

08/23/2022

Mr. Dani Fawaz, P.E.

Senior Transportation Engineer
Transportation & Mobility Department
City of Miami Beach
1700 Convention Center Drive, 3rd Floor
Miami Beach, FL 33139

RE: The Morris – Traffic Impact Statement
1709 Jefferson Avenue. Miami Beach, FL 33139

Dear Mr. Fawaz,

The 53 parking spaces at the existing surface parking lot at the northeast corner of the intersection between Jefferson Avenue and 17th Street are planned to be redeveloped into The Morris, a 24-unit Multifamily building. Access to the new development will use the same access driveway location as for the existing surface parking lot. Please refer to Exhibit A, which provides a set of existing and proposed plans for the modifications. Exhibit B provides details on the Trip Generation evaluation.

The proposed development will generate 18 vehicular trips during the PM peak hour. The surface parking lot is gated and is currently being used by the Owner's lease tenants for the building at 1688 Meridian Avenue. The parking lot has a total of 53 spaces. Based on communications with the Owner, the majority of tenants who park their cars subscribe to regular business hours (9:00 AM – 6:00 PM). Being conservative an 85% utilization of the parking would yield a total of 45 vehicular trips during the AM peak hour, and 45 vehicular trips during the PM peak hour. The proposed development is estimated to decrease PM peak hour volume by 27 trips, this represents a 60% reduction.

In advance of the development, the Owner has started to transition parking lot tenants to use parking at 1691 Michigan Avenue. The proposed development will not make modifications to the narrower surface parking lot at the southeast corner of Jefferson Avenue and 17th Street. Since both surface garages are private, the proposed development will not impact parking spaces open to the public.

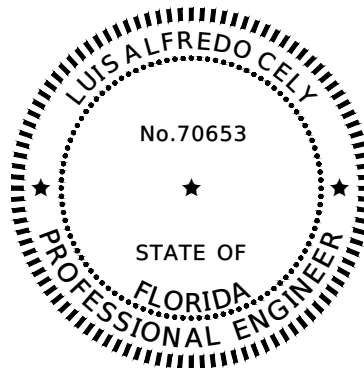
Sincerely,

ALFKA, LLC



Alfredo Cely, PE, PMP
Senior Engineer

Encl.
Exhibit A – Existing Survey and Proposed Plans
Exhibit B - Trip Generation Calculations



*THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY
Luis Alfredo Cely*

*SignNow e-signature ID: 396cd6b17e...
08/23/2022 20:13:41 UTC*

ON THE DATE ADJACENT TO THE SEAL

*PRINTED COPIES OF THIS DOCUMENT ARE
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ON ANY ELECTRONIC COPIES*

*ALFKA, LLC
100 SOUTH ASHLEY DRIVE. SUITE 600.
TAMPA, FL 33602
LUIS ALFREDO CELY, P.E. NO. 70653*

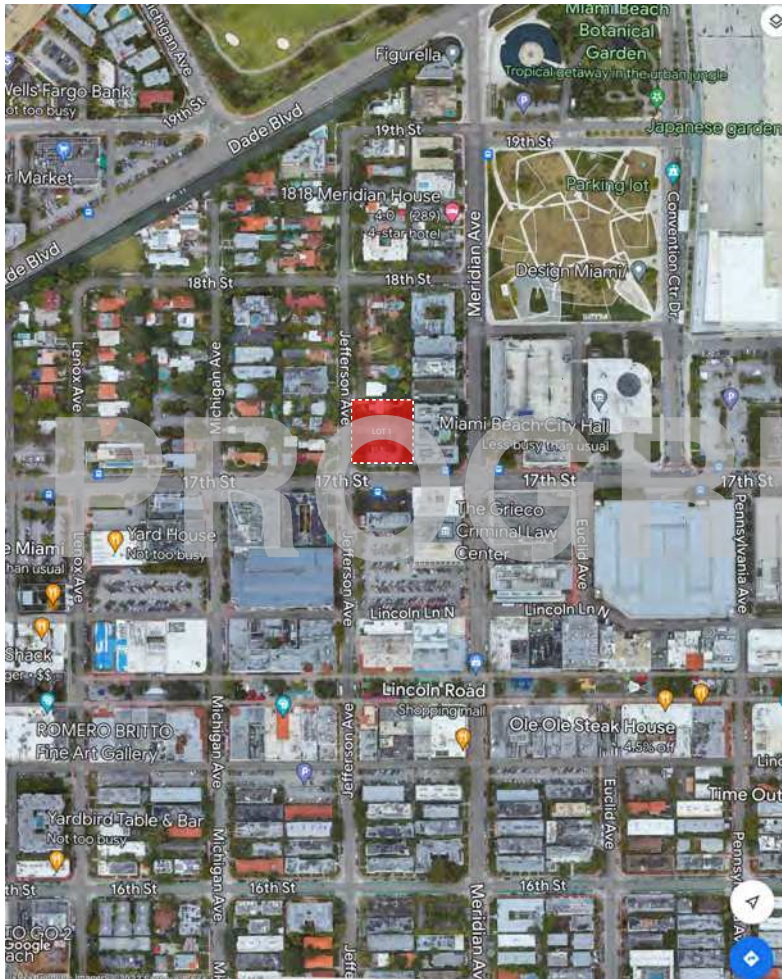
Exhibit A - Existing Survey and Proposed Plans

