

BOARD OF ADJUSTMENT SUMMARY

AVENUE HOTEL CORP., A FLORIDA CORPORATION
2618 COLLINS AVENUE
NORTH 50 FT. OF LOTS 2 and 11 and the
SOUTH 50 FT. OF LOTS 3 and 10; BLOCK 7
AMENDED IN PLAT OCEANFRONT PROPERTY; PB 5

"APPEAL FROM ADMINISTRATIVE DECISION"

THE APPLICANT IS APPEALING AN ADMINISTRATIVE DECISION THAT THE SUBJECT PROPERTY SHALL CONSIST OF 57 UNITS (24 HOTEL ROOMS AND 33 APARTMENTS). THE APPLICANT REQUESTS THE BOARD APPROVE 90 UNITS (57 HOTEL ROOMS WITHOUT KITCHENS AND 33 HOTEL ROOMS WITH KITCHENS). THIS APPEAL IS PURSUANT TO THE RULES AND PROCEDURES OF A RESOLUTION APPROVED BY THE CITY COMMISSION.

APPLICANT REQUESTS THE BOARD APPROVE THE RETENTION OF 66 HOTEL ROOMS THAT DO NOT MEET THE MINIMUM REQUIRED 400 SQ. FT. OF FLOOR AREA AND THE RETENTION OF KITCHENS WHICH WERE INSTALLED WITHOUT BUILDING PERMITS IN 33 OF THOSE 66 ROOMS. (THESE ROOMS WERE CREATED AS PART OF AN ILLEGAL CONVERSION OF 33 APARTMENTS INTO 66 HOTEL ROOMS).

DEFERRED by the Board to the meeting of November 4, 1988.

DATE	PROCESS	DESCRIPTION	WORK COST	CUMULATIVE WORK COST	APPRAISED BLDG. VALUE BEFORE REMODEL	%	COMMENTS	BUILDING PERMIT NO.
ISSUED	NO.	OF WORK	COST	WORK COST	VALUE BEFORE REMODEL	%	COMMENTS	PERMIT NO.

COASTAL CONTROL ZONE

5. FILE NO. 1843

17089

AVENUE HOTELS CORPORATION
2618 COLLINS AVENUE
THE NORTH 50' OF LOTS 2 & 11
AND THE SOUTH 50' OF LOTS 3 & 10;
BLOCK 7; AMENDED PLAT OCEANFRONT PROPERTY
PB 5/7&8

SEP 11 1987

APPLICANT REQUESTS THE FOLLOWING VARIANCES IN ORDER TO OPERATE A RESTAURANT IN A BUILDING THAT CONTAINS LESS THAN THE MINIMUM REQUIRED 100 UNITS:

1. Applicant wishes to waive Section 7-3B.5. that requires an apartment/hotel building to contain at least 100 units to qualify for the operation of an accessory use, and instead, be permitted to operate a restaurant in this building that contains 57 units (24 hotel rooms and 33 apts.).
2. Applicant wishes to waive all of the required 19 off-street parking spaces for the operation of the above mentioned restaurant with 75 seats.

The variance was approved with the stipulation that the following conditions be complied with prior to the issuance of a building permit:

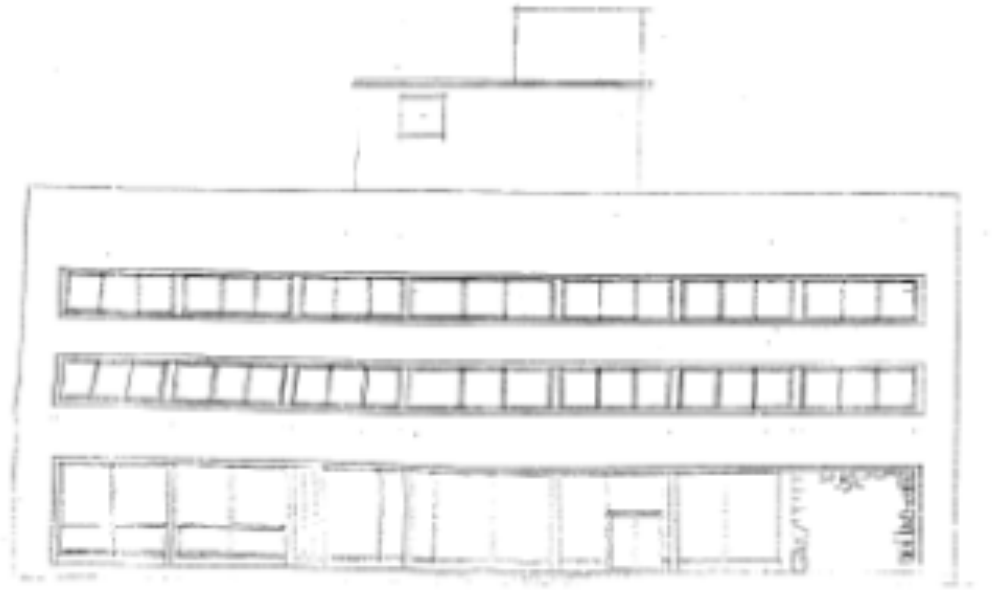
1. The applicant shall repair and/or replace the bulkhead along their outlots on Indian Creek. Plans for a building permit shall include these improvements and an Occupational License for the restaurant shall not be issued until they are completed;
2. The outlots shall be cleaned of debris. The Department shall determine which shrubs and/or trees will be removed and the balance of the area shall be re-sodded and an irrigation system installed. The intent of these improvements is to create a well-maintained lawn with palm trees on this highly visible arterial. A landscape plan shall be approved by the Department prior to the issuance of a building permit and the improvements approved by the Department prior to the issuance of an Occupational License for the restaurant. The applicant and/or property owner shall receive a credit based upon the value of improvements listed in Items #1 & 2 towards the parking impact fee; and,

FILE.
AVENUE
2618 COLLINS AVENUE

3. The applicant and successors shall contribute an amount of money equivalent to the purchase of 9.5 parking decals (cash in lieu of parking decal program) on an annual basis. The first and subsequent direct payments to the City shall be received annually on the anniversary date that the Certificate of Occupancy for the seats was received. Funds generated through the receipt of the cash in lieu of decal program shall be placed in a City account entitled, "Mid-Collins Avenue Improvement Account", which is dedicated towards the construction of improvements in the vicinity of the site and consistent with the Department's neighborhood plan for this area.

