



MEMORANDUM

To: Rogelio A. Madan, AICP
City of Miami Beach Planning Department

From: Adrian K. Dabkowski, P.E., PTOE 
Ariel B. Centurion, P.E. 

Date: November 10, 2025

Subject: 6945 Abbott Avenue (DRB25-1088)
Driveway Feasibility Review Memorandum

The purpose of this memorandum is to summarize the findings of a feasibility review for a potential driveway associated with the proposed 6945 Abbott Avenue redevelopment in Miami Beach, Florida. This property fronts Abbott Avenue to the west and is bordered by private parcels to the north, south, and east.

Currently, the site does not have a driveway and does not propose one on Abbott Avenue given the parcel's limited frontage. Based on input from the City of Miami Beach Design Review Board (DRB), this review was conducted to evaluate the feasibility of a driveway on Abbott Avenue and assess the potential impact of providing valet service either on-site or within the on-street parking along Abbott Avenue. A site location map and current proposed site plan are provided in Attachment A.

DRIVEWAY MANEUVERABILITY ANALYSIS

The site has approximately 50 feet of frontage along Abbott Avenue. As part of the proposed redevelopment, a 10-foot setback will be provided along the north side of the property consistent with the zoning requirements of the North Beach Town Center Central Core (TC-C) zoning the property is located in. The north setback will serve as a pedestrian paseo to provide a 20-foot pedestrian walkway created by adjacent properties between Collins Avenue and Indian Creek Drive. With this setback, the property has approximately 40 feet of frontage available for driveway access.

A maneuverability analysis was prepared for a potential on-site driveway using Transoft's *AutoTurn* 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) design vehicle. Maneuvers were prepared for the following driveway configurations:

- Scenario 1: Porte-cochere driveway with 10-foot pedestrian paseo provided
- Scenario 2: Porte-cochere driveway with no pedestrian paseo provided

Additionally, a maneuverability analysis was prepared for access to a potential on-site loading bay using a single-unit 30-foot (SU-30) design vehicle. This analysis included an on-site turnaround maneuver and a back-in ingress maneuver from Abbott Avenue.

The results of the maneuverability analysis indicate that a pedestrian paseo and porte-cochere cannot

be simultaneously provided given the lack of frontage along Abbott Avenue in this scenario. Incorporating both elements would require additional width that the property does not have.

Additionally, if a porte-cochere was provided, the site would not be able to accommodate any other uses on the ground level. This area would also reduce the space available for column placement to support the building structure. Furthermore, the existing on-street parking and loading spaces would be negatively impacted. The results of the loading vehicle maneuverability analysis indicate an on-site loading vehicle turnaround maneuver cannot fit within the boundaries of the property. Requiring loading vehicles to reverse into the site from public right-of-way would generate unsafe conditions as loading vehicles would conflict with vehicles traveling along Abbott Avenue and with pedestrians and bicyclists traveling along the east sidewalk along Abbott Avenue. This reverse maneuver would also restrict access to the driveway and on-street parking along the east side of Abbott Avenue south of the site when this maneuver is being performed.

Maneuverability analysis plots are provided in Attachment B.

ON-SITE VALET/PARKING IMPACTS TO OFF-SITE TRAFFIC

Currently the site is not proposed to provide on-site valet. All hotel guests and employees are expected to walk, bike, use public transit, use rideshare, or park off-site to access the site. If on-site valet was provided, hotel guests and employees would be encouraged to drive to and from the site and increase vehicular traffic along Abbott Avenue adjacent to the site.

