GreenspoonMarder

From the desk of:
James E. Rauh, Esq.
1601 Washington Avenue, Suite 300
Miami Beach, Florida 33139
Direct Phone: 305.789.2732
Direct Fax: 305.537.3928
Email: james.rauh@gmlaw.com

August 09, 2016

Via Federal Express

City of Miami Beach Transportation Department
c/o Josiel Ferrer-Diaz, Transportation Manager
1700 Convention Center Drive
Miami Beach, Florida 33139

Re: Comment Response Memo and Updated Traffic Study in Response to Peer Review 1 for the Restaurant at 1 Lincoln Road a/k/a 1669 Collins Avenue (PB File No. PB0616-0037)

Dear Mr. Ferrer-Diaz:

Enclosed please find the Comment Response Memo prepared by the Applicant's Traffic Consultant, TrafTech Engineering, Inc., in response to FTE's Peer Review 1 comments dated July 29, 2016. Please also find Traf Tec Engineering, Inc.'s updated Traffic Study dated August 2016.

If you should require any additional information, please contact the undersigned.

Sincerely,

James E. Rauh, Esq.
For the Firm

Cc: Tui Munday, Senior Planner
Oliver Rodrigues, P.E., PTOE
Joaquin Vargas, P.E. (w/ out attachments)

Enclosures

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MEMORANDUM

DATE: July 29, 2016

TO: Josiel Ferrer-Diaz, City of Miami Beach

FROM: Claudia Lamus, P.E., Project Engineer

CC: Oliver Rodrigues P.E., PTOE,

SUBJECT: **1669 Collins Avenue - PB0616-0037**
Traffic Impact Study - Peer Review 1

Florida Transportation Engineering, Inc. was retained by the City of Miami Beach to perform a peer review of the traffic impact study for the proposed restaurant to be located at 1669 Collins Avenue. These services were performed as part of the City's Traffic Engineering Consulting Services Contract.

The proposed project consists of a restaurant of 200 seats. A Traffic Impact Study (TIS) prepared by TrafTech dated June 2016 was presented to the City. This memorandum presents findings and recommendations as part of a preliminary review.

Comment 1. Existing Lane Geometry – Please review the lane geometry in Figure 2 and the Synchro files for the intersection of James Avenue and 17th Street.

Comment 2. Please double check the peak season factor and the growth rates to include FDOT's 2015 database.

Comment 3. Please double check the signal timing for Collins Avenue and Lincoln Road. The analysis is showing a pedestrian phase, but the time for the phase was not shown on the timing sheets from the County, and these timings are showing deteriorated levels of the LOS for the NB and SB movements.

Comment 4. Valet Analysis – A service rate of 5 minutes was assumed. Please indicate how that service rate was determined. In addition, the analysis indicates that a parking for at least 5 vehicles will need to be provided to serve inbound patrons. Is the porte coche area big enough to hold 5 vehicles, note that the analysis is not accounting for spaces for the outbound vehicles.

Comment 5. This project requires a TDM plan.

Comment 6. The project needs to provide bike racks. Please clearly label them on the site plan.

Should you have any questions concerning our comments, please feel free to contact me at (305) 463-8411, ext. 107. I look forward to assisting you further on this project.

ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
8750 NW 36th Street, Suite 670 . Miami . FL 33178 . Ph (305) 463-8411 . Fax (305) 463-8744
www.fteinc.net

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Comment 1. Existing Lane Geometry – Please review the lane geometry in Figure 2 and the Synchro files for the intersection of James Avenue and 17th Street. The lane geometry was updated to reflect two eastbound through lanes (figures and analyses)

Comment 2. Please double check the peak season factor and the growth rates to include FDOT's 2015 database. The 2015 PSCF is 1.02 and the one used is 1.04 which is more conservative (the 2015 PSCF is also included in the appendix of the revised report)

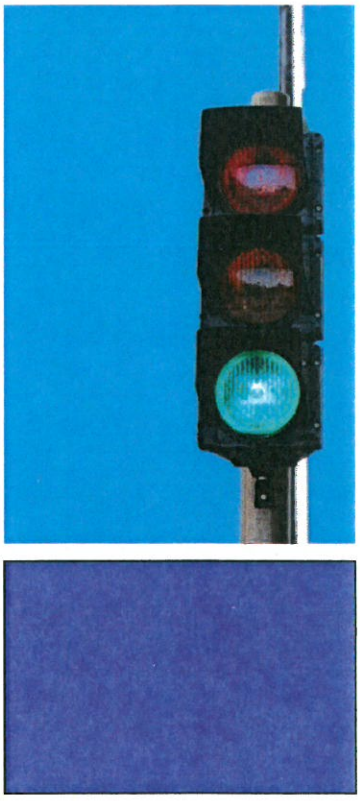
Comment 3. Please double check the signal timing for Collins Avenue and Lincoln Road. The analysis is showing a pedestrian phase, but the time for the phase was not shown on the timing sheets from the County, and these timings are showing deteriorated levels of the LOS for the NB and SB movements. The timing was updated to eliminate the pedestrian-only phase. The intersection now operates at an acceptable level of service.

Comment 4. Valet Analysis – A service rate of 5 minutes was assumed. Please indicate how that service rate was determined. In addition, the analysis indicates that a parking for at least 5 vehicles will need to be provided to serve inbound patrons. Is the porte coche area big enough to hold 5 vehicles, note that the analysis is not accounting for spaces for the outbound vehicles. The calculations for the 5-minute assumption are included in the updated traffic study. The porte-cochere can hold more than five parked cars.

Comment 5. This project requires a TDM plan. The updated traffic study includes a TDM plan for the project.

Comment 6. The project needs to provide bike racks. Please clearly label them on the site plan. Two bicycle racks are provided with a total capacity for 56 bicycles (refer to secondary site plan provided in the updated traffic study (Appendix B).

Tatel Restaurant
Miami Beach, Florida



traffic study

prepared for:
Tatel Miami, LLC

Traf Tech
ENGINEERING, INC.

June 2016
Updated August 2016

Traf Tech
ENGINEERING, INC.