PROGRESS

THE MORRIS NORTH

Site and Architecture Concept Design
08/03/2022

B+
BA Berenblum
Busch Architects



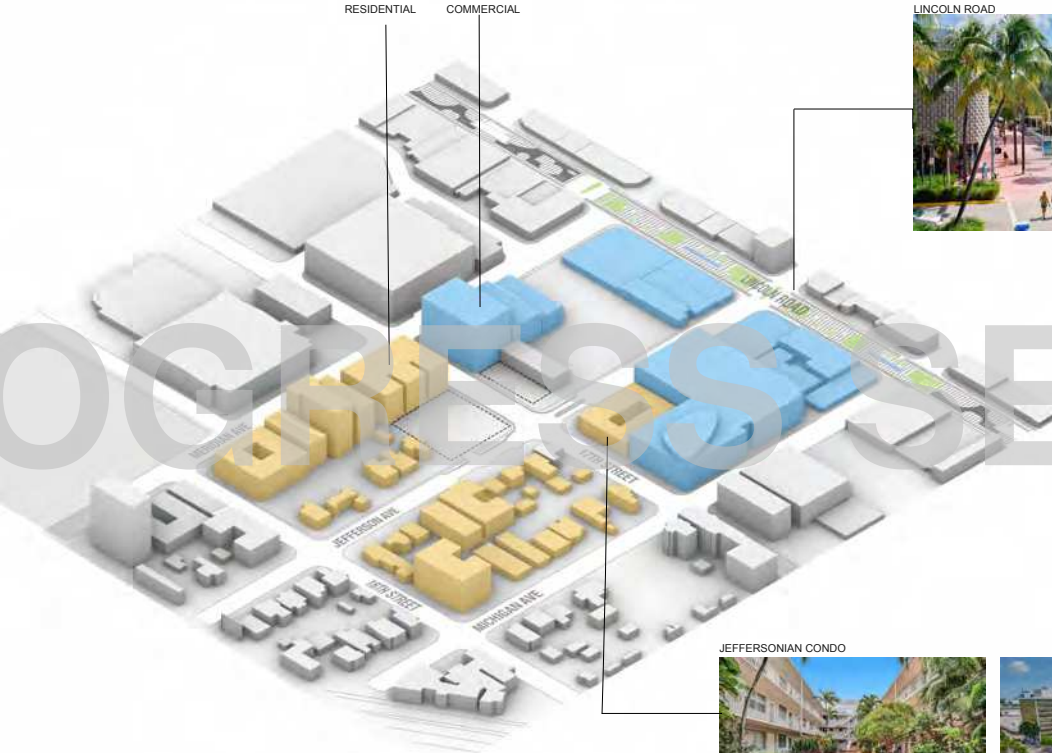
SITE LOCATION



Aerial View



The Morris North: 1701 Jefferson Ave, Miami Beach, FL 33139



JEFFERSONIAN CONDO





Building A 2 Story



Building D 9 Story

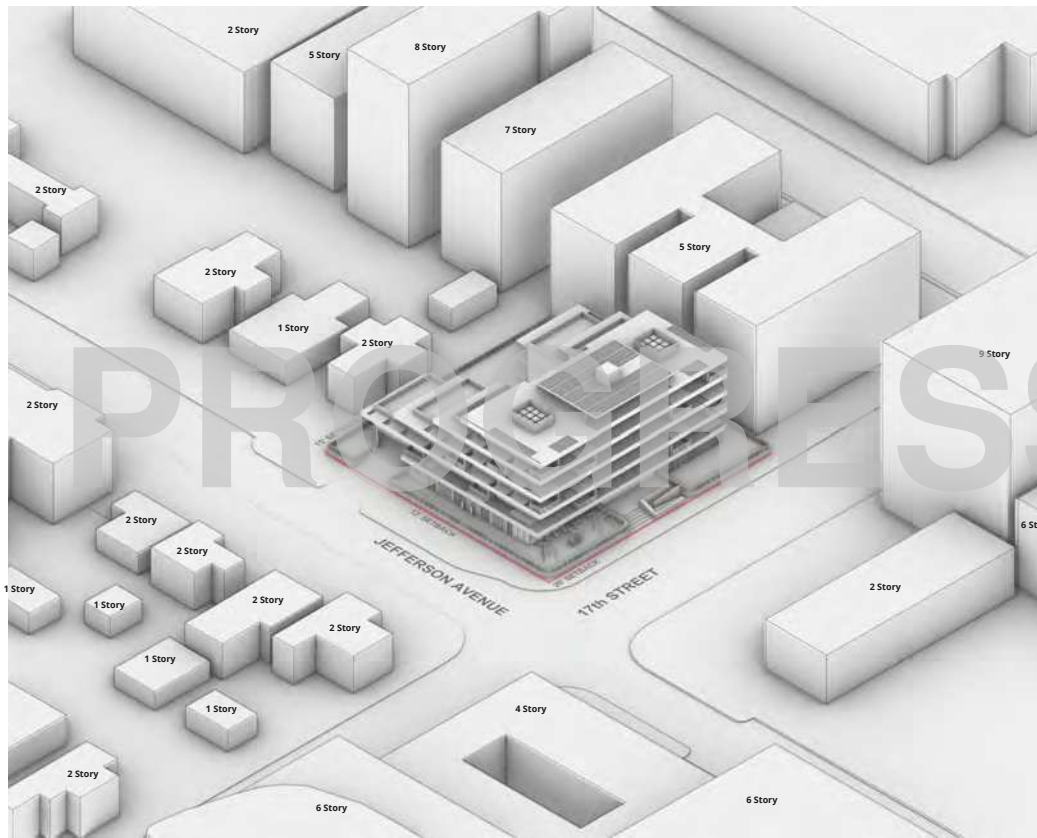


Building B 5 Story



Building C 5 Story





PROPERTY INFORMATION			
ADDRESS	1151 17th Street SE, Miami Beach, FL 33135		
POLY NUMBER	D-23-04-0406		
LOCAL JURISDICTION	COUNTY OF DADE, DISTRICT OF MIAMI BEACH		
LOCATED WITHIN A LOCAL HISTORIC DISTRICT	YES		
DESIGNATED AS A HISTORIC SITE	NO		
DETERMINED TO BE ARCHITECTURALLY SIGNIFICANT	NO		
NEAR BLDG.	N/A		
CITY/STATE DISTRICT	MAY 1 RESIDENTIAL M.B. FAMILY LOW RENDENTY DISTRICT		
FLOODING INFORMATION			
FLOOD ZONE	X		
BASE FLOOD ELEVATION (FEEMA)	8 FT		
FLOOD LEVEL	3 FT (Grade of Surround)		
ZONING INFORMATION			
	REQUIRED (ALLOWED)	EXISTING	PROVIDED
LOT AREA	7,000	22,218 SF (2,511 sqm)	22,218 SF (2,511 sqm)
ADDITIONAL	N/A	150 SF	150 SF
LOT COFFER	N/A	100'	100'
LOT COVERAGE	N/A	10.17% OF 7,000 SF	15.00% OF 7,000 SF
OPEN SPACE			
SETBACKS			
REAR YD			10.0'
FRONT YD			5.0'
MIN. YD			5.0'
EXISTING SETBACKS			
FRONT SETBACK	10.0'	N/A	10.0'
REAR SETBACK	10.0'	N/A	10.0'
FRONT SIDE	10.0'	N/A	10.0'
