

Hotel and Restaurant Valet Drop-off and Pick-up Traffic Data Summary
Friday October 22, 2010

Hotel Valet Area Observations									
Time	Hotel Pick-up Maximum Queue	Hotel Pick-Up Volume	Hotel Pick-Up Peak Hour Volume	Hotel Drop-off Maximum Queue	Hotel Drop-off Volume	Hotel Drop-Off Peak Hour Volume	Total Hotel Volume		Total Hotel Peak Hour Volume
18:00	0	0		3	18		18		
18:15	2	4		2	3		7		
18:30	2	6		3	7		13		
18:45	4	23	40	4	13	37	36		77
19:00	3	9		1	3		12		
19:15	2	6		2	7		13		
19:30	1	2		3	14		16		
19:45	0	0		2	4		4		
20:00	1	3		2	7		10		
20:15	1	3		1	2		5		
20:30	3	11		2	7		18		
20:45	3	13		2	6		19		

Restaurant Valet Area Observations						
Time	Restaurmt Pick-up Maximum Queue	Restaurant Pick-Up Volume	Restaurant Pick-Up Peak Hour Volume	Restaurant Drop-off Maximum Queue	Restaurant Drop-off Volume	Restaurant Drop-off Peak Hour Volume
18:00	5	17		0	0	
18:15	4	13		2	7	8
18:30	3	9		0	0	
18:45	3	18		0	0	
19:00	4	15		1	1	
19:15	4	14		1	1	
19:30	5	18		1	1	
19:45	6	27		1	2	
20:00	5	18	81	1	1	
20:15	5	15		0	0	
20:30	5	15		0	1	
20:45	6	33		0	0	

Taxi vs Valet Trips									
Time	Valet Pick-up Trips	Valet Drop-off Trips	Total Valet Trips	Taxi Pick-up Trips	Taxi Drop-off Trips	Total Taxi Pick-up Trips	Total Site Pick-up Trips	Total Site Drop-off Trips	Total Site Trips
18:00	1	11	12	16	7	23	17	18	35
18:15	5	6	11	12	4	16	17	10	27
18:30	3	3	6	12	4	16	15	7	22
18:45	32	10	42	9	3	12	41	13	54
19:00	17	1	18	7	3	10	24	4	28
19:15	12	5	17	8	3	11	20	8	28
19:30	12	12	24	8	3	11	20	15	35
19:45	20	4	24	7	2	9	27	6	33
20:00	10	4	14	11	4	15	21	8	29
20:15	3	1	4	15	1	16	18	2	20
20:30	15	4	19	11	4	15	26	8	34
20:45	35	2	37	11	4	15	46	6	52

Taxi Trips Observed 42.6%

Attachment F

Valet Analysis

VALET PEAK HOUR TRIP GENERATION COMPARISON

PROPOSED WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		EXTERNAL TRIPS			NET NEW EXTERNAL TRIPS						
					Percent																					
Land Use					ITE Edition	ITE Code	Scale	ITE Units	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	In	Out	Total		
GROUP 1	1	Residential Condominium/Townhouse	9	230	58	du	64%	36%	36	20	56	10.0%	6	32	18	50	66.0%	33	12	5	17	12	5	17		
	2	Hotel	9	310	78	room	58%	42%	28	20	48	10.0%	5	25	18	43	32.6%	14	17	12	29	17	12	29		
	3	Shopping Center	9	820	18,022	ksf	48%	52%	91	99	190	10.0%	19	82	89	171	43.9%	75	52	44	96	52	44	96		
	4	Quality Restaurant	9	931	288	seat	62%	38%	53	33	86	10.0%	8	48	30	78	44.9%	35	30	13	43	30	13	43		
	5	Drinking Place	9	925	4.32	ksf	68%	32%	46	21	67	10.0%	7	41	19	60	44.9%	27	25	8	33	25	8	33		
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
ITE Land Use Code					Rate or Equation					Total:			254	193	447	10.0%	45	228	174	402	45.8%	184	136	82	218	
230					Y=0.34*(X)+35.87					Hotel, Retail, and Restaurant Valet Trips (57.4% of Hotel and 100% of Retail and Restaurant Trips)														117	72	189
310					Y=0.61(X)					Residential Valet Trips (50% of Residential Trips)														6	3	9
820					LN(Y) = 0.67*LN(X)+3.31 ⁽¹⁾																					
931					Y=0.3(X)																					
925					Y=15.49(X)																					
Note: ⁽¹⁾ Weekday P.M. peak hour of generator not provided. Therefore, P.M. peak hour trip generation used.																										