August 8, 2016

Mr. Tomas Alonso
Tatel Miami, LLC
Paseo Castellana 36
Madrid Spain 28001

Re: Tatel Restaurant – Updated Traffic Study

Dear Mr. Alonso:

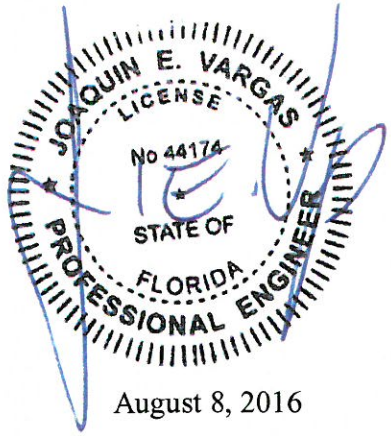
Traf Tech Engineering, Inc. is pleased to provide you with the results of the updated traffic study undertaken in connection with the proposed Tatel Restaurant planned to be located at 1669 Collins Avenue in the City of Miami Beach in Miami-Dade County, Florida.

It has been a pleasure working with Tatel Miami, LLC on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

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



August 8, 2016

8400 North University Drive, Suite 309, Tamarac, Florida 33321
Tel: (954) 582-0988 Fax: (954) 582-0989

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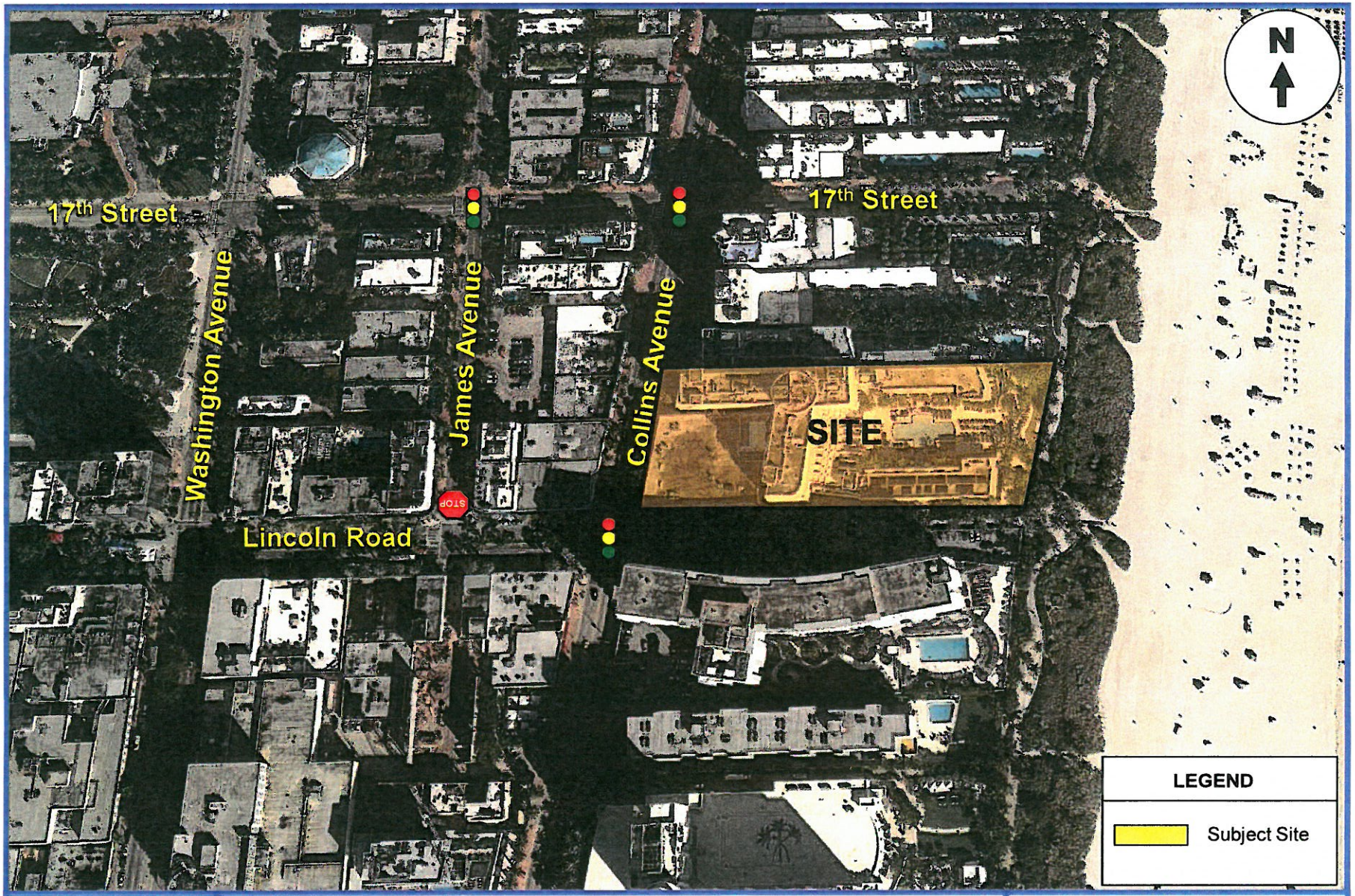
INTRODUCTION

Tatel Restaurant is a proposed restaurant planned to be located at 1669 Collins Avenue in the City of Miami Beach in Miami-Dade County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained by Tatel Miami, LLC to conduct a traffic study[1] in connection with the proposed project. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Impact Analysis
7. Conclusions and Recommendations

[1] The traffic methodology was discussed and agreed with the City of Miami Beach staff and is included in Appendix A.



Traf Tech
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PROJECT LOCATION MAP

FIGURE 1
Tatel Restaurant
Miami Beach, Florida

INVENTORY

Existing Land Use

The site is currently developed with a previously-operating restaurant.

Proposed Land Uses

The proposed site will be re-developed with the following land use and intensity:

- Restaurant – 200 seats

Access to the proposed project will be provided via an access driveway off of Collins Avenue (right in/right out driveway). Appendix B contains a copy of the proposed site plan for the project site.