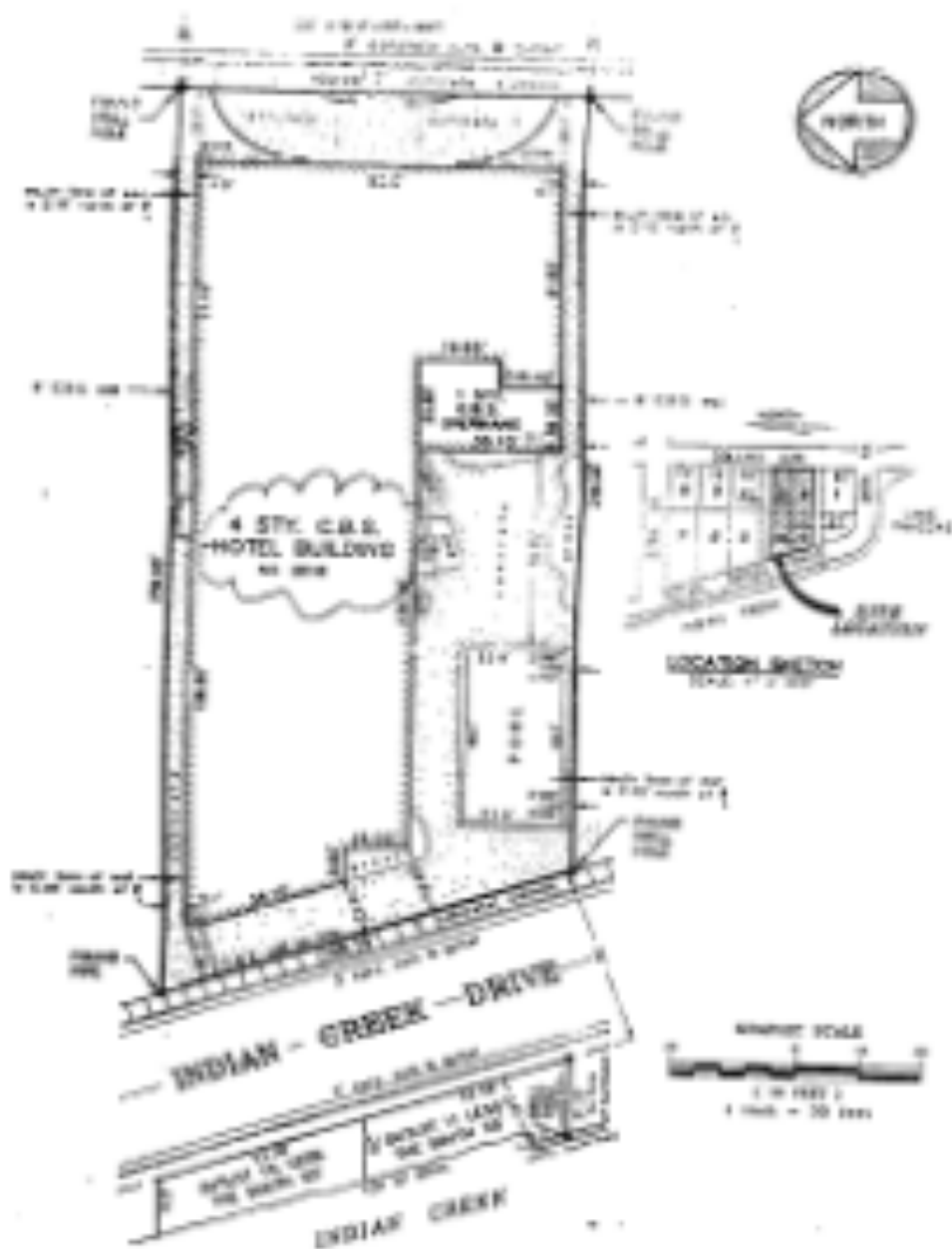
4. Provide proper garbage facilities.

5. Provide proper grease interceptor.



EXISTING CONDITIONS DRAWINGS

THE FOLLOWING DRAWINGS WERE COMPLETED TO DOCUMENT THE BUILDING FOR MISCELLANEOUS RENOVATIONS IN 1993 BY ROSS-SEIDLER ARCHITECTS OF MIAMI, FLORIDA.



LEGAL DESCRIPTION

LOT 3, less the North 25.00 feet, LOT 5, less the South 25.00 feet, LOT 10 and OUTLOT 10, less the North 25.00 feet, and LOT 11 and OUTLOT 11, less the South 25.00 feet, BLOCK 3, ADJACENT PLAT OF THE OCEAN FRONT PROPERTIES OF THE OCEAN BEACH DEVELOPMENT CO., SUBDIVISION, recorded in Plat Book 8 on Pages 7 and 8 of the Public Records of Duval County, Florida. That part of LOTS 2, 3, 10, and 11 described contains 21,800 square feet, more or less, or 0.500 Acres, more or less. The OUTLOTS described contain 1,320 square feet, more or less, or 0.030 Acres, more or less.

ROSS - SEIDLER ARCHITECTS P.A. 2000 HOLLYWOOD BOULEVARD HOLLYWOOD FL. 33020 DATE: 1988 PHONE: (305) 973-0000	
PRINCE MICHAEL CONDOMINIUM	COMM. PLANNING NO. 1 OF 2 DATE DRAWN BY
200 COLLINS AVE. MIAMI BEACH FL.	



JOB COPY

CITY OF MIAMI BEACH
APPROVED FOR PERMIT BY
THE FOLLOWING:

BUILDING _____
 PLUMBING _____
 ELECTRICAL _____
 MECHANICAL _____
 FIRE PROTECTION _____
 PUBLIC WORKS _____
 STRUCTURAL _____
 ARCHITECTURE _____

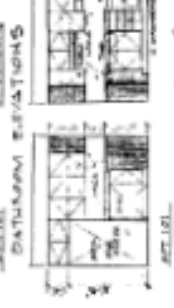
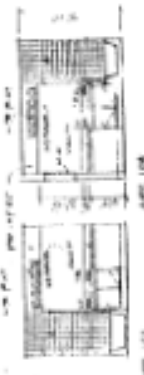
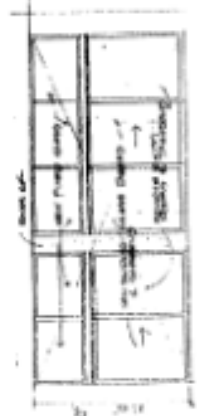
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PROJECT: PRINCE MICHAEL CONDOMINIUM 3815 COLLIER AVE. MIAMI BEACH FL.	
ARCHITECT: ROSS - SEIDLER ARCHITECTS P.A. 400 HOLLYWOOD BOULEVARD, MIAMI BEACH, FL. 33139 PHONE: (305) 532-5000	DATE: 10/25/88
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SCALE: 1/4" = 1'-0"	SHEET NO.: 1 OF 1

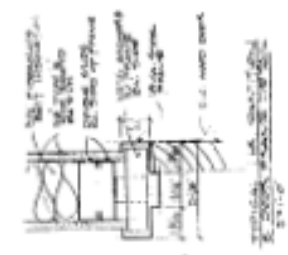
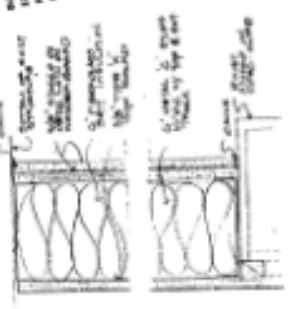
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DATE	DATE	DATE	DATE
ROSS - SEIDLER ARCHITECTS P.A.			
1000 HULL STREET, SUITE 2000, NEW YORK, NY 10001			
PHONE (212) 691-1000			
FAX (212) 691-1000			
PRINCE			
MICHAEL			
CONDOMINIUM			
300 COLLEGE AVE., NEW YORK, NY 10001			

JOB COPY
CITY OF MIAMI BEACH
ISSUED FOR PERMIT BY
UNDESIGNED L.L. HARRIS



品名	単位	数量	品名	単位	数量
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99. 小麦	kg	100	100. 小麦	kg	100

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BIBLIOGRAPHY

- 1) Collins Waterfront Historic District Designation Report prepared by the City of Miami Beach Planning Department, August 10, 2000, p. 9.
- 2) Ibid., p. 10.
- 3) Ibid., p. 21.
- 4) 1933-1942 The Making of Miami Beach by Jean Francois Lejeune and Allan T. Shulman, p. 59.
- 5) Courtesy Florida Memory the digital photographic collections of the University of Florida
- 6) Courtesy collection of Arthur Marcus
- 7) Collins Waterfront Historic District Designation Report prepared by the City of Miami Beach Planning Department, August 10, 2000, p. 11.
- 7) Arthur Marcus Photography
- 8) Photograph courtesy Miami Dade County Property Appraiser.
- 9) MiMo on the Beach created by the City of Miami Beach Planning Department, Joyce Meyers Planner

10)

METHODOLOGY NARRATIVE FOR

**PRINCE MICHAEL HOTEL
2618 COLLINS AVENUE
MIAMI BEACH, FLORIDA**

NOVEMBER 20, 2017



INTRODUCTION

General

Below is a methodology narrative for the proposed additions and renovations designed by Precision Art for the building located at 2618 Collins Avenue, Miami Beach, Florida:

The proposed additions and renovations are as follows:

- Modify existing windows and doors for most of the rooms.
- General interior renovation.
- General structural repairs, as required.
- The addition of small 3 foot wide balconies at the existing window locations on the south elevation.
- The addition of a rooftop swimming pool and adjacent deck (as indicated in the drawings).
- The addition of an elevator.

