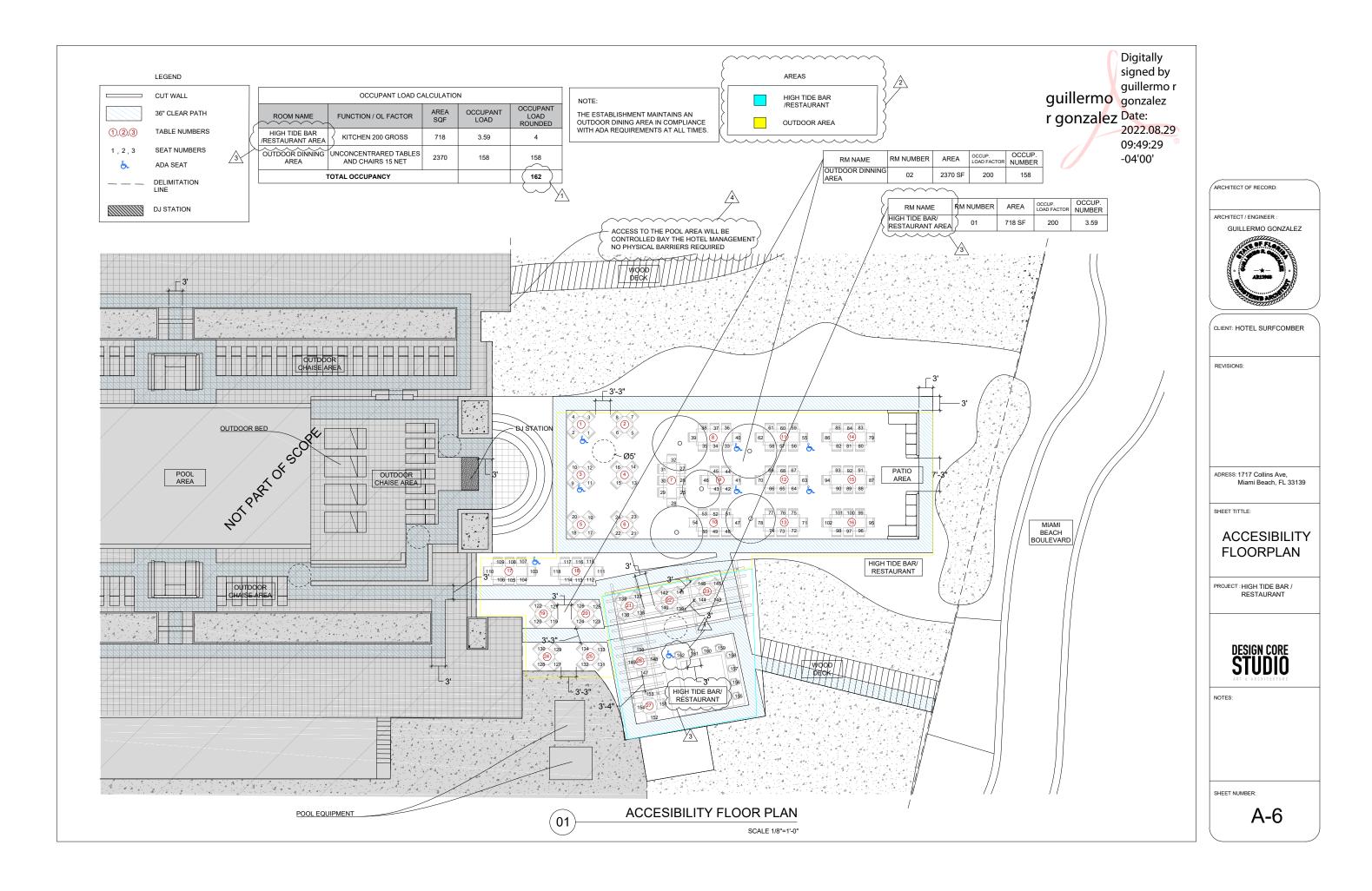
WORKIGN AREA











#### NOTE:

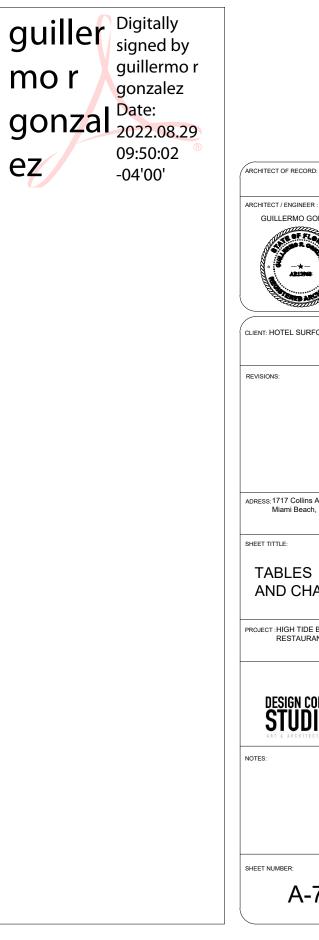
THE ESTABLISHMENT MAINTAINS AN OUTDOOR DINING AREA IN COMPLIANCE WITH ADA REQUIREMENTS AT ALL TIMES.

#### NOTE:

"ADA TABLE(S) HAS AT LEAST 27 INCHES OF KNEE CLEARANCE PROVIDED BETWEEN THE FLOOR AND THE UNDERSIDE OF THE TABLE, 28–34 INCHES MAX TO THE TOP OF TABLE, AND A MINIMUM DEPTH (REACH) OF 19 INCHES WITH A TABLE WIDTH MEASURING BETWEEN 24-42 INCHES. TABLES WITH 4 LEGS SHALL PROVIDE A MINIMUM WIDTH OF 30 INCHES BETWEEN TABLE LEGS."

# **OUTDOOR CHAIR / TABLE** OVERALL DIMENSIONS: TABLE 4 SEATS: LENGTH: 33" WIDTH : 33" OVERALL HEIGHT: 33 1/8" TABLE 6 SEATS: LENGTH: 64" WIDTH : 33" TABLE 8 SEATS: LENGTH: 95" WIDTH : 33" OVERALL HEIGHT: 33 1/8" OVERALL HEIGHT: 33 