



MEMORANDUM

To: Nicholas Noto
Bilzin Sumberg

From: Adrian K. Dabkowski, P.E., PTOE

Handwritten initials 'AK' in blue ink, enclosed within a blue circular scribble.

Date: July 31, 2024

***Subject: Royal Palm South Beach Hotel
1545 Collins Avenue
Driveway Modification Justification Memorandum***

The purpose of this memorandum is to justify the proposed driveway modification for the Royal Palm South Beach Hotel located at 1545 Collins Avenue in Miami Beach, Florida. The access is proposed to be updated for current Florida Department of Transportation (FDOT) access management criteria as well as to be able to accommodate the scale of the proposed redevelopment.

The hotel was originally constructed in 1939 with a single full-access driveway on Collins Avenue, similar to what is being proposed as part of this application. Currently, access to the site is provided via one (1) ingress-only driveway and one (1) egress-only driveway on Collins Avenue north of 15th Street. The ingress-only driveway is located downstream of (north of) the egress-only driveway along the east side of Collins Avenue. Loading access is provided via one (1) shared full-access driveway on Collins Avenue south of the egress-only driveway and north of 15th Street. The loading driveway is shared between the Royal Palm South Beach Hotel and adjacent properties south of the hotel. A site location map, historic 1939 site plan, existing site circulation, and conceptual site plan is provided in Attachment A.

The proposed redevelopment includes consolidation of existing ingress and egress passenger vehicle driveways into one (1) full-access driveway centered between the circulating drive aisles. This modification would improve vehicle circulation entering and exiting the site as, under the existing configuration, exiting right-turning vehicles could conflict with entering right-turning vehicles as the driveways have only approximately 25 feet of spacing and the ingress-only driveway is located downstream (north of) of the egress-only driveway. The existing configuration provides clockwise circulation on-site which is counterintuitive for drivers. Additionally, as the upstream (south of) driveway is an egress-only driveway, entering vehicles unfamiliar with the driveway configuration, most likely will attempt to turn into the first driveway, as typically entering driveways are located before or on the righthand side of exiting traffic, resulting in a conflict with exiting vehicles. The proposed circulation plan will eliminate this condition.

Furthermore, valet vehicles from the parking garage on-site must exit onto Collins Avenue to travel from the southern drive aisle to the northern drive aisle, resulting in unnecessary external trips. The proposed circulation plan will internalize all valet trips.

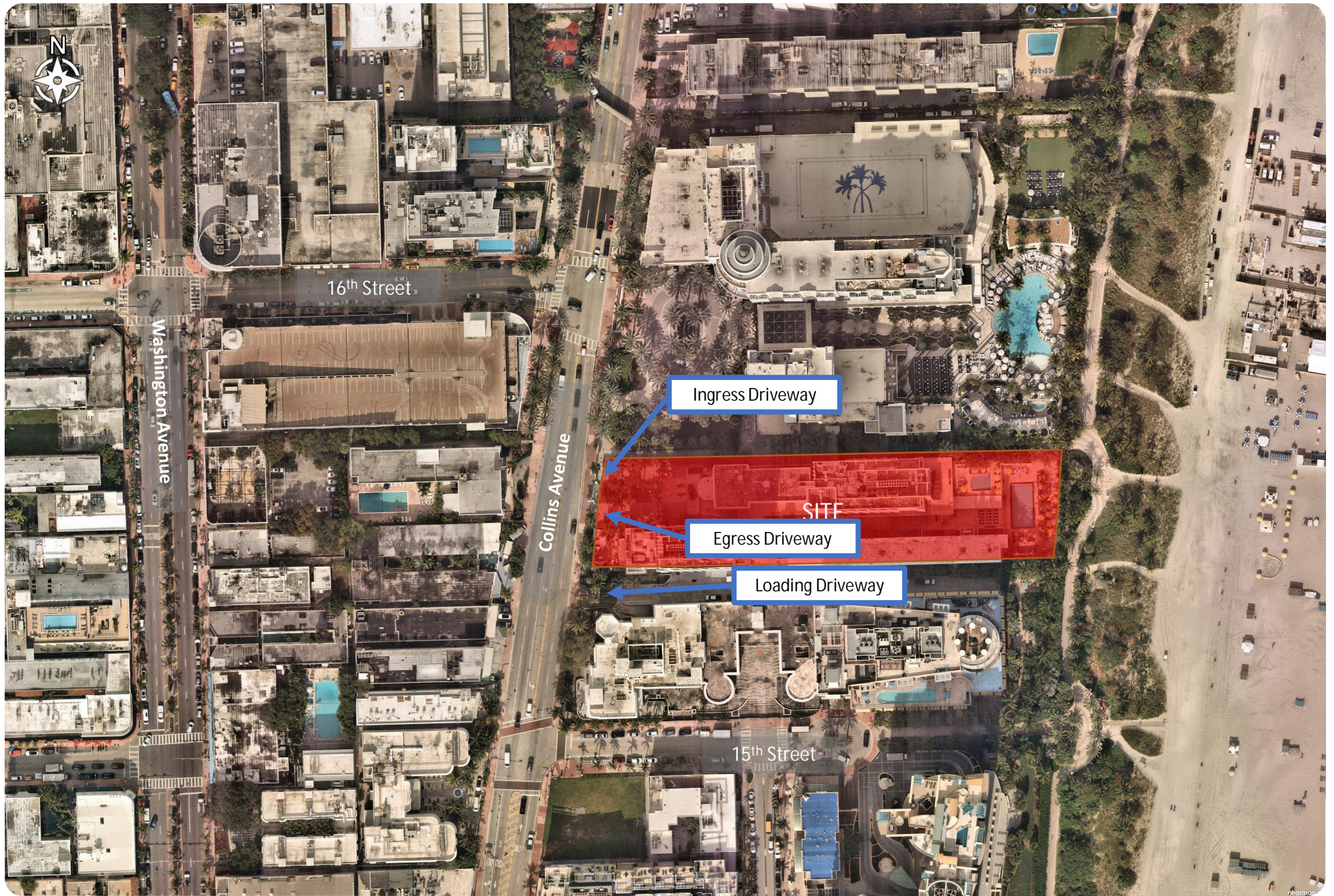
In addition to the existing operational issues, the existing driveways also have access spacing issues

