

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

TRANSPORTATION DEPARTMENT

MEMORANDUM

TO: Michael Belush, AICP, Planning and Zoning Manager

FROM: Jose R. Gonzalez, ^{SRG}PE, Director

DATE: December 7, 2017

SUBJECT: 803 5th Street – Traffic Statement and Technical Memorandum

The Transportation Department has reviewed the Traffic Memorandum prepared by TrafTech for the proposed development located at 803 5th Street, which will include a 32 room hotel, triple lift parking lot providing 42 on-site parking spaces, and a 56-seat restaurant (Project). Currently, the Project site is a vacant lot.

Trip Generation

The trip generation analysis for the Project was based on the Institute of Transportation Engineers' (ITE) 9th Edition of the Trip Generation Manual (Land Use Code 310- Hotel and Land use Code 931- Restaurant) and resulted in the following anticipated vehicular trip figures:

Proposed (Hotel and Restaurant):

- Daily - 226 External Trips
- PM Peak hour – 20 External Trips

It is worth highlighting that 30% internal trip reduction factor, as agreed with the applicant's traffic engineer during the methodology meeting, has been applied to the trip generation analysis. The trip generation analysis also utilizes the pass-by trips factor for the restaurant component. Based on ITE Trip Generation Handbook 3rd Edition, the percentage of pass-by trips was determined to be 44%.

The trip distribution and traffic assignment for the Project were based on Miami-Dade County's Cardinal Distribution information for the study area. Table 2 of the TIS report summarizes the County's cardinal distribution data for Traffic Analysis Zone 652, which is applicable to the Project site from the latest SERPM data published by Miami-Dade County. The following traffic assignment was estimated for the proposed development:

- 45% to/from the north via Meridian Avenue
- 5% to/from the south via Meridian Avenue
- 5% to/from the east via 5th Street
- 45% to/from the west via 5th Street

Valet Analysis

The applicant has submitted a valet analysis based on procedures and information contained in ITE's Transportation and Land Development publication. During the PM peak hours, with 95% confidence level, the queueing would not exceed a capacity of one (1) space for valet drop-

off/pick-up operation with 4 valet runners.

Loading/Delivery Operation

The TIS report proposes two options for performing loading operations (on-site and on Meridian Avenue). For the on-site option, the trucks will back into the parking area, or upon entering the parking area will use the handicapped space to maneuver out of the site. Under this option, valet of the handicapped space would be required in order to be able to vacate the space during loading operations.

While the applicant proposes a second option of using the existing southbound right turn lane on Meridian Avenue as an alternative loading zone, the Transportation Department does not deem this option to be feasible given the trucks will need to occupy the right turn lane and, therefore, obstruct the flow of traffic. It should be noted that the curb along this section of Meridian Avenue is a no parking/standing zone due to the right turn lane.

RECOMMENDATION

The Transportation Department recommends placing the following condition on the developer for loading/delivery operation:

The Developer shall perform all loading/delivery operations within the site and shall not utilize Meridian Avenue for any loading/unloading activity. The Transportation Department has no further comments on this study.

Please feel free to contact me if you have any questions on the above.

cc: Josiel Ferrer-Diaz, E.I., Transportation Manager
Firat Akcay, Transportation Analyst