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Memorandum

Date: August 24, 2018

To: Mr. Thomas Mooney, AICP
Director, City of Miami Beach Planning Department

From: Tracy R. Slavens, Esq.
CC: Vanessa Madrid, Esq.

Re: Sunset Land Associates, LLC ("Applicant")
Planning Board Application 17-0168 ("Application")

On behalf of the Applicant, enclosed please find the responses to transportation comments for the Application pursuant to our meeting on August 16, 2018. Also enclosed is the updated traffic study dated August 22, 2018 as prepared by Traf Tech Engineering, Inc.

If you have any questions or require additional information, please feel free to call me directly at 305-789-7642.

August 22, 2018

Sunset Park - 1759 Purdy Avenue

c/o Tracy Slavens, Esq.
Partner – Holland & Knight
701 Brickell Avenue, Suite 3300
Miami, Florida 33131

Re: Sunset Park – 1759 Purdy Avenue

Dear Tracy:

We received traffic-related comments in connection with the Sunset Park project during our meeting with City staff on Thursday, August 16, 2018. The responses to the traffic-related comments provided by the City are provided below:

Comment 1: Port Cochere area will be used by resident vehicles and access will be controlled via automatic bollards that can be activated by residents and valet. It is important to elaborate on the accessibility of this area by valet runners since it is strictly for residents and valet service for residents. This pass through will be restricted for non-resident vehicles. Guest of visitors and all else will utilize the valet drop-off and pick-up area on Purdy Avenue. The study shall divide valet service for residents and non-residents, and make calculations separately. The delay caused by the automatic bollards and gate at the garage driveway shall be accounted for.

Response 1: The updated August 22, 2018 traffic study discusses the use of the Porte Cochere and the one-way eastbound vehicular access connection between Purdy Avenue and Bay Road. As stated in Comment 1 above, the subject one-way drive-aisle will be restricted to residents only that wish to use valet service. Non-residential valet service will be provided via the valet station proposed on Purdy Avenue. The updated traffic study includes valet calculations for both residents and non-residents, separately. The delay caused by the automatic bollards and the gate at the garage driveway were accounted for in the updated traffic report.

Comment 2: A gate queueing analysis shall be provided.

Response 2: The requested queueing analysis at the garage entrance off of Bay Roads has been provided in the updated (August 22, 2018) traffic study.

Comment 3: The maneuverability analysis shall be included in the new report.

Response 3: The maneuverability of trucks at the 18'6"-wide loading dock/trash area off of Bay Road has been undertaken by the architect and is provided in the updated traffic study.

Comment 4: Signage restricting visitors from attempting to self-park will be provided and mentioned in the study. Details on in what form you can submit these plans will be provided.

Response 4: We propose a "RESIDENTS ONLY" sign at the entrance to the garage. Even though the sign will only display the words "RESIDENTS ONLY", the valet operator will have access to the proposed gate within the garage. The word "VALET" will not be displayed at this sign in order to avoid confusion by visitors and/or retail customers that wish to valet their vehicle (they may misinterpret the word "VALET" by thinking it means drivers that wish to use valet service can also enter the garage).

Comment 5: The location of the gate with queueing of vehicles will be displayed on the plans. Details on how to submit these plans will be provided.

Response 5: Based on the queueing analysis conducted at the entrance gate to the garage, a one-vehicle queue is required. However, the plan shows an inbound reservoir area for two vehicles (a total of 44 feet).

Comment 6: Trip distribution will be modified as discussed.

Response 6: As discussed during the August 16, 2018 meeting, the trip distribution has been modified and reflected in the updated traffic study. Specifically, a higher percentage (30%) was assigned to and from the west via MacArthur Causeway and 16% to and from the west via Dade Boulevard. Other percentages were adjusted, as required in order to balance the total to 100%.

Comment 7: Site plan showing short term bicycle parking shall be provided in the report.

Response 7: The updated traffic study includes the site plan showing the short term bicycle parking.

Comment 8: Signal timing sheets shall be updated and provided for all study intersections.

Response 8: The latest signal timing sheets were obtained from Miami-Dade County and were used in the updated (August 22) traffic study.