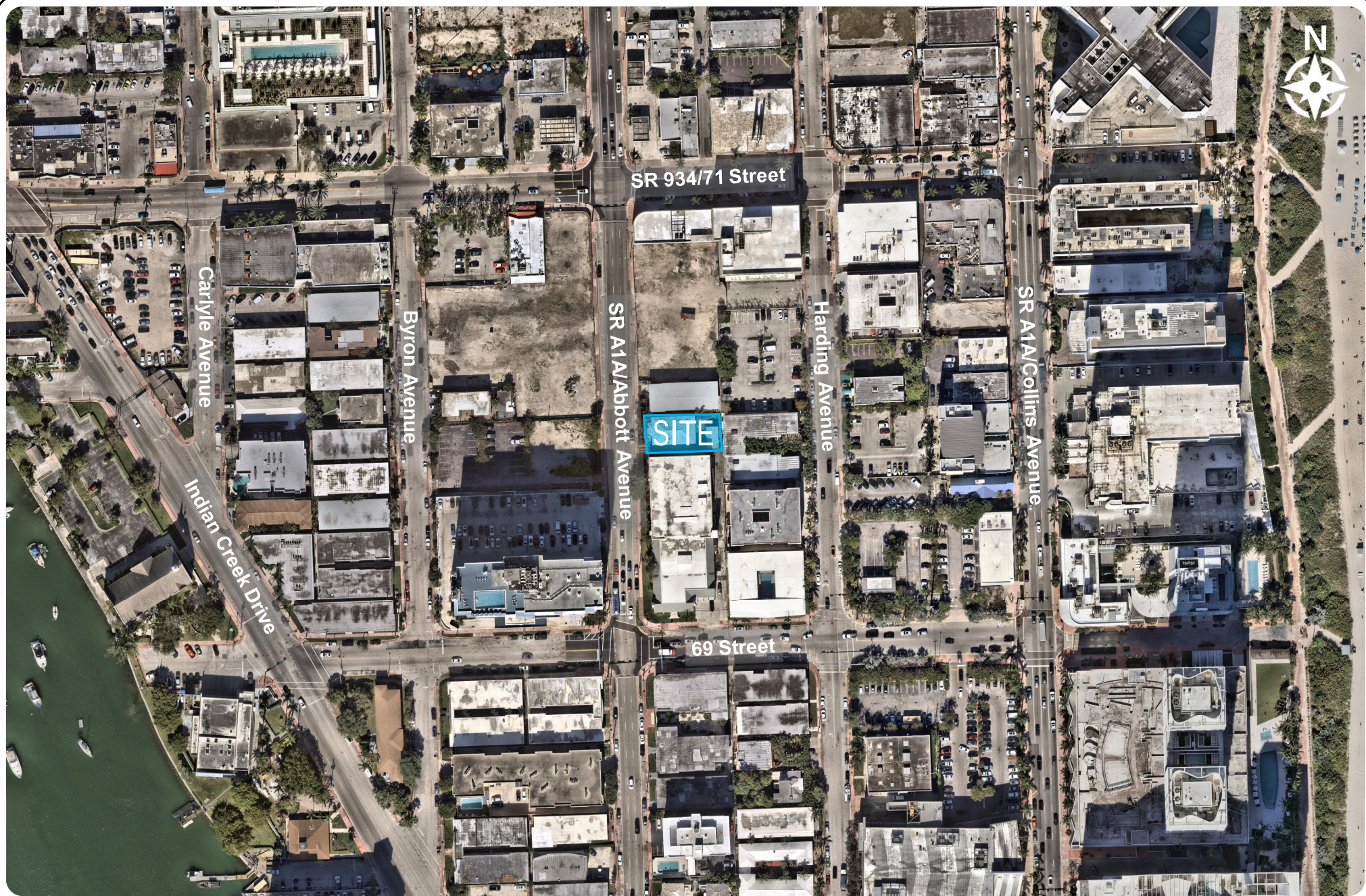
A valet operation would also generate double the project trip generation and reduce parking supply in the vicinity of the site. The project is expected to generate 19 A.M. peak hour and 26 P.M. peak hour vehicular trips. With valet, the number of trips would increase to 38 A.M. peak hour and 52 P.M. peak hour vehicular trips as arriving guests would drive vehicles to the site and valet attendants would then circulate the adjacent roadway network to drive these vehicles to an off-site parking area. A valet service would also require off-site parking spaces to be reserved, reducing the parking supply available for residents and visitors to other uses within this area.