with other driveways on Collins Avenue based on FDOT access management criteria. As Collins Avenue is maintained by FDOT and is designated as an Access Class 7 roadway, the minimum recommended driveway spacing by FDOT is 125 feet per the FDOT *Multimodal Access Management Guidebook*, 2023. The existing driveways have approximately 25 feet of spacing between them, the southern existing driveway is spaced approximately 85 feet from the adjacent driveway to the south (32% variance from guidance), and the northern driveway is spaced approximately 170 feet from the adjacent driveway to the north. Note that changing the driveway circulation to counterclockwise and maintaining the two (2) driveways, would still require a 32% variance from FDOT guidance. The proposed driveway modification would largely resolve the access spacing issue with the new proposed driveway being spaced approximately 106 feet from the adjacent driveway to the south (15% variance) and approximately 190 feet from the adjacent driveway to the north.

The proposed driveway modification resolves the aforementioned issues. The proposed driveway configuration improves vehicle circulation both on-site and on Collins Avenue adjacent to the site while also better adhering to FDOT driveway spacing guidance. A maneuverability analysis was also prepared for the proposed driveway and site circulation. The analysis was performed using Transoft's *AutoTurn 11* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, 2018. The analysis was prepared using a passenger (P) vehicle for the ground floor driveway and drive aisle. The maneuverability analysis determined that passenger vehicles will be able to ingress, egress, and travel through the site without conflict. The maneuverability analysis plot is provided in Attachment B.

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Attachment A
Site Location Map and Site Plan



