Kimley»Horn

April 28, 2016

Mr. Xavier Falconi, P.E.
City of Miami Beach
Planning Department
1700 Convention Center Drive
Miami Beach, Florida 33139

Re: Soho Beach House
Trip Generation Analysis, Valet Operations, and
Transportation Demand Management Strategies

Dear Mr. Falconi:

Kimley-Horn and Associates, Inc. has performed a trip generation analysis, valet operations assessment, and identified Transportation Demand Management (TDM) strategies for the proposed redevelopment of the Soho Beach House located at 4385 Collins Avenue in Miami Beach, Florida. Currently, the site's approved conditional use permit allows for a 124-seat restaurant, open to the public and two (2) ancillary bars (long bar and wine bar) with a total of 19 seats that serve as a waiting area for the public restaurant. Additionally, the approved conditional use permit includes the Soho Beach House members-only Mandolin restaurant and ancillary bars with a total of 170 seats.

The proposed redevelopment proposes 34 additional seats to the Soho Beach House members-only Mandolin restaurant. Detailed seat count information is contained in Attachment A.

TRIP GENERATION ANALYSIS

The proposed redevelopment is not expected to generate external traffic onto the adjacent roadway as the redevelopment does not include additional hotel rooms or additional seats in the restaurant open to the public. The additional seats that are proposed in the Soho Beach House members-only Mandolin restaurant enhance ancillary/amenities uses for members and are not expected to increase membership. Therefore, the proposed redevelopment will not result in an increase in external traffic onto the adjacent roadway network.

VALET OPERATIONS

Soho Beach House is served by one (1) dedicated valet drop-off/pick-up porte-cochere located at the main entrance along Collins Avenue. The porte-cochere consists of two (2) lanes with a vehicle storage of approximately four (4) vehicles in the inner lane and approximately six (6) vehicles in the outer lane. Please note that self-parking is not provided on-site. Therefore, all vehicles are valeted. Valet vehicles are parked at the Charles Parking Garage located on the northeast corner of 43rd Street and Indian Creek Drive with the exception of vehicles that cannot be accommodated within the Charles Parking Garage which are parked in the outer lane of the Soho Beach House driveway.

The site's peak periods are Fridays, Saturdays, and Sundays from 10:00 A.M. to 2:00 P.M. and 3:00 P.M. to 6:00 P.M. Eleven valet attendants are typically staffed during these peak periods. Patrons are issued valet tickets at drop-off and instructed to present the ticket when they arrive to pick-up their vehicle. Valet attendants direct patrons dropping off their vehicles to pull forward through the full

length of the driveway to maximize capacity. Valet attendants also pull vehicles to the end of the driveway for vehicle pick-up.

The valet drop-off circulation consists of valet vehicles exiting the Soho Beach House porte-cochere and circulating westbound on 44th Street, southbound on Indian Creek Drive, eastbound on 43rd Street, and northbound on Collins Avenue to enter the Charles parking garage. Valet attendants park vehicles on the 6th floor (top floor) of the Charles parking garage. The valet pick-up circulation consists of valet vehicles exiting the Charles parking garage, circulating eastbound on 43rd Street, northbound on Collins Avenue, and enter the Soho Beach House porte-cochere. An illustration of the existing valet routes is provided in Attachment B.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

TDM strategies are proposed to reduce the impacts of project traffic on the surrounding roadway network. TDM measures promote bicycling and walking, encourage public transportation, encourage car/vanpooling and finding transportation alternatives.

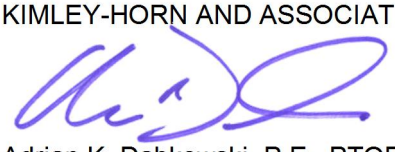
The site currently provides one (1) bicycle rack with 10 bicycle docks on-site along the Collins Avenue frontage. A second bicycle rack is proposed as part of the redevelopment and will be installed at the back entrance of the site adjacent to the boardwalk. The applicant will also provide an Employee Transportation Coordinator to manage the TDM program. The TDM program will include subsidized transit passes for employees and provide bus route map information on-site. Additionally, a CitiBike station with eight (8) bike docks is located along the west side of Collins Avenue at 44th Street.

CONCLUSIONS

A trip generation analysis, valet operations assessment, and identification of TDM strategies were performed for the proposed redevelopment of the Soho Beach House. Please note that the additional 34 seats proposed for the members-only Mandolin restaurant is not expected to directly increase club membership. Therefore, the redevelopment is not expected to generate external trips. Valet service is conducted from the Soho Beach House porte-cochere and valet attendants utilize 44th Street, Indian Creek Drive, 43rd Street, and Collins Avenue for drop-off/pick-up operations at the Charles parking garage. The applicant is providing TDM strategies to reduce the impacts of project traffic on the surrounding network. These strategies include additional bicycle racks, an Employee Transportation Coordinator, subsidized transit passes for employees, and bus route map information provided on-site.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Adrian K. Dabkowski, P.E., PTOE

Attachments

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Attachment A

Land Use	Conditional Use Permit	Proposed	
	Seat Count	Seat Count	
Restaurant (lobby and courtyard) Cecconi's Restaurant (open to the public)	124	124	
Long Bar (open to the public)	14	14	
Wine Bar (open to the public)	5	5	
Existing Tiki Hut and Rear Yard Proposed Mandolin (Private, Members Only)	28	62	
Breeze Bar	87	87	
Rooftop Bar	33	33	Seat Increase
Sitting Room and Private Dining Room	22	22	
Total (Public and Private)	313	347	34
Total Open to the Public (Restaurant and Bar)	143	143	0
Total Open to the Public (Restaurant)	124	124	0

Attachment B

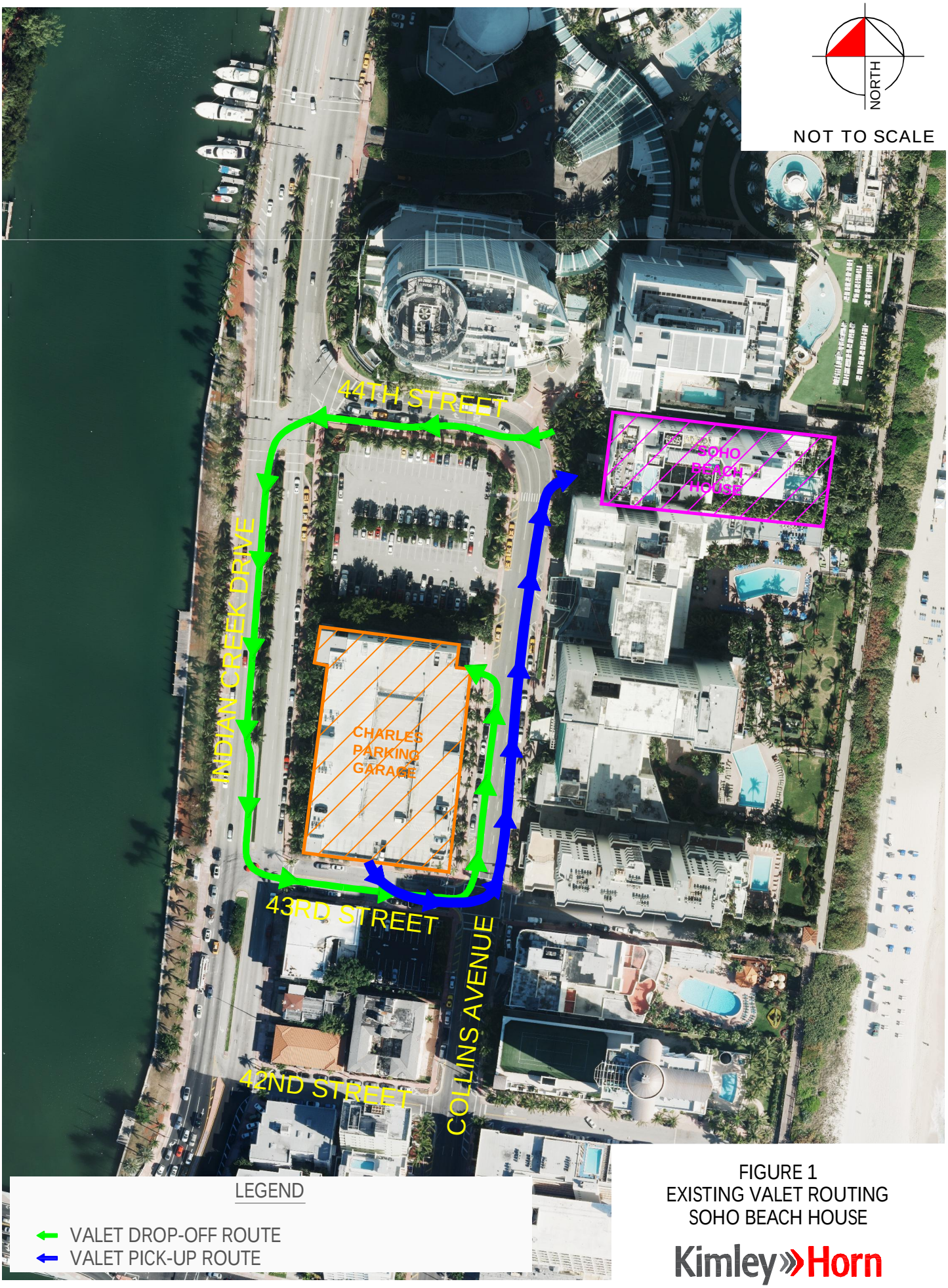

FIGURE 1
EXISTING VALET ROUTING
SOHO BEACH HOUSE

Kimley»Horn

Drawing name: K:\FTL_TPTO\043789000-SoHo Beach House\CADD\Valet Routing\Valet Figures.dwg Figure 1 Apr 14, 2016 9:34am by: cory.dorman

Kimley»Horn

July 22, 2016

Mr. Josiel Ferrer-Diaz, E.I.
City of Miami Beach
Transportation Department
1700 Convention Center Drive
Miami Beach, Florida 33139

Re: Soho Beach House
Trip Generation Analysis, Valet Operations, and
Transportation Demand Management Strategies

Dear Mr. Ferrer-Diaz:

Kimley-Horn and Associates, Inc. has performed a trip generation analysis, valet operations assessment, and identified Transportation Demand Management (TDM) strategies for the proposed redevelopment of the Soho Beach House located at 4385 Collins Avenue in Miami Beach, Florida. Currently, the site's approved conditional use permit allows for a 124-seat restaurant, open to the public and two (2) ancillary bars (long bar and wine bar) with a total of 19 seats that serve as a waiting area for the public restaurant. Additionally, the approved conditional use permit includes the Soho Beach House members-only Mandolin restaurant and ancillary bars with a total of 170 seats.

The proposed redevelopment proposes 44 additional seats to the Soho Beach House members-only Mandolin restaurant. Detailed seat count information is contained in Attachment A.

TRIP GENERATION ANALYSIS

The proposed redevelopment is not expected to generate external traffic onto the adjacent roadway as the redevelopment does not include additional hotel rooms or additional seats in the restaurant open to the public. The additional seats that are proposed in the Soho Beach House members-only Mandolin restaurant enhance ancillary/amenities uses for members and are not expected to increase membership. Therefore, the proposed redevelopment will not result in an increase in external traffic onto the adjacent roadway network.

VALET OPERATIONS

Soho Beach House is served by one (1) dedicated valet drop-off/pick-up porte-cochere located at the main entrance along Collins Avenue. The porte-cochere consists of two (2) lanes with a vehicle storage of approximately four (4) vehicles in the inner lane and approximately six (6) vehicles in the outer lane. Please note that self-parking is not provided on-site. Therefore, all vehicles are valeted. Valet vehicles are parked at the Charles Parking Garage located on the northeast corner of 43rd Street and Indian Creek Drive with the exception of vehicles that cannot be accommodated within the Charles Parking Garage which are parked in the outer lane of the Soho Beach House driveway.

The site's peak periods are Fridays, Saturdays, and Sundays from 10:00 A.M. to 2:00 P.M. and 3:00 P.M. to 6:00 P.M. Eleven valet attendants are typically staffed during these peak periods. Patrons are issued valet tickets at drop-off and instructed to present the ticket when they arrive to pick-up their vehicle. Valet attendants direct patrons dropping off their vehicles to pull forward through the full length

Kimley»Horn

Memorandum

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

From: Adrian K. Dabkowski, P.E., PTOE
Cory D. Dorman, E.I.

