

## Matthew Amster

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**From:** Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>  
**Sent:** Thursday, October 19, 2017 6:32 PM  
**To:** Ferrer, Josiel  
**Cc:** Akcay, Firat; Kanaan, Omar; Matthew Amster; Michael Larkin; Hodges, Lee (ROC);  
Murphy, James  
**Subject:** RE: Flamingo Comments  
**Attachments:** Attachments.html

Josiel:

Below are our responses. The updated traffic assessment can be downloaded by clicking the link below.

1. We firmly believe that guests visiting the south tower will request to be dropped off on the street to avoid walking the 1000 feet between the north drop-off zone and the South Tower Lobby. As such, we are requesting the attached amendment to your plan.

Response: The applicant/owner has agreed to allow guest rideshare trips to use the South Tower rideshare drop-off/pick-up station. Please note that the existing rideshare demand at the South Tower was a maximum of two (2) vehicles. The proposed rideshare drop-off/pick-up station will provide stacking for three (3) vehicles.

The plan has been revised to include the proposed crosswalks between the South Tower rideshare drop-off/pick-up station and the central lobby area. Please note that the gates at the South Tower are mandated in an agreement between the applicant/owner and the South Tower Condominium Association for security purposes. Furthermore, gate arms do not provide security from unwanted pedestrians. Therefore, the entry/exit gate cannot be removed. As previously indicated the site owner is aware of the limited stacking distance at the gate. The gate guard, present 24 hours a day, seven days a week, will grant access into the site for rideshare, delivery, and food delivery trips to the South Tower without calling specific units or checking driver licenses. This operation ensures no vehicle queues extending onto Bay Road. The gate is a visual deterrent for unwanted traffic into the site. The rideshare, delivery, or food delivery drivers will pull up to the gate guard and state that they are dropping off or picking up a resident or guest, delivering goods, or food and immediately be let into the site. Finally, in order to further mitigate any queuing concerns the entry access has been modified to allow rideshare to access either entry lane. The gate guard will be able open either gate for rideshare trips.

The updated traffic assessment containing the updated site circulation and the detailed South Tower rideshare and valet drop-off/pick-up station is attached.

2. Just to confirm as per our last conversation, the northernmost entrance to access short term parking and deliveries will be controlled by a gate or an arm? Typically arms have a faster response and reduce queueing.

Response: The existing control gate will remain at the northern entrance. Please note that approximately 86 feet, over 3 vehicle lengths, of stacking is provided between the entry gate and the sidewalk on Bay Road. Furthermore, two (2) lanes are provided to access the Center and North Towers garage i.) a resident-only lane and ii.) deliveries, food deliveries, and short-term parking lane. Nonetheless, the site owner will direct the gate guard, present 24 hours a day, seven days a week, to allow delivery, food delivery, and short-term retail trips to the Center and North Towers without calling specific units or checking driver licenses. Finally, gate arms do not provide security from unwanted pedestrians.

## ShareFile Attachments

Expires April 17, 2018

Flamingo - Traffic Assessment 10 19 17.pdf

19.2 MB

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

**Kimley-Horn** | 600 North Pine Island Road, Suite 450, Plantation, FL 33324

Direct: 954-535-5144 | Main: 954-535-5100

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**From:** Ferrer, Josiel [mailto:JOSIELFERRER@miamibeachfl.gov]

**Sent:** Thursday, October 19, 2017 4:44 PM

**To:** Kanaan, Omar <omar.kanaan@kimley-horn.com>; Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>

**Cc:** Akcay, Firat <FiratAkcay@miamibeachfl.gov>; 'Matthew Amster' <MAmster@brzoninglaw.com>; 'Michael Larkin' <MLarkin@brzoninglaw.com>; 'Hodges, Lee (ROC)' <Lee.Hodges@aimco.com>; Murphy, James <JamesMurphy@miamibeachfl.gov>

**Subject:** RE: Flamingo Comments

Gentlemen,

Any updates on the request below? Please advise as soon as possible.

Thanks,

**MIAMIBEACH**

**Josiel Ferrer-Diaz, E.I.** *Transportation Manager*

TRANSPORTATION DEPARTMENT

1700 Convention Center Drive, Miami Beach, Florida 33139

305-673-7514 [www.miamibeachfl.gov](http://www.miamibeachfl.gov)

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

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**From:** Ferrer, Josiel

**Sent:** Wednesday, October 18, 2017 4:47 PM

**To:** 'Kanaan, Omar'; Dabkowski, Adrian

**Cc:** Akcay, Firat; Matthew Amster; Michael Larkin; Hodges, Lee (ROC); Murphy, James

**Subject:** RE: Flamingo Comments

**Importance:** High

Gentlemen,

We accept all your responses except the following:

1. We firmly believe that guests visiting the south tower will request to be dropped off on the street to avoid walking the 1000 feet between the north drop-off zone and the South Tower Lobby. As such, we are requesting the attached amendment to your plan.
2. Just to confirm as per our last conversation, the northernmost entrance to access short term parking and deliveries will be controlled by a gate or an arm? Typically arms have a faster response and reduce queueing.

