


# MIAMI BEACH

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## TRANSPORTATION DEPARTMENT

## MEMORANDUM

TO: Michael Belush, AICP, Planning and Zoning Manager  
FROM:  Jose R. Gonzalez, PE, Director  
DATE: April 7, 2016  
SUBJECT: 1500 Collins Avenue, Haddon Hall – Traffic Impact Study

The Transportation Department has coordinated the review of the subject traffic study submitted by the applicant as part of the Planning Board application for Haddon Hall located at 1500 Collins Avenue. Haddon Hall is an existing lodging facility that is planning to expand by adding 54 restaurant seats.

No parking is being provided on-site. The existing drop-off and pick-up area is currently located on the west side of Collins Avenue and will remain. Appendix B of the Traffic Impact Study contains a copy of the proposed site plan for the project site.

The roadway system surrounding the project site includes Collins Avenue, Washington Avenue, 15<sup>th</sup> Street, Espanola Way, and 14<sup>th</sup> Street. Near the project site, Collins Avenue and Washington Avenue are four-lane facilities in the north and south directions. Similarly, 15<sup>th</sup> Street, Espanola Way, and 14<sup>th</sup> Street are two-lane facilities in the east and west directions near the project site.

TrafTech Engineering, Inc. was retained by the applicant to conduct the Traffic Impact Study in connection with the proposed development. FTE, Inc. was retained by the City to perform the peer review of this study.

### TRAFFIC ANALYSIS

Turning movement counts were collected at the following intersections:

1. Collins Avenue and 15<sup>th</sup> Street (signalized)
2. Collins Avenue and Espanola Way (signalized)
3. Washington Avenue and 15<sup>th</sup> Street (signalized)
4. Washington Avenue and Espanola Way (signalized)
5. Washington Avenue and 14<sup>th</sup> Street (signalized)

The intersection turning movement counts were performed on January 15, 2016 during the PM peak period (5:00 PM to 7:00 PM).

The trip generation for the project was obtained from ITE's Trip Generation Manual, 9<sup>th</sup> Edition. According to the subject ITE Manual, the most appropriate "land use" category for the proposed project is Land Use 931 – Quality Restaurant. Table 1 of the Traffic Impact Study summarizes the external trips anticipated to be generated by the proposed expansion of the Haddon Hall project.

As indicated in Table 1, the total number of external trips anticipated to be generated by the proposed Haddon Hall project consist of approximately 154 trips, of which approximately 16 trips (9 inbound and 7 outbound) are anticipated to occur during the weekday peak hour.

Intersection capacity/level of service analyses were conducted for the five study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO software. The results of the capacity analyses are summarized in Table 3 of the Traffic Impact Study. As indicated in Table 3, all study intersections are currently operating adequately at Level of Service (LOS) A, and are anticipated to continue to operate at the same acceptable LOS in the year 2017 with the proposed project in place.

### **Valet Operations**

The Haddon Hall project currently provides valet service to hotel/restaurant patrons. All vehicles stop at a valet station located on Collins Avenue in front of the project. A queuing analysis was conducted in order to ensure that the on-street stacking is sufficient to accommodate the maximum inbound vehicular demand anticipated at this facility. Based on the analysis, up to six (6) valet runners are recommended for this project at the peak times of operation.

### **RECOMMENDATION**

The Transportation Department recommends requesting the applicant to provide an update report after six (6) months of operation. The purpose of this report would be to verify the validity of the assumptions made as part of the valet parking analysis.

cc: Xavier R. Falconi, PE, Transportation Planner

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