1/8" TABLE LEGS OPENING: 60" TABLE LEGS OPENING: 30" TABLE LEGS OPENING: 90" SEATS: SEAT DEPTH: 21 3/8" SEAT HEIGHT: 17 1/2" ARM HEIGHT: 25 1/4" CAPACITY: 300 LB. WABASH VALLEY GV9112P GREEN VALLEY POLYTUF PLASTIC HORIZONTAL SLAT DINING HEIGHT OUTDOOR ARM CHAIR WITH POWDER-COATED ALUMINUM FRAME GREEN VALLEY Tables, Chairs & Accessories GV9112P (Chair with arms) GV2V72P (Table)

(01)	TABLES AND CHAIRS INFO
UI	SCALE N.T.A







COLLINS AVE (LOOKING NORTH- EAST)



VIEW (B) COLLINS AVE (LOOKING SOUTH-EAST)



VIEW (C) COLLINS AVE (LOOKING EAST)



(01)

VIEW (D) HOTEL INSIDE VIEW (LOOKING SOUTH- WEST)



AEREAL VIEW OF SITE PLAN REFERENCING EACH PHOTO POSITION ON THE MAP.

SITE PHOTOS

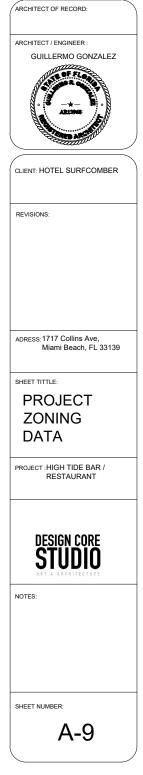
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Ζ