Note: ⁽¹⁾ Weekday P.M. peak hour of generator not provided. Therefore, P.M. peak hour trip generation used.

PROPOSED WEEKEND PEAK HOUR OF GENERATOR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		EXTERNAL TRIPS			NET NEW EXTERNAL TRIPS				
					Percent																			
Land Use					ITE Edition	ITE Code	Scale	ITE Units																
					In	Out			In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	In	Out	Total
GROUP 2	1	Residential Condominium/Townhouse	9	230	58	du	54%	46%	32	27	59	10.0%	6	29	24	53	64.2%	34	11	8	19	11	8	19
	2	Hotel	9	310	78	room	56%	44%	32	26	58	10.0%	6	29	23	52	34.6%	18	19	15	34	19	15	34
	3	Shopping Center	9	820	18,022	ksf	52%	48%	149	138	287	10.0%	29	134	124	258	31.0%	80	99	79	178	99	79	178
	4	Quality Restaurant	9	931	288	seat	59%	41%	55	38	93	10.0%	9	50	34	84	46.9%	39	30	15	45	30	15	45
	5	Drinking Place	9	925	4.32	ksf	68%	32%	46	21	67	10.0%	6	42	19	61	46.9%	29	25	7	32	25	7	32
	6																							
	7																							
	8																							
	9																							
	10																							
	11																							
	12																							
	13																							
	14																							
	15																							
ITE Land Use Code					Rate or Equation		Total:		314	250	564	10.0%	56	284	224	508	39.4%	200	184	124	308	184	124	308
230					Y=0.29*(X)+42.63		Hotel, Retail, and Restaurant Valet Trips (57.4% of Hotel and 100% of Retail and Restaurant Trips)														165	110	275	
310					Y=0.69*(X)+4.32		Residential Valet Trips (50% of Residential Trips)														6	4	10	
820					LN(Y) = 0.65*LN(X)+3.78																			
931					Y=0.38*(X)+-16.72																			
925					Y=15.49(X) ⁽¹⁾		Note: ⁽¹⁾ Weekend peak hour of generator not provided. Therefore, P.M. peak of generator used.																	

Note: ⁽¹⁾ Weekend peak hour of generator not provided. Therefore, P.M. peak of generator used.

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 (WEEKDAY PROPOSED)			
GROSS TRIP GENERATION			
INPUT	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office		
	Retail	82	89
	Restaurant	89	49
	Cinema/Entertainment		
	Residential	32	18
	Hotel	25	18
		228	174
INTERNAL TRIPS			
OUTPUT	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	30	45
	Restaurant	34	28
	Cinema/Entertainment	0	0
	Residential	20	13
	Hotel	8	6
		92	92
OUTPUT	Total % Reduction	45.8%	
	Office		
	Retail	43.9%	
	Restaurant	44.9%	
	Cinema/Entertainment		
	Residential	66.0%	
	Hotel	32.6%	
EXTERNAL TRIPS			
OUTPUT	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	52	44
	Restaurant	55	21
	Cinema/Entertainment	0	0
	Residential	12	5
	Hotel	17	12
		136	82