The Prince Michael Hotel was originally constructed in 1951 as a 4 story Hotel building. At this time there are no known construction drawings of the original building available. Douglas Wood Associates was given architectural design drawings (prepared by Precision Art), dated October 16, 2017.

At this time, we assume that the proposed project will be an Alteration Level 2 as defined in the Florida Building Code – Existing Building 2014. We also assume that the cost of the project will likely exceed 50% of the current construction cost value of the existing building. This would normally require compliance with FEMA flood design criteria. However, since this building is considered to be historical/contributing to the historical district, a waiver of compliance can be obtained. We assume that such waiver will be obtained for this project.

We have provided structural exploration drawings for the exploration of the existing structural systems. The exploration program includes the removal of ceiling and wall finishes to expose the existing structure for observation in order to identify areas of structural deterioration. The exploration activities include the removal of the concrete slab on ground at selected column foundations to determine the type and size of the foundation. The exploration program also included the testing of the existing concrete for concrete strength, concrete chloride content and carbonation analysis. The exploration is scheduled to start soon. The results of the exploration will be incorporated into our feasibility and exploration report. Structural drawings for the repair of the deteriorated elements will be provided in our structural construction documents.

During our initial walk-through we did observe deterioration near the bottom of columns in the basement and at the roof level which will require repairs.

WWW.DOUGLASWOOD.BIZ

5040 N.W. 7th Street, SUITE 820, Miami, FLORIDA 33126, T: (305) 461 – 3450

EXISTING STRUCTURAL SYSTEMS:

The existing structural systems for this building that are as follows:

- Wood floor and roof sheathing supported by 2x wood joists which span to the exterior wall and interior concrete frame consisting of concrete beams supported by concrete columns.
- The exterior walls consist of concrete tie beams at each floor level with bearing C.M.U. wall between the floors.
- The foundations are unknown at this time and can be spread and wall footing or pile caps with concrete grade beams.

GENERAL DISCUSSION

In general, this building has withstood the “test of time” and proven to have structural systems that are generally adequate for their current intended purposes. But It must be noted that this building is quite old and considered to be historical. The building codes, materials, products and practices at the time of the original construction vary considerably from those of today. This is particularly true for the design of wind resistance, but also for gravity loads. Therefore, it should be remembered that there are many aspects of the existing structural systems which do not conform to today’s standards, practices and/or codes. While this building may have survived hurricane force winds, this is not a reliable indicator of future performance. Wind direction is a significant factor. It is also unlikely that the building has ever been exposed to extremely high winds, such as those which occurred within the eye wall of Hurricane Andrew in 1992.

In the absence of observations to the contrary, we have assumed that the existing structural systems were properly designed, permitted, constructed and approved in accordance with the building code and general practices in effect at the time of construction. Also, while we will perform observations of the existing structural systems, our observations will be limited by time constraints and to what could be readily observed in the existing building.

At this time, the Florida Building Code – Existing Building will generally allow straight forward repairs to structural members, without requirement for a specific investigation of the adequacy of the existing structure.

PROPOSED STRUCTURAL SYSTEMS FOR THE ADDITIONS AND RENOVATIONS

The possible structural systems to support the proposed roof top pool and deck addition and the balcony additions on the south elevation are as follows:

- 1- Rooftop pool and deck addition:
 - a. Remove the existing wood sheathing and wood joists at the pool and deck location.
 - b. Design a concrete deck, possibly a concrete slab on steel deck supported by structural steel beams that span to the exterior walls and the interior concrete frame.
 - c. At the interior concrete frame location, install steel column floor to floor down to the foundation which support the steel frame at the roof. At the exterior wall install concrete tie-columns which extend floor to floor down to the foundation.
 - d. At the foundation, install new micro-pile foundations to support the added columns above.
- 2- Balcony additions at the South Elevation:
 - a. Install tube steel columns on each side of the window on the interior face of the wall.
 - b. Weld steel tube outrigger beams to the steel column and extend the outrigger beams to the outside edge of the balcony.
 - c. Weld transverse steel tube beams between the outrigger beams at the front and rear of the balcony.
 - d. Cast a reinforced concrete slab encasing the supporting steel tube beams in the slab.
 - e. At the foundation, provide new foundations which include micropiles to support the new added loads above.
- 3- Elevator Addition:
 - a. Install masonry or concrete load bearing walls which will also act as shear walls to reinforce the existing building for the added lateral loads due to the additions. Additional shear walls may be required at other locations. The new bearing/shear walls will be supported on new foundations with micro-piles.
- 4- Repairs to Existing Deteriorated Systems:
 - a. We will identify areas of structural deterioration which require repair and provide structural repair drawings for construction.

PRINCE MICHAEL HOTEL
2618 Collins Ave
Miami Beach, FL 33140

OPERATIONS PLAN

PRINCE MICHAEL HOTEL
2618 Collins Ave
Miami Beach, FL 33140

OPERATIONS PLAN

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HOURS OF OPERATION -1

*

STAFFING LEVELS AND SERVICE- 2

*

ACCESS & SECURITY -3

*

GUEST DROP-OFF AND VALET PARKING- 4

*

DELIVERIES AND COLLECTIONS -5

PRINCE MICHAEL HOTEL
2618 Collins Ave
Miami Beach, FL 33140

OPERATIONS PLAN

HOURS OF OPERATIONS -1

The hotel, with lobby on the ground floor, will be operational 24-hours a day. The ground floor hotel restaurant will operate from 7:00 AM to 1:00 AM. The hotel operator will also operate the rooftop sundeck lounge and pool from 7:00AM to 11:00PM.

PRINCE MICHAEL HOTEL
2618 Collins Ave
Miami Beach, FL 33140

OPERATIONS PLAN

STAFFING LEVELS AND SERVICE- 2

The number of employees anticipated for the hotel range from 20 to 25 employees on different shifts throughout the day. Shifts range from mornings, evening and overnight shifts. The hotel restaurant, rooftop sundeck and lounge is anticipated to have approximately 15 employees on different shifts throughout the day.

General turn-over of the hotel rooms will occur on a daily basis, while full cleaning and laundry will occur between guest stays. Products will be stored in the storage room located on each floor.

PRINCE MICHAEL HOTEL
2618 Collins Ave
Miami Beach, FL 33140

OPERATIONS PLAN

ACCESS & SECURITY - 3

Guests of the hotel will travel into the hotel through the lobby entrance at the eastside area of the building on Collins Avenue. Guests will check-in at the lobby on the ground floor and, once they receive their room assignments, will be free to enjoy the property at their leisure. The hotel restaurant, which has interior space on the ground floor, will likewise be accessed internally through the hotel lobby. The rooftop sundeck and lounge is accessible for hotel guests by internal elevators and stairway.

The hotel will provide on-site security through its employees. Cameras will be located within the facility, which will monitor the site.

PRINCE MICHAEL HOTEL
2618 Collins Ave
Miami Beach, FL 33140

OPERATIONS PLAN

GUEST DROP-OFF AND VALET PARKING -4

The Applicant expects most guests to arrive by taxi and rideshare vehicles with drop-off passenger loading at the top of half circle driveway area off of Collins Avenue. Guests will arrive under the Porte cohere that is directly connected to the lobby.

The Applicant will offer 100% 24/7 valet-services for guest who travel with their own vehicles. The valet drop-off area is also located at the top of half circle driveway area off of Collins Avenue.

PRINCE MICHAEL HOTEL
2618 Collins Ave
Miami Beach, FL 33140

OPERATIONS PLAN

DELIVERIES AND COLLECTIONS -5

Deliveries for the entire property at the north-west end of the building off of India Creek Drive. At all times, staff will supervise deliveries and the traffic to ensure no adverse impact to the surrounding area or on-site occur.

The hotel operator will make proper arrangements so that all deliverables will be received at non-peak times of 8:00 AM to 12:00 PM. Delivery personnel may utilize hand-trucks to take the goods into the hotel through existing north-west gate entrance that open to the north walk way and leads receiving room on the north portion of the building near back of house operations on the first floor.