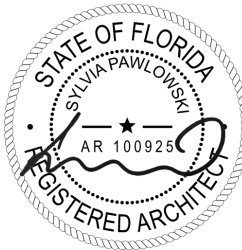
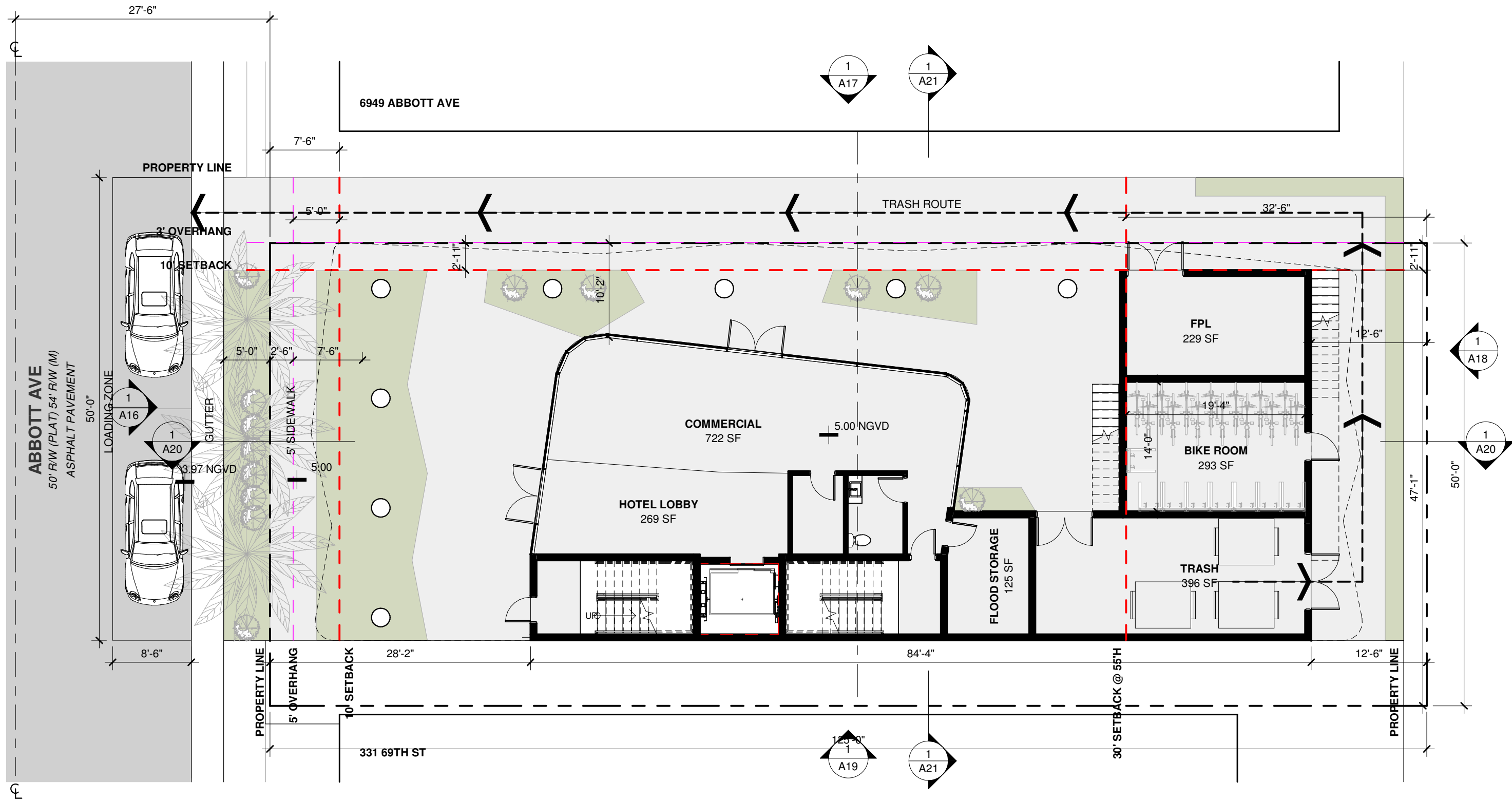
CONCLUSION

Utilizing the existing 50-foot, on-street loading area for hotel loading/unloading operations would resolve the aforementioned issues. This loading area would have the capacity to store (2) passenger vehicles or one (1) passenger vehicle and one (1) loading/refuse vehicle simultaneously. The configuration of this loading area also allows each loading/unloading position to be occupied without restricting access to the other position. Vehicles can also exit this area without conflicting with pedestrians or reversing into the travel lanes along Abbott Avenue.