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 (WEEKEND PROPOSED)			
GROSS TRIP GENERATION			
INPUT	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office		
	Retail	134	124
	Restaurant	92	53
	Cinema/Entertainment		
	Residential	29	24
	Hotel	29	23
	284	224	
INTERNAL TRIPS			
OUTPUT	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	35	45
	Restaurant	37	31
	Cinema/Entertainment	0	0
	Residential	18	16
	Hotel	10	8
	100	100	
OUTPUT	Total % Reduction	39.4%	
	Office		
	Retail	31.0%	
	Restaurant	46.9%	
	Cinema/Entertainment		
	Residential	64.2%	
	Hotel	34.6%	
EXTERNAL TRIPS			
OUTPUT	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	99	79
	Restaurant	55	22
	Cinema/Entertainment	0	0
	Residential	11	8
	Hotel	19	15
	184	124	

Ocean Terrace On-Site Parking Calculated Average Travel Time	
RESIDENTIAL VALET DROP-OFF	
<u>Vehicle Travel Time</u> Travel Times (Assume 15 mph speed) <u>To Valet Garage (In vehicle)</u> Distance 0.16 miles Travel Time 0.7 minutes Controlled Delay 1.0 Minutes Total Time 3.0 Minutes	<u>Valet Attendant Travel Time</u> Travel Times (Assume 5 ft/s speed) <u>Return from Valet Garage (Walk/Run) to Valet Area</u> Distance 0.07 miles Travel Time 1.3 minutes

Ocean Terrace On-Site Parking Calculated Average Travel Time	
RESIDENTIAL VALET PICK-UP	
<u>Valet Attendant Travel Time</u> Travel Times (Assume 5 ft/s speed) <u>To Valet Garage (Walk/Run)</u> Distance 0.07 miles Travel Time 1.3 minutes Controlled Delay 1.0 Minutes Total Time 3.0 Minutes	<u>Valet Attendant Travel Time</u> Travel Times (Assume 15 mph speed) <u>Return from Valet Garage (In Vehicle) to Valet Area</u> Distance 0.16 miles Travel Time 0.7 minutes

Ocean Terrace On-Site Parking Calculated Average Travel Time	
HOTEL, RETAIL, AND RESTAURANT VALET DROP-OFF	
<u>Vehicle Travel Time</u> Travel Times (Assume 15 mph speed) <u>To Valet Garage (In vehicle)</u> Distance 0.15 miles Travel Time 0.6 minutes Controlled Delay 1.0 Minutes Total Time 3.1 Minutes	<u>Valet Attendant Travel Time</u> Travel Times (Assume 5 ft/s speed) <u>Return from Valet Garage (Walk/Run) to Valet Area</u> Distance 0.09 miles Travel Time 1.5 minutes

Ocean Terrace On-Site Parking Calculated Average Travel Time	
HOTEL, RETAIL, AND RESTAURANT VALET DROP-OFF	
<u>Valet Attendant Travel Time</u> Travel Times (Assume 5 ft/s speed) <u>To Valet Garage (Walk/Run)</u> Distance 0.09 miles Travel Time 1.5 minutes Controlled Delay 1.0 Minutes Total Time 3.1 Minutes	<u>Valet Attendant Travel Time</u> Travel Times (Assume 15 mph speed) <u>Return from Valet Garage (In Vehicle) to Valet Area</u> Distance 0.15 miles Travel Time 0.6 minutes

Ocean Terrace Residential Valet Drop-Off Analysis

P.M. Peak Hour of Generator

Arrival Rate

IN	OUT
6	0

veh/hr

Number of Valet Attendants (N) = 1

Level of Confidence = 0.90

Storage Provided On-Site = 2 vehicles

Service Rate

IN	OUT
3.00	3.00

mins/veh

Total Entering and Exiting Vehicles(q) = 6 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 20.00 veh/hr/pos

Average Service Rate (t) = 3.00 mins/veh

rho (t/Q) = 0.300

Service Time = 3.00 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.13	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.43	
Mean time in the queue	E(w)=	1.29	mins
Mean time in system	E(t)=	4.29	mins