EXISTING CONDITIONS

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

Roadway System

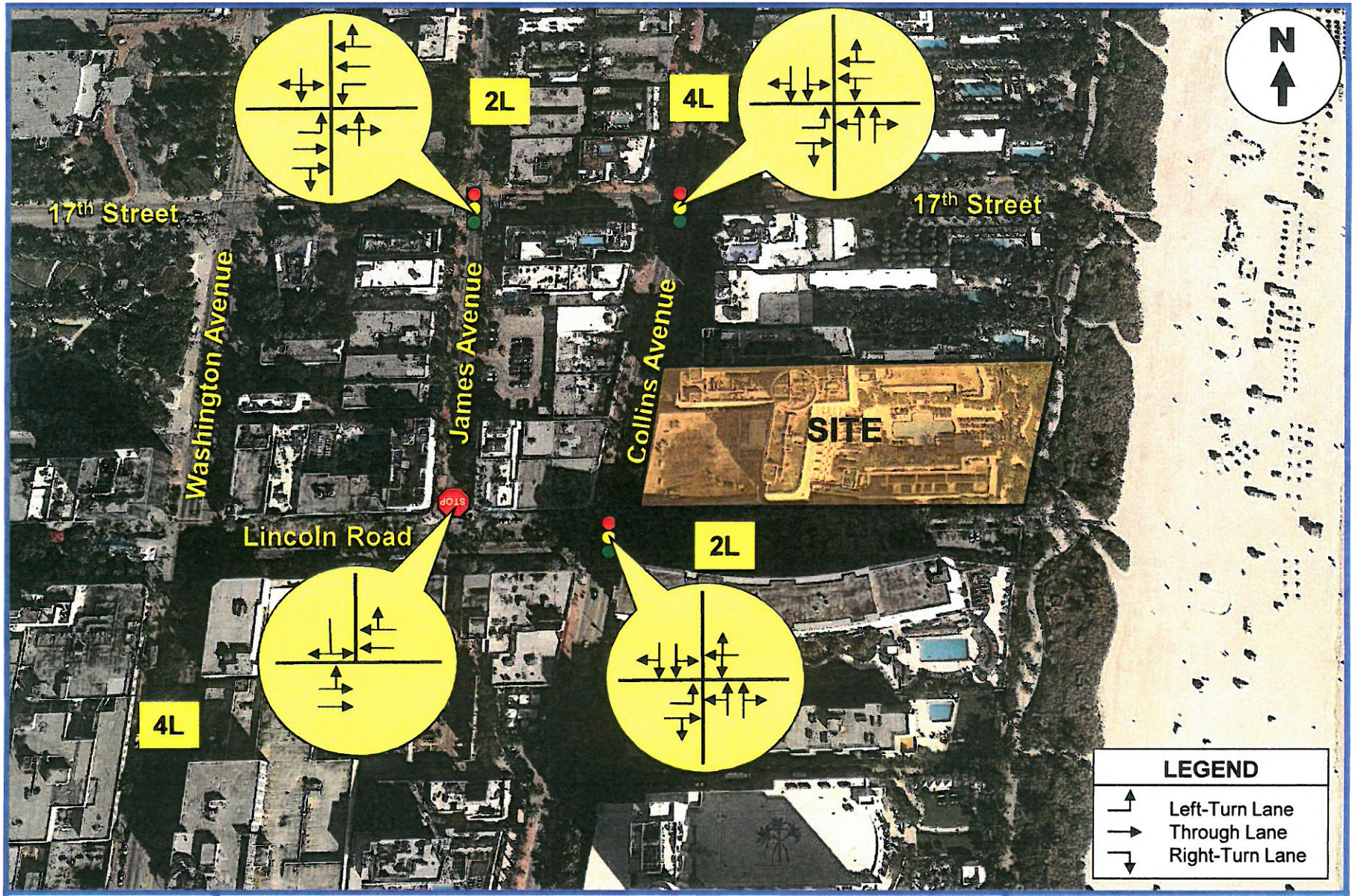
The roadway system located near the project site includes Collins Avenue, James Avenue, Lincoln Road, and 17th Street. Near the project site, Collins Avenue, 17th Street and Lincoln Road are four-lane facilities while James Avenue is a two-lane facility.

Nearby Intersections

With the assistance of City of Miami Beach staff, four intersections/driveways were identified as the locations that will be impacted the most by the proposed project. These intersections/driveways include:

1. Collins Avenue and Lincoln Road (signalized)
2. Collins Avenue and 17th Street (signalized)
3. 17th Street and James Avenue (signalized)
4. James Avenue and Lincoln Road (stop controlled)

Figure 2 shows the existing lane geometry of the four intersections selected for analysis purposes. The number of lanes on the street system surrounding the project site is also depicted in the figure.