Date: September 15, 2016

Subject: Soho Beach House
Response to City of Miami Beach Comments

We have received comments provided by the City of Miami Beach for the Soho Beach House traffic study on August 27, 2016. We offer the following responses for the remaining comments:

1. **Trip Generation: The traffic engineer states that membership is not expected to increase. However, the hotel's website advertises that the property is a hotel and a club and is accepting applications for Local House and Under 27 Local House membership. The applicant is requested to provide the maximum number of memberships allowed and to describe the type of membership.**

   Response: Please note that the Soho Beach House does not have a maximum number of memberships. Members are accepted or removed every quarter when the Membership Committee meets. The Soho Beach House has 1,411 members, as of September 2016. Please note that the current membership as a whole exceeds the current maximum occupancy load of 762. However, the entire membership does not visit Soho Beach House at the same time. Based on membership data provided by the Soho Beach House management, members generally patronize the site once a month. Further, a member's visit to the Soho Beach House typically includes utilizing several, rather than only one, of the facility's services, amenities, and venues. These services, amenities, and venues include the spa, gym, club restaurant, 2nd floor bar, rooftop bar, Mandolin Beach, and two (2) pools. As a result, trips are internalized and do not require multiple external vehicle trips.

   Therefore, from an operations perspective the site is expected to adequately accommodate the increase in capacity at Mandolin Beach, even during peak times, events, and holidays. Further note that traffic data collected for the valet analysis was on Saturday, September 3, 2016 during the Labor Day weekend which represents peak operating conditions for the Soho Beach House.

   Please note that the proposed expansion of the members-only restaurant and ancillary bar will result in the maximum occupant load to increase by 34 from 762 to 796, equivalent to an increase of 4.5 percent (4.5%). Therefore, the trip generation determined from actual driveway volumes and utilized in the valet operations analysis

requested in Comment 3 was adjusted by 4.5 percent (4.5%) to account for the increase in the maximum occupant load.

2. **Trip Generation: The hotel has a low number of rooms/suites. Therefore, the applicant is requested to provide the number of PM peak hour trips for both public use and members-only use restaurants based on seats. Also, they are to provide a comparison trip generation of PM peak hour trips based on the number of hotel rooms.**

   Response: Please refer to Response to Comment 1. Trip generation for the site based on driveway volumes and the increase of maximum occupant load are contained in the valet analysis contained in Attachment A. Please note that the number of hotel rooms is not proposed to change as part of the redevelopment and therefore will not generate additional traffic.

3. **Valet Operations: The traffic engineer states that the porte-cochere can accommodate two lanes with 4 vehicles in the inner lane and 6 vehicles in the outer lane. A subsequent site plan (attached) provided by the traffic engineer shows the porte-cochere accommodating a maximum of 7 vehicles.**

   During a field visit it did not appear that 7 vehicles could occupy the porte-cochere and service guests – opening doors, unloading, and loading within this area. Also, the queue extended onto Collins Avenue. The applicant is requested to conduct a valet analysis for the property with service rate and demand rate. Also, identify how many parking spaces are available for the valet in the Charles garage.

   Response: A valet analysis was conducted and is included in Attachment A. Based on field reviews, it was observed that ten (10) vehicles could be accommodated on-site. However, seven (7) vehicles could be accommodated within the driveway. Please see the photo below for identification of the seven (7) vehicles accommodated within the driveway. Please note that with 19 valet attendants the peak hour queue length is expected to be five (5) vehicles. Further note that during valet observations, only 11 valet attendants were utilized.

4. **Valet Operations: The traffic engineer did not identify how the peak operating hours of the site were determined. Was it based on the peak of the valet operation?**

   Response: The peak operating hours of the site were determined based on the valet operation's peak period which occurs on a Saturday between 10:00 A.M. and 6:00 P.M. The peak hour occurs from 2:45 P.M. to 3:45 P.M. Peak period information was provided by the Soho Beach House. Peak hour information was determined from collected traffic data and included in the valet analysis contained in Attachment A.

K:\FTL_TPTO\043789000-SoHo Beach House\Correspondence\memo\09 15 16 ferrer-diaz response to comments.docx

Attachment A

Valet Analysis

Kimley»Horn

Memorandum

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

From: Adrian K. Dabkowski, P.E., PTOE
Cory D. Dorman, E.I.

Date: September 13, 2016

Subject: Soho Beach House
Valet Operations Analysis

Kimley-Horn and Associates, Inc. has prepared a valet operations analysis for the proposed redevelopment of the Soho Beach House located at 4385 Collins Avenue in Miami Beach, Florida. Currently, the site's approved conditional use permit allows for a 124-seat restaurant, open to the public and two (2) ancillary bars (long bar and wine bar) with a total of 19 seats that serve as a waiting area for the public restaurant. Additionally, the approved conditional use permit includes the Soho Beach House members-only Mandolin restaurant and ancillary bars with a total of 170 seats. The proposed redevelopment proposes 44 additional seats to the Soho Beach House members-only Mandolin restaurant. Please note that redevelopment will result in the maximum occupant load to increase by 34 from 762 to 796. A site plan is included in Attachment A. The following sections summarize our analysis.

VALET SERVICE AND OPERATIONS

The Soho Beach House redevelopment will be served by one (1) porte-cochere for member valet drop-off and pick-up. The porte-cochere is located at the main entrance along Collins Avenue. The porte-cochere consists of two (2) lanes with a vehicle storage of approximately seven (7) vehicle spaces. Please note that self-parking is not provided on-site. Therefore, all vehicles are valeted. Valet vehicles are parked at the Charles Parking Garage located on the northeast corner of 43rd Street and Indian Creek Drive.

Figure 2 contained in Attachment A, provides a graphic illustration of the proposed valet routes to and from the Charles Parking Garage. Please note that the proposed valet drop-off route will direct vehicles west on 44th Street, south on Indian Creek Drive, east on 43rd Street, and north on Collins Avenue to the parking garage. The proposed valet pick-up route will direct vehicles east on 43rd Street and north on Collins Avenue to the porte-cochere.

DATA COLLECTION

Entering and exiting traffic volumes at the project's driveway were collected during the site's peak period on a Saturday from 10:00 A.M. to 6:00 P.M. The traffic counts were adjusted to account for seasonality using the appropriate Florida Department of Transportation (FDOT) seasonal factor for Miami Beach. The appropriate peak season factor based on the date on which the data was collected is 1.20. The valet analysis was prepared for the highest demand peak hour (2:45 – 3:45 P.M.) condition and typical

demand condition. Please note that total entering and exiting traffic volumes were included as part of the traffic count data. Therefore, the analysis is conservative as entering passenger vehicles are also accounted for as exiting valet vehicles. Traffic count data, a volume development worksheet for the study driveway, and FDOT peak season conversion factor are included in Attachment B.

Highest Demand Condition

A highest demand condition was examined for the redevelopment which is assumed to be equal to the peak hour (2:45 – 3:45 P.M.) traffic counts at the project driveway. Please note that in order to account for the for the proposed increase in maximum occupant load of 34 from 762 to 796, the trip generation was increased by the equivalent 4.5 percent (4.5%). Therefore, the porte-cochere is expected to generate 149 valet trips of which 79 enter the site and 70 exit the site during the weekend peak hour.

Typical Demand Condition

An average demand condition was also examined which is assumed to be equal to 25 percent (25%) of the highest demand scenario which accounts for more typical traffic conditions outside of the peak hour. The porte-cochere is expected to generate 37 valet trips of which 20 enter the site and 17 exit the site during the weekend peak hour.

VALET OPERATIONS ANALYSIS

The valet queuing operations analysis was performed based on the methodology outlined in ITE's *Transportation and Land Development,* 1988. The analysis was performed to determine if valet operations could accommodate vehicular queues without blocking travel lanes on Collins Avenue. Valet operations were analyzed for the number of valet attendants and required vehicle stacking for the redevelopment proposed traffic.

Valet Assumptions

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ, which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

Valet attendants will be stationed at the Collins Avenue porte-cochere and will walk/run to and from the Charles Parking Garage. Valet drop-off trip service time was calculated based on the time it would take a valet parking attendant to obtain and park a drop-off vehicle at the proposed parking garage. Valet pick-up trip service time was calculated based on the time it would take a valet parking attendant to bring a parked vehicle back to a patron at the valet stations for pick-up.

The calculated average service time for vehicles valeted from the porte-cochere on Collins Avenue is 6.4 minutes for valet drop-off and 6.1 minutes for valet pick-up. Detailed trip length calculations are included in Attachment C.

If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one (> 1), the calculation methodology does not yield a finite queue length. This result indicates

overcapacity conditions for the valet area. The valet attendant service capacity is the number of total trips a valet attendant can make in a one-hour period multiplied by the number of valet attendants.

The analysis determined the required queue storage, *M*, which is exceeded *P* percent of the time. This analysis seeks to ensure that the queue length does not exceed the storage provided at a level of confidence of 90 percent (90%). Seven (7) vehicle drop-off/pick-up spaces are provided based on the attached site plan for the porte-cochere valet drop-off/pick-up located along Collins Avenue.

Valet Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate the proposed redevelopment demand during the analysis hour and ensure that the 90th percentile valet queue does not extend beyond the designated valet service area. Detailed valet analysis worksheets are provided in Attachment D.

Results of the highest demand condition valet operations analysis demonstrate that 19 valet attendants would be required so that the vehicle drop-off/pick-up storage would not be exceeded. Results of the typical demand conditions valet operations analysis demonstrate that five (5) valet attendant would be required so that the vehicle drop-off/pick-up storage would not be exceeded.

Valet Conclusion

Based on the valet operations analysis performed, it was determined that the 90th percentile valet queues will not extend beyond the valet service area onto Collins Avenue. Based upon the conservative assumptions applied to the typical and highest traffic demand conditions, it was estimated that between five (5) and 19 valet attendants may be required during peak periods. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

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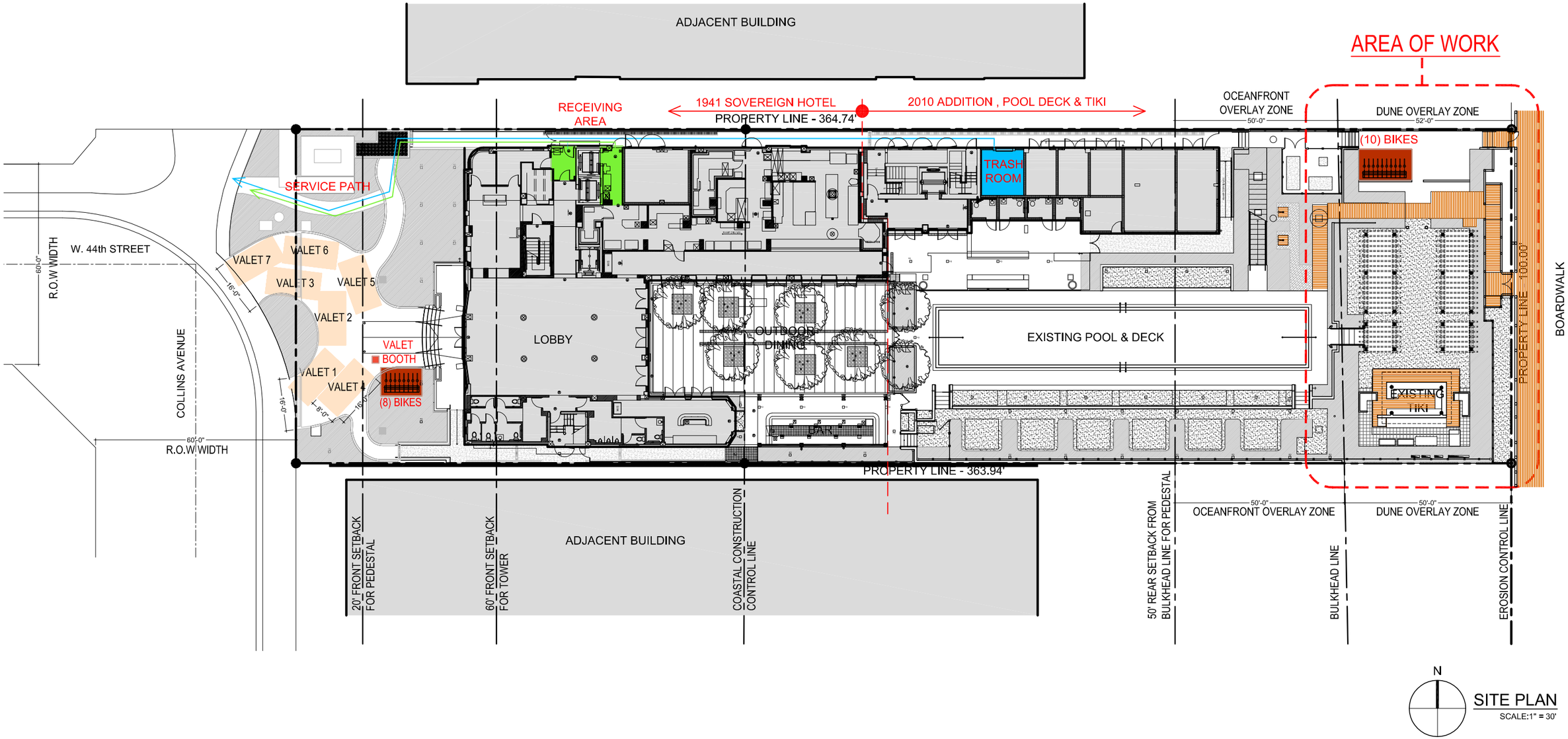
Attachment A