Proportion of customers who wait (P) (E(w) > 0) = 30.00%

Probability of a queue exceeding a length (M) P(x > M) = 10.00%

Queue length which is exceeded 10.00% of the times is equal to 0.1 vehicles

Ocean Terrace Residential Valet Drop-Off Analysis

Weekend Peak Hour of Generator

Arrival Rate

IN	OUT
6	0

veh/hr

Number of Valet Attendants (N) = 1

Level of Confidence = 0.90

Storage Provided On-Site = 2 vehicles

Service Rate

IN	OUT
3.00	3.00

mins/veh

Total Entering and Exiting Vehicles(q) = 6 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 20.00 veh/hr/pos

Average Service Rate (t) = 3.00 mins/veh

rho (t/Q) = 0.300

Service Time = 3.00 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.13	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.43	
Mean time in the queue	E(w)=	1.29	mins
Mean time in system	E(t)=	4.29	mins

Proportion of customers who wait (P) (E(w) > 0) = 30.00%

Probability of a queue exceeding a length (M) P(x > M) = 10.00%

Queue length which is exceeded 10.00% of the times is equal to 0.1 vehicles

Ocean Terrace Residential Valet Pick-Up Analysis

P.M. Peak Hour of Generator

Arrival Rate

IN	OUT
0	3

veh/hr

Service Rate

IN	OUT
3.00	3.00

mins/veh

Number of Valet Attendants (N) =

1

Level of Confidence =

0.90

Storage Provided On-Site =

2

vehicles

Total Entering and Exiting Vehicles(q) =

3

veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) =

20.00

veh/hr/pos

Average Service Rate (t) =

3.00

mins/veh

rho (t/Q) =

0.150

Service Time = 3.00 mins/veh

Expected (avg.) number of vehicles in the system

E(m)= 0.03

Expected (avg.) number of vehicles waiting in queue

E(n)= 0.18

Mean time in the queue

E(w)= 0.53 mins

Mean time in system

E(t)= 3.53 mins

Proportion of customers who wait (P) (E(w) > 0)= 15.00%

Probability of a queue exceeding a length (M) P(x > M)= 10.00%

Queue length which is exceeded 10.00% of the times is equal to 0.1 vehicles

Ocean Terrace Residential Valet Pick-Up Analysis

Weekend Peak Hour of Generator

Arrival Rate

IN	OUT
0	4

veh/hr

Service Rate

IN	OUT
3.00	3.00

mins/veh

Number of Valet Attendants (N) =

1

Level of Confidence =

0.90

Storage Provided On-Site =

2

vehicles

Total Entering and Exiting Vehicles(q) =

4

veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) =

20.00

veh/hr/pos

Average Service Rate (t) =

3.00

mins/veh

rho (t/Q) =

0.200

Service Time = 3.00 mins/veh

Expected (avg.) number of vehicles in the system

E(m)= 0.05

Expected (avg.) number of vehicles waiting in queue

E(n)= 0.25

Mean time in the queue

E(w)= 0.75 mins

Mean time in system

E(t)= 3.75 mins

Proportion of customers who wait (P) (E(w) > 0)= 20.00%

Probability of a queue exceeding a length (M) P(x > M)= 10.00%

Queue length which is exceeded 10.00% of the times is equal to 0.1 vehicles

Ocean Terrace Hotel, Retail, and Restaurant Valet Analysis

P.M. Peak Hour of Generator

Arrival Rate

IN	OUT
117	72

veh/hr

Service Rate

IN	OUT
3.10	3.10

mins/veh

Number of Valet Attendants (N) = 13

Level of Confidence = 0.90

Storage Provided On-Site = 6 vehicles

Total Entering and Exiting Vehicles(q) = 189 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 19.35 veh/hr/pos