Comment 9: Newest TDM measures approved by the City Commissions for a revised TDM plan is attached.

Response 9: The TDM plan has been revised to reflect approved TDM measures approved by the City Commission.

It has been a pleasure working with you on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

Previous Comments

1. Warrant analysis for Bay Road and 20th Street hasn't been provided. This request is pending since the study provided in January 2018. This item was discussed at the methodology meeting for the study. The analysis needs to comply with the methodologies set in the MUTCD.

This information was provided on August 8, 2018 as part of the supplemental submittal provided following discussions with Transportation Staff. A copy is attached for your reference.

2. Trip distribution shows Alton Road to carry a lower volume in comparison to West Avenue for trips coming from South. Please clarify the elaborate on the logic behind the distribution.

The enclosed submittal updates the project trip distribution (refer to Table 2 on Page 10 and revised Figures 4a through 4e) of the traffic study in accordance with the distribution agreed to at the August 16, 2018 meeting, which assign 30% of trips to MacArthur Causeway via Alton Road (for all inbound trips since MacArthur Causeway eastbound feeds directly onto Alton Road northbound) and West Avenue (for all outbound trips since exiting trips heading south will occur via West Avenue and the new West Avenue Bridge allows traffic to continue south to access MacArthur Causeway westbound) and 16% to and from the west via Dade Boulevard. Other percentages were adjusted accordingly (if any) in order to ensure the total equals 100%. Please note, all associated analysis affected by this revised distribution has also been updated.

3. We feel 25% distribution to Venetian Causeway in comparison to 19% MacArthur (and Alton Road) should be adjusted since Venetian Roadway is a tollway while the latter is a freeway.

As provided in the Applicant's response to Comment 2, the trip distribution has been updated in accordance with Staff comments.

4. Will there be self-parking in the parking structure in the building. If not where is the 20% of self-parking assigned to.

Only residents will be permitted to self-park. Only residents will also have access to the private valet located within the project breezeway. All commercial users, patrons, employees, and residential guests will be required to valet. The valet service for the commercial users, patrons, employees and residential guests will be located curbside on Purdy Avenue.

5. It is our understanding that they site will have no self-parking and that the valet station will be on Purdy Avenue. However, the trip assignment shows all patrons arriving at the

property driveway instead of the Valet station. Please clarify why will this be the case when patrons are not allow to park themselves.

As provided in the Applicant's response to Comment 4, only residents will be permitted to self-park. However, in analyzing the project, the Applicant has taken a conservative approach to resident vehicular movements and has assumed that all residents will utilize the private valet station located in the breezeway. Trip assignments have been updated accordingly. Please refer to Figures 4a through 4e of the traffic study.

6. The valet station is located on Purdy Avenue while the garage entrance is located at Bay Road. The separation of the two locations creates the valeted vehicles to use circle around the block. Please explain why the valet drop off pick up location cannot be on Bay Road.

The project has been designed to orient its front toward Purdy Avenue. The west-facing view overlooks Sunset Harbour, Belle Isle, and offers stunning sunsets on a nightly basis. It is the Applicant's assumption that patrons and guests will also consider the west side of the building as the front and will approach the project from Purdy Avenue. If located on Bay Road, the valet station would effectively be hidden from view and would not be situated in the most convenient location at the front of the project.

7. A portion of vehicles coming from north enter the area from 20th Street, make a left on West Avenue, followed by a right onto 18th Street followed by a left on Bay Road. While the valet operation is located at Purdy Avenue the vehicles are assigned onto Bay Road/and or West Avenue, which is a much longer path. Please elaborate and correct the distribution and assignment since only a minimal amount of vehicles are using the Purdy and 20th Intersection.

Twenty-five percent (25%) of the project trips were assigned to Alton Road to and from the north. Of this 25%, approximately 10% of the inbound trips were assigned to 20th Street to access the site via West Avenue and Bay Road. The remaining 15% were assumed to continue south on Alton Road to access the site via Dade Boulevard. All exiting trips heading north to Alton Road were assigned to 20th Street via Purdy Avenue due to the location of the pick-up valet station on Purdy Avenue.

8. Please provide a detailed and up-to date site plan displaying the pick-up and drop-off locations.

This information was provided in the revised plans. Please refer to Sheet A-2.9.