REAR	10.0'	N/A	10.0'
MIN. OF SIDE-WAYS	10.0'	N/A	10.0'
BUILDING HEIGHT			
MAX. HEIGHT	90'	N/A	48.0'
PARKING SETBACKS			
FRONT SETBACK	10.0'	N/A	10.0'
REAR SETBACK	10.0'	N/A	10.0'
FRONT SIDE	10.0'	N/A	10.0'
REAR	10.0'	N/A	10.0'
TAND ELEVATIONS			
MIN. TAND ELEVATION	1.68 FT (0.51M)		1.68 FT (0.51M)
MAX. TAND ELEVATION			
PARKING REQUIREMENTS (SECT. 130-32)			
	PARKING DISTRICT 1	SQ. FT. / UNITS	REQUIRED
RESIDENTIAL	1 SPACE PER 100 SQ. FT. OF GROSS FLOOR AREA FOR UNITS ABOVE 100 SQ. FT.	24 UNITS	24 UNITS
RESIDENTIAL	1% OF TOTAL SQ. FT. OF GROSS FLOOR AREA FOR UNITS BELOW 100 SQ. FT.		3 UNITS
	SUBTOTAL		27 UNITS
	1 PARKING SPACE PER 6 REQUIRED BIKE SPACES		3.00
	TOTAL PROVIDED PARKING SPACES		30.00
	TOTAL REQUIRED PARKING SPACES		30.00
	PERCENTAGE OF TOTAL PROVIDED PARKING SPACES		100%
LOADING REQUIREMENTS (SECT. 130-101)			
	SPACES PER F.A.R.	SQ. FT. / UNITS	REQUIRED
			0.00
	TOTAL REQUIRED LOADING SPACE		0.00
	TOTAL PROVIDED LOADING SPACE		0.00
PARKING REQUIREMENTS (SECT. 130-32)			
	PARKING DISTRICT 1	SQ. FT. / UNITS	REQUIRED
BIKE PARKING	1 SPACE PER 10 UNITS		3.00
	SUBTOTAL		3.00
	TOTAL PROVIDED BIKE RACK SPACES		3.00
	TOTAL REQUIRED BIKE RACK SPACES		3.00

The building located at 1688 Meridian Avenue, designed by Morris Lapidus was used as reference and inspiration when designing The Morris.