Refuse collection by a private waste hauler will take place during non-peak hours of 8:00AM to 12:00 PM. Refuse will be collected approximately 4 days per week. By arrangement with the waste hauler, all refuse will be walked from the trash room located at the northern portion of the building along the north street for quick collection.



Memorandum

To: Josiel Ferrer, E.I.
City of Miami Beach

From: Omar Kanaan, P.E. 
Adrian K. Dabkowski, P.E., PTOE 

Date: November 17, 2017

**Subject: 2618 Collins Avenue
Traffic Study Methodology**

The purpose of this memorandum is to summarize the traffic study methodology discussed at our October 5, 2017 meeting. The proposed redevelopment is located at 2618 Collins Avenue in Miami Beach, Florida. The existing development includes 91 condominium units. The proposed redevelopment consists of an 89-room hotel and a 134-seat restaurant. A site boundary survey and location map are included in Attachment A. The following sections summarize our proposed methodology.

ANALYSIS PERIOD DETERMINATION

The analysis period will be based on the peak two (2) hour period determined from one (1) 96-hour continuous traffic count (Thursday, Friday, Saturday, and Sunday) collected along SR A1A/Collins Avenue in the vicinity of the project. All traffic counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season conversion factors for Miami Beach. Turning movement counts will be collected in 15-minute intervals during the analysis peak period and will include pedestrian and bicycle counts. Signal timing information will be obtained from Miami-Dade County Department of Transportation and Public Works – Signals and Signs Division. All collected traffic data will be provided in the Appendix of the traffic impact study.

STUDY AREA

Based on the proposed redevelopment plan, the following intersections in addition to the project driveways, are proposed to be analyzed.

1. Indian Creek Drive and 27th Street
2. SR A1A/Collins Avenue and 23rd Street
3. SR A1A/Collins Avenue and 24th Street
4. SR A1A/Collins Avenue and 27th Street
5. SR A1A/Collins Avenue and 26th Street
6. Liberty Avenue and 23rd Street

Turning movement counts will include pedestrians and bicyclists.

TRIP GENERATION

Trip generation calculations for the existing development and proposed redevelopment were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 9th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 230 (Residential Condominium/Townhouse). The trip generation for the proposed redevelopment was determined using ITE LUC 310 (Hotel) and 931 (Quality Restaurant). Project trips were estimated for the A.M. and P.M. peak hours.

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the redevelopment. The US Census data indicated that there is a 18.1 percent (18.1%) multimodal factor within the vicinity of the redevelopment. It is expected that guests and patrons will choose to walk, bike, or use public transit to and from the proposed redevelopment. Transit route information will be documented in the report. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

A portion of the trips generated by the redevelopment will be captured internally on the site. Internal capture rates were based upon values contained in ITE's, *Trip Generation Handbook*, 3rd Edition. The internal capture for the proposed redevelopment is expected to be 5.6 percent (5.6%) during the P.M. peak hour.

The project is expected to generate 3 net new vehicle trips during the A.M. peak hour and 22 net new vehicle trips during the P.M. peak hour. Detailed trip generation calculations are included as Attachment B.

TRIP DISTRIBUTION

Trip distribution will be determined based on turning movements counts collected at the study area intersections as well as the location of parking facilities used by the proposed redevelopment. Additionally, the distribution will be based on an interpolated cardinal trip distribution for the project site's traffic analysis zones (TAZs) obtained from the Miami-Dade Metropolitan Planning Organization's *2040 Cost Feasible Plan* travel demand model 2010 and 2040 data. The trip distribution for the anticipated build-out year of 2020 was interpolated from the 2010 and 2040 data. The project is located within TAZ 635. The detailed cardinal distribution is provided in Attachment C.

BACKGROUND GROWTH RATE/MAJOR COMMITTED DEVELOPMENT

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations. Additionally, growth rates based on Miami-Dade Transportation Planning Organization's (TPO) projected 2010 and 2040 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis. Documentation will be provided in the Appendix of the traffic impact study.

The City's review of this document will determine any committed projects to include in background conditions. The City will provide the corresponding approved traffic study for any committed projects identified.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the analysis period for the study intersections. Intersection analyses will be performed using *Synchro* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM), 2000 and 2010 methodologies. Capacity analyses will be conducted for three (3) scenarios: existing, build-out without project, and build-out with project.

The following figures will be included for the study intersections:

- Existing conditions
- Trip distribution
- Trip assignment
- Future background traffic conditions (with growth rate and committed development traffic)
- Future total traffic conditions (with project)

PEDESTRIAN FACILITY EVALUATION

Pedestrian facilities and infrastructure around the site will be evaluated. The evaluation will examine general condition of sidewalks, pedestrian signals, crosswalks, and general pedestrian connectivity along SR A1A/Collins Avenue and Indian Creek Drive between 26th Street and 27th Street.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies will be developed to reduce the impact of project traffic on the surrounding roadway network and promote trip reduction. Typical measures promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours.

DOCUMENTATION

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

A CD and electronic copy of the reports will be provided as part of the submittal package. Additionally, the Synchro analysis files will be provided on the CD.

VALET ANALYSIS

A valet operations queuing analysis will be prepared for the vehicle drop-off/pick-up area to ensure that queues do not spill back into public right-of-way. The vehicle drop-off/pick-up area for the valet operation will be coordinated with the City of Miami Beach Planning Department.

Trip generation estimates will be utilized to provide for the highest demand scenario. Additionally, a taxi/shared-ride trip percentage factor of 42.6 percent (42.6%) will be applied based on actual field observation from the Cadillac Hotel located at 3925 Collins Avenue, Miami Beach to account for valet trips associated with the hotel and restaurant components of the redevelopment. The valet operations queuing analysis will be conducted consistent with procedures described in ITE's *Transportation and Land Development*, 1988. A final traffic circulation figure will be prepared to illustrate the valet routes to and from the vehicle drop-off/pick-up area. Data related to taxi trips are included in Attachment B.

A technical memorandum documenting analysis assumptions and results, including the location of the valet garage and the required number of valet attendants to service the facility under highest demand conditions will be prepared.

MANEUVERABILITY ANALYSIS

A maneuverability analysis for the porte-cochere along Collins Avenue will be performed utilizing Transoft Solutions' *AutoTURN* software. Deficiencies related to maneuverability, traffic flow, and vehicular conflicts will be documented in a technical memorandum.

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Attachment A
Boundary Survey

	LIGHT POLE
	TYPICAL STATION
	UTILITY POLE
	MAIL BOX
	ELECTRIC BOX
	TRAFFIC SIGNAL BOX
	FIRE HYDRANT
	STORM SEWER/CATCH BASIN
	WATER METER
	SIGN
	TELEPHONE BOX
	WATER VALVE
	ELEVATIONS
	TRAFFIC LANE FLOW
	CENTER LINE
	MONUMENT LINE
	DIAMETER.

[illegible]

COMMUNITY NUMBER : 120651
 PANEL NUMBER : 12086C0317L
 SUFFIX : L
 DATE OF FIRM : 09-11-2009
 FIRM ZONE : AE
 BASE FLOOD ELEVATION : 8.00'
 DATE FIELD WORK : 08-22-2017
 DATE DRAFTING : 08-30-2017
 DATE SIGNED AND SEALED : 08-31-2017
 REVISED FIELD SURVEY : N/A

1. EXAMINATION OF THE ABSTRACT OF THE TITLE WILL HAVE TO BE MADE TO DETERMINE RECORD INSTRUMENTS IF ANY, AFFECTING THE PROPERTY.

2. LOCATION AND IDENTIFICATION OF UNDERGROUND ENCROACHMENTS OR UTILITIES ON AND/OR ADJACENT TO THE PROPERTY WERE NOT DETERMINED BY THIS SURVEY.

3. NO SEARCH OF PUBLIC RECORDS HAS BEEN MADE (BY THIS OFFICE) FOR ACCURACY AND/OR OMISSIONS.

4. THIS CERTIFICATION IS ONLY FOR THE LANDS AS DESCRIBED, IT IS NOT A CERTIFICATION OF TITLE, ZONING, EASEMENTS, OR FREEDOM FROM ENCUMBRANCES. SUCH INFORMATION WAS NOT OBTAINED BY THIS SURVEY.

5. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

6. THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF ENTITIES NAMED HEREON AND THE CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED PARTY.

7. DIMENSIONS, BEARINGS OR ANGLES INDICATED HEREIN ARE MEASURED AND ARE THE SAME AS PLAT VALUES UNLESS OTHERWISE INDICATED. BEARINGS ARE BASED ON SHOWN PLAT VALUES (IF ANY) OR AN ASSUMED VALUE.

8. THE TYPE OF WAYS SHOWN ARE PUBLIC UNLESS OTHERWISE NOTED.

9. UTILITY FACILITIES WITHIN UTILITY EASEMENTS NOT NOTED AS VIOLATIONS, DRIVEWAYS OR PORTIONS THEREOF WITHIN ROADWAYS NOT NOTED AS VIOLATIONS OR ENCROACHMENTS.

10. THE DATA OBSERVED HEREON ARE REFERENCED TO THE PLATS OF PUBLIC RECORD (LISTED BELOW) NO ADDITIONAL INFORMATION WAS PROVIDED TO THIS OFFICE REGARDING CHANGES IN RIGHTS OF WAY, DEDICATIONS, LOT, LINE, PROPERTY LINES, ZONING ETC.

11. THIS DRAWING IS PROPERTY OF ZURWELLE-WHITTAKER, INC AND CANNOT BE REPRODUCED WITHOUT WRITTEN CONSENT.

12. THE ELEVATION INFORMATION SHOWN HEREON (IF ANY) IS RELATIVE TO THE NATIONAL GEODETIC VERTICAL DATUM, (N.G.V.D.), OF 1929, AND UNLESS OTHERWISE NOTED.

13. BENCHMARK USED: NOAA/NGS TIDAL BM 872 3787 T. FIDAL, PID A00935, ELEVATION 10.89' NGVD 1929

14. COORDINATES SHOWN ARE RELATIVE TO THE NORTH AMERICAN DATUM OF 1983/90 AND 2007 NRSR ADJUSTMENT.

15. COORDINATE ENGINEERS (IF ANY) HAVE BEEN CONVERTED USING CORPSON VERSION 6.6.1. FROM U.S. ARMY CORPS OF ENGINEERS ALEXANDRIA, VIRGINIA.

16. UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER, THIS DRAWING, SKETCH, PLAT OR MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.

17. THE FIELD MEASUREMENTS WERE MADE USING THE FIELD MEASUREMENTS VERIFIED BY CALCULATIONS OF A CLOSED GEOMETRIC FIGURE BASED UPON FIELD INFORMATION TAKEN IN THE FIELD BY TOTAL STATION AND OR GPS/GNSS.

☐ COMMERCIAL/HIGH RISK	LINEAR: 1 FOOT IN 10,000 FEET
☒ SUBURBAN	LINEAR: 1 FOOT IN 7,500 FEET
☐ RURAL	LINEAR: 1 FOOT IN 5,000 FEET

I HEREBY CERTIFY THAT THE ATTACHED "ASBUILT SURVEY" WAS PREPARED UNDER MY DIRECTION AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THE SURVEY MEETS MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS PURSUANT TO CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027.

LOCATION MAP

TREE INFORMATION

NAME	TRUNK Ø	HIGH	CANOPY
ALEXANDRIA PALM	6"	20'	10'
ALEXANDRIA PALM	6"	20'	10'
ALEXANDRIA PALM	4"	20'	10'
ALEXANDRIA PALM	4"	20'	10'

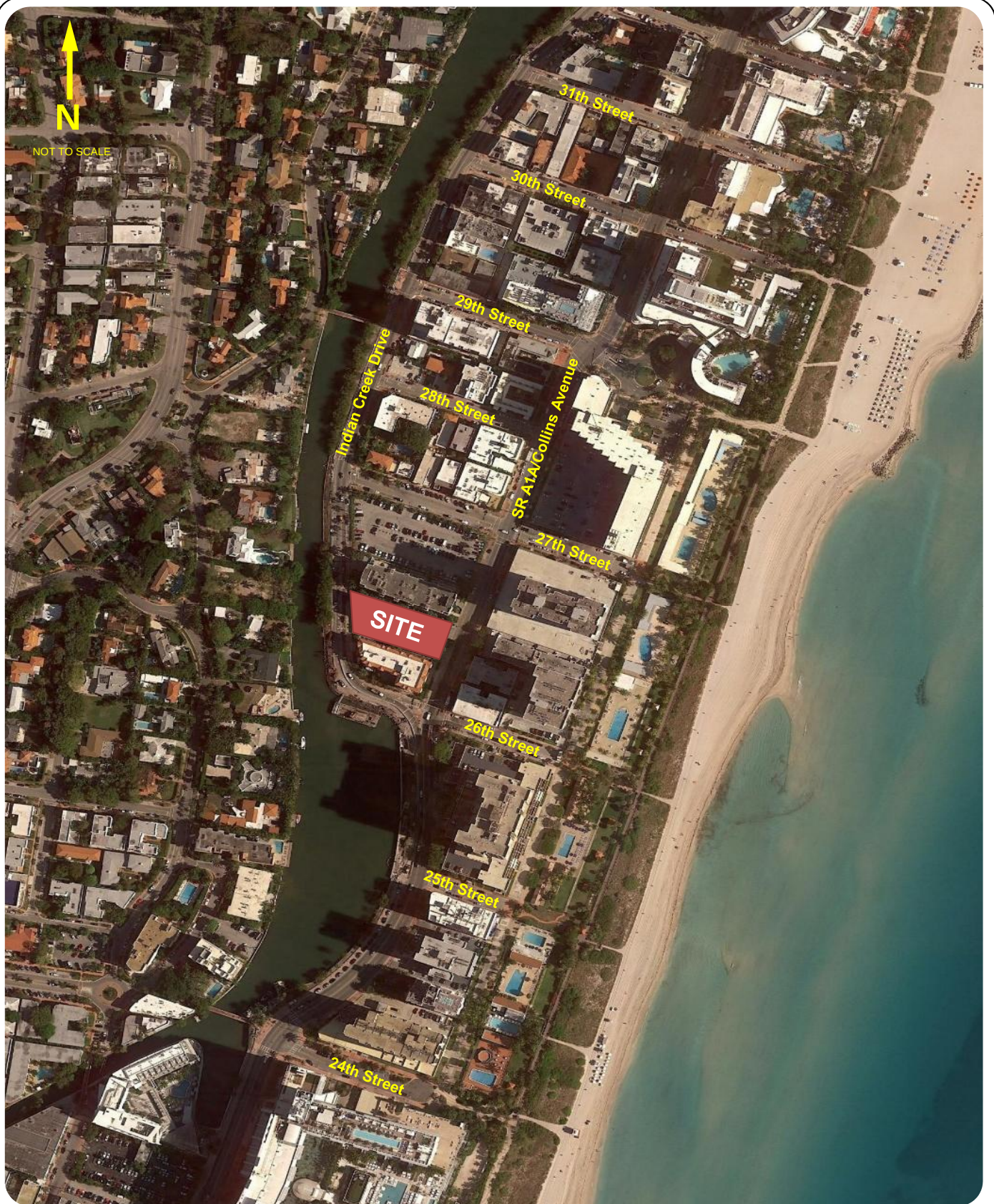
TREE #	NAME	TRUNK Ø	HIGH	CANOPY
T-1	ALEXANDRIA PALM	6"	20'	10'
T-2	ALEXANDRIA PALM	6"	20'	10'
T-3	ALEXANDRIA PALM	4"	20'	10'
T-4	ALEXANDRIA PALM	4"	20'	10'
T-5	ALEXANDRIA PALM	4"	20'	10'
T-6	BOTTLE PALM	12"	30'	10'
T-7	ALEXANDRIA PALM	8"	30'	10'
T-8	BOTTLE PALM	12"	30'	10'
T-9	BOTTLE PALM	12"	30'	10'
T-10	ALEXANDRIA PALM	4"	20'	10'
T-11	ALEXANDRIA PALM	4"	20'	10'
T-12	MELALEUCA	24"	40'	30'
T-13	ALEXANDRIA PALM	4"	20'	10'
T-14	ALEXANDRIA PALM	4"	20'	10'
T-15	BOTTLE PALM	15"	30'	10'
T-16	SABAL PALM	12"	20'	15'
T-17	ALEXANDRIA PALM	6"	20'	10'
T-18	UNKNOWN	6"	20'	10'
T-19	ALEXANDRIA PALM	6"	20'	10'
T-20	ALEXANDRIA PALM	6"	20'	10'
T-21	ALEXANDRIA PALM	4"	20'	10'