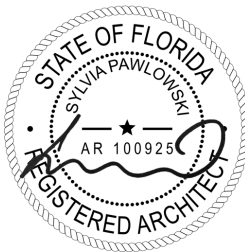
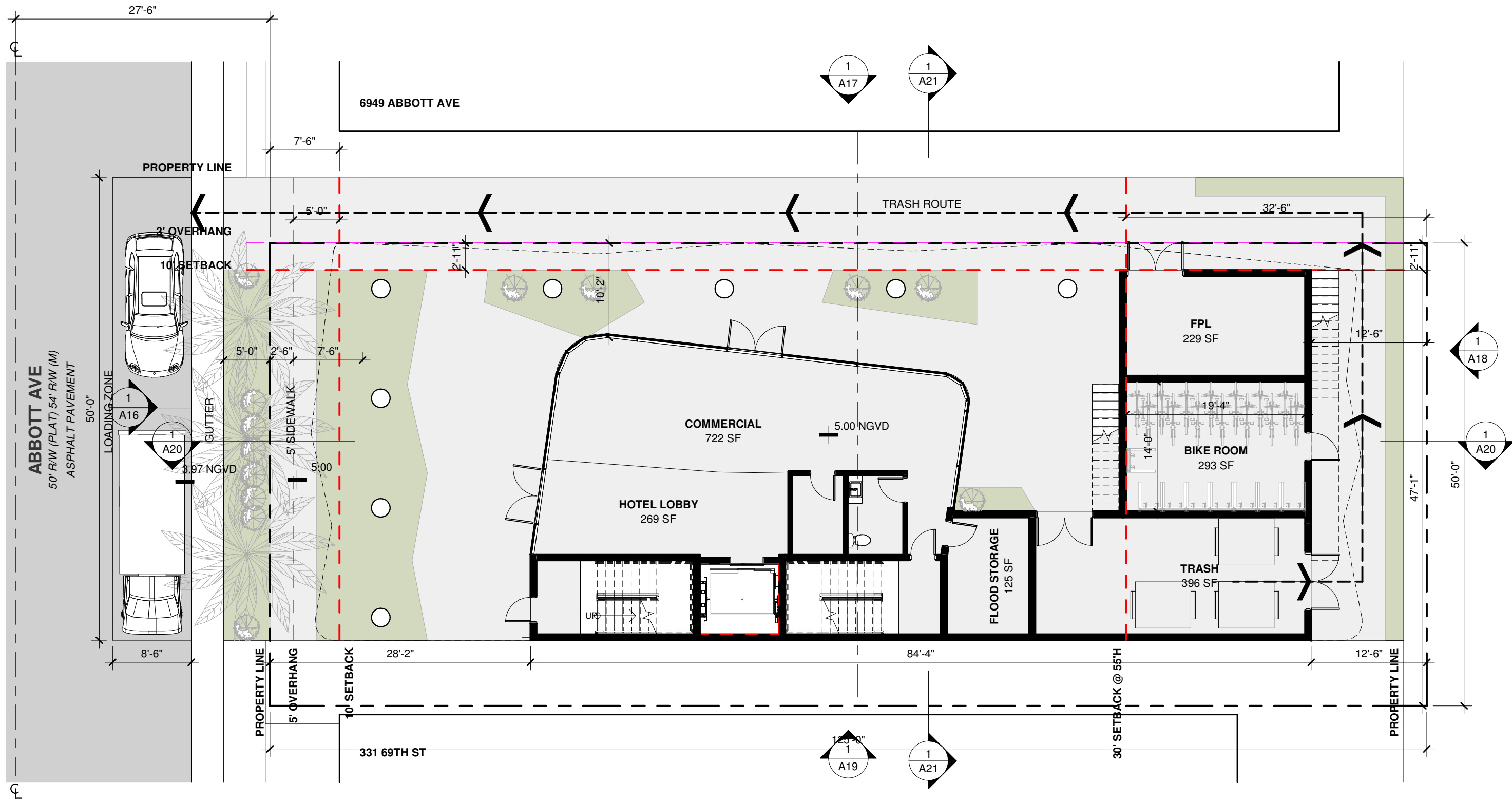
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Attachment A
Site Location Map and Site Plan