1688 Meridian Avenue by Morris Lapidus

PROGRESS SET



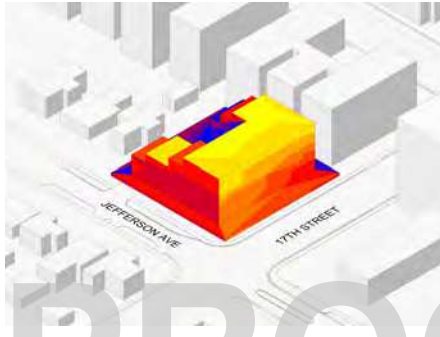
PROGRESS SET



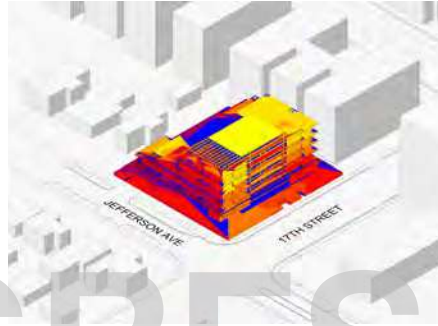


PROJECTS SET

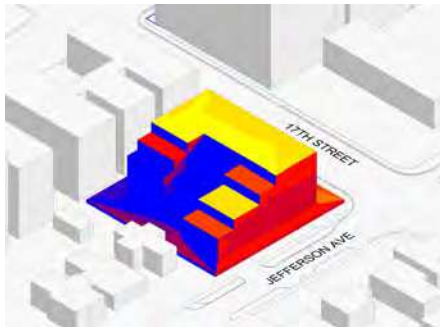




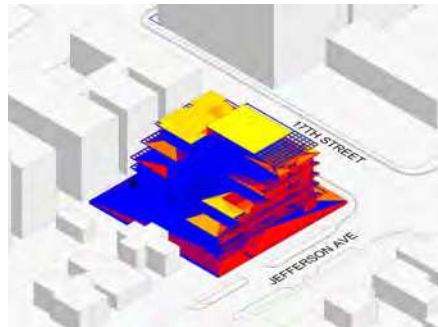
BASE MASSING



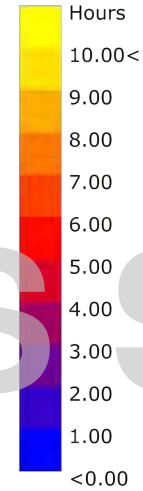
PROPOSED DESIGN



BASE MASSING



PROPOSED DESIGN



Hours
Sunlight hour
per year

PROGRESS SET

Density: 24 Units

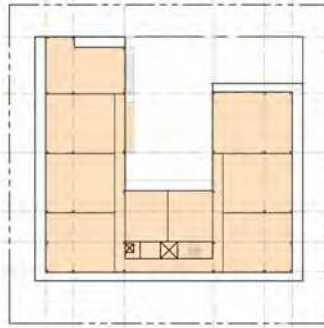
Lot Coverage: 10,123 SF

Building Area

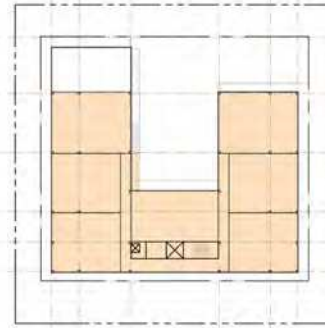
Level 1 926 SF
Level 2 8,548 SF
Level 3 7,702 SF
Level 4 5,618 SF
Level 5 4,287 SF
Total: 27,081 SF



LEVEL 1
TOTAL FLOOR AREA: 926 SF

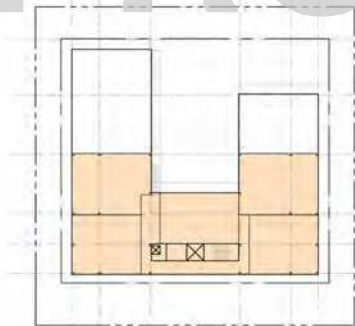


LEVEL 2 | 9 UNITS
TOTAL FLOOR AREA: 8,548 SF

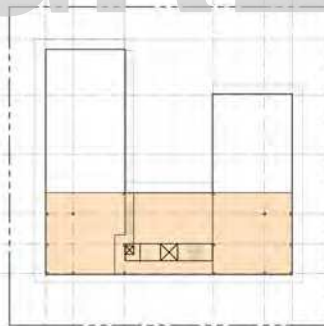


LEVEL 3 | 7 UNITS
TOTAL FLOOR AREA: 7,702 SF

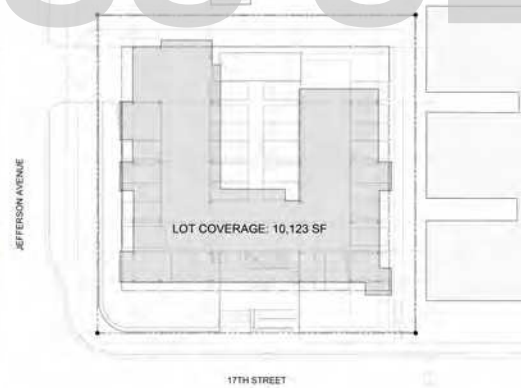
PROGRESS SET



LEVEL 4 | 5 UNITS
TOTAL FLOOR AREA: 5,618 SF



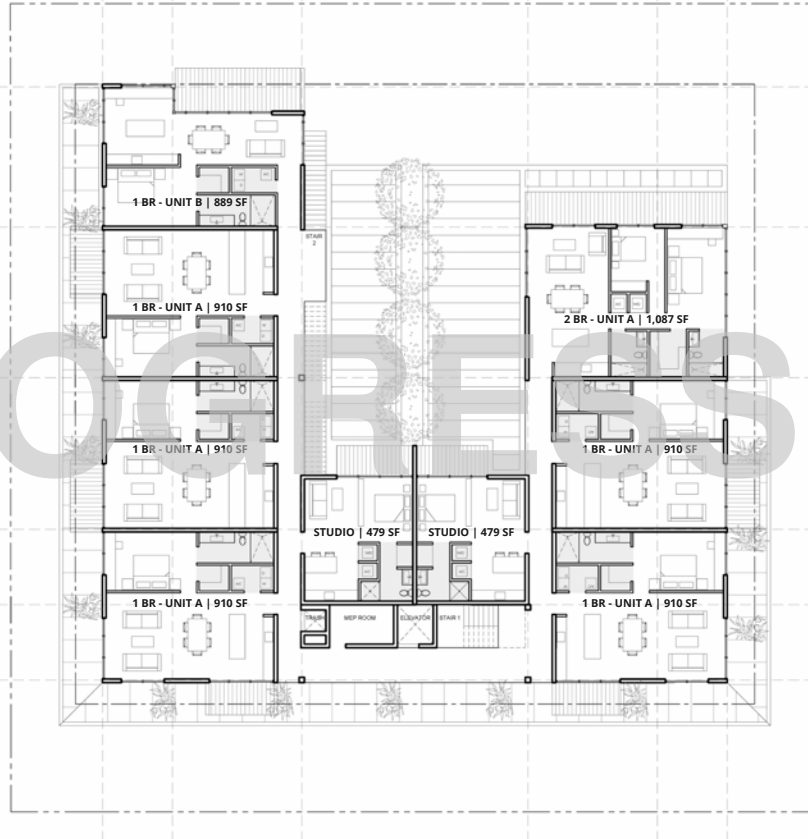
LEVEL 5 | 3 UNITS
TOTAL FLOOR AREA: 4,287 SF