N

SITE PLAN

SCALE:1" = 30'

16149

SOHO BEACH HOUSE - MANDOLIN
4385 Collins Ave | Miami Beach, Florida 33140

VALET, LOADING, & BIKE DIAGRAM

A-1.0a

08-04-16

NC-office
architecture / urbanism
111 E FLAGLER ST. #205
MIAMI FL 33131
T 305.377.0082
E info@nc-office.com

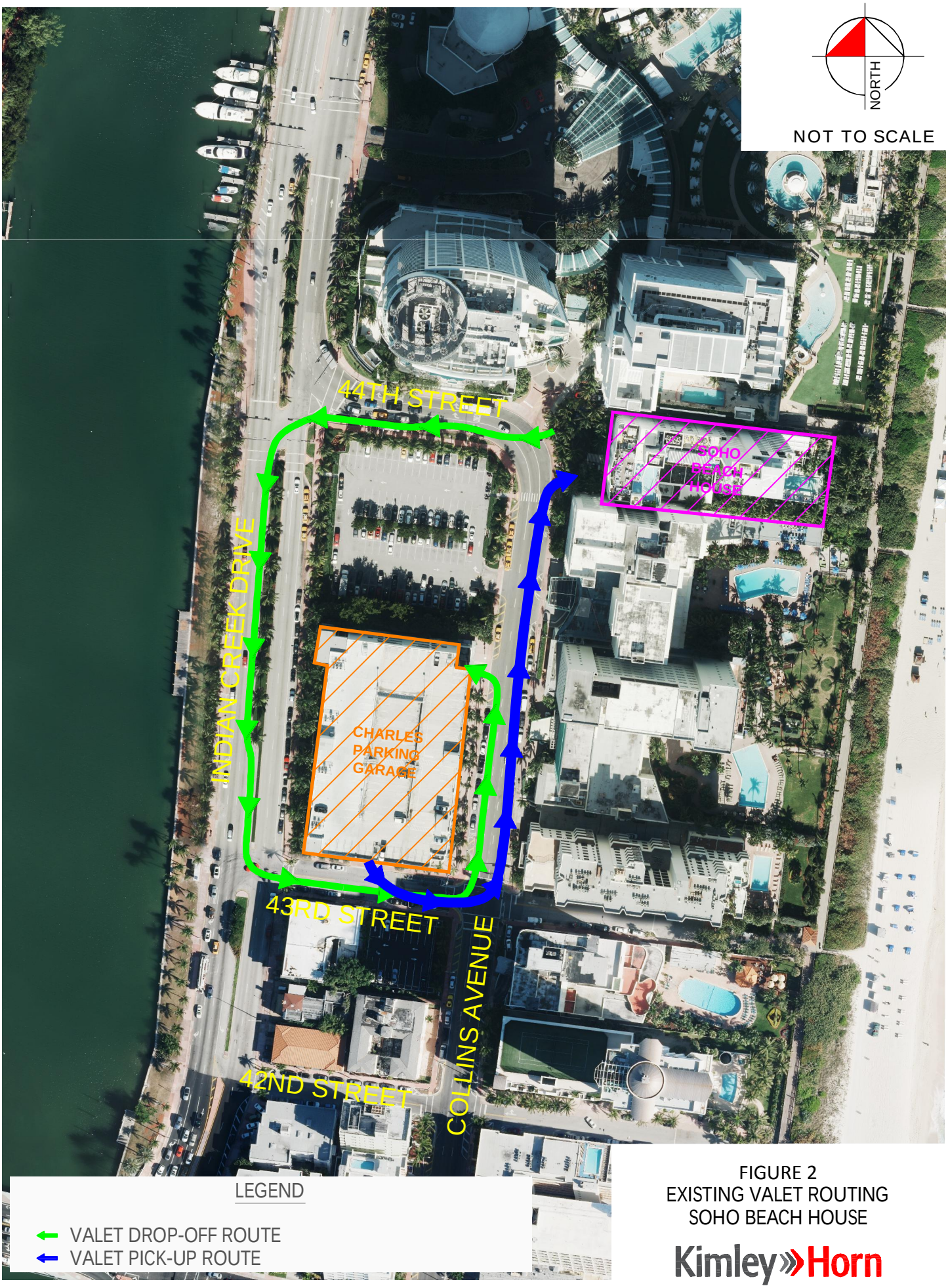


FIGURE 2
EXISTING VALET ROUTING
SOHO BEACH HOUSE

Kimley»Horn

Attachment B

TRAFFIC SURVEY SPECIALISTS, INC.

4385 DRIVEWAY & COLLINS AVENUE
MIAMI BEACH, FLORIDA
COUNTED BY: R. MENDEZ & S. SALVO
INS & OUTS ONLY

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160183
Start Date: 09/03/16
File I.D. : 4385_A1A
Page : 1

INS & OUTS ONLY

	COLLINS AVENUE From North				4385 DRIVEWAY From East				COLLINS AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/03/16																	
10:00	0	0	0	0	0	0	0	10	0	0	0	4	0	0	0	0	14
10:15	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	0	9
10:30	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	10
10:45	0	0	0	0	0	0	0	5	0	0	0	9	0	0	0	0	14
Hr Total	0	0	0	0	0	0	0	24	0	0	0	23	0	0	0	0	47
11:00	0	0	0	0	0	0	0	12	0	0	0	17	0	0	0	0	29
11:15	0	0	0	0	0	0	0	7	0	0	0	12	0	0	0	0	19
11:30	0	0	0	0	0	0	0	9	0	0	0	10	0	0	0	0	19
11:45	0	0	0	0	0	0	0	7	0	0	0	4	0	0	0	0	11
Hr Total	0	0	0	0	0	0	0	35	0	0	0	43	0	0	0	0	78
12:00	0	0	0	0	0	0	0	5	0	0	0	8	0	0	0	0	13
12:15	0	0	0	0	0	0	0	11	0	0	0	12	0	0	0	0	23
12:30	0	0	0	0	0	0	0	6	0	0	0	13	0	0	0	0	19
12:45	0	0	0	0	0	0	0	14	0	0	0	17	0	0	0	0	31
Hr Total	0	0	0	0	0	0	0	36	0	0	0	50	0	0	0	0	86
13:00	0	0	0	0	0	0	0	15	0	0	0	9	0	0	0	0	24
13:15	0	0	0	0	0	0	0	8	0	0	0	11	0	0	0	0	19
13:30	0	0	0	0	0	0	0	5	0	0	0	9	0	0	0	0	14
13:45	0	0	0	0	0	0	0	10	0	0	0	13	0	0	0	0	23
Hr Total	0	0	0	0	0	0	0	38	0	0	0	42	0	0	0	0	80
14:00	0	0	0	0	0	0	0	17	0	0	0	20	0	0	0	0	37
14:15	0	0	0	0	0	0	0	15	0	0	0	13	0	0	0	0	28
14:30	0	0	0	0	0	0	0	13	0	0	0	13	0	0	0	0	26
14:45	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	18
Hr Total	0	0	0	0	0	0	0	54	0	0	0	55	0	0	0	0	109
15:00	0	0	0	0	0	0	0	13	0	0	0	17	0	0	0	0	30
15:15	0	0	0	0	0	0	0	22	0	0	0	23	0	0	0	0	45
15:30	0	0	0	0	0	0	0	12	0	0	0	14	0	0	0	0	26
15:45	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	16
Hr Total	0	0	0	0	0	0	0	55	0	0	0	62	0	0	0	0	117
16:00	0	0	0	0	0	0	0	7	0	0	0	10	0	0	0	0	17
16:15	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	0	11
16:30	0	0	0	0	0	0	0	8	0	0	0	9	0	0	0	0	17
16:45	0	0	0	0	0	0	0	7	0	0	0	10	0	0	0	0	17
Hr Total	0	0	0	0	0	0	0	28	0	0	0	34	0	0	0	0	62

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PHONE (561)272-3255

Site Code : 00160183
Start Date: 09/03/16
File I.D. : 4385_A1A

INS & OUTS ONLY

	COLLINS AVENUE From North				4385 DRIVEWAY From East				COLLINS AVENUE From South				----- From West				
Date 09/03/16	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
17:00	0	0	0	0	0	0	0	5	0	0	0	6	0	0	0	0	11
17:15	0	0	0	0	0	0	0	8	0	0	0	7	0	0	0	0	15
17:30	0	0	0	0	0	0	0	7	0	0	0	8	0	0	0	0	15
17:45	0	0	0	0	0	0	0	7	0	0	0	8	0	0	0	0	15
Hr Total	0	0	0	0	0	0	0	27	0	0	0	29	0	0	0	0	56
TOTAL	0	0	0	0	0	0	0	297	0	0	0	338	0	0	0	0	635

I-195 Peak Season Conversion Factor			
Week	Weekly Volume		PSCF
1	7188.5		1.21
2	7819.8		1.11
3	8022.4		1.08
4	7712		1.13
5	8155.25		1.06
6	7749.6	Feb	1.12
7	8156.6		1.06
8	7938		1.09
9	8197.5		1.06
10	8252.2	mar	1.05
11	8529.25		1.02
12	8087.25		1.07
13	7848.6		1.11
14	7841.2	apr	1.11
15	8200.6		1.06
16	7912.2		1.10
17	8205.6		1.06
18	7238.6667	may	1.20
19	8147.4		1.06
20	7966.4		1.09
21	7564.2		1.15
22	7024.2		1.24
23	7384.2	june	1.17
24	7333.6		1.18
25	7548.4		1.15
26	7617.2		1.14
27	6951.4	july	1.25
28	7428.6		1.17
29	7772.2		1.12
30	8307.2		1.04
31	8051		1.08
32	8195	aug	1.06
33	7893.4		1.10
34	7701.4		1.13
35	7988.6		1.09
36	7213.8	sept	1.20
37	7768.2		1.12
38	7640.6		1.14
39	7828.8		1.11
40	7896.75	oct	1.10
41	8019.8		1.08
42	8017.6		1.08
43	8056.2		1.08
44	8266.25		1.05
45	8103	Nov	1.07
46	8331.2		1.04
47	8101.2		1.07
48	7125		1.22
49	8676		1.00
50	8145.2		1.07
51	8269.8		1.05
52	6714		1.29

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Collins Avenue & Project Driveway
COUNT DATE: September 3, 2016
PEAK HOUR FACTOR: 0.661

"PEAK HOUR EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR (OUT)	NBU	NBL	NBT	NBR (IN)	SBU	SBL	SBT	SBR
Peak Hour Raw Turning Movements								56				63				
Peak Season Correction Factor	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200
PEAK HOUR EXISTING CONDITIONS								67				76				
PEAK HOUR WITH 4.5% OCCUPANT ADJUSTMENT								70				79				

Attachment C

8955 Collins Avenue Parking Garage Calculated Average Travel Time	
VALET DROP-OFF	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 15 mph speed)	Travel Times (Assume 5 ft/s speed)
To Valet Garage (In vehicle) →	Return from Valet Garage (Walk/Run) to Valet Area
Distance: 0.7813 miles	Travel Time: 3.1 minutes
Controlled Delay: 1.0 Minutes	
Total Time: 6.4 Minutes	
	Distance: 0.1326 miles
	Travel Time: 2.3 minutes

8955 Collins Avenue Parking Garage Calculated Average Travel Time	
VALET PICK-UP	
VALET ATTENDANT TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 5 ft/s speed)	Travel Times (Assume 15 mph speed)
To Valet Garage (Walk/Run) →	Return from Valet Garage (In Vehicle) to Valet Area
Distance: 0.1326 miles	Travel Time: 2.3 minutes
Controlled Delay: 1.0 Minutes	
Total Time: 6.1 Minutes	
	Distance: 0.7102 miles
	Travel Time: 2.8 minutes

Attachment D

Proposed Weekend (Highest Demand Condition) Peak Hour Volumes

Porte-Cochere: Soho Beach House to Charles Parking Garage

Arrival Rate

IN	OUT	
79	70	veh/hr

Service Rate

IN	OUT	
6.40	6.10	mins/veh

Number of Valet Attendants (N) =	19	
Level of Confidence =	0.90	
Storage Provided On-Site =	7	vehicles
Total Entering and Exiting Vehicles(q) =	149	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	9.59	veh/hr/pos
Average Service Rate (t) =	6.26	mins/veh
rho (t/Q) =	0.818	