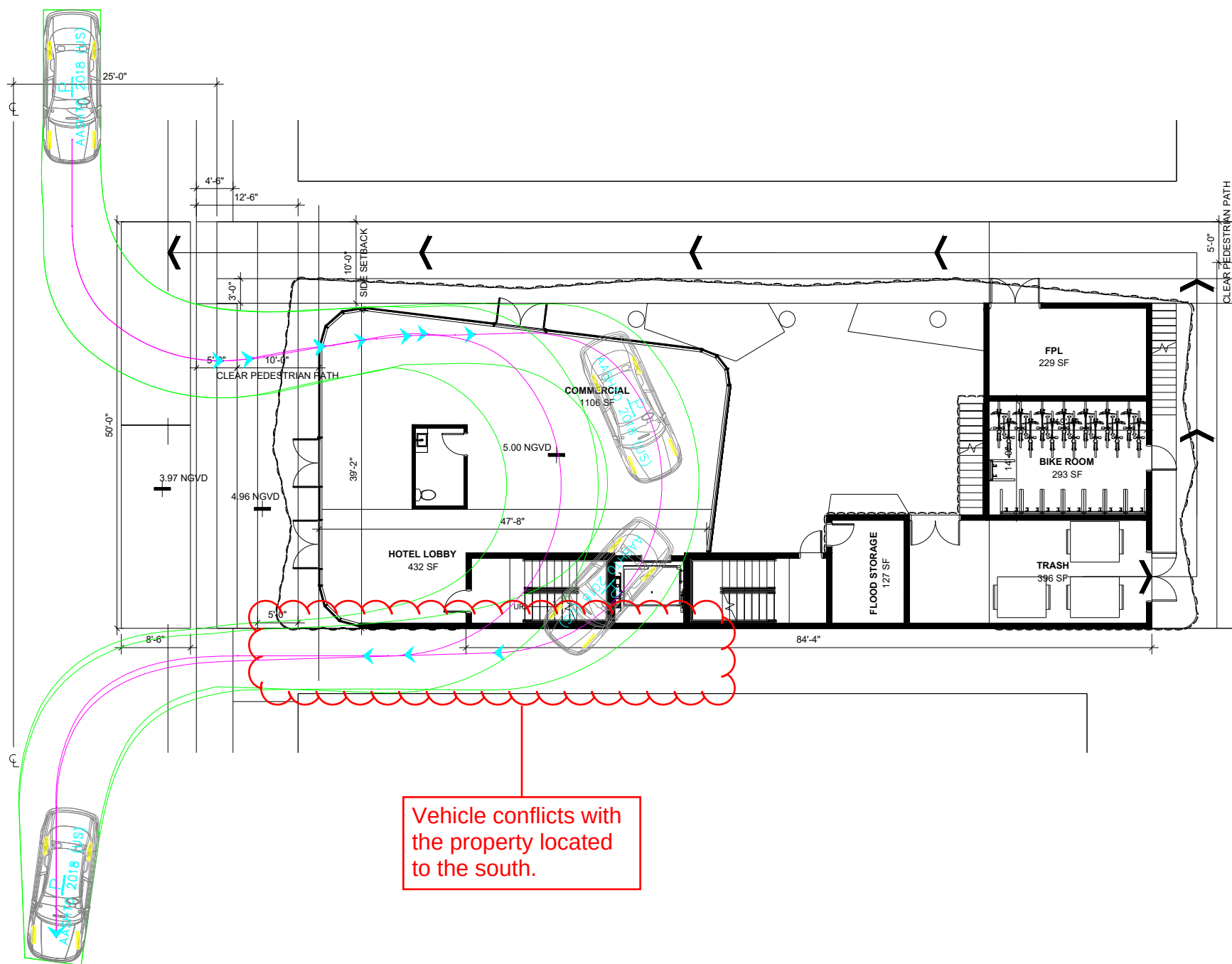
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M77R 7290 NW 1ST COURT MIAMI FL 33150 www.ma77er.com		ABBOTT M 6945 LLC 6945 ABBOTT AVE MIAMI BEACH FL 33141	6945 ABBOTT AVE	LEVEL 1 PLAN 2025.02.11 3/32" = 1'-0" 2407	A10