Our deadline for Memo submission to the Planning Department is 10/20/2017 so please expedite the responses to the two items above.

Thanks,

## MIAMI BEACH

**Josiel Ferrer-Diaz, E.I.** *Transportation Manager*  
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**From:** Kanaan, Omar [<mailto:omar.kanaan@kimley-horn.com>]  
**Sent:** Wednesday, October 18, 2017 10:01 AM  
**To:** Ferrer, Josiel  
**Cc:** Akcay, Firat; Matthew Amster; Michael Larkin; Hodges, Lee (ROC); Dabkowski, Adrian  
**Subject:** RE: Flamingo Comments

Josiel,

The conclusion of the finalized traffic assessment was revised to state that 22 short-term parking spaces are provided on site. The finalized traffic assessment can be downloaded by clicking the link below.

Thank you,  
Omar

**Omar Kanaan, P.E.**  
**Kimley-Horn** | 600 North Pine Island Road | Suite 450 | Plantation, FL 33324  
954.716.8829 direct | 954.535.5100 main

Please note that I will be out of the office beginning of October 27 and returning on November 13.

ShareFile Attachments

Expires April 16, 2018

Flamingo - Traffic Assessment 10 18 17.pdf	17.8 MB
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**From:** Dabkowski, Adrian  
**Sent:** Wednesday, October 18, 2017 8:51 AM  
**To:** Ferrer, Josiel <[JOSIELFERRER@miamibeachfl.gov](mailto:JOSIELFERRER@miamibeachfl.gov)>  
**Cc:** Akcay, Firat <[FiratAkcay@miamibeachfl.gov](mailto:FiratAkcay@miamibeachfl.gov)>; Matthew Amster <[MAMster@brzoninglaw.com](mailto:MAMster@brzoninglaw.com)>; Michael Larkin <[MLarkin@brzoninglaw.com](mailto:MLarkin@brzoninglaw.com)>; Hodges, Lee (ROC) <[Lee.Hodges@aimco.com](mailto:Lee.Hodges@aimco.com)>; Kanaan, Omar <[omar.kanaan@kimley-horn.com](mailto:omar.kanaan@kimley-horn.com)>  
**Subject:** RE: Flamingo Comments

Josiel:

Our response to comments is below. The finalized traffic assessment can be downloaded by clicking the link below.

ShareFile Attachments

Expires April 16, 2018

Flamingo - Traffic Assessment 10 18 17.pdf	17.7 MB
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1. The gate operation for both towers should be clarified in detail. The **unobstructed** flow into the site might not be realistic. In order to be unobstructed, no information would be required at the gate (license plate, driver license, etc.) requiring a mechanical arm or other detractor forcing vehicles to stop at all. Wouldn't this raise safety concerns for the site.

Response: The operational plan has been provided as part of the July 17, 2017, August 2, 2017, August 16, 2017, October 3, 2017, October 11, 2017, and October 12, 2017 traffic assessment and comment response submittals.

Note that the existing South Tower gate is used by residents and deliveries only to the South Tower, and all guests to the site are currently required to check-in at the main entrance at the Center Tower. The existing site is currently accessed via three (3) driveways along Bay Road, including the following:

1. A resident and delivery-only access is provided to the South Tower (condominiums) via a gated driveway at 14<sup>th</sup> Terrace that is manned 24/7.
2. The center driveway at 15<sup>th</sup> Street provides access to the valet for residents and guests. All guests currently valet their vehicles.
3. A second resident and deliveries driveway for the Center and North Towers (apartments) is provided south of 16<sup>th</sup> Street.

The redevelopment will consist of the following access:

1. A resident self-park, resident valet, resident-rideshare, deliveries, and food deliveries access is provided to the South Tower (426 condominiums and 154 apartments) via a gated driveway at 14<sup>th</sup> Terrace that is

