

July 30, 2024

City of Miami Beach
Transportation & Mobility Department
1700 Convention Center Drive
Miami Beach, Florida 33139

Re: 40 Island Way -The Standard - Comments Dated 5/20/2024

Traf Tech Engineering, Inc. has addressed the traffic-related comments prepared by The Corradino Group (comment dated May 20, 2024). The responses to the traffic-related comments are provided below:

Comment 1: Please include all pages from the ITE Trip Generation Manual, 11th edition referenced within the traffic study as part of one of the Appendices with the next submittal of the traffic study.

Response 1: *Appendix D of the updated traffic study includes the pertinent pages for the ITE document.*

Comment 2: Traffic impact study (TIS) must be signed and sealed by a professional engineer registered in the State of Florida. The traffic study received has not been sealed by the engineer responsible for the preparation of the same. Please address this issue.

Response 2: *The updated traffic study has been signed and sealed by the engineer of record.*

Comment 3: Please identify the buildout year for the proposed modifications to the site within the TIS.

Response 3: *The anticipated buildout year is 2028 and is referenced in the updated traffic study.*

Comment 4: Please provide a site plan figure that depicts the location of the proposed gate, and label any relevant distances for the valet operations, such as, from the valet parking stand pick-up to the proposed furthest parking stall within the garage, from the proposed gate to Island Avenue, etc.

Response 4: *The latest site plan is included in Appendix A of the traffic study dated June 2024.*

Comment 5: Please provide a detailed valet parking operational analysis for the proposed modifications to the site including the following:

- Ensure that the arrival rate for any valet parking queuing analysis is based on the sum of the peak hour entering and exiting trip generation estimates.
- Use the hotel trip generation rate for occupied rooms and compare it to the Saturday's peak hour generator for the hotel's valet parking queuing analysis arrival rate. Use the most conservative of the two for the minimum number of valet runners needed.
- Please provide a detailed narrative of the proposed operations of the gate and add any necessary processing time needed by the gate to the valet parking analysis. The analysis must ensure that traffic queues do not interfere with local traffic traveling along Island Way.

Response 5: *A valet operation section has been added to the updated report addressing the above comments.*

Comment 6: It is not clear how the 50 parking spaces shown on Project Data Sheet A0.03 for the use of the **105** hotel rooms and the hotel's accessory uses, such as, the restaurants and banquet/meeting rooms were calculated. Please provide with your response the appropriate references to the Miami Beach Code of Ordinance sections used for the parking calculations, make sure to include any additional parking requirements for the hotel's accessory uses as needed per City's code. Make sure to update the provided traffic study to include any new parking requirements if needed.

Response 6: *The property is developed with an existing 105 room hotel and accessory uses with 0 parking spaces. The hotel is legally*

nonconforming and therefore subject to Chapter 2, Article XII of the City Resiliency Code. Specifically, this project is governed by Section 2.12.8(c)(5), which allows this property to demolish and reconstruct existing legal nonconforming hotel rooms without triggering a need for the entire property to comply with the current requirements of the Code. That section specifically states that the required parking for the reconstruction, must be satisfied within the property. Parking does not need to be provided for the existing hotel rooms or accessory uses that are not being demolished and reconstructed. Accordingly, the project is providing 2 spaces per residential unit larger than 1,200 square feet in size, and 1 space per hotel unit, in accordance with Section 5.2.4.1 of the Resiliency Code. The project complies with the applicable parking requirement and represents a significant improvement from the existing condition with 0 on-site parking spaces.

Comment 7: What is the plan if the proposed 66 parking stalls are not sufficient to handle the peak demand of the current and proposed uses of the site? Will the existing off-site parking lot currently being used by the Hotel for the valet parking operations be available to handle any additional demand not handled by the project site? The proposed reduction of trips may need to be modified if additional parking will still need to be accessed at the off-site parking lot north of 18th Street.

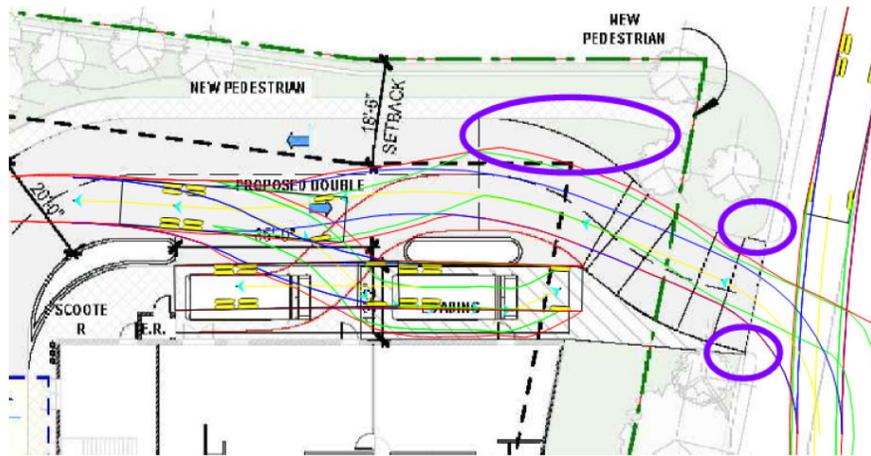
Response 7: The current off-site valet parking lot has a capacity to accommodate 64 parked vehicles. However, the valet operator indicated that during special events at The Standard, they may have up to 72 vehicles, which they accommodate at the off-site parking lot by parking on drive aisles. They never exceed 72 vehicles.

As indicated previously, the proposed on-site parking lot will have a capacity to accommodate 66 parked vehicles. Assuming that six (6) additional vehicles wish to park for a maximum of 72 cars, and these vehicles are not accommodated on drive aisles like most valet operators do, then these six overflow vehicles will have to be parked off site. Since each vehicle creates 2 trips (one inbound and one outbound) and using the 1.92 multiplier with off-site valet parking (refer to Attachment E of the July 2024 traffic study), the six overflow parked vehicles would theoretically generate 23 daily trips (6 x 2 x 1.92).

Referring to Table 1 of the July 2024 traffic report, the proposed development would generate 890 daily trips when 72 cars have to be parked (867 + 23). This equates to approximately 747 less daily trips than current conditions, which results in approximately a 46% trip reduction on

the causeway, as opposed to the 47% trip reduction documented in Table 1. It is important to note that these 23 additional trips would only occur if the valet operator cannot accommodate the 6 overflow vehicles on site or on nearby parking spaces.

Comment 8: Multiple maneuverability exhibits show the design vehicle accessing the site from Island Avenue's opposite direction of travel and/or backing into the site while zigzagging along the proposed horizontal curves of the drive aisle. Please consider modifying the proposed access driveway's radii with a larger one, as well as straightening the access to the site. This will not only assist larger vehicles by easing access to the site but may also help with better visibility while backing into the site. (See snippet below)



Response 8: The updated traffic study includes updated AutoTURN superimposed on the latest site plan. As in most cases, trucks tend to use all available pavement widths to park/unpark their large vehicles during the loading/unloading operation.

Comment 9: Please provide a site plan that identifies the 15' x 15' safe sight triangles required per City's code at all access driveways.

Response 9: The required safe sight triangles are reflected in the updated site plan contained in Appendix A of the June 2024 traffic study.

Comment 10: Please provide a pavement marking and signage plan which provides design details including all required pavement markings and signage per the Manual of Uniform Traffic Control Devices at the proposed hotel's access driveway.

Response 10: Detailed civil plans will be submitted by others during subsequent phases of the project.

Please call me if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

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