Average Service Rate (t) = 3.10 mins/veh

rho (t/Q) = 0.751

Service Time = 3.10 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.76	
Expected (avg.) number of vehicles waiting in queue	E(n)=	10.52	
Mean time in the queue	E(w)=	0.24	mins
Mean time in system	E(t)=	3.34	mins

Proportion of customers who wait (P) (E(w) > 0)= 25.07%

Probability of a queue exceeding a length (M) P(x > M)= 10.00%

Queue length which is exceeded 10.00% of the times is equal to 2.0 vehicles

Ocean Terrace Hotel, Retail, and Restaurant Valet Analysis

Weekend Peak Hour of Generator

Arrival Rate

IN	OUT
165	110

veh/hr

Number of Valet Attendants (N) = 18

Level of Confidence = 0.90

Storage Provided On-Site = 6 vehicles

Service Rate

IN	OUT
3.10	3.10

mins/veh

Total Entering and Exiting Vehicles(q) = 275 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 19.35 veh/hr/pos

Average Service Rate (t) = 3.10 mins/veh

rho (t/Q) = 0.789

Service Time = 3.10 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.96	
Expected (avg.) number of vehicles waiting in queue	E(n)=	15.17	
Mean time in the queue	E(w)=	0.21	mins
Mean time in system	E(t)=	3.31	mins

Proportion of customers who wait (P) (E(w) > 0) = 25.56%

Probability of a queue exceeding a length (M) P(x > M) = 10.00%

Queue length which is exceeded 10.00% of the times is equal to 2.8 vehicles

Attachment G

Maneuverability Analysis

OCEAN TERRACE
7400 Ocean Terrace
Miami Beach, FL 33141

A mixed used project by
Ocean Terrace Holdings

1035 North Miami Av.
Miami, FL 33136
305.324.4700

Design & Executive Architect

REVUELTA
Architecture International
P.A.
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SUITE 110
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EXHIBIT 1

Luis O. Revuelta
AR-0007972

Date
8/28/2017
Scale
AS SHOWN
Sheet Name

**FLOOR PLAN -
GROUND FLOOR**

A-203



RETAIL +7'-6" N.G.V.D. 7436 +10'-0" N.G.V.D. 7450 +10'-0" N.G.V.D. CONDOMINIUM +10'-4" N.G.V.D.

LOBBY LEVEL
Floor Plan

SCALE: 1/16" = 1'-0"

N

2950 SW 27TH AVE.
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MIAMI, FL 33133
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2199 PONCE DE LEON BLVD.
SUITE 400
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TELEPHONE: 305/446-7799
FAX: 305/446-9275

OCEAN TERRACE

7400 Ocean Terrace
Miami Beach, FL 33141

A mixed used project by
**Ocean Terrace
Holdings**

1035 North Miami Av.
Miami, FL 33136

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Design & Executive Architect

