

MIAMI BEACH

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TRANSPORTATION DEPARTMENT

MEMORANDUM

TO: Michael Belush, AICP, Planning and Zoning Manager

FROM: Jose R. Gonzalez, PE, Director

DATE: June 14, 2018

SUBJECT: 1685 Washington Avenue – Traffic Impact Study

The Transportation Department has reviewed the subject Traffic Impact Study (TIS) submitted by the applicant as part of the Planning Board application for the proposed mixed use development located at 1685 Washington Avenue (Project). Kimley-Horn & Associates, Inc. prepared and submitted the TIS for this project. Florida Transportation Engineering, Inc. (FTE) was retained by the City to perform a peer review of the TIS for the Project.

The Project site currently consists of 6,644 square-feet of drive-in bank. The proposed development will consist of 2,023 square-feet of retail, a 150 room hotel, and 295 seat restaurant and 4,000 square-feet of walk-in bank. For the restaurant use, there will be 145 seats located on the ground level and 150 seats located on the rooftop. The access to the site will be via entry only driveway on 17th Street and exit only driveway on Washington Avenue. The project is expected to be completed by year 2020.

Traffic Analysis:

As requested by the City, turning movement counts (TMC) were collected at the following intersections:

1. Washington Avenue and 17th Street (Signalized)
2. Washington Avenue and Lincoln Road (Signalized)
3. James Avenue and 17th Street (Signalized)
4. Collins Avenue and 17th Street (Signalized)
5. James Avenue and Lincoln Road (Unsignalized - TWSC)

The trip generation for the Project was based on information obtained from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (10th Edition). According to the ITE manual, the most appropriate "land use" categories for the proposed development are:

- Land Use 911 – Walk-in Bank
- Land Use 820 – Shopping Center
- Land Use 931 – Quality Restaurant
- Land Use 310 – Hotel

As indicated in Table 1 of the TIS report, the proposed development is anticipated to generate approximately 54 net new trips (35 inbound and 19 outbound) during the typical PM peak hour. Since the Project is generating a significantly higher number of trips during PM peak period in comparison to the AM peak period, the PM peak period was taken into consideration.

As agreed with the applicant's traffic engineer during the methodology meeting, the following trip reduction factors and percentages have been applied to the trip generation analysis:

- 20% multimodal reduction factor
- Internal capture rates for proposed land uses:
 - 25.6% during PM peak hour (ITE Internal Capture Factor for this mix of uses)
- Pass-by trip capture rate:
 - 34.0% during PM peak hour for walk-in bank
 - 44.0% during PM peak hour for restaurant.

Intersection capacity/level of service analyses were conducted for the five (5) study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO Volume 10 software. The intersection capacity analyses results for existing, future with background growth, and future with Project conditions are summarized in Table 3 of the TIS. In addition to the aforementioned intersections, LOS analysis was performed on the entry driveway on 17th Street and exit driveway on Washington Avenue. The results of the analysis indicate all study intersections are currently operating adequately and will continue to operate at an acceptable level of service in the year 2020 with the Project in place.

SITE ACCESS, PARKING & VALET OPERATIONS, LOADING ZONES

The ingress to the Project will be via a left-in/right-in access on 17th Street. Vehicles traveling eastbound and westbound will be able to access the driveway. Egress will be restricted to right-out only. The inbound driveway will be utilized for valet, rideshare drop-off and pick-up, and loading operations. This entrance will also serve self-parking and connect to the parking decks. All restaurant and hotel guests will use valet parking. Self-parking shall only be available to customers of the accessory bank use. There will be an outbound only driveway on Washington Avenue south of 17th Street.

The designated valet pick-up & drop-off area can accommodate up to four (4) passenger type vehicles. Upon drop-off, the valet runners will drive the vehicle to the upper level parking to the proposed mechanical lifts. When delivering the vehicles, the valet runner will need to exit the development and re-enter the valet drop-off/pick-up area from 17th Street. The valet drop-off/pick-up area may also be used by ride-share vehicles when dropping-off or picking-up passengers.

The Applicant's traffic engineer has performed a valet queueing analysis. The valet queueing operations analysis was based on the methodology outlined in ITE's Transportation and Land Development manual. The valet operations analysis was conducted considering that all entering and exiting vehicles for restaurant and hotel will utilize the same drop-off/pick-up area. The results of this analysis demonstrate that, with 95% confidence and nine (9) valet attendants, the queue will not exceed two (2) vehicles. However, the demand used for the valet analysis has not taken into consideration the rideshare vehicles that will pick-up and drop-off passengers at the same location. Per the request of Transportation Department Staff, the peer reviewer has conducted a separate queueing analysis specifically for the rideshare vehicles using the same methodology outlined in ITE's Transportation and Land Development publication. Based on the results of this

analysis, rideshare vehicles will require an additional three (3) spaces. As such, a total of five (5) spaces will be required for valet and rideshare operations. The results indicate that queuing of vehicles may not be contained within the property and spillage onto 17th Street may occur; however, given the fluctuation in valet demand and ride-share demand, a definitive estimation is difficult at this moment.

The Project proposes a total of five (5) loading bays, two (2) loading bays on the first floor and three (3) loading bays on second floor. All loading bays are dimensioned ten (10) feet in width and twenty (20) feet in length. The TIS report indicates that all deliveries will be made with a passenger type (P-type) vehicle within the property at the loading bays. According to the 2016 Florida Greenbook, published by Florida Department of Transportation (FDOT), the P-type vehicle length is specified as 19'. The maneuverability study has been performed using the P-type vehicle as well. Currently, there is no freight or commercial loading zone in close vicinity to the development to accommodate larger delivery vehicles. The Transportation Department has concerns with the Developer's ability to use small delivery vans for deliveries given that similar developments with similar uses utilize larger vehicles (e.g. box trucks and semi-trailers).

CONDITION

1. Transportation Department requires that no delivery vehicle shall stage within the public right-of-way (ROW) (including but not limited to travel lanes or sidewalks). If staging of delivery vehicles occurs in the public ROW, the City shall reserve the right to require that the Developer appear before the Planning Board and present an alternate delivery plan.
2. A revised operational plan shall be submitted to the City of Miami Beach Transportation Department 30 days and 120 days after opening showing updated valet and rideshare vehicle demand and whether the queuing is contained within the space provided. In the case that queuing exceeds the designated drop-off area, the supplemental study shall propose a mitigation plan for City review and approval.

CONCLUSION

The Transportation Department approves the Traffic Impact Study with the aforementioned conditions for the 1685 Washington Avenue Project.

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