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EXISTING LANE GEOMETRY

FIGURE 2
Tatel Restaurant
Miami Beach, Florid

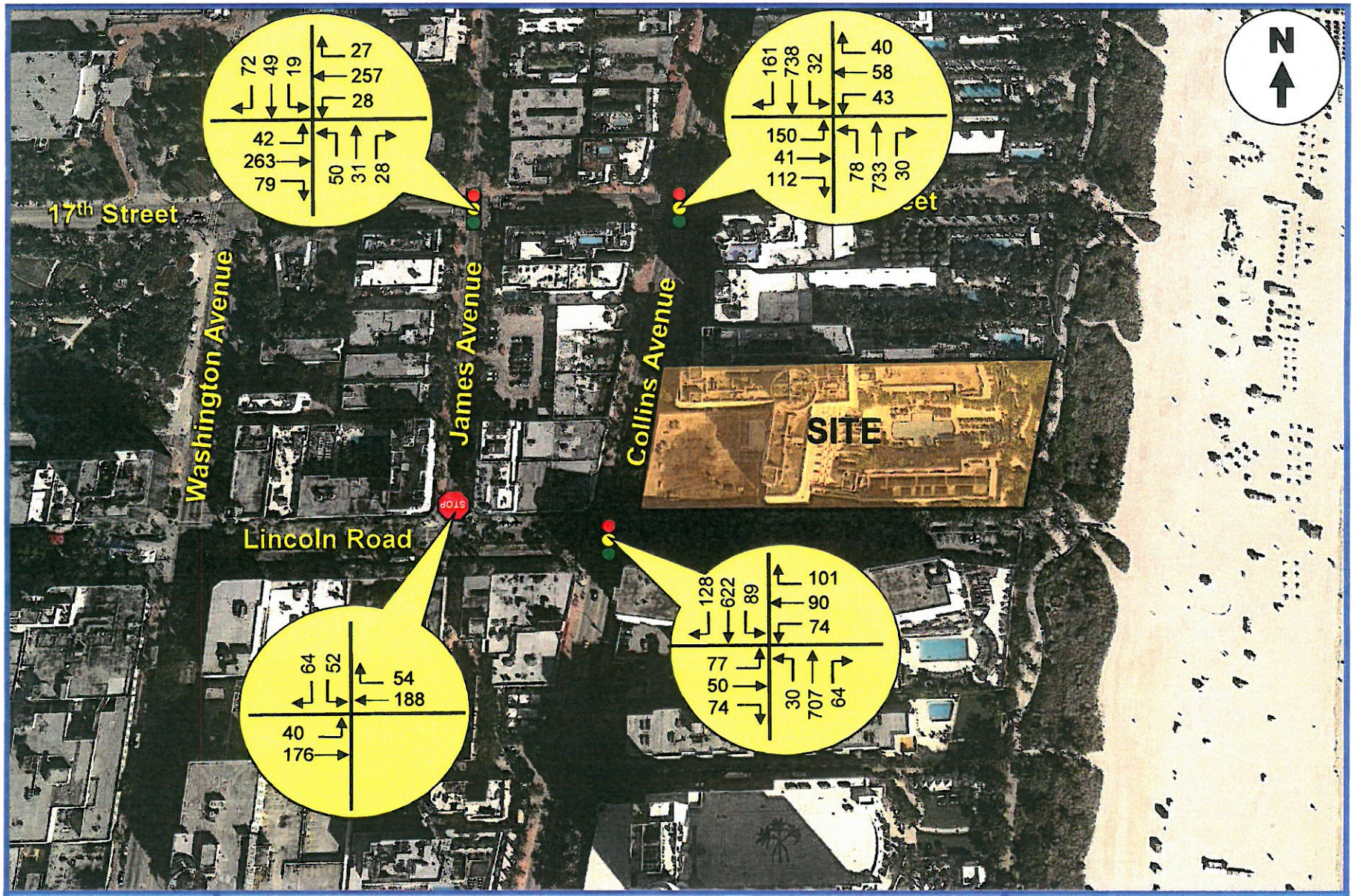
TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Traffic Survey Specialists, Inc., collected traffic data at the following locations:

1. Collins Avenue and Lincoln Road (signalized)
2. Collins Avenue and 17th Street (signalized)
3. 17th Street and James Avenue (signalized)
4. James Avenue and Lincoln Road (stop controlled)

The intersection turning movement counts performed by Traffic Survey Specialists, Inc.,were collected on Friday, June 17, 2016 during the PM peak period (4:00 PM to 7:00 PM).

Figure 3 summarizes the results of the intersection turning movement counts undertaken during the weekday peak hour. Appendix C contains the intersection turning movement counts, as collected in the field. The signal timing plans were obtained from the Miami-Dade County's web site and are also contained in Appendix C.



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EXISTING TRAFFIC COUNTS – Peak Hour
(June 17, 2016)

FIGURE 3
Tatel Restaurant
Miami Beach, Florida

TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (9th Edition). According to the subject ITE manual, the most appropriate "land use" category for the proposed land use include Land Use 931 – Quality Restaurant. Table 1 summarizes the external trips associated with the proposed Tatel Restaurant.

TABLE 1
Trip Generation Summary
Tatel Restaurant (Proposed Land Use)

Land Use	Size	Daily Trips	Weekday Peak Hour Trips		
			Inbound	Outbound	Total
PROPOSED USE					
Quality Restaurant	200 seats	572	35	25	60

As indicated in Table 1, the external trips anticipated to be generated by the proposed Tatel Restaurant consist of approximately 572 daily trips and approximately 60 trips during the weekday peak hour (35 inbound and 25 outbound). Hence, the new project trips are considered minimal from a traffic-engineering standpoint (one new peak-hour trip every minute).

The trip generation rates used to determine the trips associated with the proposed use are presented below:

ITE Land Use 931 – Quality Restaurant

Weekday Daily Trip Generation
T = 2.86 (X)
Where T = number of weekday daily trips and
X = number of seats

Weekday Peak Hour of Generator
T = 0.30 (X) (59% inbound and 41% outbound)
Where T = number of weekday peak hour trips and
X = number of seats

TRIP DISTRUBUTION AND TRAFFIC ASSIGNMENT

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 summarizes the County's cardinal distribution data for Traffic Analysis Zone 644, which is applicable to the project site from the latest SERPM data published by Miami-Dade County.