Level 1 |
Total Floor Area: 925 SF

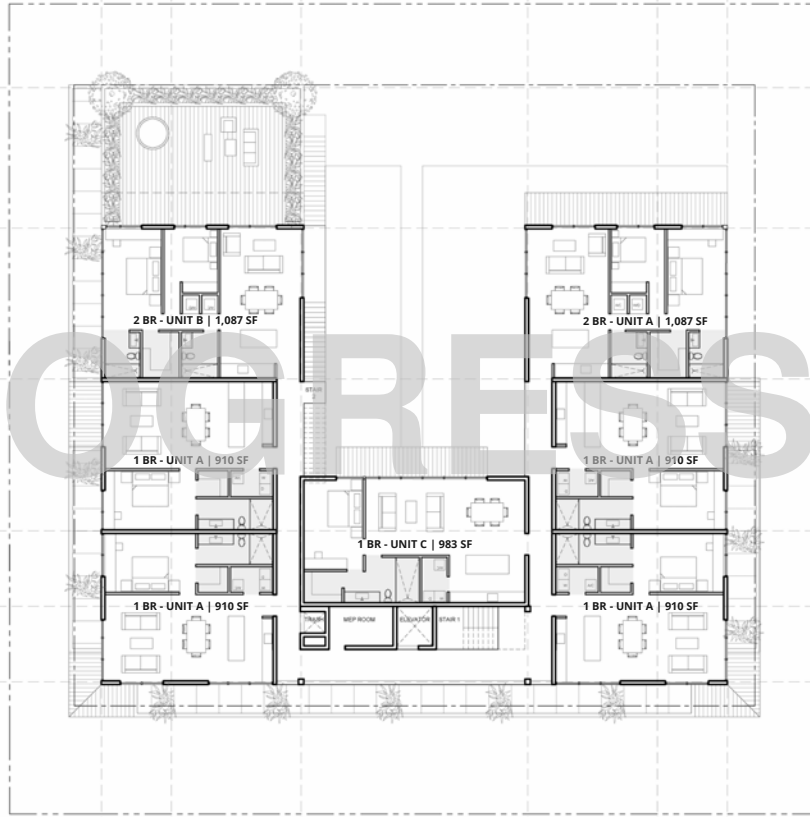
PROGRESS SET



LEVEL 2

Level 2 | 9 Units
Total Floor Area: 8,548 SF

PROGRESS SET



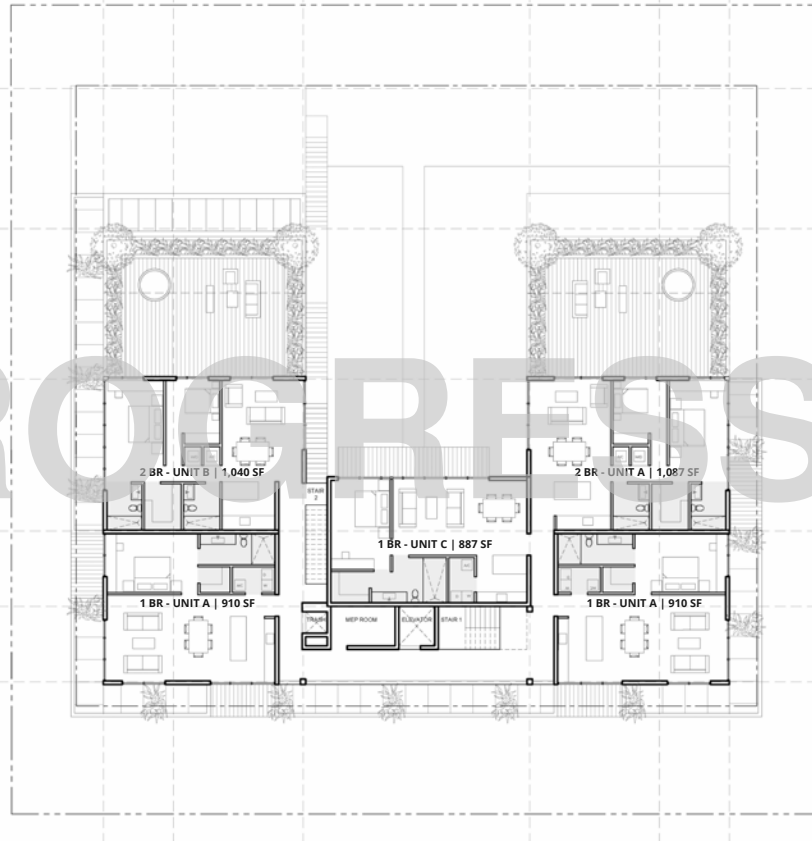
LEVEL 3

Level 3 | 7 Units
Total Floor Area: 7,702 SF



duravit blue moon