		ZOI	NING INFORMATION			
	PROJECT NAME: HIGH TIDE PROJECT ADDRES:1717 Co ZONING JURISDICTION: CIT ZONING DESIGNATION: RM NET LOT AREA: 89992 SQF	llins Ave Miami Beac, FL∶ ſY OF MIAMI BEACH	33139			
		S	SITE REQUIREMENTS			
		AL	LOWED / REQUIRED		E	XISTING
	A) LOT AREA		7,000 SF MIN		8	9992 SF
	B) LOT WIDTH		50 FEET MIN			135 FT
1	C) LOT COVERAGE	85% OF LOT AREA MAX 15% FLEXIBLE OPEN SF	X. ( SF X 0.8= SF MAX.) PACE PROGRAM (SF X 0.9 = SF M	AX.)	45% L	OT COVERAGE
	D) FLOOR LOT RATIO (FLR)	/ 25% ADI	DITIONAL PUBLIC BENEFIT			N/A
	E) FRONTAGE AT FRONT SETBACK	20 feet + 1 foot for eve	ery 1 foot increase in height above 50	) feet		N/A
	F) OPEN SPACE		0% LOT AREA MIN. SF X 0.1 = SF MIN.		55% C	PEN SPACE
	G) DENSITY		150 DU/AC MAX			N/A
		S	SITE REQUIREMENTS			
		AREA	/ UNIT PARKING RATE		E	XISTING
2	A) MIN HEIGHT		5 STORIES			N/A
	B) MAX HEIGHT		5 STORIES		EXISTI	NG 4 STORY
		PAI	RKING REQUIREMENTS			
		AREA / UNIT	PARKING RATE		REQUIRED	EXISTING
3	BAR / RESTAURANT	SF	N/A		PS.	
		N/A			N/A	EXISTING PARKING SPOT
			AREA BREAKDOWN			
4		NET LOT AREA:	89992 SQF	NOT PA		74365 SQ FT 12539 SQFT 718 SQFT 2370 SQFT 89992 SQ FT
		SET	BACK REQUIREMENTS			
E				F	REQUIRED	PROPOSED / EXISTING
5		PRINCIPAL FRONT SETE	BACK		20 FT MIN	39.5 FT
		SIDE SETBACK			7.5 FT MIN	7.5 FT
		REAR SETBACK			75 FT MIN	475 FT APROX





## EXHIBIT B – Trip Generation Calculations

#### SURFCOMBER HOTEL

#### EXISTING WEEKDAY PM PEAK HOUR

ITE Code / Description	Quantity	Units	Pe	ak Hour Ti	rips	Multimodal	Net Pe	ak Hour	Trips
ITE Code / Description	Quantity	Units	In	Out	Total	Reduction	In	Out	Total
931 / Fine Dinning Restaurant	162	seats	28	19	47	20%	22	15	37
						Totals	22	15	37
EXISTING WEEKEND PEAK HOUR									
ITE Code ( Deceriation	Overstitu	L lucito	Pe	ak Hour Ti	rips	Multimodal	Net Pe	ak Hour	Trips
ITE Code / Description	Quantity	Units	In	Out	Total	Reduction	In	Out	Total
931 / Fine Dinning Restaurant	162	seats	31	22	53	20%	25	18	43

Totals 25 18 43

EXISTING LAND USE

ITE Code	ITE Description	Use / Tenant	Quantity	Units
931	Fine Dinning Restaurant	Hi Tide Cafe	162	seats

# Land Use: 931 Fine Dining Restaurant

## Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant. Fast casual restaurant (Land Use 930) and high-turnover (sit-down) restaurant (Land Use 932) are related uses.

## **Additional Data**

If the fine dining restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1980s, the 1990s, and the 2010s in Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, New Jersey, and Utah.

## Source Numbers

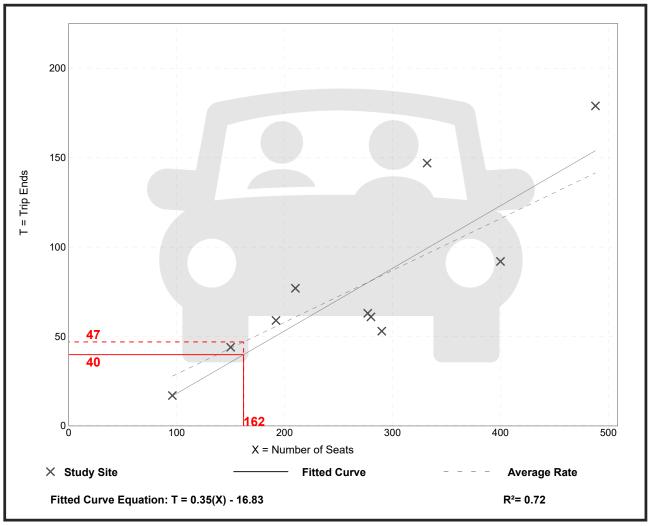
126, 260, 291, 301, 338, 339, 368, 437, 440, 976, 1053

	<b>g Restaurant</b> 31)
Vehicle Trip Ends vs: On a:	Seats Weekday, PM Peak Hour of Generator
Setting/Location:	General Urban/Suburban
Number of Studies:	10
Avg. Num. of Seats:	272
Directional Distribution:	59% entering, 41% exiting

#### Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.29	0.18 - 0.44	0.09

## **Data Plot and Equation**

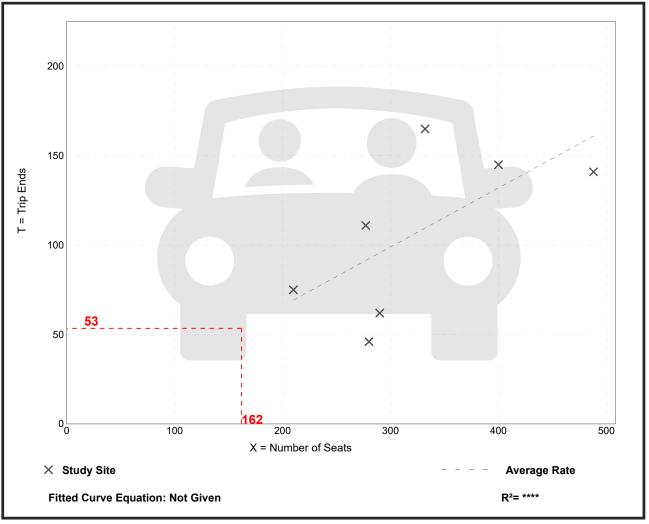


Trip Gen Manual, 11th Edition

• Institute of Transportation Engineers

		Fine Dining Restaurant (931)	
	Vehicle Trip Ends vs: On a:		ak Hour of Generator
	Setting/Location:	General Urba	n/Suburban
	Number of Studies:	•	
	Avg. Num. of Seats:		
	Directional Distribution:	59% entering,	41% exiting
Vehicle Trip Gener	ation per Seat		
Average Rate	Range o	Range of Rates Standard Deviation	
0.33	0.16 - (	0.50	0.11

## **Data Plot and Equation**



Trip Gen Manual, 11th Edition

• Institute of Transportation Engineers

# MEANS OF TRANSPORTATION TO WORK BY VEHICLES AVAILABLE



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.

	Miami Beach city, Florida
Label	Estimate
✓ Total:	53,102
No vehicle available	8,959
1 vehicle available	24,517
2 vehicles available	15,855
3 or more vehicles available	3,771
Car, truck, or van - drove alone:	28,123
> Car, truck, or van - carpooled:	3,971
> Public transportation (excluding taxicab):	5,106
> Walked:	4,696
> Taxicab, motorcycle, bicycle, or other means:	6,852
> Worked at home:	4,354

## **MEANS OF TRANSPORTATION TO WORK BY VEHICLES AVAILABLE**

Survey/Program: American Community Survey Universe: Workers 16 years and over in households Year: 2018 Estimates: 1-Year Table ID: B08141

Source: U.S. Census Bureau, 2018 American Community Survey 1-Year Estimates

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

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.

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

While the 2018 American Community Survey (ACS) data generally reflect the July 2015 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 delineations 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:

An "\*\*" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution. An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "\*\*\*" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "\*\*\*\*\*" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

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.

# EXHIBIT C – Parking Operations Summary

#### **PARKING SUMMARY**

THE SURFCOMBER HOTEL AND ITS OPERATED RESTAURANTS EMPLOY A THIRD PARTY VALET COMPANY ON AN ANNUAL CONTRACT. AAA VALET OPERATES THE RAMP AT 1717 COLLINS AVENUE WHICH HAS PARKING FOR 8 TEMPORARY/SHORT-TERM DROP-OFF OR PICK UP SPACES AND UTILIZES THE PARKING GARAGE ON LINCOLN AVENUE AND MERIDIAN FOR 50 SPACES FOR OVERNIGHT OR HOTEL/RESTAURANT GUEST VEHICLES.

ADDITIONAL SPACES RESERVED ON A NEEDED BASIS DEPENDING ON DAYS OF THE WEEK, OCCUPANCY, OR EVENTS SCHEDULED THROUGHOUT MIAMI BEACH THAT MAY LEAD TO MORE PARKING DEMAND.

ANY MUSIC OPERATIONS WILL NOT IMPACT CURRENT TRAFFIC FLOW OR AVAILABLE ACCESS TO VALET PARKING. ADDITIONAL PARKING ON 17<sup>TH</sup> AVENUE AND SEVERAL NEARBY PUBLIC GARAGES ALSO AVAILABLE.

ALL DELIVERIES ARE MANAGED BY AAA, DIRECTED IN AND OUT FROM RAMP, OR TO 17<sup>TH</sup> AVE PARKING AREA FOR LONGER TERM OR LARGER DELIVERIES AS TO NOT CONGEST COLLINS AVENUE OR HOTEL GUEST TRAFFIC AREAS.