TABLE 2
Project Trip Distribution
Tatel Restaurant

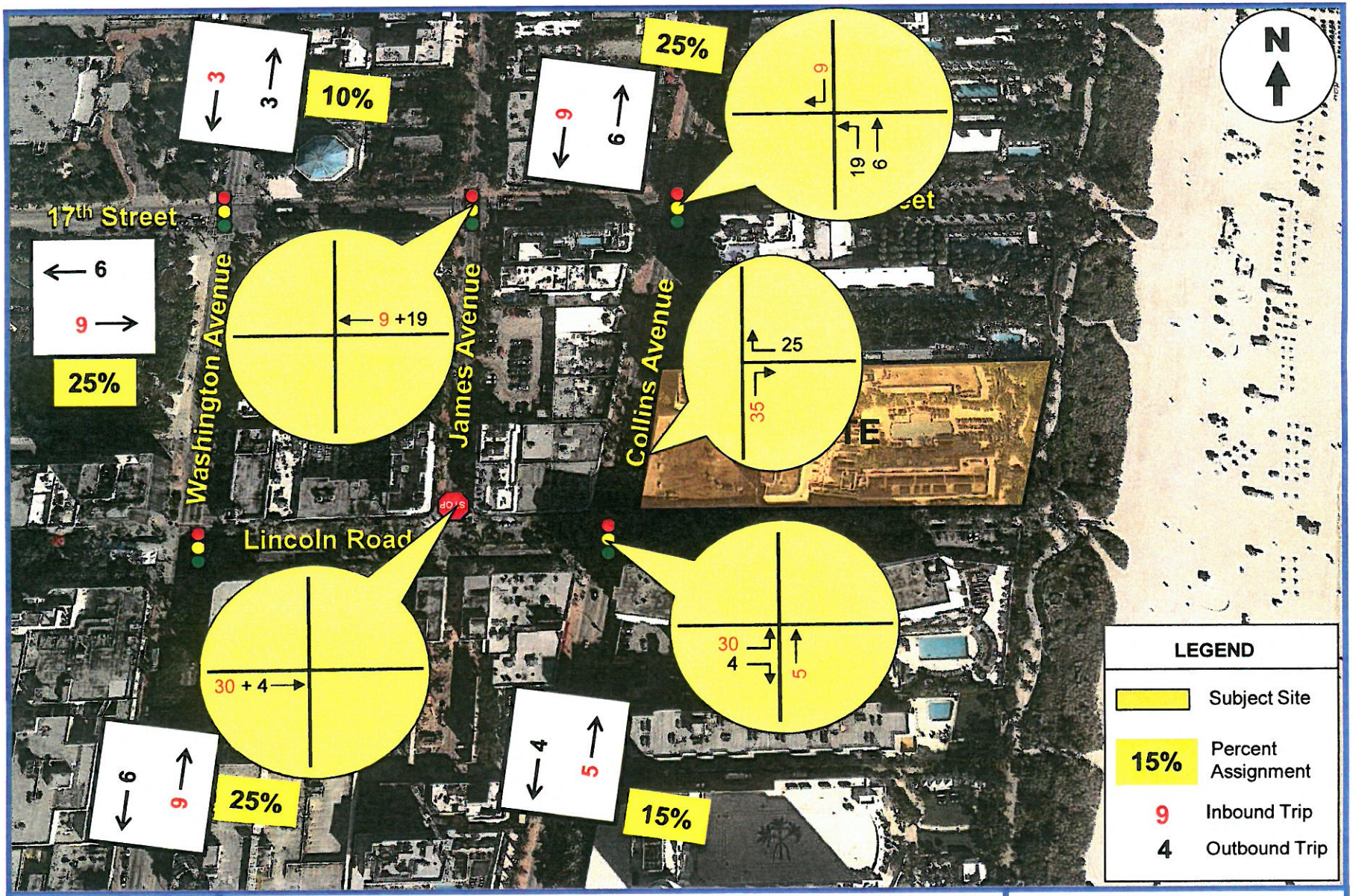
Direction		% of Total Trips
North:	Northwest	19.3
	Northeast	16.1
South:	Southwest	12.4
	Southeast	0.0
East:	Northeast	0.0
	Southeast	0.0
West:	Northwest	22.2
	Southwest	30.0
	Total	100.00%

Source: Miami-Dade County (2040 SERPM)

Based on the above, the following traffic assignment was assumed for the proposed Tatel Restaurant project:

- 25% to and from the north via Collins Avenue
- 10% to and from the north via Washington Avenue
- 15% to and from the south via Collins Avenue
- 25% to and from the south via Washington Avenue
- 25% to and from the west via 17th Street

The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The new project traffic assignment is summarized in Figures 4 and 4A.



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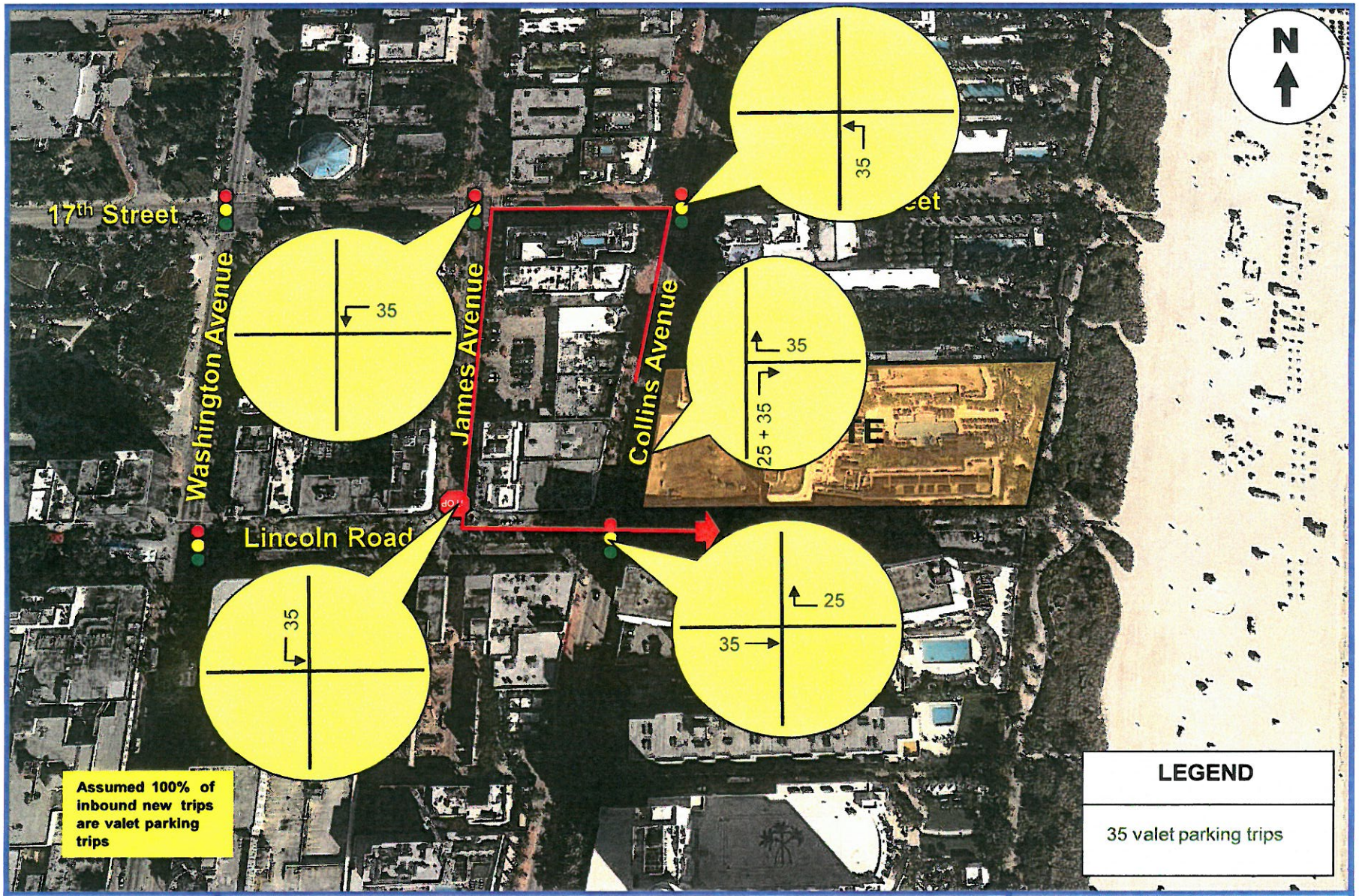
NEW PROJECT TRAFFIC ASSIGNMENT
(Weekday New Peak Hour Trips)