manned 24/7. Two (2) lanes are provided to access the South Tower i.) a resident-only lane and ii.) resident-rideshare, deliveries, and food deliveries lane. As the site owner is aware of the limited stacking distance at the gate, rideshare, delivery, and food delivery trips to the South Tower will be granted access into the site by the gate guard, without calling specific units or checking driver licenses. This operation ensures no vehicles queues extending onto Bay Road. The gate is a visual deterrent for unwanted traffic into the site. The rideshare, delivery, or food delivery drivers will pull up to the gate guard and state that they are dropping off or picking up a resident, delivery, or food and immediately be let into the site. Rideshare vehicles will use on-site rideshare spaces and valet only spaces adjacent to the South Tower and delivery vehicles will use the on-site loading spaces adjacent to the South Tower, located north of the rideshare/valet spaces. The site also provides six (6) designated food/short-term delivery spaces located south of the South Tower in the surface parking area. The South Tower access and parking lots are fully contained and do not provide access to other portions of the development without proper credentials. If for any reason a vehicle is refused entry at the South Tower, the gate guard will open the gate and supervisor the vehicle turning around to exit safely to Bay Road. This will prevent vehicles from backing out onto Bay Road. The owner will also install license plate recognition technology at the access for safety purposes. Please note that the previously submitted Shared-Ride/Taxi Drop-off/Pick-up Accumulation Analysis, April 2017, indicated that the maximum observed accumulation along Bay Road south of 15<sup>th</sup> Street was two (2) vehicles. Note that three (3) rideshare spaces are provided as part of the redevelopment. Furthermore, it is not expected that the reduction in the site's residential unit count will result in an increase in vehicle accumulation and as guests of residents will be dropped-off/picked-up at the central rideshare area adjacent to the North Tower. Please note that the 18 apartment units in the South Tower fronting Bay Road will have designated self-parking spaces directly adjacent to the units and will not utilize valet services.

2. A rideshare and valet drop-off/pick-up area will be provided for the Center and North Towers (939 apartments, 299-seat restaurant, and 6,318 square-foot retail area) with an ingress driveway south of 15<sup>th</sup> Terrace and egress at the existing driveway south of 16<sup>th</sup> Street. The owner will also install license plate recognition technology at the access for safety purposes. As with the current condition on-site, all guests are required to check-in at the main entrance located approximately 275 feet from the rideshare and valet drop-off/pick-up area. The trips associated with these guest trips were already factored in to the drop-off/pick-up spaces necessary as detailed in Shared-Ride/Taxi Drop-off/Pick-up Accumulation Analysis, April 2017, traffic assessments, and response to comments submitted July 17, 2017, August 2, 2017, August 16, 2017, October 3, 2017, October 11, 2017, and October 12, 2017.
  3. The resident, delivery, food delivery, and short-term retail driveway for the Center and North Towers remains south of 16<sup>th</sup> Street. Two (2) lanes are provided to access the Center and North Towers i.) a resident-only lane and ii.) deliveries, food deliveries, and short-term parking lane. As the site owner is aware of the limited stacking distance at the gate, delivery, food delivery, and short-term retail trips to the Center and North Towers will be granted access into the site by the gate guard, without calling specific units or checking driver licenses. The owner will also install license plate recognition technology at the access for safety purposes. A secondary access gate will be located west of the short-term parking spaces to provide resident access to the north parking garage and delivery vehicle access to the loading area.
2. The traffic engineer shall provide a pavement marking and signage plan as requested in the first round of comments (8/7/2017).

Response: An updated site plan containing circulation/directional arrow and stop bar plan was included in our response to comments dated August 16, 2017. No other comments were provided regarding the plan until now. Note that a complete pavement marking and signage plan is typically provided by the civil engineer as part of the permitting process in addition to the wayfinding plan that is also prepared as part of the permitting process. An updated circulation/directional arrow and stop bar plan is provided based on the relocation of the South Tower refuse area and contained in Attachment A.

3. Valet analysis has been calculated using a distance of 0.08 miles which is the distance to the entrance to the garage. The distance that needs to be evaluated is to the furthest parking space on the highest level. Provide a new study with updated distance.

Response: This statement is inaccurate and no new study is necessary. Further note that the valet analysis was submitted as part of the July 17, 2017, August 2, 2017, August 16, 2017, October 3, 2017, and October 12, 2017 traffic assessments and no comments regarding the valet parking/circulation were provided until now.

The distances used in the valet analysis are summarized in the table below. At the South Tower, the valet distance was measured between the valet drop-off/pick-up area and the furthest point of the planned South Tower valet parking area in the southwest corner of the south garage. At the North Tower, the distance was measured between the valet drop-off/pick-up area and the furthest point of the planned North Tower valet parking area in the southwest corner of the north garage. The valet does not use parking spaces on the upper levels, valet parking is limited to the ground level. Valet distances should be measured to and from the furthest point in the designated valet parking area and not to the furthest parking space on the highest level as completed in the valet study.

Valet Route Distances		Miles
<b>South Tower</b>		
Drop-Off	Distance to Garage (Vehicle)	0.16
	Distance from Garage (Attendant)	0.12
Pick-Up	Distance to Garage (Attendant)	0.12
	Distance from Garage (Vehicle)	0.13
<b>North Tower</b>		
Drop-Off	Distance to Garage (Vehicle)	0.08
	Distance from Garage (Attendant)	0.08
Pick-Up	Distance to Garage (Attendant)	0.08
	Distance from Garage (Vehicle)	0.08

Furthermore, the applicant will commit to providing an adequate number of valet attendants as required on every project in the City of Miami Beach.