Control Delay = min

Service Time = 6.26 mins/veh

N	N-1		
1	0	P(n=0)=	1.000
2	1	P(n=1)=	15.543
3	2	P(n=2)=	120.798
4	3	P(n=3)=	625.866
5	4	P(n=4)=	2432.010
6	5	P(n=5)=	7560.309
7	6	P(n=6)=	19585.401
8	7	P(n=7)=	43488.917
9	8	P(n=8)=	84495.341
10	9	P(n=9)=	145926.583
11	10	P(n=10)=	226818.552
12	11	P(n=11)=	320501.488
13	12	P(n=12)=	415138.455
14	13	P(n=13)=	496356.568
15	14	P(n=14)=	551073.971
16	15	P(n=15)=	571035.095
17	16	P(n=16)=	554736.801
18	17	P(n=17)=	507203.471
19	18	P(n=18)=	437979.590
20	19	P(n=19)=	0.000

Expected (avg.) number of vehicles in the system	E(m)=	1.39	
Expected (avg.) number of vehicles waiting in queue	E(n)=	16.94	
Mean time in the queue	E(w)=	0.56	mins
Mean time in system	E(t)=	6.82	mins
Proportion of customers who wait (P) (E(w) > 0)=		30.99%	
Probability of a queue exceeding a length (M) P(x > M)=		10.00%	

Queue length which is exceeded 10.00% of the times is equal to 4.4 vehicles

Proposed Weekend (Typical Demand Condition) Peak Hour Volumes

Porte-Cochere: Soho Beach House to Charles Parking Garage

Arrival Rate

IN	OUT
20	17

veh/hr

Service Rate

IN	OUT
6.40	6.10

mins/veh

Number of Valet Attendants (N) = 5

Level of Confidence = 0.90

Storage Provided On-Site = 7 vehicles

Total Entering and Exiting Vehicles(q) = 37 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 9.58 veh/hr/pos

Average Service Rate (t) = 6.26 mins/veh

rho (t/Q) = 0.772

Control Delay = min

Service Time = 6.26 mins/veh

N	N-1		
1	0	P(n=0)=	1.000
2	1	P(n=1)=	3.862
3	2	P(n=2)=	7.456
4	3	P(n=3)=	9.598
5	4	P(n=4)=	9.266
6	5	P(n=5)=	0.000

Expected (avg.) number of vehicles in the system	E(m)=	1.70	
Expected (avg.) number of vehicles waiting in queue	E(n)=	5.56	
Mean time in the queue	E(w)=	2.76	mins
Mean time in system	E(t)=	9.02	mins

Proportion of customers who wait (P) (E(w) > 0)= 50.20%

Probability of a queue exceeding a length (M) P(x > M)= 10.00%

Queue length which is exceeded 10.00% of the times is equal to 5.0 vehicles

Kimley»Horn

Memorandum

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

From: Adrian K. Dabkowski, P.E., PTOE
Cory D. Dorman, E.I.

Date: September 27, 2016

Subject: Soho Beach House
Response to City of Miami Beach Comments

We have received additional comments provided by the City of Miami Beach for the Soho Beach House traffic study on September 26, 2016. We offer the following responses for the remaining comments:

1. **Previous comment: The number of valet parking spaces reserved at the Charles Garage was requested.**

   Response: Valet operations utilize 121 designated parking spaces located at the Charles Parking Garage.

2. **Data Collection: The traffic counts collected at the driveway seem to be machine/tube counts which show more vehicles entering the porte-cochere than exiting. Were manual counts collected simultaneously to calibrate the machine/tube counts?**

   Response: The traffic counts at the driveway represent manual turning movement counts collected on a Saturday between 10:00 A.M. and 6:00 P.M. using an electronic count board. The discrepancy between the number of entering and exiting vehicles at the Soho Beach House driveway is a result of vehicle stacking within the driveway on-site during the peak period. The valet analysis recommends additional valet attendants as the existing drop-off/pick-up valet operation results in vehicles queuing onto Collins Avenue. This is consistent with the greater number of entering driveway volumes as compared to exiting driveway volumes.

3. **Highest Demand Condition: The traffic engineer assumes the Highest Demand Condition to be a single peak hour (2:45pm – 3:45pm) on the weekend requiring 19 valet attendants. The Highest Demand Condition in Miami Beach is most likely to extend for multiple hours for a hotel/beach club use on the weekend.**

   The traffic analysis dated July 22, 2016 by the traffic engineer stated that the *"site's peak periods are Fridays, Saturdays, and Sundays from 10:00 A.M. to 2:00 P.M. and 3:00 P.M. to 6:00 P.M. Eleven valet attendants are typically staffed during these peak periods."* Confirm what are the proposed peak periods.

Response: The traffic analysis dated July 22, 2016 did not require data collection as that analysis conducted a trip generation analysis, a valet operations site visit assessment, and identifies Transportation Demand Management (TDM) strategies for the proposed redevelopment. The identified peak periods of 10:00 A.M. – 2:00 P.M. and 3:00 P.M. to 6:00 P.M. as stated in that analysis were based on information provided by the Soho Beach House management.

The peak hour identified in the valet operations analysis (2:45 P.M. – 3:45 P.M.) dated September 13, 2016 represents the peak hour traffic volumes identified from manual turning movement counts collected at the Soho Beach House driveways from 10:00 A.M. – 6:00 P.M. Therefore, the peak period occurs between 10:00 A.M. – 6:00 P.M.

It is agreed that peak hour valet demand will likely extend for several hours on the weekend consistent with the site's collected driveway traffic data.

4. **Typical Demand Condition: The traffic engineer assumes the average demand condition to be 25 percent of the Highest Demand Condition (five valet attendants). What was the basis for the assumption of 25 percent?**

   Response: The typical demand condition analysis is based on the assumption of 25 percent of the highest demand entering and exiting traffic. It is assumed that typical demand corresponds to non-peak periods (Monday through Thursday). The purpose of this analysis is to provide a range for the amount of valet attendants needed to serve the site under various operating scenarios including typical and highest demand conditions as valet queues are a function of valet staff and traffic volume. Typical demand condition analyses have been included in valet analyses since the Seville Hotel/Marriott Edition project, where Planning Board members requested the analysis. Please note that typical demand condition is a secondary analysis to the highest demand condition which determines the peak number of valet attendants.

5. **A follow up valet study is recommended after the expanded restaurant is open.**

   Response: Comment noted.

6. **The traffic submittals must be signed and sealed by the professional engineer.**

   Response: Please see Attachment A for the signed and sealed traffic document.

K:\FTL_TPTO\043789000-SoHo Beach House\Correspondence\memo\09 27 16 ferrer-diaz response to comments.docx

Attachment A

Kimley»Horn

September 27, 2016

Mr. Josiel Ferrer-Diaz, E.I.
City of Miami Beach
Transportation Department
1700 Convention Center Drive
Miami Beach, Florida 33139

Re: Soho Beach House
Trip Generation Analysis, Valet Operations, and
Transportation Demand Management Strategies

Dear Mr. Ferrer-Diaz:

Kimley-Horn and Associates, Inc. has prepared a valet operations analysis for the proposed redevelopment of the Soho Beach House located at 4385 Collins Avenue in Miami Beach, Florida. Currently, the site's approved conditional use permit allows for a 124-seat restaurant, open to the public and two (2) ancillary bars (long bar and wine bar) with a total of 19 seats that serve as a waiting area for the public restaurant. Additionally, the approved conditional use permit includes the Soho Beach House members-only Mandolin restaurant and ancillary bars with a total of 170 seats. The proposed redevelopment proposes 44 additional seats to the Soho Beach House members-only Mandolin restaurant. Please note that redevelopment will result in the maximum occupant load to increase by 34 from 762 to 796. A site plan is included in Attachment A. The following sections summarize our analysis.

VALET SERVICE AND OPERATIONS

The Soho Beach House redevelopment will be served by one (1) porte-cochere for member valet drop-off and pick-up. The porte-cochere is located at the main entrance along Collins Avenue. The porte-cochere consists of two (2) lanes with a vehicle storage of approximately seven (7) vehicle spaces. Please note that self-parking is not provided on-site. Therefore, all vehicles are valeted. Valet vehicles are parked at the Charles Parking Garage located on the northeast corner of 43rd Street and Indian Creek Drive.

Figure 2 contained in Attachment A, provides a graphic illustration of the proposed valet routes to and from the Charles Parking Garage. Please note that the proposed valet drop-off route will direct vehicles west on 44th Street, south on Indian Creek Drive, east on 43rd Street, and north on Collins Avenue to the parking garage. The proposed valet pick-up route will direct vehicles east on 43rd Street and north on Collins Avenue to the porte-cochere.

DATA COLLECTION

Entering and exiting traffic volumes at the project's driveway were collected during the site's peak period on a Saturday from 10:00 A.M. to 6:00 P.M. The traffic counts were adjusted to account for seasonality using the appropriate Florida Department of Transportation (FDOT) seasonal factor for Miami Beach. The appropriate peak season factor based on the date on which the data was collected is 1.20. The valet analysis was prepared for the highest demand peak hour (2:45 – 3:45 P.M.) condition and typical demand condition. Please note that total entering and exiting traffic volumes were included as part of

the traffic count data. Therefore, the analysis is conservative as entering passenger vehicles are also accounted for as exiting valet vehicles. Traffic count data, a volume development worksheet for the study driveway, and FDOT peak season conversion factor are included in Attachment B.

Highest Demand Condition

A highest demand condition was examined for the redevelopment which is assumed to be equal to the peak hour (2:45 – 3:45 P.M.) traffic counts at the project driveway. Please note that in order to account for the for the proposed increase in maximum occupant load of 34 from 762 to 796, the trip generation was increased by the equivalent 4.5 percent (4.5%). Therefore, the porte-cochere is expected to generate 149 valet trips of which 79 enter the site and 70 exit the site during the weekend peak hour.

Typical Demand Condition

An average demand condition was also examined which is assumed to be equal to 25 percent (25%) of the highest demand scenario (entering and exiting) which accounts for more typical traffic conditions outside of the peak hour. The porte-cochere is expected to generate 37 valet trips of which 20 enter the site and 17 exit the site during the weekend peak hour.

VALET OPERATIONS ANALYSIS

The valet queuing operations analysis was performed based on the methodology outlined in ITE's *Transportation and Land Development,* 1988. The analysis was performed to determine if valet operations could accommodate vehicular queues without blocking travel lanes on Collins Avenue. Valet operations were analyzed for the number of valet attendants and required vehicle stacking for the redevelopment proposed traffic.

Valet Assumptions

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ, which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

Valet attendants will be stationed at the Collins Avenue porte-cochere and will walk/run to and from the Charles Parking Garage. Valet drop-off trip service time was calculated based on the time it would take a valet parking attendant to obtain and park a drop-off vehicle at the proposed parking garage. Valet pick-up trip service time was calculated based on the time it would take a valet parking attendant to bring a parked vehicle back to a patron at the valet stations for pick-up.

The calculated average service time for vehicles valeted from the porte-cochere on Collins Avenue is 6.4 minutes for valet drop-off and 6.1 minutes for valet pick-up. Detailed trip length calculations are included in Attachment C.

If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one (> 1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the valet area. The valet attendant service capacity is the number of total trips a valet attendant can make in a one-hour period multiplied by the number of valet attendants.

The analysis determined the required queue storage, *M*, which is exceeded *P* percent of the time. This analysis seeks to ensure that the queue length does not exceed the storage provided at a level of

confidence of 90 percent (90%). Seven (7) vehicle drop-off/pick-up spaces are provided based on the attached site plan for the porte-cochere valet drop-off/pick-up located along Collins Avenue.

Valet Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate the proposed redevelopment demand during the analysis hour and ensure that the 90th percentile valet queue does not extend beyond the designated valet service area. Detailed valet analysis worksheets are provided in Attachment D.

Results of the highest demand condition valet operations analysis demonstrate that 19 valet attendants would be required so that the vehicle drop-off/pick-up storage would not be exceeded. Results of the typical demand conditions valet operations analysis demonstrate that five (5) valet attendant would be required so that the vehicle drop-off/pick-up storage would not be exceeded.