LOT 3, LESS THE NORTH 25.00 FEET, LOT 2, LESS THE SOUTH 25 FEET, LOT 10 AND OUT LOT 10, LESS THE NORTH 25.00 FEET, AND LOT AND OUTLOT 11, LESS THE SOUTH 25 FEET, BLOCK 7, AMENDED PLAT OF THE OCEAN FRONT PROPERTY OF THE MIAMI BEACH IMPROVEMENT CO. SUBDIVISION, RECORDED IN PLAT BOOK 5 AT PAGE 7 AND 8 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA

THAT PART OF LOTS 2, 3, 10, AND 11 DESCRIBED CONTAINS 23,800 SQUARE FEET, MORE OR LESS OR 0.546 ACRES, MORE OR LESS.

THE OUTLOTS DESCRIBED CONTAIN 1,700 SQUARE FEET, MORE OR LESS, OR 0.039 ACRES MORE OR LESS





Attachment B

Trip Generation Calculations

PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out																			
GROUP 1	1	Residential Condominium/Townhouse	9	230	91	du	17%	83%	8	40	48	18.1%	9	6	33	39	0.0%	0	6	33	39	0.0%	0	6	33	39
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
ITE Land Use Code		Rate or Equation				Total:		8	40	48	18.1%	9	6	33	39	0.0%	0	6	33	39	0.0%	0	6	33	39	
230		LN(Y) = 0.8*LN(X)+0.26																								

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS					
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total			
					In	Out																					
1 Hotel	9	310	89	room	59%	41%	28	19	47	18.1%	8	23	16	39	0.0%	0	23	16	39	0.0%	0	23	16	39			
2 Quality Restaurant	9	931	134	seat	50%	50%	2	2	4	18.1%	1	2	1	3	0.0%	0	2	1	3	0.0%	0	2	1	3			
3																											
4																											
5																											
6																											
7																											
8																											
9																											
10																											
11																											
12																											
13																											
14																											
15																											
ITE Land Use Code					Rate or Equation		Total:			30	21	51	18.1%	9	25	17	42	0.0%	0	25	17	42	0.0%	0	25	17	42
310					Y=0.53(X)																						
931					Y=0.03(X)																						
																						Net New Vehicle Trips			IN	OUT	TOTAL
																						19			-16	3	

PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out																			
GROUP 1	1	Residential Condominium/Townhouse	9	230	91	du	67%	33%	38	18	56	18.1%	10	31	15	46	0.0%	0	31	15	46	0.0%	0	31	15	46
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
ITE Land Use Code		Rate or Equation				Total:		38	18	56	18.1%	10	31	15	46	0.0%	0	31	15	46	0.0%	0	31	15	46	
230		LN(Y) = 0.82*LN(X)+0.32																								

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS					
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total			
					In	Out																					
1 Hotel	9	310	89	room	51%	49%	27	26	53	18.1%	10	22	21	43	4.7%	2	21	20	41	0.0%	0	21	20	41			
2 Quality Restaurant	9	931	134	seat	67%	33%	23	12	35	18.1%	6	19	10	29	6.9%	2	18	9	27	0.0%	0	18	9	27			
3																											
4																											
5																											
6																											
7																											
8																											
9																											
10																											
11																											
12																											
13																											
14																											
15																											
ITE Land Use Code					Rate or Equation		Total:			50	38	88	18.1%	16	41	31	72	5.6%	4	39	29	68	0.0%	0	39	29	68
310					Y=0.6(X)																						
931					Y=0.26(X)																						
																						Net New Vehicle Trips		IN	OUT	TOTAL	
																								8	14	22	

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 (PROPOSED)

GROSS TRIP GENERATION					
INPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office				
	Retail				
	Restaurant	2	1	19	10
	Cinema/Entertainment				
	Residential				
	Hotel	23	16	22	21
	25	17	41	31	
INTERNAL TRIPS					
OUTPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	0	0	0
	Restaurant	0	0	1	1
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	0	0	1	1
	0	0	2	2	
OUTPUT	Total % Reduction	0.0%		5.6%	
	Office				
	Retail				
	Restaurant	0.0%		6.9%	
	Cinema/Entertainment				
	Residential				
	Hotel	0.0%		4.7%	
EXTERNAL TRIPS					
OUTPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	0	0	0
	Restaurant	2	1	18	9
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
	Hotel	23	16	21	20
	25	17	39	29	

B08301

MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over

2011-2015 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

$$(146 + 16 + 84) / 1,360 = 18.1\%$$

	Census Tract 41.05, Miami-Dade County, Florida	
	Estimate	Margin of Error
Total:	1,360	+/-227
Car, truck, or van:	862	+/-196
Drove alone	789	+/-197
Carpooled:	73	+/-62
In 2-person carpool	49	+/-47
In 3-person carpool	16	+/-24
In 4-person carpool	8	+/-12
In 5- or 6-person carpool	0	+/-13
In 7-or-more-person carpool	0	+/-13
Public transportation (excluding taxicab):	146	+/-112
Bus or trolley bus	146	+/-112
Streetcar or trolley car (carro publico in Puerto Rico)	0	+/-13
Subway or elevated	0	+/-13
Railroad	0	+/-13
Ferryboat	0	+/-13
Taxicab	18	+/-28
Motorcycle	22	+/-35
Bicycle	16	+/-19
Walked	84	+/-63
Other means	9	+/-15
Worked at home	203	+/-98

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2011-2015 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '**' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

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	Restaurnt 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	

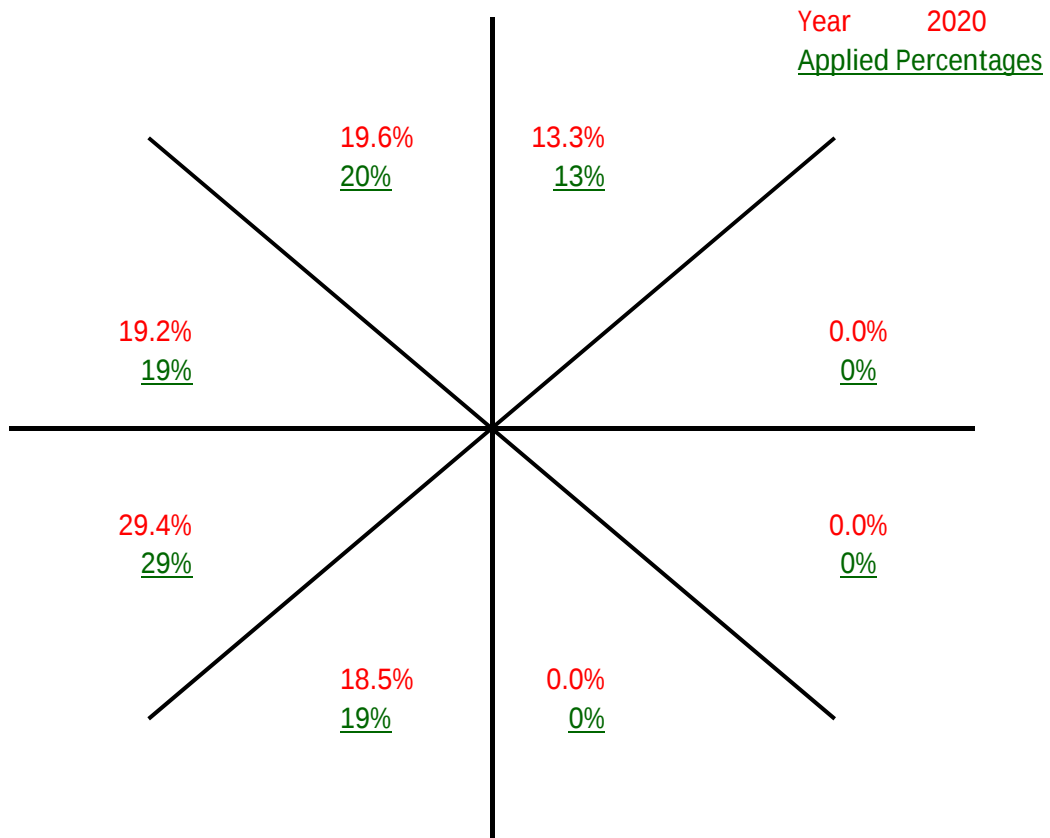
Taxi vs Valet Trips									
Time	Valet Pick-up Trips	Valet Drop-off Trips	Total Valet Trips	Taxi Pick-up Trips	Taxi Drop-off Trips	Total Taxi Pick-up Trips	Total Site Pick-up Trips	Total Site Drop-off Trips	Total Site Trips
18:00	1	11	12	16	7	23	17	18	35
18:15	5	6	11	12	4	16	17	10	27
18:30	3	3	6	12	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 C