9. Please note that depending on the location/operation of the site entrance, the trip generation needs to be revised to limit the pass-by trip reduction not to exceed 10% of the adjacent roadway volume.

Since the valet drop-off/pick up location is off of Purdy Avenue, the pass-by trips were assumed to arrive from Purdy Avenue. Purdy Avenue has in excess of 10 times the amount of pass-by traffic associated with this project.

10. Is there going to be mechanical lifts are tandem parking?

No mechanical lifts or tandem parking is contemplated.

11. Please provide the updated synchro files. The synchro files were provided. However due to the comments on the distribution, the models were not reviewed.

The SYNCHRO files have been updated to reflect the revised distribution as well as all other comments that may affect the level of service analyses. The updated SYNCHRO files are provided herein.

New Comments

12. Figure 3 shows the exiting traffic counts. However the volumes for the intersection of Bay Road at 20th Street are the raw counts while for the other intersections are factored volumes. There should be consistent. In addition, the volume development worksheet for the intersection of Bay Road at 20th Street was not provided.

The Bay Road/20th Street traffic counts were recorded during the peak season and therefore, no adjustments are required for this intersection based on FDOT's PSFC report. All other traffic counts required adjustment factors. The updated traffic study dated August 20, 2018 includes the Volume Development Worksheet for the intersection of Bay Road and 20th Street.

13. The trip generation table seems incomplete. In addition, please review the text of the report to read the correct number of trips generated.

The trip generation Table 1 includes gross trips, driveway trips (after deductions to account for internal capture and multimodal trips) and net new trips impacting the study area. The text and table match throughout the report.

14. Figure 4B states that all Pass-by trips are assumed to access the site at the driveway located on Bay Road for a conservative assumption. Please explain why is this a conservative assumption. Will patrons be allowed to enter the site at the Bay Road Driveway, it was our understanding that no self-parking will be allowed.

Confirmed, patrons will not be able to enter the site from Bay Road and no self-parking will be permitted for patrons. Self-parking will be allowed for residents only but the analysis assumes that all vehicles will be parked by valet.

15. The calculations for the valet trips as shown in Figure 4C do not account for the residential component of the project. In addition, based on the trip generation, the number of valet trips in should be different from the number of trips out.

The calculations for valet trips have been revised to reflect the conservative assumption that all vehicles (residential and commercial) will be valet parked. The valet trips have been documented in more detail in Figures 4b and 4d of the August 20, 2018 traffic study.

16. Bike racks are required for this development. Please identify their location on the site plan.

Short term bicycle parking is identified on Sheets A-1.2 and A-2.1 at the southwestern corner and northeastern corner of the project.

17. The report indicates that a pedestrian connection linking Purdy Avenue and Bay Road is proposed. However, the site plan shows that the proposed connection will also serve vehicles. This roadway openings were not analyzed/considered in the report. In addition, considered using the connection to serve the valet operations.

The breezeway is intended to primarily provide for pedestrian connectivity linking the Purdy Avenue and Bay Road sides of the project. Restricted vehicular access through the breezeway will be limited to the residents living in the 12 units within the project. Said restricted vehicular access will be electronically controlled. Valet will only be offered in the breezeway for residents.

18. The site plan shows a proposed gate to the garage. Please indicate, which type of gate, and how will it operate.

The entrance to the garage will include a security gate. The security gate will be controlled via wireless transmitter which is commonly used for access control for private parking garages. Each resident and the valet operator will have a transponder or remote-control system to activate the security gate as they approach the entrance. The door is proposed to be located at least one-vehicle length from the public right-of-way in order to ensure that entering vehicles do not back-up onto Bay Road. For purposes of the traffic study, an overhead coiling roll-up gate has been assumed for a conservative approach. However, the final design of the type of security gate will be determined at the time of construction based on security-gate technologies available at that time.

19. The report indicated that the valet drop-off will be located on Purdy Avenue. However, the site plan shows a drop-off location on Bay-Road. Please identify the location of the valet stand and the valet stacking on the site plan.

The valet drop-off for all non-residents will be located on Purdy Avenue. Please refer to sheet A-2.9.