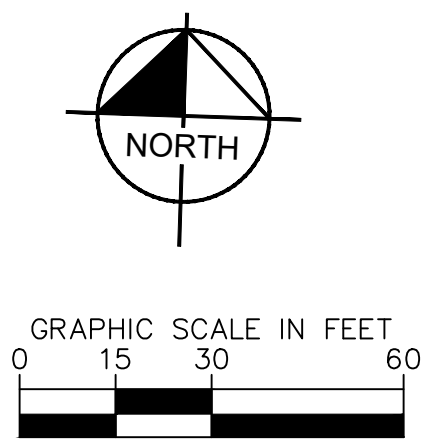
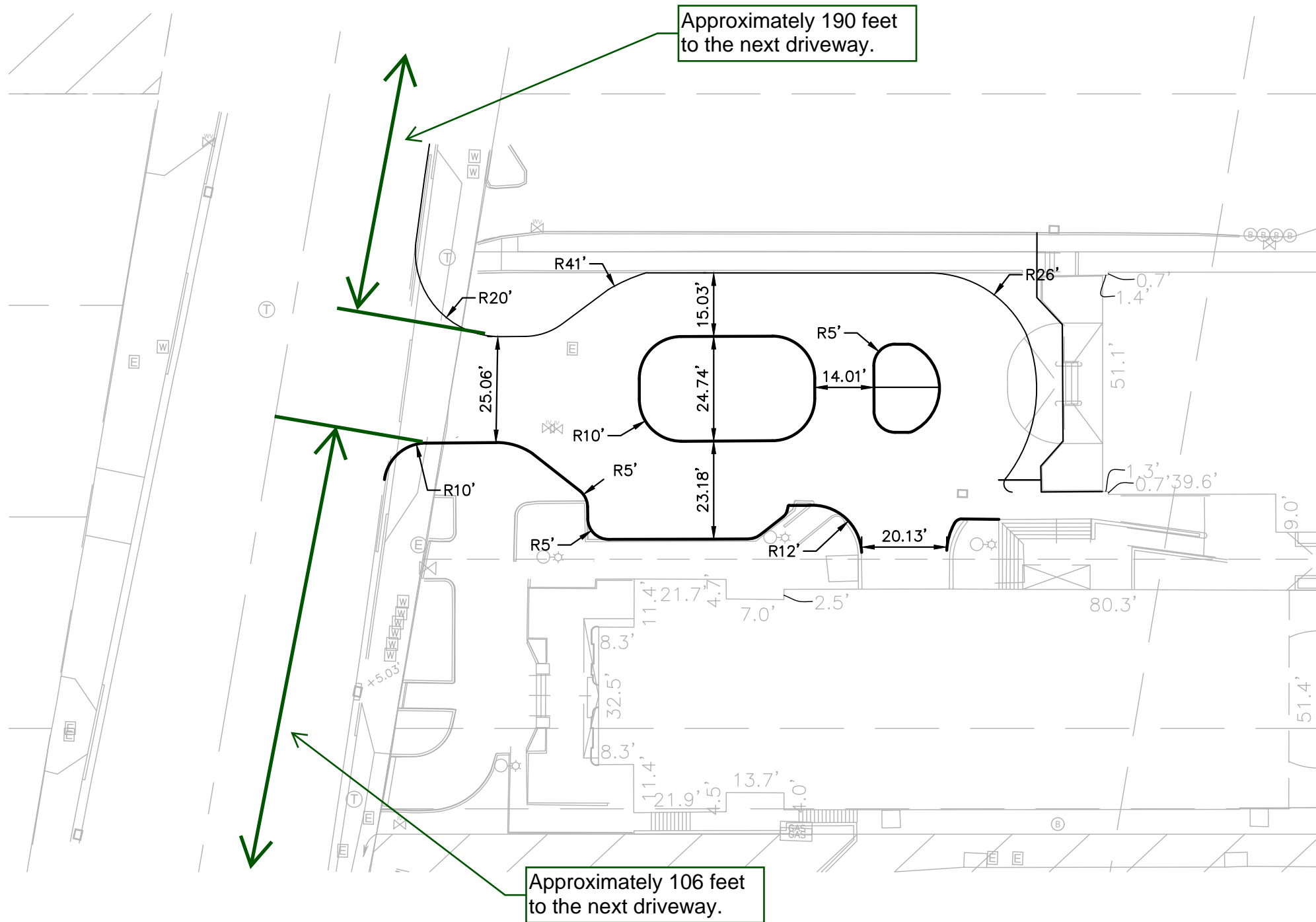
The image displays a set of architectural drawings for the USS Arizona Memorial. At the top, there are two elevation views of the building's facade, showing its symmetrical design with a central entrance and two side wings. Below these are two plan views: a larger one showing the overall footprint of the building and a smaller one showing a cross-section. The drawings are detailed with structural lines, dimensions, and annotations. A prominent note section is located at the bottom left, providing specific instructions and references for the construction of the memorial. The drawings are rendered in a technical style, typical of mid-20th-century architectural plans.

NOTE:

1. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE ARCHITECTURAL
 DRAWINGS & STRUCTURAL DRAWINGS FOR THE COMPLETE MEMORIAL BUILDING.
 2. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ARCHITECTURAL DRAWINGS.
 3. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE STRUCTURAL DRAWINGS.
 4. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ELECTRICAL DRAWINGS.
 5. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE MECHANICAL DRAWINGS.
 6. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE LANDSCAPE ARCHITECTURE DRAWINGS.
 7. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE CIVIL ENGINEERING DRAWINGS.
 8. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE HISTORICAL RESEARCH AND DOCUMENTATION.
 9. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF THE MEMORIAL.
 10. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN OF THE MEMORIAL.

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Plotted By: Hansen, Andrew Sheet Set: Kha Layout: Round Maneuver July 19, 2024 01:04:30pm K:\MIB_Civil\000000000_Royal Palm Hotel\CIVIL\CADD\Exhibits\2024-07-10_Fire Truck Maneuver\Site Plan Exhibit.dwg
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Attachment B

Maneuverability Analysis