Trip Distribution

Cardinal Distribution for TAZ 635



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2020 Interpolated	2020 Rounded
	2010	2040		
North-Northeast	12.2%	15.4%	13.3%	13%
East-Northeast	0.0%	0.0%	0.0%	0%
East-Southeast	0.0%	0.0%	0.0%	0%
South-Southeast	0.0%	0.0%	0.0%	0%
South-Southwest	17.5%	20.5%	18.5%	19%
West-Southwest	30.2%	27.9%	29.4%	29%
West-Northwest	20.3%	17.0%	19.2%	19%
North-Northwest	19.8%	19.2%	19.6%	20%
Total	100%	100%	100%	100%

Miami-Dade 2010 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
616	3516	TRIPS	703	540	0	1,630	1,842	1,537	1,127	1,812	9,191
616	3516	PERCENT	7.7	5.9	0.0	17.7	20.0	16.7	12.3	19.7	
617	3517	TRIPS	0	10	0	0	10	0	0	20	40
617	3517	PERCENT	0.0	25.0	0.0	0.0	25.0	0.0	0.0	50.0	
618	3518	TRIPS	330	165	0	322	542	490	234	755	2,838
618	3518	PERCENT	11.6	5.8	0.0	11.4	19.1	17.3	8.3	26.6	
619	3519	TRIPS	158	0	0	588	1,822	1,431	915	2,017	6,931
619	3519	PERCENT	2.3	0.0	0.0	8.5	26.3	20.7	13.2	29.1	
620	3520	TRIPS	173	0	0	481	2,563	2,285	1,185	2,715	9,402
620	3520	PERCENT	1.8	0.0	0.0	5.1	27.3	24.3	12.6	28.9	
621	3521	TRIPS	750	0	271	730	1,325	1,008	570	1,178	5,832
621	3521	PERCENT	12.9	0.0	4.7	12.5	22.7	17.3	9.8	20.2	
622	3522	TRIPS	846	0	0	547	1,669	2,238	881	1,779	7,960
622	3522	PERCENT	10.6	0.0	0.0	6.9	21.0	28.1	11.1	22.4	
623	3523	TRIPS	865	314	362	1,036	918	2,053	953	915	7,416
623	3523	PERCENT	11.7	4.2	4.9	14.0	12.4	27.7	12.9	12.3	
624	3524	TRIPS	1,510	1,185	279	1,139	2,348	3,798	2,999	2,480	15,738
624	3524	PERCENT	9.6	7.5	1.8	7.2	14.9	24.1	19.1	15.8	
625	3525	TRIPS	904	151	0	713	469	1,573	902	1,029	5,741
625	3525	PERCENT	15.8	2.6	0.0	12.4	8.2	27.4	15.7	17.9	
626	3526	TRIPS	86	0	0	0	2,128	2,780	1,523	2,730	9,247
626	3526	PERCENT	0.9	0.0	0.0	0.0	23.0	30.1	16.5	29.5	
627	3527	TRIPS	268	0	0	0	2,782	2,384	1,028	1,982	8,444
627	3527	PERCENT	3.2	0.0	0.0	0.0	33.0	28.2	12.2	23.5	
628	3528	TRIPS	572	0	107	174	1,417	1,412	675	755	5,112
628	3528	PERCENT	11.2	0.0	2.1	3.4	27.7	27.6	13.2	14.8	
629	3529	TRIPS	2,040	549	224	1,939	1,885	5,257	2,755	2,552	17,201
629	3529	PERCENT	11.9	3.2	1.3	11.3	11.0	30.6	16.0	14.8	
630	3530	TRIPS	1,018	0	101	231	1,694	2,664	1,198	1,047	7,953
630	3530	PERCENT	12.8	0.0	1.3	2.9	21.3	33.5	15.1	13.2	
631	3531	TRIPS	422	0	0	0	1,119	1,636	433	741	4,351
631	3531	PERCENT	9.7	0.0	0.0	0.0	25.7	37.6	10.0	17.0	
632	3532	TRIPS	250	0	0	0	528	1,486	568	688	3,520
632	3532	PERCENT	7.1	0.0	0.0	0.0	15.0	42.2	16.1	19.6	
633	3533	TRIPS	330	0	0	0	1,045	1,375	758	776	4,284
633	3533	PERCENT	7.7	0.0	0.0	0.0	24.4	32.1	17.7	18.1	
634	3534	TRIPS	1,649	138	246	667	1,620	2,236	1,335	1,553	9,444
634	3534	PERCENT	17.5	1.5	2.6	7.1	17.2	23.7	14.1	16.4	
635	3535	TRIPS	768	0	0	0	1,106	1,912	1,284	1,253	6,323
635	3535	PERCENT	12.2	0.0	0.0	0.0	17.5	30.2	20.3	19.8	
636	3536	TRIPS	775	0	0	320	731	2,473	1,515	1,466	7,280