FIGURE 4
Tatel Restaurant
Miami Beach, Florida



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VALET PARKING OPERATIONS
(Weekday New Peak Hour Trips)

FIGURE 4A
Tatel Restaurant
Miami Beach, Florida

TRAFFIC ANALYSIS

This section of the study is divided into four parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions. The third section addresses the projected operating conditions of the project's access driveway. The final section focusses on valet parking.

Future Conditions Traffic Volumes

Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2017 traffic volumes (project anticipated to be built and occupied by the year 2017), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field during the month of June to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.04 is required to convert traffic counts collected in the third week of June to average peak season conditions (refer to Appendix D). The second analysis includes a growth factor to project 2016 peak season traffic volumes to the year 2017. Based on traffic growth data published by the FDOT for a nearby traffic count stations, minimal traffic growth has occurred during the past five years (refer to Appendix D). However, in order to assess impacts with a conservative approach, and to account for unforeseen approved project (committed trips) that may impact the study intersections, a one percent (1.0%) growth rate was used for purposes of this study. Additionally, trips associated with future developments; The Torino (400 Collins Avenue), The Savoy Hotel, 601 Washington, and 915 Washington were added to the background traffic. Committed development information is included in Appendix D.

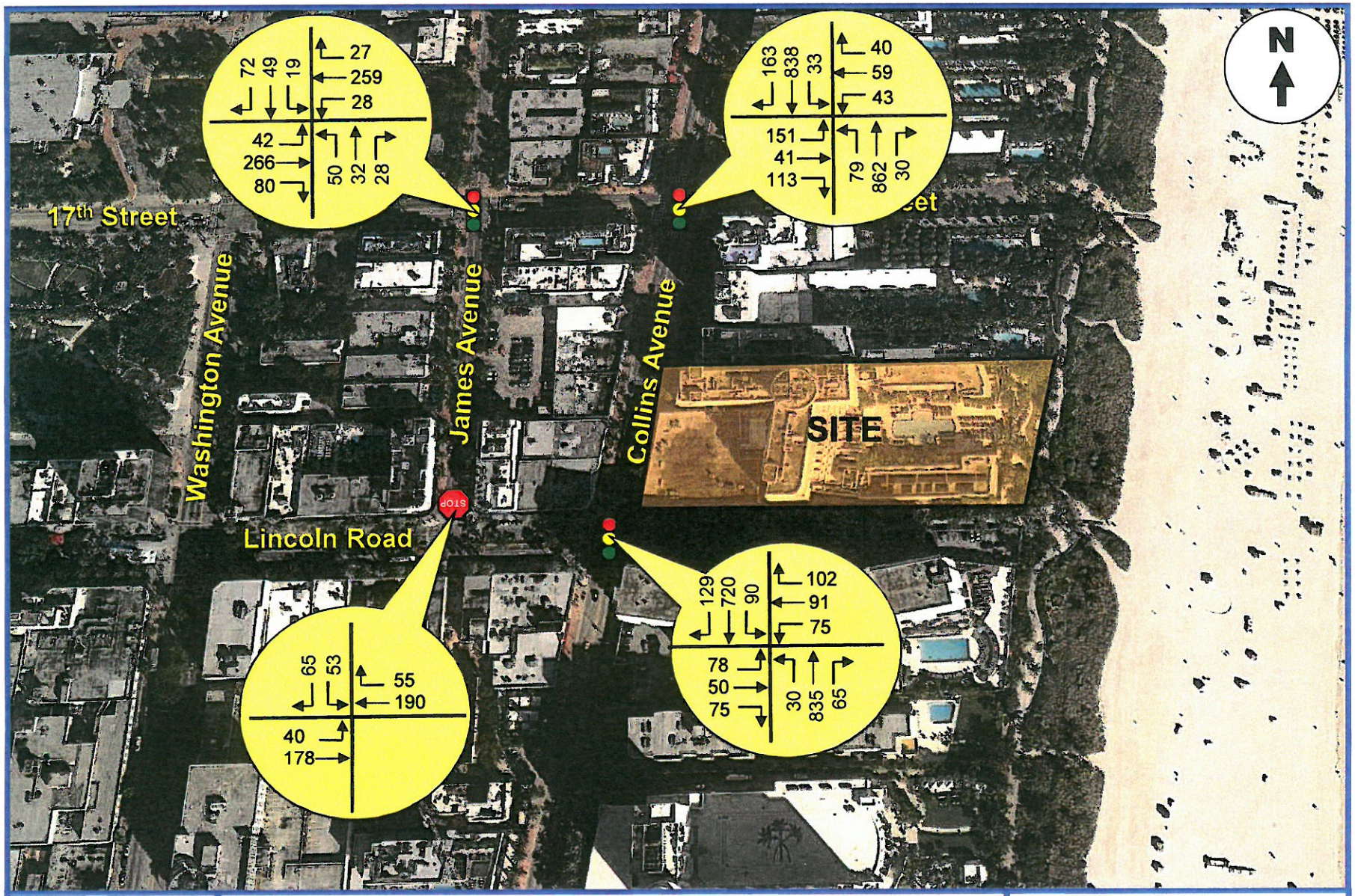
The new trips generated by the Tatel Restaurant (refer to Figure 4) were added to the 2017 background traffic in order to develop total traffic conditions.