4. South Tower: Proposed loading zone areas need to be evaluated to also serve as short term delivery spaces. It is not practical for short term deliveries to park at the North Tower to serve the South Tower. If found feasible, the Planning Department has requested an approval letter from the condo association be provided to that effect.

Response: The six (6) loading zone spaces located adjacent to the South Tower can be used for short-term/food delivery when not in use during the loading hours of Monday through Friday from 9:00 A.M. to 5:00 P.M. beyond these loading hours. Furthermore, the site plan has been updated to provide six (6) short-term/food delivery spaces in the adjacent South Tower surface lot. Finally, as AIMCO is the owner of the entire grounds of the site, approval from the South Tower Condominium Association is not required.

Note that the trash refuse area has been relocated in the South Tower surface lot area. An updated maneuverability is contained in Attachment J of the attached assessment.

5. North Tower: short term/delivery vehicles parking shall be limited to 30 minutes to avoid visitors parking at this location and occupying the spaces unnecessarily.

Response: Comment noted. Signage will be designate the short term/delivery spaces and will be finalized as part of the signing and marking plans and wayfinding submittals as part of the permit process.

6. As documented in the email received 10/12/2017, guests arriving via rideshare vehicles to the south tower would need to be dropped off at the north tower rideshare location. The walking distance to the south tower is

approximately 1000 ft. This plan would potentially exacerbate the on-street drop-off issue currently affecting this development. The rideshare access to the South Tower should be evaluated and pedestrian circulation for guests should be revised and presented.

Response: Please refer to response to comment 1.

7. Provide the signed letter from Lyft.

Response: An email from Lyft was provided with the October 12 submittal. A letter from Lyft is forthcoming and will be provided to the City as soon as it is available.

We note that these comments appear to be duplicate or previously addressed comments. Please let us know when you would be available this week or next week to have a face-to-face meeting to discuss these comments.

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

**Kimley-Horn** | 600 North Pine Island Road, Suite 450, Plantation, FL 33324  
Direct: 954-535-5144 | Main: 954-535-5100

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**From:** Ferrer, Josiel [<mailto:JOSIELFERRER@miamibeachfl.gov>]

**Sent:** Friday, October 13, 2017 5:03 PM

**To:** Dabkowski, Adrian <[Adrian.Dabkowski@Kimley-horn.com](mailto:Adrian.Dabkowski@Kimley-horn.com)>; Kanaan, Omar <[omar.kanaan@kimley-horn.com](mailto:omar.kanaan@kimley-horn.com)>; Matthew Amster <[MAMster@brzoninglaw.com](mailto:MAMster@brzoninglaw.com)>; Michael Larkin <[MLarkin@brzoninglaw.com](mailto:MLarkin@brzoninglaw.com)>

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

**Subject:** RE: Flamingo Comments

Gentlemen,

Please see below the summary of our comments combined:

1. The gate operation for both towers should be clarified in detail. The **unobstructed** flow into the site might not be realistic. In order to be unobstructed, no information would be required at the gate (license plate, driver license, etc.) requiring a mechanical arm or other detractor forcing vehicles to stop at all. Wouldn't this raise safety concerns for the site.
2. The traffic engineer shall provide a pavement marking and signage plan as requested in the first round of comments (8/7/2017).
3. Valet analysis has been calculated using a distance of 0.08 miles which is the distance to the entrance to the garage. The distance that needs to be evaluated is to the furthest parking space on the highest level. Provide a new study with updated distance.
4. South Tower: Proposed loading zone areas need to be evaluated to also serve as short term delivery spaces. It is not practical for short term deliveries to park at the North Tower to serve the South Tower. If found feasible, the Planning Department has requested an approval letter from the condo association be provided to that effect.
5. North Tower: short term/delivery vehicles parking shall be limited to 30 minutes to avoid visitors parking at this location and occupying the spaces unnecessarily.
6. As documented in the email received 10/12/2017, guests arriving via rideshare vehicles to the south tower would need to be dropped off at the north tower rideshare location. The walking distance to the south tower is approximately 1000 ft. This plan would potentially exacerbate the on-street drop-off issue currently affecting this development. The rideshare access to the South Tower should be evaluated and pedestrian circulation for guests should be revised and presented.
7. Provide the signed letter from Lyft.

Let me know if you have any questions. The deadline for response to these comments is **October 18, 2017**.

# MIAMI BEACH

**Josiel Ferrer-Diaz, E.I.** *Transportation Manager*

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