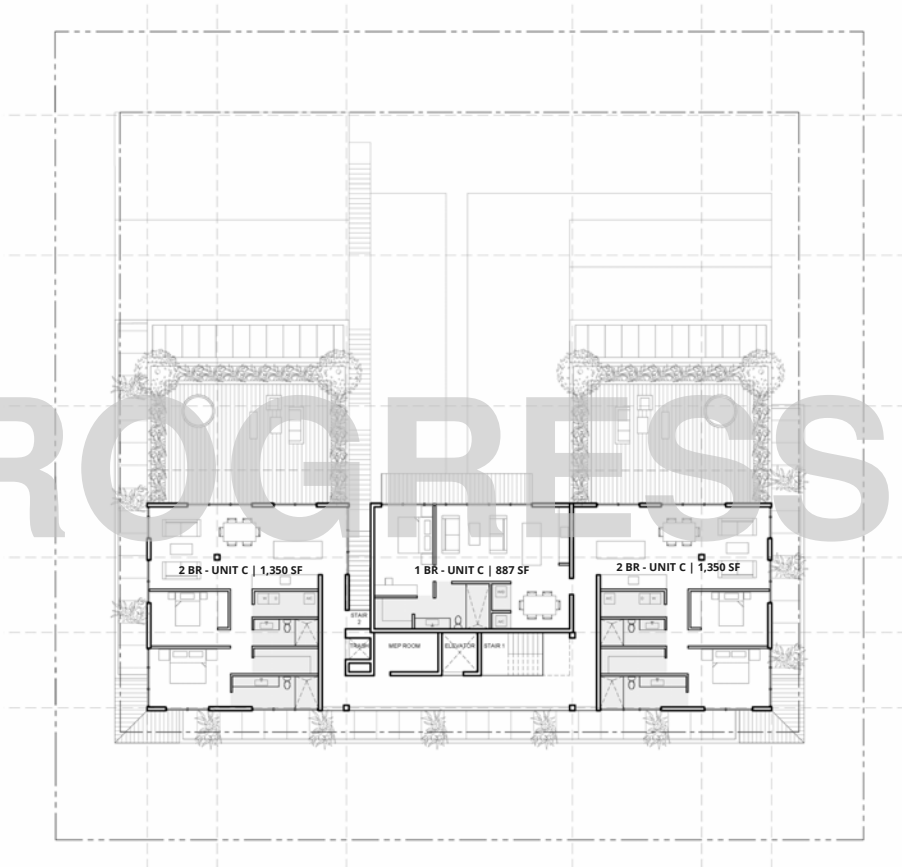
PROGRESS SITE



LEVEL 4

Level 4 | 5 Units
Total Floor Area: 5,618 SF

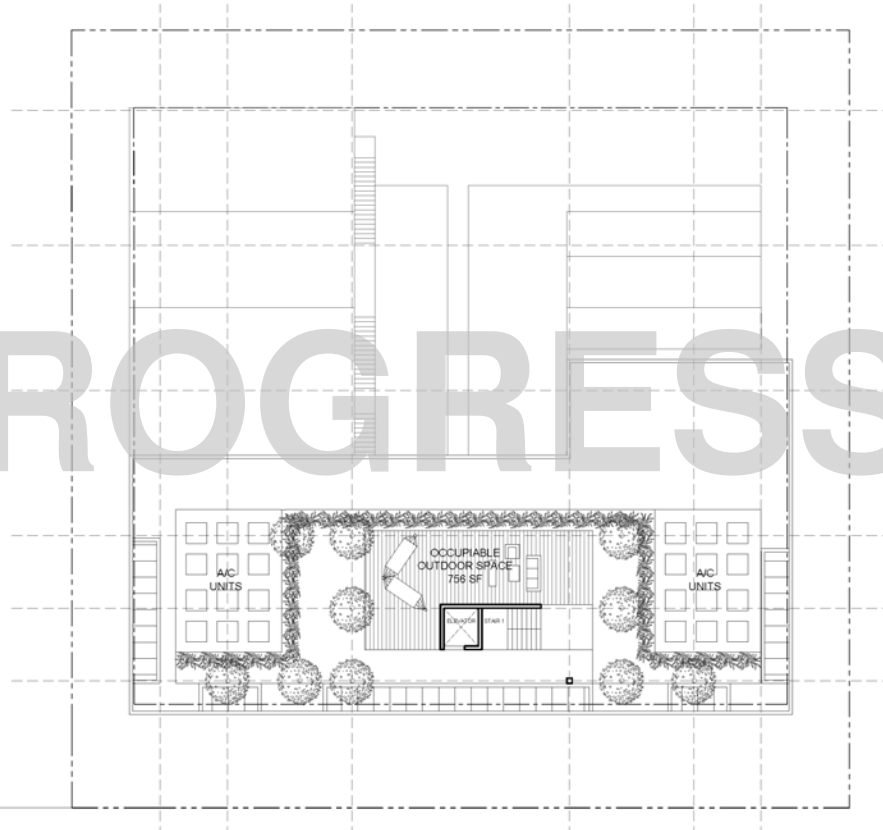
PROGRESS SET



LEVEL 5

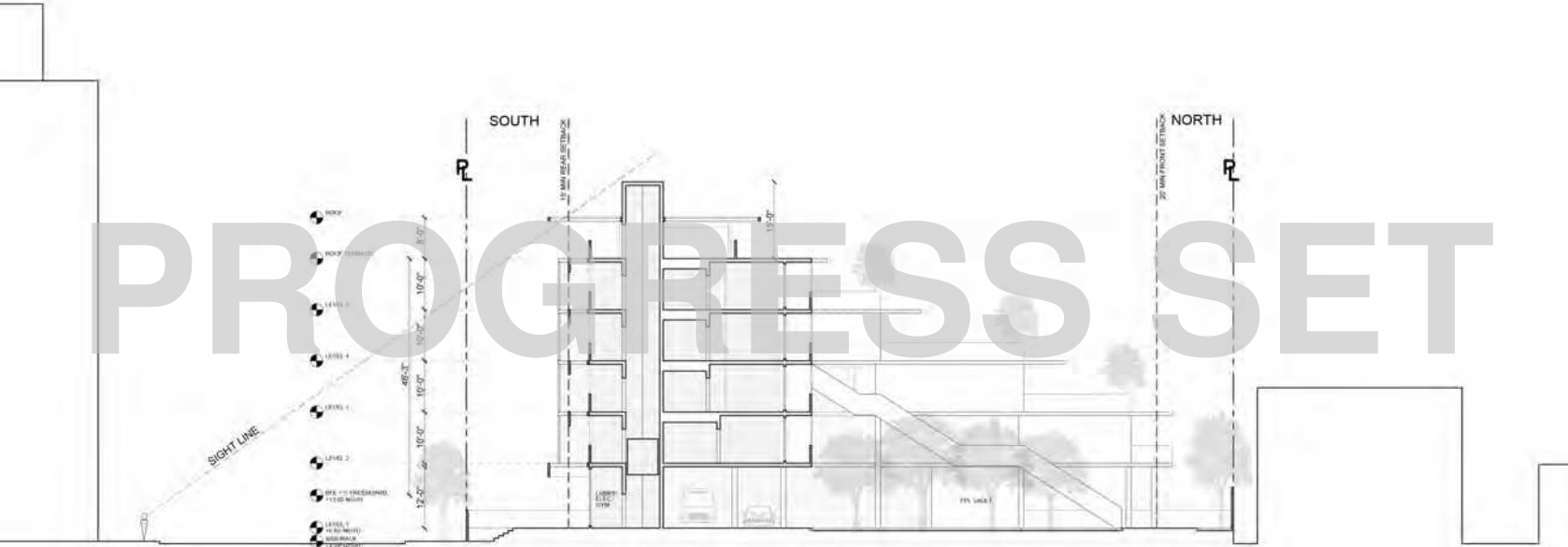
Level 5 | 3 Units
Total Floor Area: 4,287 SF