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EXHIBIT 2

Luis O. Revuelta
AR-0007972

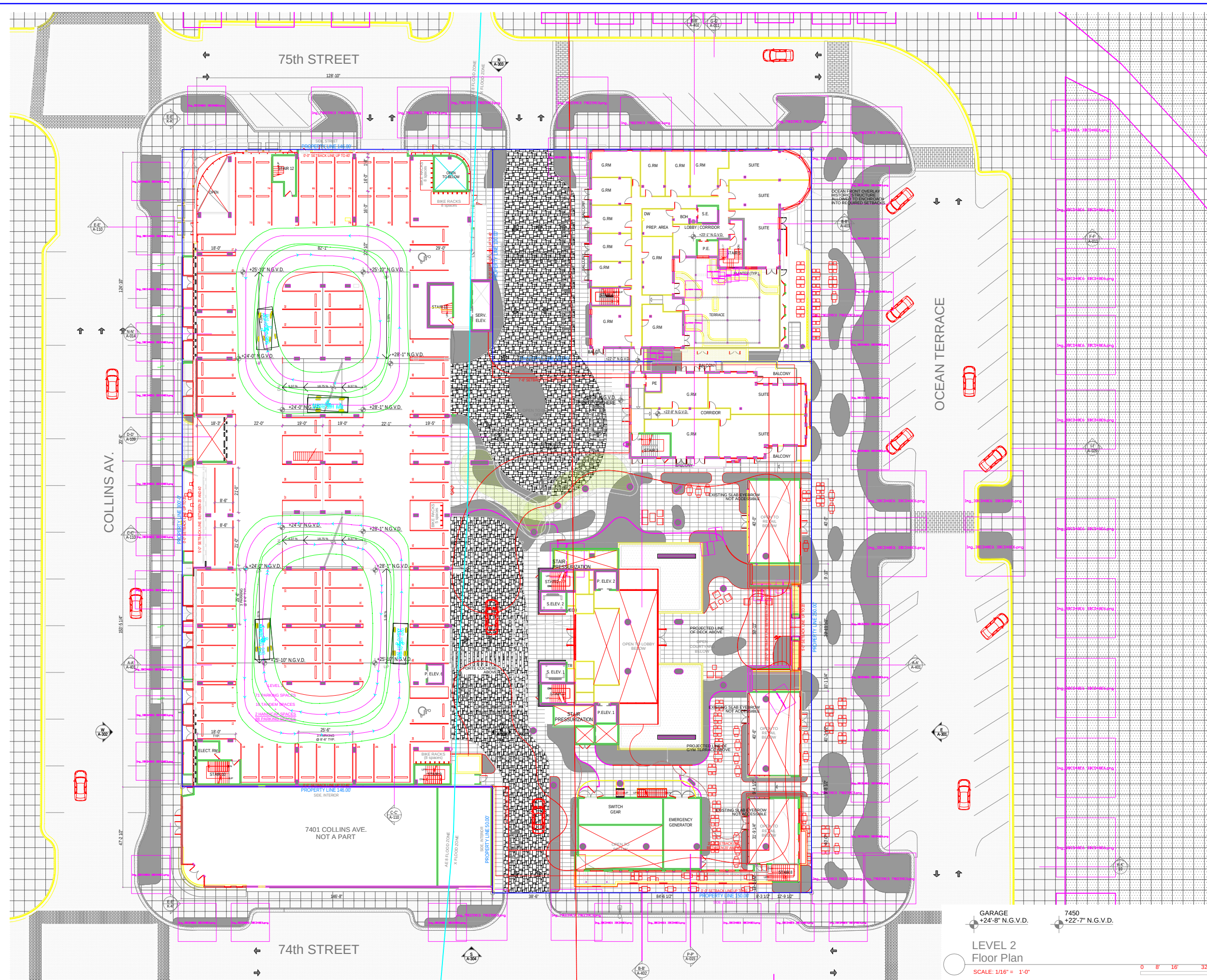
Date
8/28/2017

Scale
AS SHOWN

Sheet Name

FLOOR PLAN - LEVEL 2

A-204



2950 SW 27TH AVE
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FAX: 305/446-9275

OCEAN TERRACE