Miami-Dade 2040 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
616	3516	TRIPS	887	556	0	1,876	1,859	1,836	1,423	2,112	10,549
616	3516	PERCENT	8.4	5.3	0.0	17.8	17.6	17.4	13.5	20.0	
617	3517	TRIPS	81	36	8	61	50	65	48	56	405
617	3517	PERCENT	20.0	8.9	2.0	15.1	12.4	16.1	11.9	13.8	
618	3518	TRIPS	245	194	0	283	618	438	292	527	2,597
618	3518	PERCENT	9.4	7.5	0.0	10.9	23.8	16.9	11.2	20.3	
619	3519	TRIPS	297	0	0	1,202	2,738	1,949	1,188	3,411	10,785
619	3519	PERCENT	2.8	0.0	0.0	11.2	25.4	18.1	11.0	31.6	
620	3520	TRIPS	59	0	0	691	2,586	2,659	1,388	3,229	10,612
620	3520	PERCENT	0.6	0.0	0.0	6.5	24.4	25.1	13.1	30.4	
621	3521	TRIPS	641	0	207	652	1,069	897	507	931	4,904
621	3521	PERCENT	13.1	0.0	4.2	13.3	21.8	18.3	10.3	19.0	
622	3522	TRIPS	1,041	0	0	1,013	1,705	2,290	939	1,768	8,756
622	3522	PERCENT	11.9	0.0	0.0	11.6	19.5	26.2	10.7	20.2	
623	3523	TRIPS	660	379	254	1,131	910	1,892	857	961	7,044
623	3523	PERCENT	9.4	5.4	3.6	16.1	12.9	26.9	12.2	13.6	
624	3524	TRIPS	1,731	1,417	382	1,244	2,520	3,891	3,312	2,764	17,261
624	3524	PERCENT	10.0	8.2	2.2	7.2	14.6	22.5	19.2	16.0	
625	3525	TRIPS	919	266	0	846	669	1,872	1,085	1,165	6,822
625	3525	PERCENT	13.5	3.9	0.0	12.4	9.8	27.4	15.9	17.1	
626	3526	TRIPS	108	0	0	0	3,832	3,818	1,879	4,428	14,065
626	3526	PERCENT	0.8	0.0	0.0	0.0	27.2	27.2	13.4	31.5	
627	3527	TRIPS	667	0	0	0	4,525	3,711	1,836	3,520	14,259
627	3527	PERCENT	4.7	0.0	0.0	0.0	31.7	26.0	12.9	24.7	
628	3528	TRIPS	555	0	175	168	1,097	1,212	405	514	4,126
628	3528	PERCENT	13.5	0.0	4.2	4.1	26.6	29.4	9.8	12.5	
629	3529	TRIPS	1,948	557	335	1,556	1,577	4,662	2,347	1,892	14,874
629	3529	PERCENT	13.1	3.7	2.3	10.5	10.6	31.3	15.8	12.7	
630	3530	TRIPS	1,398	0	223	373	1,797	2,860	1,105	1,164	8,920
630	3530	PERCENT	15.7	0.0	2.5	4.2	20.2	32.1	12.4	13.1	
631	3531	TRIPS	802	0	0	0	2,347	2,348	855	1,454	7,806
631	3531	PERCENT	10.3	0.0	0.0	0.0	30.1	30.1	11.0	18.6	
632	3532	TRIPS	603	0	0	0	1,583	2,022	1,057	919	6,184
632	3532	PERCENT	9.8	0.0	0.0	0.0	25.6	32.7	17.1	14.9	
633	3533	TRIPS	573	0	0	0	1,534	1,830	876	1,027	5,840
633	3533	PERCENT	9.8	0.0	0.0	0.0	26.3	31.3	15.0	17.6	
634	3534	TRIPS	1,445	71	167	680	1,389	1,930	1,212	1,265	8,159
634	3534	PERCENT	17.7	0.9	2.1	8.3	17.0	23.7	14.9	15.5	
635	3535	TRIPS	1,380	0	0	0	1,833	2,491	1,518	1,720	8,942
635	3535	PERCENT	15.4	0.0	0.0	0.0	20.5	27.9	17.0	19.2	
636	3536	TRIPS	1,729	0	0	727	1,308	2,610	1,308	1,181	8,863

MIAMI BEACH

Planning Department, 1700 Convention Center Drive
Miami Beach, Florida 33139, www.miamibeachfl.gov
305.673.7550

MULTIFAMILY – COMMERCIAL – ZONING DATA SHEET

ITEM #	Zoning Information			
1	Address:	2618 Collins Ave. Miami Beach, FL 33140		
2	Board and file numbers:	HPB17-0139		
3	Folio number(s):	02-3226-042-0001		
4	Year constructed:	1951	Zoning District:	RM-2
5	Base Flood Elevation:	8.00'	Grade value in NGVD:	
6	Adjusted grade (Flood+Grade/2):		Lot Area:	23,800 sq.ft.
7	Lot width:	100.00'	Lot Depth:	238.00'
8	Minimum Unit Size:	270 sq.ft.	Average Unit Size:	293 sq.ft.
9	Existing use:	Condominium	Proposed use:	Hotel

		Maximum	Existing	Proposed	Deficiencies
10	Height: (Area bounded by Indian Creek Dr., Collins Ave., 26th St., and 44th St.)	75 Ft.	46'-1"	46'-9"	
10A	Height: (Historic District – Collins Waterfront)	50 Ft.	46'-1"	46'-9"	
11	Number of Stories: (Area bounded by Indian Creek Dr., Collins Ave., 26th St., and 44th St.)	8	4	5	
11A	Number of Stories: (Historic District – Collins Waterfront)	5	4	5	
12	FAR:	2.0	1.787143	1.82979	
12A	Allowable Floor Area:	47,600 sq.ft.	42,534 sq.ft.	43,549 sq.ft.	
13	Gross square footage:		43,319 sq.ft.	44,658 sq.ft.	
14	Square Footage by Hotel use:		42,534 sq.ft.	40,426 sq.ft.	
14A	Square Footage by Restaurant / Lounge Accessory use:		0	3,123 SQ.FT.	
15	Number of units Residential:	90	90	0	
16	Number of units Hotel:	90	0	89	
17	Number of seats:		0	118	
18	Occupancy load:		0	148	

	Setbacks	Required	Existing	Proposed	Deficiencies
	Subterranean:				
19	Front Setback:	5 feet or 5% of lot width (11.9') whichever is greater	84'	84'	
20	Side Setback:	5 feet or 5% of lot width (5') whichever is greater	4'-10"	4'-10"	2" Existing Condition
21	Side Setback:	5 feet or 5% of lot width (5') whichever is greater	4'-10"	4'-10"	2" Existing Condition
22	Side Setback facing street:	N/A			
23	Rear Setback:	5 feet	96'-4"	96'-4"	

	At Grade Parking:	N/A			
24	Front Setback:	N/A			
25	Side Setback:	N/A			
26	Side Setback:	N/A			
27	Side Setback facing street:	N/A			
28	Rear Setback:	N/A			
	Pedestal:				
29	Front Setback:	20'-0"	20'-0"	20'-0"	
30	Side Setback:	Sum of the side yards shall equal 16% of lot width (16') Minimum—7.5 feet or 8% of lot width (8'), whichever is greater	4'-10"	4'-10"	3'-2" Existing Condition
31	Side Setback:	Sum of the side yards shall equal 16% of lot width (16') Minimum—7.5 feet or 8% of lot width (8'), whichever is greater	4'-10"	4'-10"	3'-2" Existing Condition
32	Side Setback facing street:	N/A			
33	Rear Setback:	10% of the Lot Depth = .10 x 238'-0" = 23'-9"	15'-4"	15'-4"	8'-5" Existing Condition
	Tower:	N/A			
34	Front Setback:	N/A			
35	Side Setback:	N/A			

ITEM #	Setbacks	Required	Existing	Proposed	Deficiencies
36	Side Setback:	N/A			
37	Side Setback facing street:	N/A			
38	Rear Setback:	N/A			

	Parking	Required	Existing	Proposed	Deficiencies
39	Parking District:				
40	Total # of parking spaces:	Historic Building, Non required	Historic Building, Non required	Historic Building, Non required	
41	# of parking spaces per use (Provide a separate chart for a breakdown calculation)	N/A			
42	# of parking spaces per level (Provide a separate chart for a breakdown calculation)	N/A			
43	Parking Space Dimensions:	N/A			
44	Parking Space configuration (45o,60o,90o,Parallel)	N/A			
45	ADA Spaces	N/A			
46	Tandem Spaces	N/A			
47	Drive aisle width	N/A			
48	Valet drop off and pick up			At half-circle driveway on Property front of	

				building off of Collins Ave.	
49	Loading zones and Trash collection areas	In rear of building on Indian Creek Drive	In rear of building on Indian Creek Drive	In rear of building on Indian Creek Drive	Although Loading and trash collection has been allowed from Indian Creek Drive, final determination of location is pending exact location by Saul Frances, Director of parking department, once the property becomes active.
50	Racks	N/A			

	Restaurants, Cafes, Bars, Lounges, Nightclubs	Required	Existing	Proposed	Deficiencies
51	Type of use:	N/A	None	Accessory Use Restaurant & lounge	
52	Total # of seats:	N/A	None	118	
53	Total # of seats per venue (Provide a separate chart for a breakdown calculation)	N/A			
54	Total occupant load:	N/A	N/A	148	
55	Occupant load per venue (Provide a separate chart for a breakdown calculation)	N/A			

56	Is this a contributing building?	Yes; Roy France Architect - Post War Modern			
57	Located within a Local Historic District?	Yes: Collins Waterfront Historic District			