The future traffic projections for the study intersections (peak season adjustments, growth rates, committed developments and project traffic) are presented in tabular format in Appendix E. Figures 5 and 6 present the year 2017 future traffic volumes for the study area.

Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the Tatel Restaurant.

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the four study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCS) using the SYNCHRO software. The results of the capacity analyses are summarized in Table 3. As indicated in Table 3, all study intersections are currently operating adequately and will continue to operate at an acceptable level of service in the year 2017 with the proposed project in place, except for two intersections. The intersection of James Avenue and Lincoln Road is expected to operate at deficient level of service "F" without the project (background conditions) and is anticipated to continue to operate at deficient level of service with the project in place. However, the impacts (additional delay) created by the proposed restaurant are insignificant from a traffic-engineering standpoint.



Traf Tech
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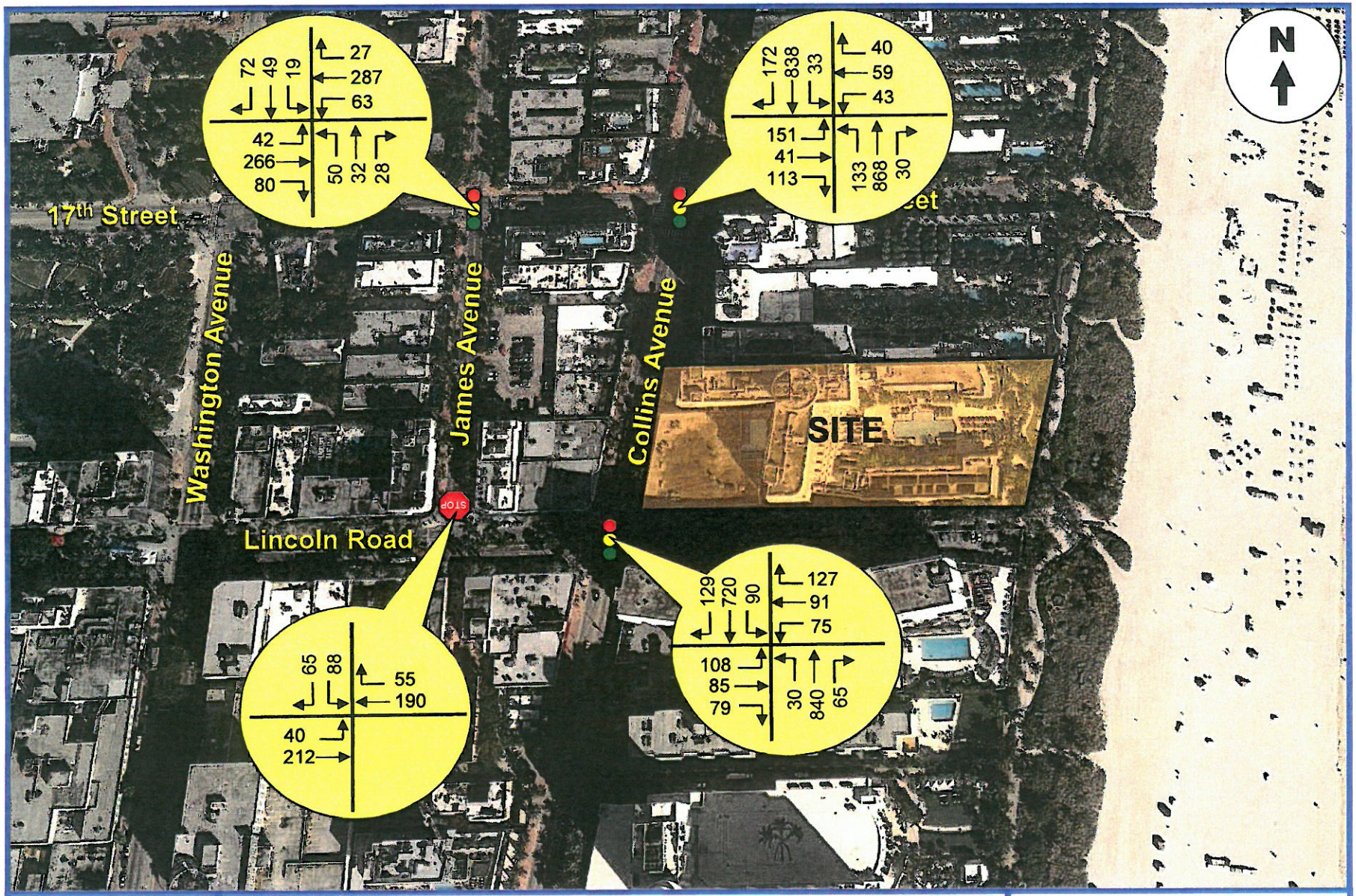
BACKGROUND TRAFFIC – Year 2017
(Weekdays Peak Hour Trips)

FIGURE 5
Tatel Restaurant
Miami Beach, Florida



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TOTAL TRAFFIC with PROJECT – Year 2017
(Weekdays Peak Hour Trips)

FIGURE 6
Tatel Restaurant
Miami Beach, Florida

TABLE 3 Intersection Level of Service Tatel Restaurant			
		Future Traffic Conditions	
Intersection	2016 Existing	2017 w/o Project	2017 With Project
Collins Avenue & Lincoln Road	B	C	C
Collins Avenue & 17th Street	B	B	B
James Avenue & 17th Street	B	B	B
James Avenue & Lincoln Road SB	F	F	F

Source: Highway Capacity Manual

The computer printouts of the intersection capacity analyses are contained in Appendix F.

Valet Operation

The Tatel Restaurant will provide one (1) valet service area located on Collins Avenue This is the main valet drop-off/pick up area. All vehicles served by valet parking will stop at the valet station on Collins Avenue

In order to determine the stacking requirements associated with the valet operation, a queuing analysis was undertaken. As indicated in Table 1, the maximum number of inbound vehicles associated with this project, during a one-hour period is approximately 35 vehicles.