PROGRESS SET



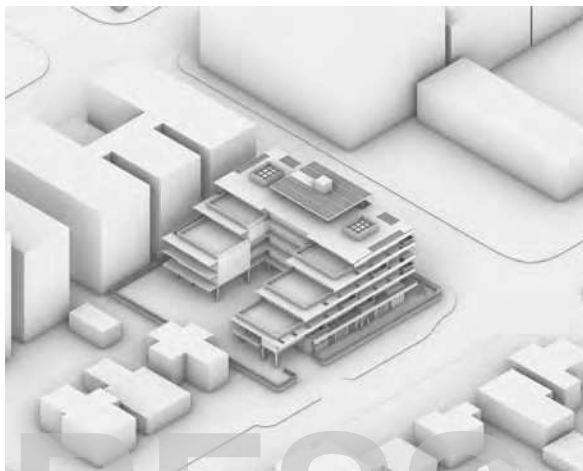
Roof Terrace







NE



NW



SW



SE

PROGRESS SET

PROGRESS SET



PROGRESS SET





PROGRESS ST



PROGRESS SET

Exhibit B - Trip Generation Calculations

PROPOSED WEEKDAY ADT

ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Net Peak Hour Trips			
			In	Out	Total		In	Out	Total	
221 / Multifamily Mid-Rise	24	DU	34	34	68	20%	27	27	54	
Totals								27	27	54

PROPOSED WEEKDAY AM PEAK HOUR

ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Net Peak Hour Trips			
			In	Out	Total		In	Out	Total	
221 / Multifamily Mid-Rise	24	DU	4	10	14	20%	3	8	11	
Totals								3	8	11

PROPOSED WEEKDAY PM PEAK HOUR

ITE Code / Description	Quantity	Units	Peak Hour Trips			Multimodal Reduction	Net Peak Hour Trips			
			In	Out	Total		In	Out	Total	
221 / Multifamily Mid-Rise	24	DU	14	9	23	20%	11	7	18	
Totals								11	7	18

EXISTING LAND USES

ITE Code	ITE Description	Use / Tenant	Quantity
N/A	N/A	Surface Parking Lot	53 spaces
Business hours of operation 9AM to 6PM. With 85% utilization rate, AM/PM peak hour trips= 45			

PROPOSED ADDITIONAL LAND USES

ITE Code	ITE Description	Use / Tenant	Quantity
221	Multifamily Mid-Rise	The Morris at Jefferson Ave.	24 Units

Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

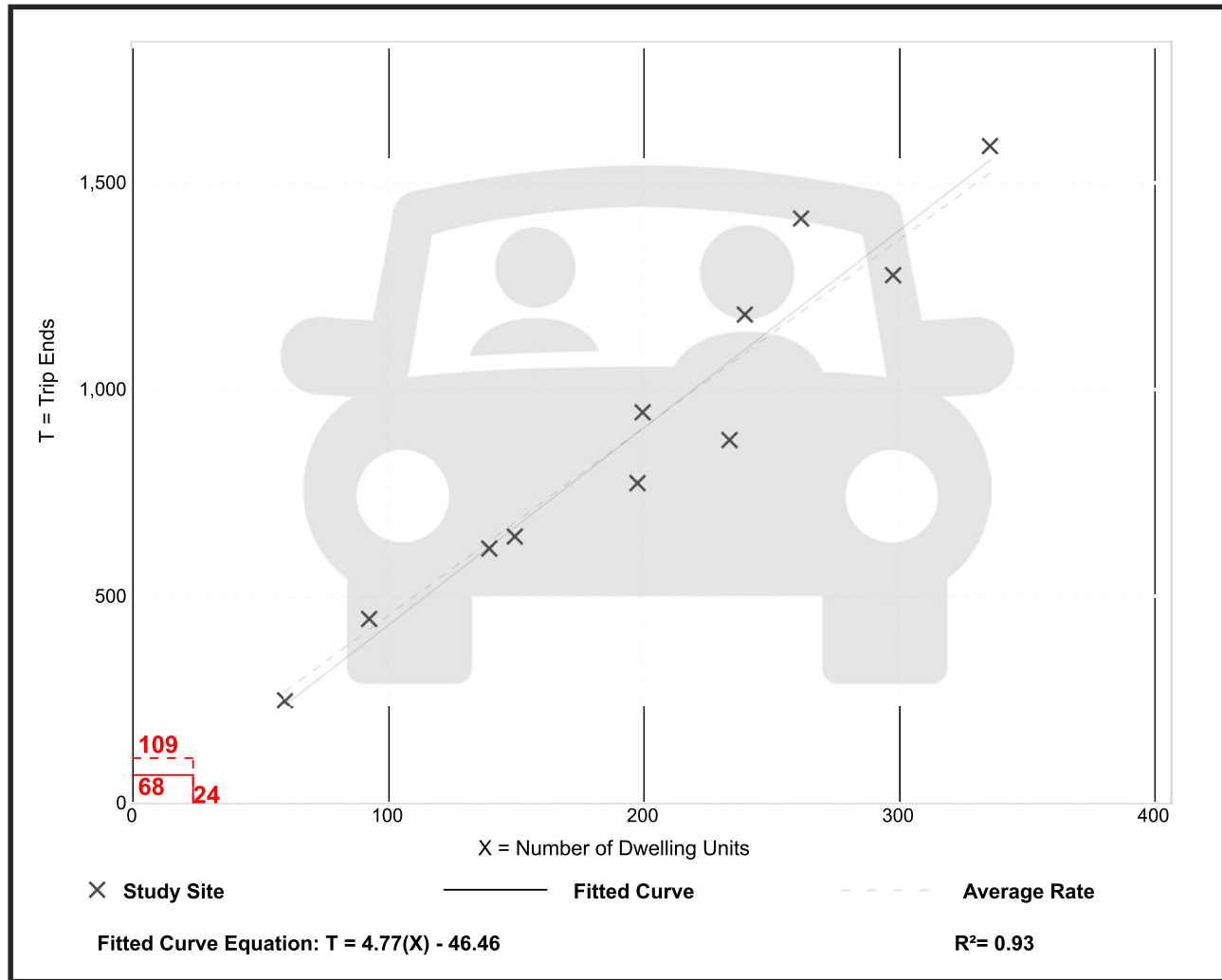
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