Valet Conclusion

Based on the valet operations analysis performed, it was determined that the 90th percentile valet queues will not extend beyond the valet service area onto Collins Avenue. Based upon the conservative assumptions applied to the typical and highest traffic demand conditions, it was estimated that between five (5) and 19 valet attendants may be required during peak periods. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adrian K. Dabkowski, P.E., PTOE
Associate

Attachments

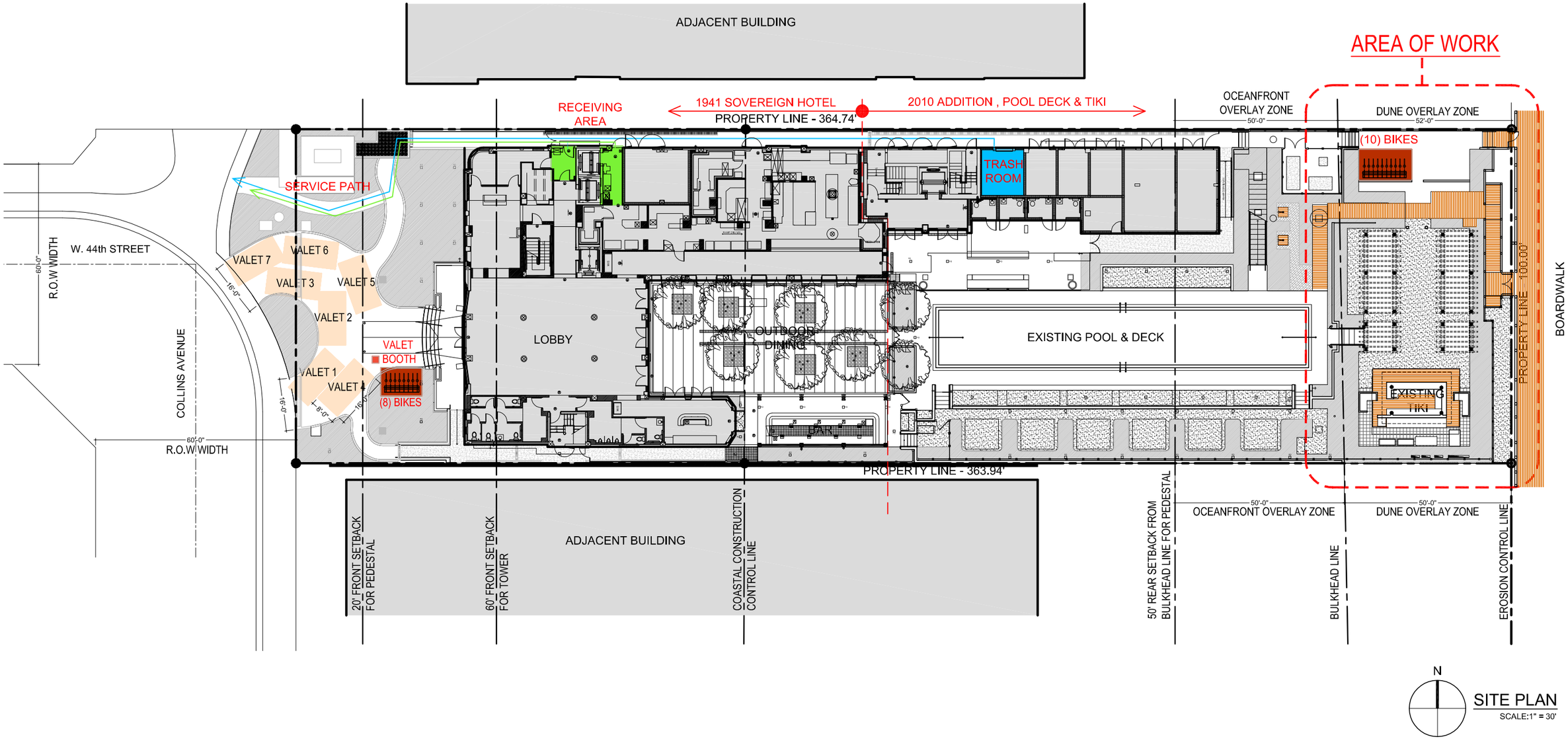
K:\FTL_TPTO\043789000-SoHo Beach House\Correspondence\ltr\09 27 16 ferrer-diaz ltr.docx

ADRIAN K. DABKOWSKI LICENSE No. 78828 STATE OF FLORIDA PROFESSIONAL ENGINEER

9/27/16

Adrian K. Dabkowski, P.E., PTOE
Florida Registration Number 78828
Kimley-Horn and Associates, Inc.
600 North Pine Island Road, Suite 450
Plantation, Florida 33324
CA # 00000696

Attachment A



N

SITE PLAN

SCALE:1" = 30'

16149

SOHO BEACH HOUSE - MANDOLIN
4385 Collins Ave | Miami Beach, Florida 33140

VALET, LOADING, & BIKE DIAGRAM

A-1.0a

08-04-16

NC-office
architecture / urbanism
111 E FLAGLER ST. #205
MIAMI FL 33131
T 305.377.0082
E info@nc-office.com

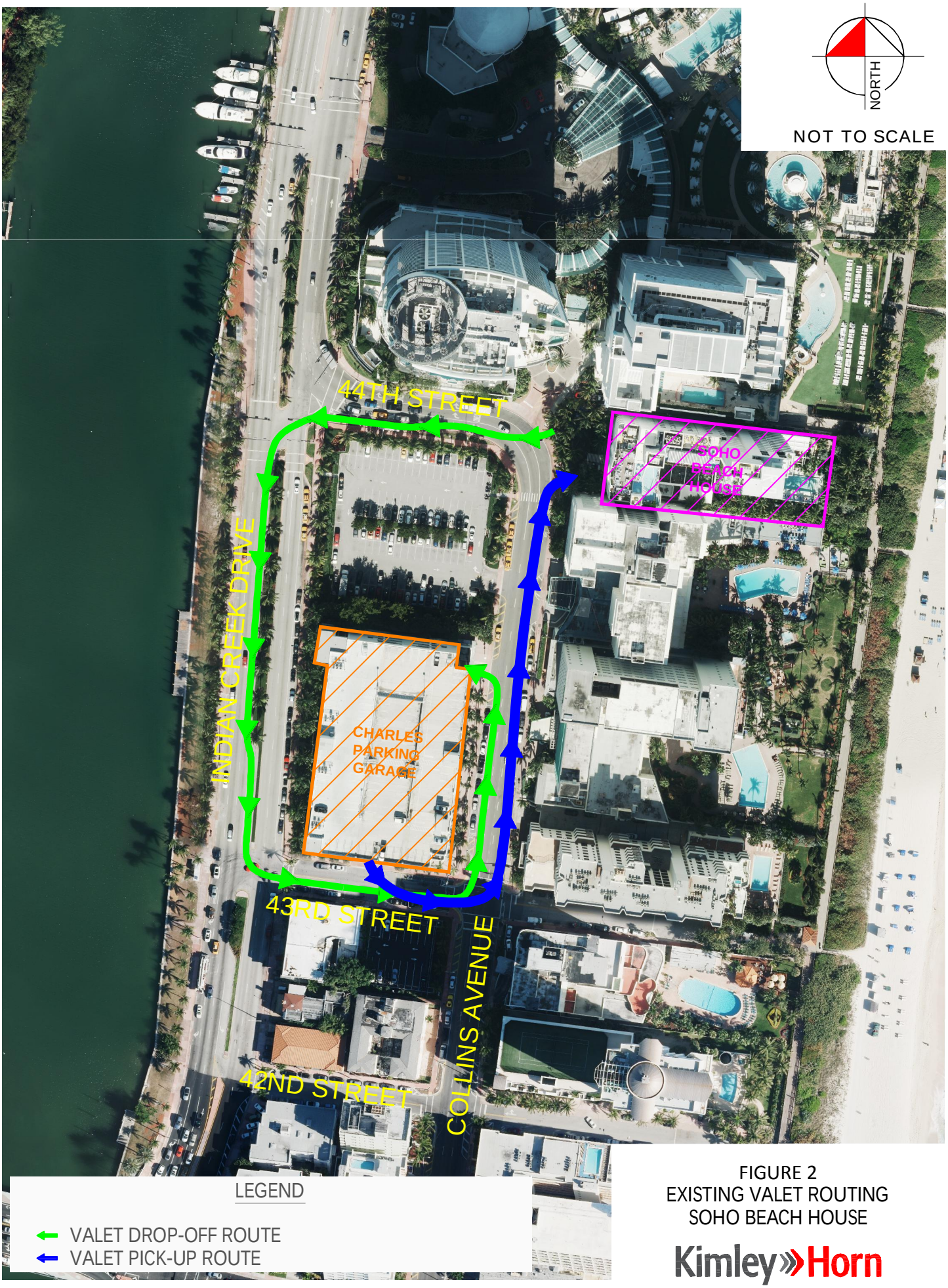


FIGURE 2
EXISTING VALET ROUTING
SOHO BEACH HOUSE

Kimley»Horn

Attachment B

TRAFFIC SURVEY SPECIALISTS, INC.

4385 DRIVEWAY & COLLINS AVENUE
MIAMI BEACH, FLORIDA
COUNTED BY: R. MENDEZ & S. SALVO
INS & OUTS ONLY

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160183
Start Date: 09/03/16
File I.D. : 4385_A1A
Page : 1

INS & OUTS ONLY

	COLLINS AVENUE From North				4385 DRIVEWAY From East				COLLINS AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/03/16																	
10:00	0	0	0	0	0	0	0	10	0	0	0	4	0	0	0	0	14
10:15	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	0	9
10:30	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	10
10:45	0	0	0	0	0	0	0	5	0	0	0	9	0	0	0	0	14
Hr Total	0	0	0	0	0	0	0	24	0	0	0	23	0	0	0	0	47
11:00	0	0	0	0	0	0	0	12	0	0	0	17	0	0	0	0	29
11:15	0	0	0	0	0	0	0	7	0	0	0	12	0	0	0	0	19
11:30	0	0	0	0	0	0	0	9	0	0	0	10	0	0	0	0	19
11:45	0	0	0	0	0	0	0	7	0	0	0	4	0	0	0	0	11
Hr Total	0	0	0	0	0	0	0	35	0	0	0	43	0	0	0	0	78
12:00	0	0	0	0	0	0	0	5	0	0	0	8	0	0	0	0	13
12:15	0	0	0	0	0	0	0	11	0	0	0	12	0	0	0	0	23
12:30	0	0	0	0	0	0	0	6	0	0	0	13	0	0	0	0	19
12:45	0	0	0	0	0	0	0	14	0	0	0	17	0	0	0	0	31
Hr Total	0	0	0	0	0	0	0	36	0	0	0	50	0	0	0	0	86
13:00	0	0	0	0	0	0	0	15	0	0	0	9	0	0	0	0	24
13:15	0	0	0	0	0	0	0	8	0	0	0	11	0	0	0	0	19
13:30	0	0	0	0	0	0	0	5	0	0	0	9	0	0	0	0	14
13:45	0	0	0	0	0	0	0	10	0	0	0	13	0	0	0	0	23
Hr Total	0	0	0	0	0	0	0	38	0	0	0	42	0	0	0	0	80
14:00	0	0	0	0	0	0	0	17	0	0	0	20	0	0	0	0	37
14:15	0	0	0	0	0	0	0	15	0	0	0	13	0	0	0	0	28
14:30	0	0	0	0	0	0	0	13	0	0	0	13	0	0	0	0	26
14:45	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	18
Hr Total	0	0	0	0	0	0	0	54	0	0	0	55	0	0	0	0	109
15:00	0	0	0	0	0	0	0	13	0	0	0	17	0	0	0	0	30
15:15	0	0	0	0	0	0	0	22	0	0	0	23	0	0	0	0	45
15:30	0	0	0	0	0	0	0	12	0	0	0	14	0	0	0	0	26
15:45	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	16
Hr Total	0	0	0	0	0	0	0	55	0	0	0	62	0	0	0	0	117
16:00	0	0	0	0	0	0	0	7	0	0	0	10	0	0	0	0	17
16:15	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	0	11
16:30	0	0	0	0	0	0	0	8	0	0	0	9	0	0	0	0	17
16:45	0	0	0	0	0	0	0	7	0	0	0	10	0	0	0	0	17
Hr Total	0	0	0	0	0	0	0	28	0	0	0	34	0	0	0	0	62

4385 DRIVEWAY & COLLINS AVENUE
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PHONE (561)272-3255

Site Code : 00160183
Start Date: 09/03/16
File I.D. : 4385_A1A

INS & OUTS ONLY

	COLLINS AVENUE From North				4385 DRIVEWAY From East				COLLINS AVENUE From South				----- From West				
Date 09/03/16	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
17:00	0	0	0	0	0	0	0	5	0	0	0	6	0	0	0	0	11
17:15	0	0	0	0	0	0	0	8	0	0	0	7	0	0	0	0	15
17:30	0	0	0	0	0	0	0	7	0	0	0	8	0	0	0	0	15
17:45	0	0	0	0	0	0	0	7	0	0	0	8	0	0	0	0	15
Hr Total	0	0	0	0	0	0	0	27	0	0	0	29	0	0	0	0	56
TOTAL	0	0	0	0	0	0	0	297	0	0	0	338	0	0	0	0	635

