25 February 2024

Grant Webster
Transportation Planner
Transportation and Mobility Department
1700 Convention Center Drive, Miami Beach, Florida 33139

Re: Traffic Study – Comment Response Letter
1333 Dade Boulevard
Miami Beach Land Use Board No.: PB23-0641; DRB23-0985
Langan Project No. 300331701

Dear Mr. Webster:

This letter will serve as the response to the information requested on February 2, 2024 for the above-mentioned project.

1. **Comment #1: Page 11, Queuing Analysis –** Due to site restrictions with the proposed driveway at 12-foot wide, please update the queuing analysis and all the tables to include both the in-bound and out-bound trips for a total of 25 morning peak-hour trips.
   Response: Acknowledged. The queuing analysis tables for the morning peak hours were updated to account for the inbound and outbound trips.

2. **Comment #2: Page 12, Valet Operation and Car Elevator Queuing Analysis –** Please provide parking dimensions for the two tandem parking spaces to allow for two or more cars to share one long parking spaces to allow one car to be parked in front of the other. Please confirm if these parking spaces are designated as spots "3-4" and "7-8". If not, please designate them accordingly on the project floor plan.
   Response. Please refer to revised site plan which includes the dimensions for the tandem parking spaces. As shown on the site plan, these are spaces 3-4 and 7-8.

3. **Comment #3: Page 12, Valet Operation and Car Elevator Queuing Analysis –** Please provide details on who has the priority when simultaneously vehicles are entering the project site and the others are exiting the project site. If the exiting vehicles has the priority, how are the entering vehicles going to back out to allow for the exiting vehicle with the project driveway width being a 12-foot wide. There is a concern that this will spillover onto Dade Boulevard creating a safety issue.
   Response: The entering vehicles will always have priority when simultaneously vehicles are entering and exiting the project. The exiting vehicles will have to wait until the entering vehicles are being processed with the valet parking. Additionally, as the proposed development is expected to generate a relatively small amount of traffic volume, we do not expect conflicts between entering and exiting vehicles to occur often.

4. **Comment #4: Figure 9, Pedestrian Figure –** Please update the figure to show the crosswalks correctly for study intersections along 18th Street. The current google maps doesn't show special emphasis crosswalks but only standard crosswalks.
   Response: Figure 9 (Pedestrian Figure) was updated with the correct crosswalk labeling along 18th Street. Please refer to Appendix A.

5. **Comment #5: Synchro –** Please provide synchro files for our review in the next submittal.
   Response: Acknowledged. Please refer to the synchro files provided.

6. **Comment #6: Page 15, Transportation Demand Management Strategies –** As part of Transportation Demand Management (TDM) strategies section to reduce the impacts of the project traffic on the surrounding roadway network, is the applicant willing to provide bike racks/bike room to the employees?
   Response: Please refer to revised site plan which includes the bicycle racks.

7. **Comment #7: Appendix B Site Plan, Maneuverability Analysis** – Apart from the maneuverability analysis provided for the passenger vehicle, please provide the analysis for parking spots "3-4", "5-6" and "7-8" to indicate that the site can be maneuverable for the expected patrons. If not, please indicate any deficiencies related to maneuverability, traffic flow, and vehicular conflicts accordingly.
   Response: Please see Appendix B which includes the revised maneuverability analysis for parking spots "3-4", "5-6" and "7-8".

8. **Comment #8: Appendix B Site Plan, Maneuverability Analysis** – As part of the SU-30 and Garbage Truck maneuverability analyses, please include who is responsible and how the traffic is controlled when the trucks back into the driveway and into the in-coming and opposite lanes obstructing traffic on Dade Boulevard causing safety issues during movements from the site restrictions.
   Response: There will be a designated person on-site guiding the trucks to back in into the site through the driveway to ensure that the vehicle does not adversely interact with other vehicles on the roadway or pedestrians on the sidewalk. This will be performed expeditiously to ensure that traffic along Dade Boulevard is not significantly impacted, and will only happen a few times per day. Additionally, the timeframes for such activities will be coordinated with the City of Miami Department of Solid Waste preferably to avoid the traffic peak hours.

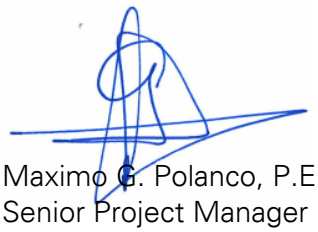
9. **Comment #9: Appendix B, Site Plan** – Please update the site plan to read as 6 mechanical lifts (12 total lift spaces).
   Response: Acknowledged. Please refer to revised site plan.

10. **Comment #10: Appendix H –** For reference purposes, please provide service time data for the AM peak hours as this period is the critical time period that is used for the queuing and valet analysis.
    Response: The service time data we collected was for the afternoon peak hour period. However, please refer to the ITE service time excerpt on Appendix I for the service rates. All available service time rates through ITE demonstrate a service time of 38 seconds or

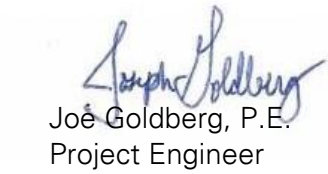
less. For our queuing analysis, we assumed a service time of one (1) minute to provide a conservative analysis since all patrons from the site will be using the same lane to enter the development and most of them will use the valet operation to park.

Sincerely,

Langan Engineering and Environmental Services, LLC.



Maximo G. Polanco, P.E.
Senior Project Manager



Joe Goldberg, P.E.
Project Engineer

MGP:mgp

FL Certificate of Authorization No. 6601
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