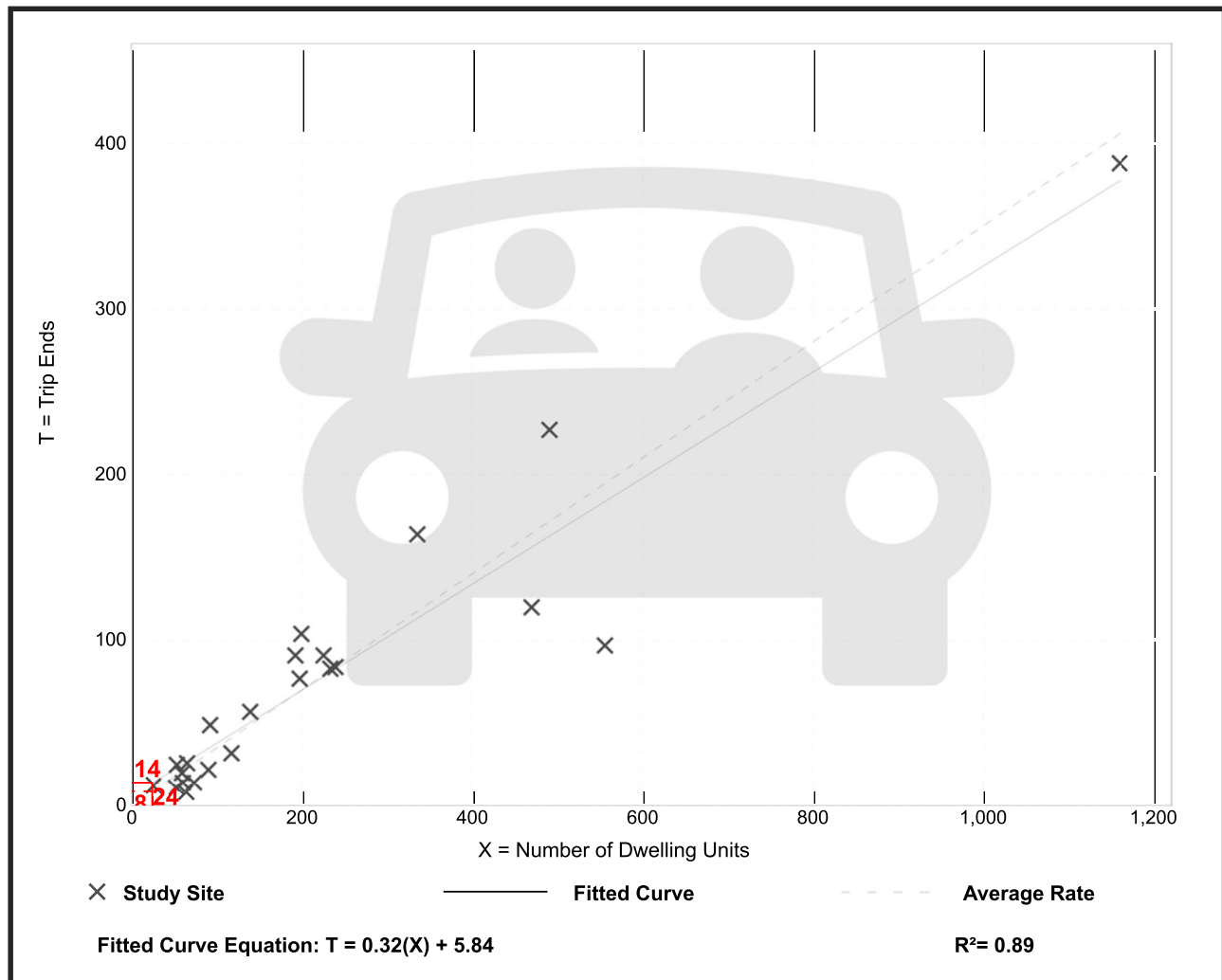
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 23
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.35	0.13 - 0.53	0.11

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 221
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.60	0.10

Data Plot and Equation