I-195 Peak Season Conversion Factor			
Week	Weekly Volume		PSCF
1	7188.5		1.21
2	7819.8		1.11
3	8022.4		1.08
4	7712		1.13
5	8155.25		1.06
6	7749.6	Feb	1.12
7	8156.6		1.06
8	7938		1.09
9	8197.5		1.06
10	8252.2	mar	1.05
11	8529.25		1.02
12	8087.25		1.07
13	7848.6		1.11
14	7841.2	apr	1.11
15	8200.6		1.06
16	7912.2		1.10
17	8205.6		1.06
18	7238.6667	may	1.20
19	8147.4		1.06
20	7966.4		1.09
21	7564.2		1.15
22	7024.2		1.24
23	7384.2	june	1.17
24	7333.6		1.18
25	7548.4		1.15
26	7617.2		1.14
27	6951.4	july	1.25
28	7428.6		1.17
29	7772.2		1.12
30	8307.2		1.04
31	8051		1.08
32	8195	aug	1.06
33	7893.4		1.10
34	7701.4		1.13
35	7988.6		1.09
36	7213.8	sept	1.20
37	7768.2		1.12
38	7640.6		1.14
39	7828.8		1.11
40	7896.75	oct	1.10
41	8019.8		1.08
42	8017.6		1.08
43	8056.2		1.08
44	8266.25		1.05
45	8103	Nov	1.07
46	8331.2		1.04
47	8101.2		1.07
48	7125		1.22
49	8676		1.00
50	8145.2		1.07
51	8269.8		1.05
52	6714		1.29

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Collins Avenue & Project Driveway
COUNT DATE: September 3, 2016
PEAK HOUR FACTOR: 0.661

"PEAK HOUR EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR (OUT)	NBU	NBL	NBT	NBR (IN)	SBU	SBL	SBT	SBR
Peak Hour Raw Turning Movements								56				63				
Peak Season Correction Factor	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200
PEAK HOUR EXISTING CONDITIONS								67				76				
PEAK HOUR WITH 4.5% OCCUPANT ADJUSTMENT								70				79				

Attachment C

8955 Collins Avenue Parking Garage Calculated Average Travel Time	
VALET DROP-OFF	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 15 mph speed)	Travel Times (Assume 5 ft/s speed)
To Valet Garage (In vehicle) →	Return from Valet Garage (Walk/Run) to Valet Area
Distance: 0.7813 miles	Travel Time: 3.1 minutes
Controlled Delay: 1.0 Minutes	
Total Time: 6.4 Minutes	
	Distance: 0.1326 miles
	Travel Time: 2.3 minutes

8955 Collins Avenue Parking Garage Calculated Average Travel Time	
VALET PICK-UP	
VALET ATTENDANT TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 5 ft/s speed)	Travel Times (Assume 15 mph speed)
To Valet Garage (Walk/Run) →	Return from Valet Garage (In Vehicle) to Valet Area
Distance: 0.1326 miles	Travel Time: 2.3 minutes
Controlled Delay: 1.0 Minutes	
Total Time: 6.1 Minutes	
	Distance: 0.7102 miles
	Travel Time: 2.8 minutes

Attachment D

Proposed Weekend (Highest Demand Condition) Peak Hour Volumes

Porte-Cochere: Soho Beach House to Charles Parking Garage

Arrival Rate

IN	OUT	
79	70	veh/hr

Service Rate

IN	OUT	
6.40	6.10	mins/veh

Number of Valet Attendants (N) =	19	
Level of Confidence =	0.90	
Storage Provided On-Site =	7	vehicles
Total Entering and Exiting Vehicles(q) =	149	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	9.59	veh/hr/pos
Average Service Rate (t) =	6.26	mins/veh
rho (t/Q) =	0.818	

Control Delay = min

Service Time = 6.26 mins/veh

N	N-1		
1	0	P(n=0)=	1.000
2	1	P(n=1)=	15.543
3	2	P(n=2)=	120.798
4	3	P(n=3)=	625.866
5	4	P(n=4)=	2432.010
6	5	P(n=5)=	7560.309
7	6	P(n=6)=	19585.401
8	7	P(n=7)=	43488.917
9	8	P(n=8)=	84495.341
10	9	P(n=9)=	145926.583
11	10	P(n=10)=	226818.552
12	11	P(n=11)=	320501.488
13	12	P(n=12)=	415138.455
14	13	P(n=13)=	496356.568
15	14	P(n=14)=	551073.971
16	15	P(n=15)=	571035.095
17	16	P(n=16)=	554736.801
18	17	P(n=17)=	507203.471
19	18	P(n=18)=	437979.590
20	19	P(n=19)=	0.000

Expected (avg.) number of vehicles in the system	E(m)=	1.39	
Expected (avg.) number of vehicles waiting in queue	E(n)=	16.94	
Mean time in the queue	E(w)=	0.56	mins
Mean time in system	E(t)=	6.82	mins
Proportion of customers who wait (P) (E(w) > 0)=		30.99%	
Probability of a queue exceeding a length (M) P(x > M)=		10.00%	

Queue length which is exceeded 10.00% of the times is equal to 4.4 vehicles

Proposed Weekend (Typical Demand Condition) Peak Hour Volumes

Porte-Cochere: Soho Beach House to Charles Parking Garage

Arrival Rate

IN	OUT
20	17

veh/hr

Service Rate

IN	OUT
6.40	6.10

mins/veh

Number of Valet Attendants (N) = 5

Level of Confidence = 0.90

Storage Provided On-Site = 7 vehicles

Total Entering and Exiting Vehicles(q) = 37 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 9.58 veh/hr/pos

Average Service Rate (t) = 6.26 mins/veh

rho (t/Q) = 0.772

Control Delay = min

Service Time = 6.26 mins/veh

N	N-1		
1	0	P(n=0)=	1.000
2	1	P(n=1)=	3.862
3	2	P(n=2)=	7.456
4	3	P(n=3)=	9.598
5	4	P(n=4)=	9.266
6	5	P(n=5)=	0.000

Expected (avg.) number of vehicles in the system	E(m)=	1.70	
Expected (avg.) number of vehicles waiting in queue	E(n)=	5.56	
Mean time in the queue	E(w)=	2.76	mins
Mean time in system	E(t)=	9.02	mins

Proportion of customers who wait (P) (E(w) > 0)= 50.20%

Probability of a queue exceeding a length (M) P(x > M)= 10.00%

Queue length which is exceeded 10.00% of the times is equal to 5.0 vehicles

of the driveway to maximize capacity. Valet attendants also pull vehicles to the end of the driveway for vehicle pick-up.

The valet drop-off circulation consists of valet vehicles exiting the Soho Beach House porte-cochere and circulating westbound on 44th Street, southbound on Indian Creek Drive, eastbound on 43rd Street, and northbound on Collins Avenue to enter the Charles parking garage. Valet attendants park vehicles on the 6th floor (top floor) of the Charles parking garage. The valet pick-up circulation consists of valet vehicles exiting the Charles parking garage, circulating eastbound on 43rd Street, northbound on Collins Avenue, and enter the Soho Beach House porte-cochere. An illustration of the existing valet routes is provided in Attachment B.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

TDM strategies are proposed to reduce the impacts of project traffic on the surrounding roadway network. TDM measures promote bicycling and walking, encourage public transportation, encourage car/vanpooling and finding transportation alternatives.

The site currently provides one (1) bicycle rack with 10 bicycle docks on-site along the Collins Avenue frontage. A second bicycle rack is proposed as part of the redevelopment and will be installed at the back entrance of the site adjacent to the boardwalk. The applicant will also provide an Employee Transportation Coordinator to manage the TDM program. The TDM program will include subsidized transit passes for employees and provide bus route map information on-site. Additionally, a CitiBike station with eight (8) bike docks is located along the west side of Collins Avenue at 44th Street.

CONCLUSIONS

A trip generation analysis, valet operations assessment, and identification of TDM strategies were performed for the proposed redevelopment of the Soho Beach House. Please note that the additional 44 seats proposed for the members-only Mandolin restaurant is not expected to directly increase club membership. Therefore, the redevelopment is not expected to generate external trips. Valet service is conducted from the Soho Beach House porte-cochere and valet attendants utilize 44th Street, Indian Creek Drive, 43rd Street, and Collins Avenue for drop-off/pick-up operations at the Charles parking garage. The applicant is providing TDM strategies to reduce the impacts of project traffic on the surrounding network. These strategies include additional bicycle racks, an Employee Transportation Coordinator, subsidized transit passes for employees, and bus route map information provided on-site.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adrian K. Dabkowski, P.E., PTOE
Associate

Attachments

K:\FTL_TPTO\043789000-SoHo Beach House\Correspondence\ltr\07 22 16 ferrer-diaz ltr.docx

Attachment A

Land Use	Conditional Use Permit Seat Count	Proposed Seat Count	
Restaurant (lobby and courtyard) Cecconi's Restaurant (open to the public)	124	124	
Long Bar (open to the public)	14	14	
Wine Bar (open to the public)	5	5	
Existing Tiki Hut and Rear Yard Proposed Mandolin (Private, Members Only)	28	72	
Breeze Bar	87	87	
Rooftop Bar	33	33	Seat Increase
Sitting Room and Private Dining Room	22	22	
Total (Public and Private)	313	357	44
Total Open to the Public (Restaurant and Bar)	143	143	0
Total Open to the Public (Restaurant)	124	124	0

Attachment B

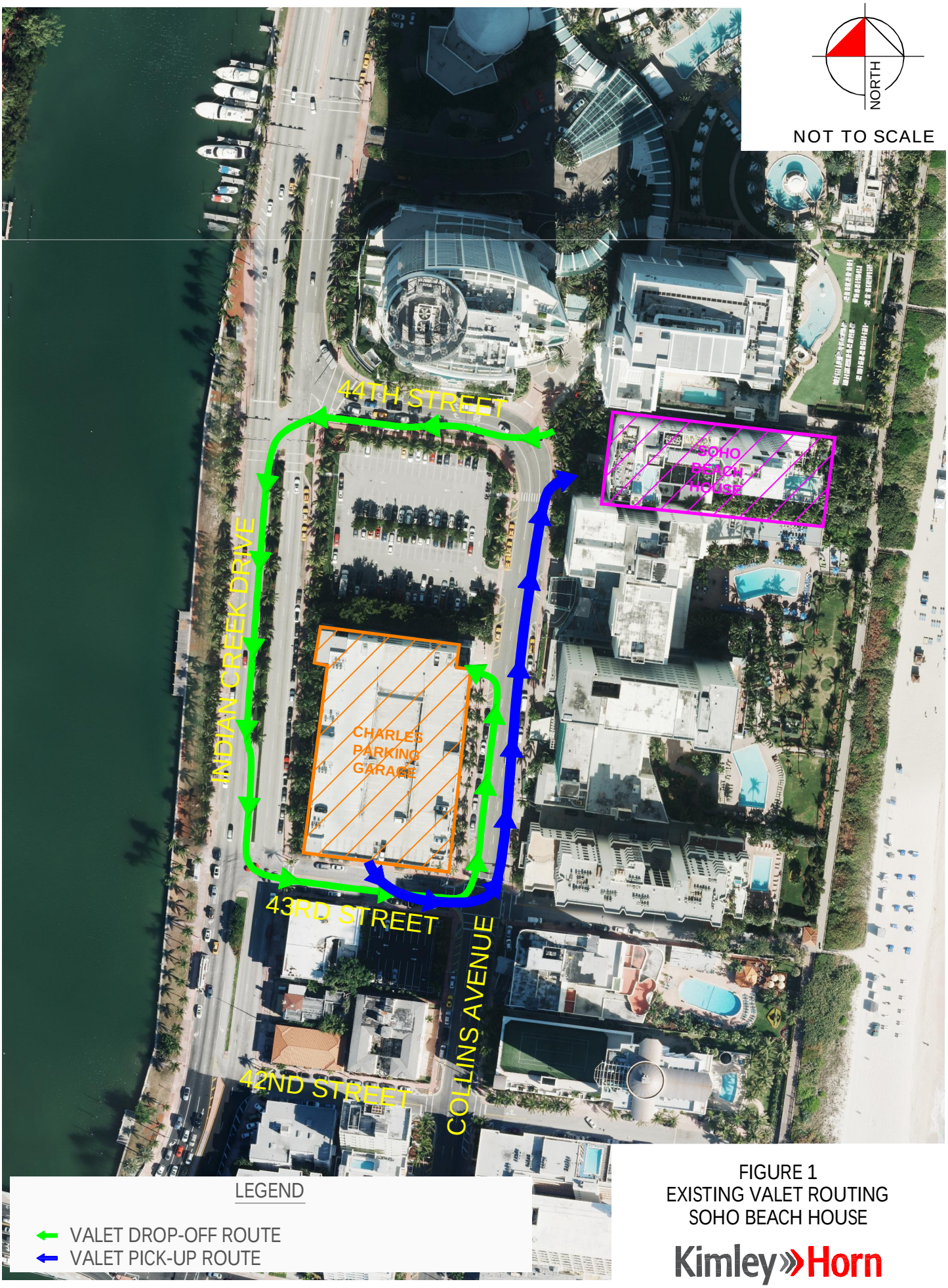

FIGURE 1
EXISTING VALET ROUTING
SOHO BEACH HOUSE

Kimley»Horn

Drawing name: K:\FTL_TPTO\043789000-SoHo Beach House\CADD\Valet Routing\Valet Figures.dwg Figure 1 Apr 14, 2016 9:34am by: cory.dorman

Matthew Amster

From: Oliver Rodrigues <Oliver@fteinc.net>
Sent: Friday, October 14, 2016 9:10 AM
To: Adrian.Dabkowski@Kimley-horn.com; JOSIELFERRER@miamibeachfl.gov; AliSoltaniSobh@miamibeachfl.gov; MichaelBelush@miamibeachfl.gov
Cc: cory.dorman@kimley-horn.com; Matthew Amster; Claudia Lamus
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Good morning Adrian:
I've been on the road. I will provide a response at the earliest opportunity.
Best regards, Oliver

Oliver R. Rodrigues, P.E., PTOE
FTE
Tel: 305-463-8411, Ext. 102
oliver@fteinc.net | *www.fteinc.net*
Please consider the environment before printing this email.