A queuing analysis was conducted in order to ensure that the on-street stacking is sufficient to accommodate the maximum inbound vehicular demand anticipated at this facility. The length of queue anticipated on Collins Avenue was determined using information contained in ITE's *Transportation and Land Development*, Chapter 8 – Drive-In Facilities[2]. For this analysis, the following input variables were used:

[2] By Vergil G. Stover and Frank J. Koepke.

Service Rate: is the average time to park/unpark a vehicle by a valet runner. A weighted average service rate was determined based on the service rate for standard parking spaces. The average time by a valet runner is 5 minutes, or 12 vehicles per hour per valet runner. The 5 minutes was based on a travel distance of approximately 2,000 feet and assuming a travel speed of 5 mph (including delay at the traffic signals), rounded upwards from 4.5 minutes 5 minutes. Assuming up to four (4) valet runners, the maximum service rate of the facility is 48 vehicles in a one-hour period.

Demand Rate: As indicated above, a maximum of 35 vehicles will arrive during the highest hour. Assuming 100% valet usage for the inbound vehicular traffic.

Using equation 8-9b and Table 8-11 of ITE's *Transportation and Land Development*, the maximum length of queue anticipated on Collins Avenue, at the 90% confidence level, is five (5) vehicles. Therefore, the valet station on Collins Avenue should provide parking for at least five (5) vehicles. The service rate calculations and results of the ITE queuing procedure are contained in Appendix G.

CONCLUSIONS AND RECOMMENDATIONS

Tatel Restaurant is a proposed restaurant planned to be located at 1669 Collins Avenue in the City of Miami Beach in Miami-Dade County, Florida. The proposed project will be developed with the following land uses and intensity:

- Restaurant – 200 Seats.

Access to the proposed restaurant will be provided via an access driveway off of Collins Avenue for valet purposes. All vehicles will be parked at the parking garage located at the east terminus of Lincoln Road.

Traf Tech Engineering, Inc. was retained by Tatel Miami, LLC to conduct a traffic study in connection with the proposed project. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. The conclusions and recommendations of the traffic study are presented below:

- The external trips anticipated to be generated by the proposed Tatel Restaurant consist of approximately 572 daily trips and approximately 60 trips during the weekday peak hour (35 inbound and 25 outbound).

- All study intersections are currently operating adequately and will continue to operate at an acceptable level of service in the year 2017 with the proposed project in place, except for one intersection. The intersection of James Avenue and Lincoln Road is expected to operate at deficient level of service "F" without the project (background conditions) and is anticipated to continue to operate at deficient level of service with the project in place. However, the impacts (additional delay) created by the proposed restaurant are insignificant from a traffic-engineering standpoint.

- The valet station on Collins Avenue should provide parking for at least five (5) vehicles. Up to four (4) valet runners should be assigned to this facility during the anticipated peak periods.

Transportation Demand Management (TDM)

There are numerous Transportation Demand Management (TDM) strategies to influence travel decision. Some improve the transportation options available; some provide incentives to change travel mode, time or destination; others improve land use accessibility; some involve transportation policy reforms and new programs that provide a foundation for TDM. Some benefits provided by a well-thought TDM program include:

- Congestion reduction
- Road and parking savings
- Transportation Options (choices)
- Road safety
- Environmental protection
- Improved quality of life
- Economic development
- Healthy lifestyles

The Tatel project proposes the following incentives in order to provide an effective TDM plan for the project:

Bicycling

Bicycle racks are being proposed at the site in order to encourage non-automobile modes of transportation.

Carpool

The proposed restaurant will encourage employees to carpool. The restaurant will provide a minimum of one (1) complimentary valet parking for High Occupancy Vehicle being used for Carpooling.

Transit Use

The restaurant will have an informational kiosk within the entrance door with information relative to bus schedules and routes (two bus routes travel along Collins Avenue) and the location of the two closest City Bike Stations.

APPENDIX A

Traffic Methodology

TO: Tatel Restaurant

FROM: Joaquin Vargas

DATE: June 17, 2016

SUBJECT: Traffic Methodology for Tatel Restaurant

Tatel Restaurant consists of the re-opening of a previously-operational restaurant located within the Ritz Carelton Hotel groundfloor located at the northeast corner of Collins Avenue and Lincoln Road in the City of Miami Beach in Miami-Dade County, Florida.

Even though the subject restaurant was previously operational and there are no plans to increase the existing square footage of the facility, a traffic study documenting the impacts of the restaurant will be undertaken. The following is our proposed methodology for the traffic study associated with this project:

- The trip generation for the proposed restaurant will be based on ITE's *Trip Generation Manual* (9th Edition). For the proposed restaurant, quality restaurant will be assumed (LUC 931). The number of proposed seats will be used for trip generation purposes.

- The traffic study will evaluate four (4) intersections in the immediate vicinity of the project. The analyses will be undertaken for the critical PM peak hour (Friday 4PM to 7PM). These intersections are:

  1. Collins Avenue and Lincoln Road (signalized)
  2. Collins Avenue and 17th Street (signalized)
  3. James Avenue and Lincoln Road (stop control)
  4. James Avenue and 17th Street (stop control)

- Traffic circulation will be evaluated in the traffic study, including its impact to the surrounding street system and adjacent driveways, if any.

- The drop-off and pick-up lane will be evaluated from a queuing standpoint.

- For purposes of the traffic study, the build-out year will be 2017. For purposes of traffic growth, FDOT historical traffic data will be used.

- Existing traffic signal timing data and traffic counts will be included in the appendix of the traffic study.

- The traffic study will address any anticipated / proposed impacts onto the existing on-street vehicular parking, if applicable. Any impacts to on-street

parking will be discussed with the City's Parking Department.

- Traffic figures will be prepared for the following trip generation scenarios for each of the intersections analyzed:

  1. Existing trips
  2. Proposed site trips distribution
  3. Existing + traffic growth
  4. Future or build-out + traffic growth + site trips

- The presence of transit and nearby routes will be discussed as will the provision and location of bicycle racks.

- Provide bicycle racks at the site to encourage other modes of transportation.

- The site plan will show the location of pick up/drop off for valet parking purposes.

- The site plan will also include the location of bicycle parking, garbage pick-up area and place designated for deliveries.

- The submittal of the study will include LOS calculations for review by the peer reviewer.