7400 Ocean Terrace
Miami Beach, FL 33141

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EXHIBIT 3

Luis O. Revuelta
AR-0007972

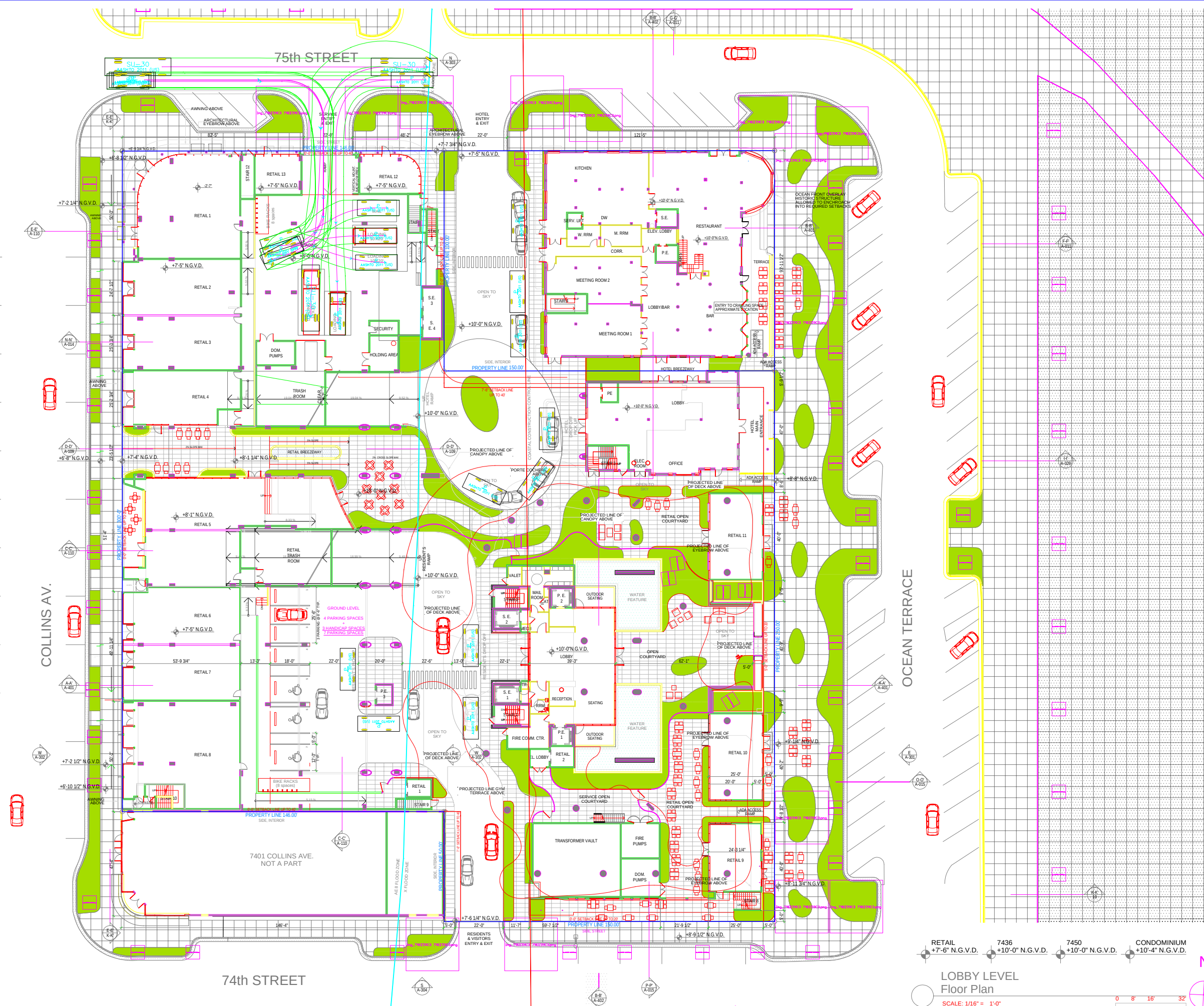
Date
8/28/2017

Scale
AS SHOWN

Sheet Name

FLOOR PLAN - GROUND FLOOR

A-203



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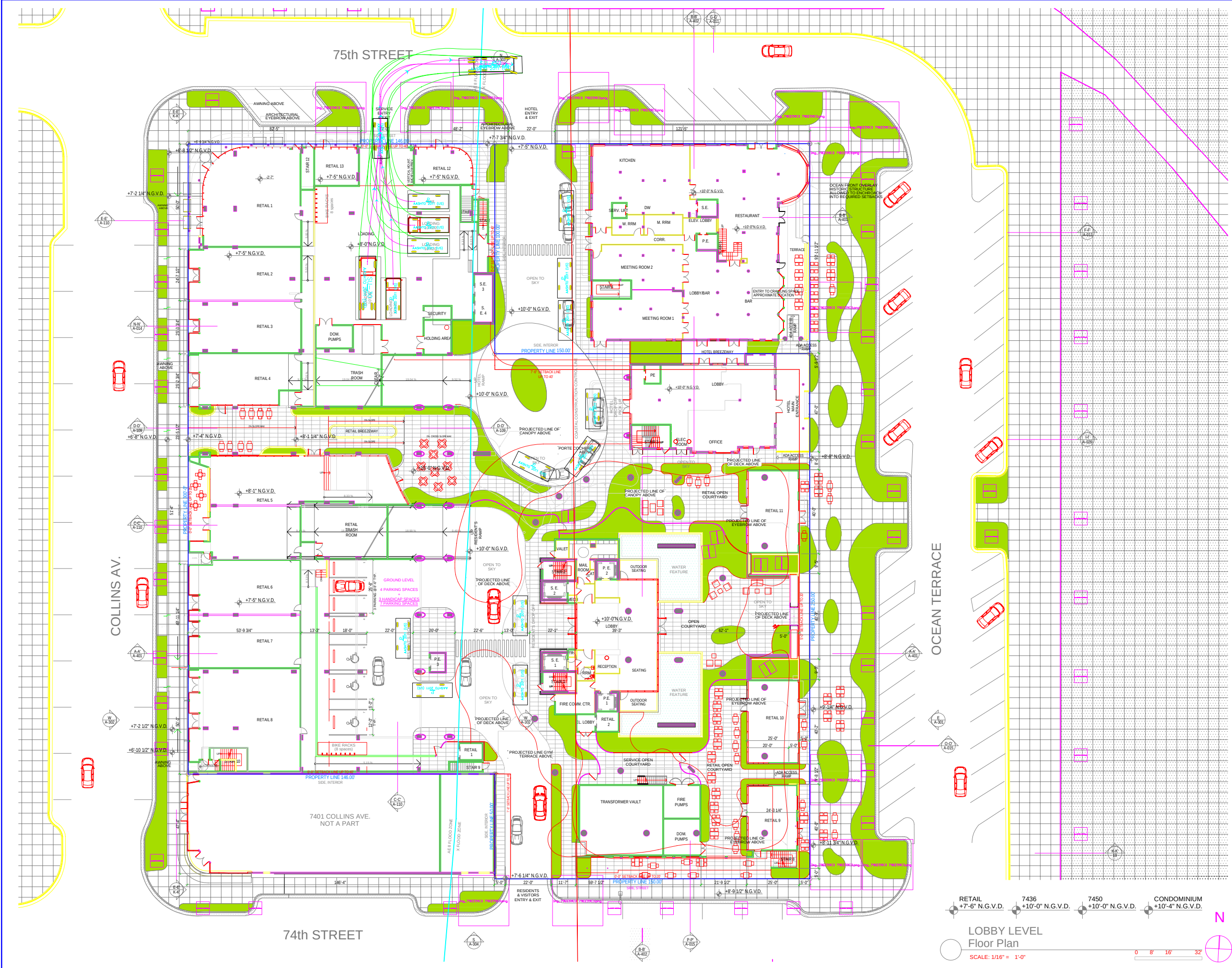
EXHIBIT 4

Luis O. Revuelta
AR-0007972

Date
8/28/2017
Scale
AS SHOWN
Sheet Name

**FLOOR PLAN -
GROUND FLOOR**

A-203



RETAIL
+7'-6" N.G.V.D.
7436
+10'-0" N.G.V.D.
7450
+10'-0" N.G.V.D.
CONDOMINIUM
+10'-4" N.G.V.D.

LOBBY LEVEL
Floor Plan

SCALE: 1/16" = 1'-0"

0 8' 16' 32'

N