From: Adrian.Dabkowski@Kimley-horn.com [mailto:Adrian.Dabkowski@Kimley-horn.com]
Sent: Friday, October 14, 2016 8:03 AM
To: Oliver Rodrigues; JOSIELFERRER@miamibeachfl.gov; AliSoltaniSobh@miamibeachfl.gov; MichaelBelush@miamibeachfl.gov
Cc: cory.dorman@kimley-horn.com; MAmster@brzoninglaw.com; Claudia Lamus
Subject: RE: PB16-0052 Soho Beach House - Mandolin

All:

I need to follow up with you on the response to comments. Please let us know if the City has any further comments.

Thank you
Adrian

Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 600 North Pine Island Road, Suite 450, Plantation, FL 33324
Direct: 954-535-5144 | Main: 954-535-5100

From: Dabkowski, Adrian
Sent: Wednesday, October 12, 2016 7:02 AM
To: 'Oliver Rodrigues' <Oliver@fteinc.net>; 'JOSIELFERRER@miamibeachfl.gov' <JOSIELFERRER@miamibeachfl.gov>; 'AliSoltaniSobh@miamibeachfl.gov' <AliSoltaniSobh@miamibeachfl.gov>; 'MichaelBelush@miamibeachfl.gov' <MichaelBelush@miamibeachfl.gov>
Cc: Dorman, Cory <cory.dorman@kimley-horn.com>; 'MAmster@brzoninglaw.com' <MAmster@brzoninglaw.com>; 'Claudia Lamus' <clamus@fteinc.net>
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Good morning All:

Please let us know if you have any further comments.

Thank you
Adrian

Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 600 North Pine Island Road, Suite 450, Plantation, FL 33324
Direct: 954-535-5144 | Main: 954-535-5100

From: Dabkowski, Adrian
Sent: Wednesday, October 05, 2016 12:51 PM
To: 'Oliver Rodrigues' <Oliver@fteinc.net>; JOSIELFERRER@miamibeachfl.gov; AliSoltaniSobh@miamibeachfl.gov; MichaelBelush@miamibeachfl.gov
Cc: Dorman, Cory <cory.dorman@kimley-horn.com>; MAmster@brzoninglaw.com; Claudia Lamus <clamus@fteinc.net>
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Good afternoon Oliver:

Below is a summary of other projects specific to Miami Beach, some of which your firm has reviewed and approved, that have also utilized the 25 percent of highest demand for typical conditions:

- One Hotel Beach Club, reviewed and approved by FTE
- 835 Alton Road, reviewed and approved by FTE
- Redbury Hotel
- Monad Terrace, reviewed and approved by FTE
- Cibo South Beach/Continuum Hotel
- Thompson Hotel, reviewed and approved by FTE
- Faena/Saxony Hotel

As stated previously, the purpose of the typical conditions analysis is to establish the lower limit of a range of valet attendants. The most important analysis is the highest demand which establishes the maximum number of valet attendants needed during the peak period. If preferred, we can remove the typical conditions analysis and only present the highest demand analysis.

Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 600 North Pine Island Road, Suite 450, Plantation, FL 33324
Direct: 954-535-5144 | Main: 954-535-5100

From: Oliver Rodrigues [mailto:Oliver@fteinc.net]
Sent: Wednesday, October 05, 2016 11:10 AM
To: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; JOSIELFERRER@miamibeachfl.gov; AliSoltaniSobh@miamibeachfl.gov; MichaelBelush@miamibeachfl.gov
Cc: Dorman, Cory <cory.dorman@kimley-horn.com>; MAmster@brzoninglaw.com; Claudia Lamus <clamus@fteinc.net>
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Adrian:

The response to comment #4 is not satisfactorily addressed. Provide supporting information for the 25% assumption. We suggest one of the following:

1. Conduct an off-peak valet analysis to calculate the number of attendants.
2. Reference a valet analysis of a similar site in Miami Beach, or other similar area.

Please let me know if you have any questions.

Regards, Oliver

P.S. I'm evacuating and may not respond immediately.

From: Adrian.Dabkowski@Kimley-horn.com [mailto:Adrian.Dabkowski@Kimley-horn.com]
Sent: Wednesday, October 5, 2016 10:21 AM
To: JOSIELFERRER@miamibeachfl.gov; AliSoltaniSobh@miamibeachfl.gov; MichaelBelush@miamibeachfl.gov; Oliver Rodrigues
Cc: cory.dorman@kimley-horn.com; MAmster@brzoninglaw.com
Subject: RE: PB16-0052 Soho Beach House - Mandolin

All:

Please let us know if the City has any additional comments.

Thank you
Adrian

Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 600 North Pine Island Road, Suite 450, Plantation, FL 33324
Direct: 954-535-5144 | Main: 954-535-5100

From: Dabkowski, Adrian
Sent: Thursday, September 29, 2016 1:37 PM
To: 'Ferrer, Josiel' <JOSIELFERRER@miamibeachfl.gov>; 'Soltani Sobh, Ali' <AliSoltaniSobh@miamibeachfl.gov>; 'Belush, Michael' <MichaelBelush@miamibeachfl.gov>; 'Oliver Rodrigues' <Oliver@fteinc.net>
Cc: Dorman, Cory <cory.dorman@kimley-horn.com>; 'Matthew Amster' <MAmster@brzoninglaw.com>
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Good afternoon All:

Please let us know if the City has any additional comments.

Thank you
Adrian

Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 600 North Pine Island Road, Suite 450, Plantation, FL 33324
Direct: 954-535-5144 | Main: 954-535-5100

From: Dabkowski, Adrian
Sent: Tuesday, September 27, 2016 8:27 AM
To: 'Ferrer, Josiel' <JOSIELFERRER@miamibeachfl.gov>; 'Matthew Amster' <MAmster@brzoninglaw.com>; Soltani Sobh, Ali <AliSoltaniSobh@miamibeachfl.gov>; Belush, Michael <MichaelBelush@miamibeachfl.gov>; 'Oliver Rodrigues' <Oliver@fteinc.net>
Cc: Dorman, Cory <cory.dorman@kimley-horn.com>
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Good morning All:

Our responses to the additional comments are attached. Please let me know if you have any additional comments.

Thank you
Adrian

Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 600 North Pine Island Road, Suite 450, Plantation, FL 33324
Direct: 954-535-5144 | Main: 954-535-5100

From: Ferrer, Josiel [mailto:JOSIELFERRER@miamibeachfl.gov]
Sent: Monday, September 26, 2016 1:36 PM
To: 'Matthew Amster' <MAmster@brzoninglaw.com>; Soltani Sobh, Ali <AliSoltaniSobh@miamibeachfl.gov>; Belush, Michael <MichaelBelush@miamibeachfl.gov>; 'Oliver Rodrigues' <Oliver@fteinc.net>; Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>
Cc: Dorman, Cory <cory.dorman@kimley-horn.com>
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Matthew,

Please see attached for the additional comments.

Respectfully,

MIAMIBEACH

Josiel Ferrer-Diaz, E.I. *Transportation Manager*
TRANSPORTATION DEPARTMENT
1700 Convention Center Drive, Miami Beach, Florida 33139
305-673-7514 www.miamibeachfl.gov

We are committed to providing excellent public service and safety to all who live, work and play in our vibrant, tropical, historic community.

From: Matthew Amster [mailto:MAmster@brzoninglaw.com]
Sent: Monday, September 26, 2016 11:33 AM
To: Ferrer, Josiel; Soltani Sobh, Ali; Belush, Michael; 'Oliver Rodrigues'; Adrian.Dabkowski@Kimley-horn.com
Cc: cory.dorman@kimley-horn.com
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Josiel,

I spoke with Michael in Planning and he is unaware of the substance of the additional comments. Our hearing is tomorrow, and we would very much appreciate the comments at your earliest convenience so we have an opportunity to address them. Thanks.

Matt

-------- Original message --------
From: Matthew Amster <MAmster@brzoninglaw.com>
Date: 9/26/16 6:19 AM (GMT-05:00)
To: JOSIELFERRER@miamibeachfl.gov, AliSoltaniSobh@miamibeachfl.gov, "Belush, Michael (MichaelBelush@miamibeachfl.gov)" <MichaelBelush@miamibeachfl.gov>, 'Oliver Rodrigues' <Oliver@fteinc.net>, Adrian.Dabkowski@Kimley-horn.com

Cc: erica.padgett@sohohouse.com, samuel.hickman@sohohouse.com, Michael Larkin <MLarkin@brzoninglaw.com>, cory.dorman@kimley-horn.com, "Munday, Tui" <TuiMunday@miamibeachfl.gov>
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Josiel, Ali, Michael,

Oliver at FTE indicated last Thursday morning that there are more comments. Would you please provide those comments to us at your earliest convenience? Thanks.

Matt

Bio | Vcard

MATTHEW AMSTER, ESQ.
Bercow Radell & Fernandez
200 South Biscayne Boulevard, Suite 850
Miami, FL 33131
305.377.6236 | Office
305.753.7064 | Cell
305.377.6222 | Fax
mamster@brzoninglaw.com

BERCOW RADELL & FERNANDEZ
ZONING, LAND USE AND ENVIRONMENTAL LAW

www.brzoninglaw.com

From: Oliver Rodrigues [mailto:Oliver@fteinc.net]
Sent: Thursday, September 22, 2016 9:15 AM
To: Adrian.Dabkowski@Kimley-horn.com
Cc: Matthew Amster <MAmster@brzoninglaw.com>; erica.padgett@sohohouse.com; samuel.hickman@sohohouse.com; Michael Larkin <MLarkin@brzoninglaw.com>; cory.dorman@kimley-horn.com; JOSIELFERRER@miamibeachfl.gov; AliSoltaniSobh@miamibeachfl.gov; Belush, Michael (MichaelBelush@miamibeachfl.gov) <MichaelBelush@miamibeachfl.gov>; Munday, Tui <TuiMunday@miamibeachfl.gov>
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Good morning Adrian:

I apologize for now responding. Yes, there are additional comments. The City will be in contact with you.

Regards, Oliver

Oliver R. Rodrigues, P.E., PTOE | **Senior Vice President**
2016 District 10 Florida Section ITE Vice President

Certified DBE | MBE Firm
8750 NW 36th Street | Suite 670 | Miami, FL 33178 | Tel: 305-463-8411, Ext. 102
oliver@fteinc.net | *www.fteinc.net*
Florida | *Chipley, Punta Gorda, Tampa, Tallahassee* | **Georgia** | **Kansas** | **Missouri**
Please consider the environment before printing this email.

From: Adrian.Dabkowski@Kimley-horn.com [mailto:Adrian.Dabkowski@Kimley-horn.com]
Sent: Wednesday, September 21, 2016 11:07 AM
To: Oliver Rodrigues; JOSIELFERRER@miamibeachfl.gov; AliSoltaniSobh@miamibeachfl.gov
Cc: MAmster@brzoninglaw.com; erica.padgett@sohohouse.com; samuel.hickman@sohohouse.com; MLarkin@brzoninglaw.com; cory.dorman@kimley-horn.com
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Good morning Oliver:

Sorry to be a pest. I just wanted to find out if there are additional questions or comments for the Soho Beach House traffic analysis.

Thank you
Adrian

Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 600 North Pine Island Road, Suite 450, Plantation, FL 33324
Direct: 954-535-5144 | Main: 954-535-5100

From: Oliver Rodrigues [mailto:Oliver@fteinc.net]
Sent: Monday, September 19, 2016 5:00 PM
To: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>; JOSIELFERRER@miamibeachfl.gov; AliSoltaniSobh@miamibeachfl.gov
Cc: MAmster@brzoninglaw.com; erica.padgett@sohohouse.com; samuel.hickman@sohohouse.com; MLarkin@brzoninglaw.com; Dorman, Cory <cory.dorman@kimley-horn.com>
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Adrian:

Per our telephone conversation this afternoon, the traffic responses for the subject project is under review. We will contact you if we have any questions.

Thank you, Oliver

Oliver R. Rodrigues, P.E., PTOE | **Senior Vice President**
2016 District 10 Florida Section ITE Vice President

Certified DBE | MBE Firm
8750 NW 36th Street | Suite 670 | Miami, FL 33178 | Tel: 305-463-8411, Ext. 102
oliver@fteinc.net | www.fteinc.net
Florida | *Chipley, Punta Gorda, Tampa, Tallahassee* | **Georgia** | **Kansas** | **Missouri**

From: Adrian.Dabkowski@Kimley-horn.com [mailto:Adrian.Dabkowski@Kimley-horn.com]
Sent: Thursday, September 15, 2016 8:56 AM
To: JOSIELFERRER@miamibeachfl.gov; Oliver Rodrigues; AliSoltaniSobh@miamibeachfl.gov
Cc: MAmster@brzoninglaw.com; erica.padgett@sohohouse.com; samuel.hickman@sohohouse.com; MLarkin@brzoninglaw.com; cory.dorman@kimley-horn.com
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Good morning All:

Our response to comments is attached. Oliver, I will call you today to discuss.

Thank you
Adrian

Adrian K. Dabkowski, P.E., PTOE
Kimley-Horn | 600 North Pine Island Road, Suite 450, Plantation, FL 33324
Direct: 954-535-5144 | Main: 954-535-5100

-------- Original message --------
From: "Ferrer, Josiel" <JOSIELFERRER@miamibeachfl.gov>
Date: 8/27/16 3:03 AM (GMT-05:00)
To: Matthew Amster <MAmster@brzoninglaw.com>
Cc: "Belush, Michael" <MichaelBelush@miamibeachfl.gov>, "Oliver Rodrigues (oliver@fteinc.net)" <oliver@fteinc.net>, "Soltani Sobh, Ali" <AliSoltaniSobh@miamibeachfl.gov>
Subject: FW: PB16-0052 Soho Beach House - Mandolin

Matthew,

Please see below for comments from Peer Reviewer on the Traffic Study for the Soho House. I defer to Planning for the deadline for responses.

Josiel Ferrer-Diaz
Transportation Manager
TRANSPORTATION DEPARTMENT
City of Miami Beach

From: Oliver Rodrigues [mailto:Oliver@fteinc.net]
Sent: Friday, August 26, 2016 9:30 AM
To: Ferrer, Josiel

Cc: Belush, Michael; Munday, Tui; Soltani Sobh, Ali
Subject: FW: PB16-0052 Soho Beach House - Mandolin

Josiel:

Attached are our peer review comments for the subject application. If you do not have any further questions or comment, then kindly forward to the applicant.

Thank you, Oliver

Oliver R. Rodrigues, P.E., PTOE
FTE
Tel: 305-463-8411, Ext. 102
oliver@fteinc.net | *www.fteinc.net*

From: Oliver Rodrigues
Sent: Wednesday, August 24, 2016 12:36 PM
To: 'Ferrer, Josiel'; Belush, Michael
Cc: Soltani Sobh, Ali; Munday, Tui
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Josiel:
I contacted Kinley-Horn this morning and requested the site plan showing the porte-cochere. I received the attached from KHA which shows 7 spaces. It looks constrained. I will prepare our comments.
Regards, Oliver

Oliver R. Rodrigues, P.E., PTOE
FTE
Tel: 305-463-8411, Ext. 102
oliver@fteinc.net | *www.fteinc.net*

From: Ferrer, Josiel [mailto:JOSIELFERRER@miamibeachfl.gov]
Sent: Wednesday, August 24, 2016 11:03 AM
To: Oliver Rodrigues; Belush, Michael
Cc: Soltani Sobh, Ali; Munday, Tui
Subject: RE: PB16-0052 Soho Beach House - Mandolin

Good Morning Oliver,

Based on your comments below, we need further clarification on the membership status and what their maximum membership will be. In regards to the porte-cochere, if your site visit indicates that 10 cars are not accommodated then the valet analysis should reflect that. The same should apply for the vehicles parked in the porte-cochere, if the stacking capacity is not available, then the valet analysis should reflect that. With those questions pending, I do not think we can recommend approval.

Respectfully,

MIAMIBEACH

Josiel Ferrer-Diaz, E.I. *Transportation Manager*
TRANSPORTATION DEPARTMENT
1700 Convention Center Drive, Miami Beach, Florida 33139
305-673-7514 www.miamibeachfl.gov

We are committed to providing excellent public service and safety to all who live, work and play in our vibrant, tropical, historic community.

From: Oliver Rodrigues [mailto:Oliver@fteinc.net]
Sent: Wednesday, August 24, 2016 10:10 AM
To: Ferrer, Josiel; Belush, Michael
Cc: Soltani Sobh, Ali; Munday, Tui
Subject: FW: PB16-0052 Soho Beach House - Mandolin

Josiel/Michael:

I have been reviewing the subject traffic analysis. Here are my thoughts **for your input** before preparing the peer review memo.

1. The traffic engineer states that membership is not expected to increase. However, the hotel's website accepts applications for Local House and Under 27 Local House membership which I interpret to be local residents not staying at the hotel. https://www.sohobeachhouse.com/membership

2. In comparison, the Eden Roc increased the number of restaurant seats when Nobu moved from the ShoreClub. I need to check to see what was required.

3. The traffic engineer states that the porte-cochere can accommodate 4 vehicles in the inner lane and 6 vehicles in the outer lane. I would like to visit the property and measure the porte-cochere to confirm that with 10 vehicles, doors can open and guests and unload and load within this area. Please notify Matt Amster at Bercow Randell & Fernandez.

4. From my field review there is no traffic separators (cones) to delineate the inner and outer lanes. From my preliminary field visit it looks constricted. Therefore, vehicles pull in using both lanes and causes queuing onto Collins Avenue blocking the sidewalk. What recourse does the City have to enforce this from occurring?

5. The traffic engineer states that vehicles that cannot be accommodated in the Charles garage are parked in the porte-cochere. State what type of vehicles? How many parking spaces are reserve d for the SOBO House? From the conditional use permit, do we know how many spaces they have in the Charles garage?

6. The traffic engineer needs to sign and seal their submittal.

Thank you, Oliver

Oliver R. Rodrigues, P.E., PTOE
FTE
Tel: 305-463-8411, Ext. 102
oliver@fteinc.net | *www.fteinc.net*

From: Belush, Michael [mailto:MichaelBelush@miamibeachfl.gov]
Sent: Monday, August 08, 2016 4:15 PM
To: Munday, Tui; Ferrer, Josiel; Oliver Rodrigues
Subject: RE: PB16-0052

Yes there should be time, if this is as minor of an application as the applicant claims.

MIAMIBEACH
Michael Belush, ***AICP***
Planning & Zoning Manager

PLANNING DEPARTMENT
1700 Convention Center Drive, Miami Beach, FL 33139
Tel: 305-673-7000 x6258 / Fax: 305-673-7559 / web.miamibeachfl.gov/planning

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From: Munday, Tui
Sent: Monday, August 08, 2016 4:15 PM
To: Ferrer, Josiel; Belush, Michael; Oliver Rodrigues (Oliver@fteinc.net)
Subject: RE: PB16-0052

Michael,

I can invoice this in Energov today, but more importantly is there enough time to have the peer review done by Sept. 5?

MIAMIBEACH
Tui Munday, *Senior Planner*
PLANNING DEPARTMENT
1700 Convention Center Drive, Miami Beach, FL 33139
Tel: 305-673-7000 X 6320 / Fx: 305-673-7559 / www.miamibeachfl.gov

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Please do not print this e-mail unless necessary.

From: Ferrer, Josiel
Sent: Monday, August 08, 2016 3:24 PM
To: Belush, Michael
Cc: Gianeli Mestre; 'Matthew Amster'; Munday, Tui
Subject: RE: PB16-0052

Yes Michael. I do not have the staff to review this internally right now.

From: Belush, Michael
Sent: Monday, August 08, 2016 11:23 AM
To: Ferrer, Josiel
Cc: Gianeli Mestre; 'Matthew Amster'; Munday, Tui
Subject: RE: PB16-0052

Hi Josiel,

Do you want to review this or have us send this to the peer reviewer? We really need to know today.

Thanks,

MIAMIBEACH
Michael Belush, ***AICP***

Planning & Zoning Manager

PLANNING DEPARTMENT
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Tel: 305-673-7000 x6258 / Fax: 305-673-7559 / web.miamibeachfl.gov/planning

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From: Matthew Amster [mailto:MAmster@brzoninglaw.com]
Sent: Monday, August 01, 2016 3:24 PM
To: Belush, Michael; Munday, Tui
Cc: Ferrer, Josiel; Gianeli Mestre
Subject: RE: PB16-0052

Michael,

We did speak about no traffic peer review, subject to Xavier and Josiel's review and they determined no peer review is needed and that they would review internally. The change is minimal, to Mandolin Beach in the rear yard only and this is a private members-only area, not open to the public. Further, the membership of Soho House is not increasing so the amenity is being revamped for the present population. The change is 28 to 72 seats (91 to 125 occupants) and Adrian Dabkowski evaluated based on this change to the private area only. He also addressed the current valet operation, as requested by Josiel and Xavier. All other areas, both public and private, remain the same as before. Also, the trash and loading operations remain as before with no change.

Matt

Bio | Vcard

MATTHEW AMSTER, ESQ.
Bercow Radell & Fernandez
200 South Biscayne Boulevard, Suite 850
Miami, FL 33131
305.377.6236 | Office
305.753.7064 | Cell
305.377.6222 | Fax
mamster@brzoninglaw.com

BERCOW RADELL & FERNANDEZ
ZONING, LAND USE AND ENVIRONMENTAL LAW

www.brzoninglaw.com

From: Belush, Michael [mailto:MichaelBelush@miamibeachfl.gov]
Sent: Monday, August 1, 2016 3:14 PM

To: Matthew Amster <MAmster@brzoninglaw.com>; Munday, Tui <TuiMunday@miamibeachfl.gov>
Cc: Ferrer, Josiel <JOSIELFERRER@miamibeachfl.gov>; Gianeli Mestre <gmestre@brzoninglaw.com>
Subject: RE: PB16-0052

I don't believe I said no peer review. I thought you were going to do a traffic study showing current operation and impact of additional occupancy.

We need the peer review to review what you submitted, as well as transportation.

The occupancy is being increased correct? And it is open to the public? With access from the boardwalk?

MIAMIBEACH
Michael Belush, ***AICP***
Planning & Zoning Manager

PLANNING DEPARTMENT
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Tel: 305-673-7000 x6258 / Fax: 305-673-7559 / web.miamibeachfl.gov/planning

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From: Matthew Amster [mailto:MAmster@brzoninglaw.com]
Sent: Monday, August 01, 2016 3:08 PM
To: Munday, Tui
Cc: Belush, Michael; Ferrer, Josiel; Gianeli Mestre
Subject: RE: PB16-0052

Tui,

Thanks for the comments. We will have the team review and address.

Regarding the traffic review, we previously met with Xavier (before he left) and Josiel Ferrer (copied here) and due to the minor change, all agreed that no peer review is needed for this application.

Matt

Bio | Vcard

MATTHEW AMSTER, ESQ.
Bercow Radell & Fernandez
200 South Biscayne Boulevard, Suite 850
Miami, FL 33131
305.377.6236 | Office
305.753.7064 | Cell
305.377.6222 | Fax
mamster@brzoninglaw.com

BERCOW RADELL & FERNANDEZ
ZONING, LAND USE AND ENVIRONMENTAL LAW

www.brzoninglaw.com

From: Munday, Tui [mailto:TuiMunday@miamibeachfl.gov]
Sent: Monday, August 1, 2016 3:01 PM
To: Matthew Amster <MAmster@brzoninglaw.com>
Cc: Gianeli Mestre <gmestre@brzoninglaw.com>; Gregory Fontela <gfontela@brzoninglaw.com>
Subject: RE: PB16-0052

Good Afternoon,

Staff has reviewed your submittal for the above noted and has found that the application is not complete. Critical information we requested is missing.

Please find attached the Correction Report with comments, this comments are also submitted from the system to you in a separate email.

Please provide this information by Thursday August 04, to correct all noted deficiencies, submit this information electronically, and please confirm with the Planning reviewer that the new versions have successfully uploaded.

I am confirming what amount to invoice for FTE peer review of traffic.

MIAMIBEACH

Tui Munday, *Senior Planner*
PLANNING DEPARTMENT
1700 Convention Center Drive, Miami Beach, FL 33139
Tel: 305-673-7000 X 6320 / Fx: 305-673-7559 / www.miamibeachfl.gov

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