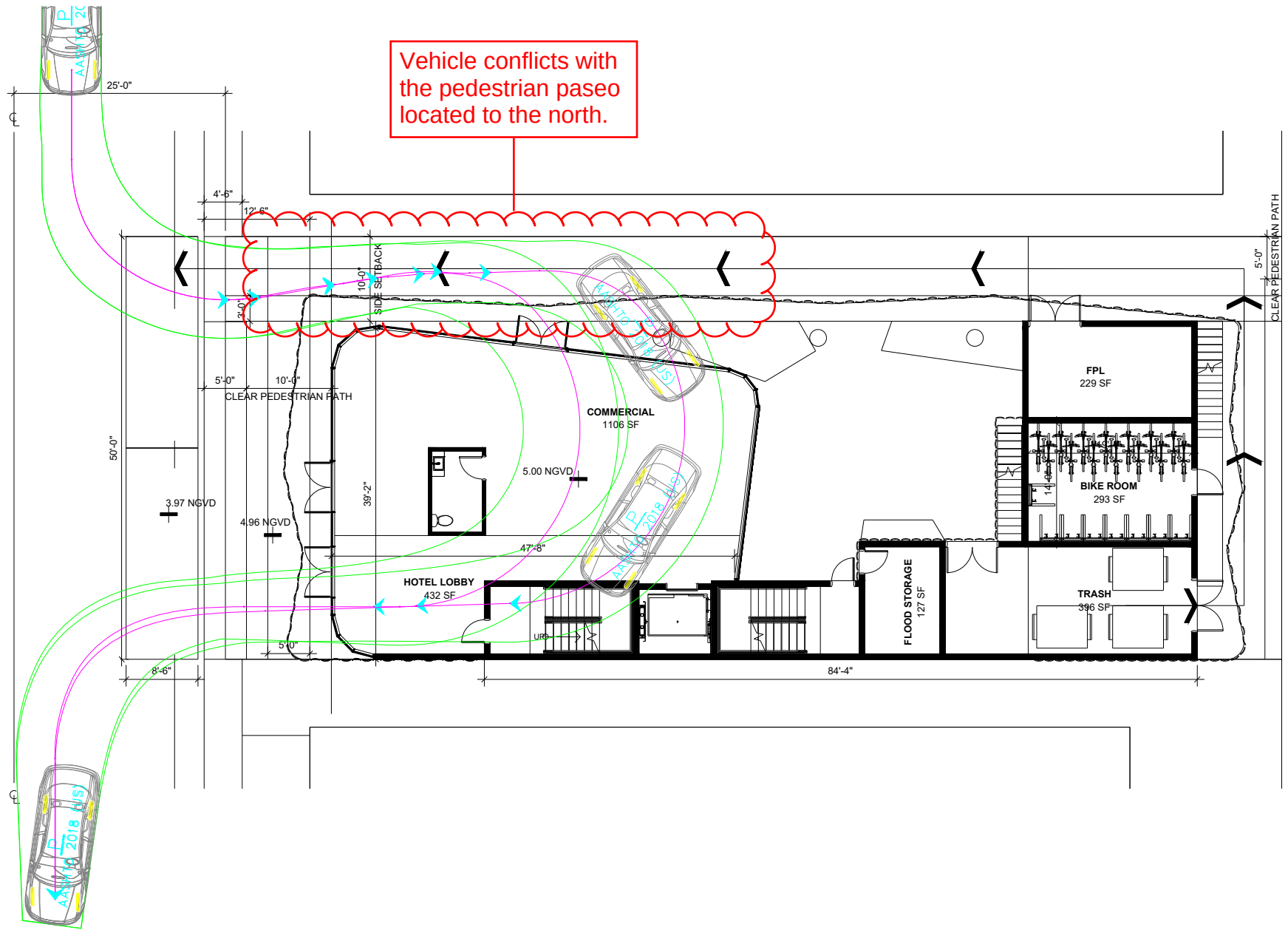
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Attachment B
Maneuverability Analysis

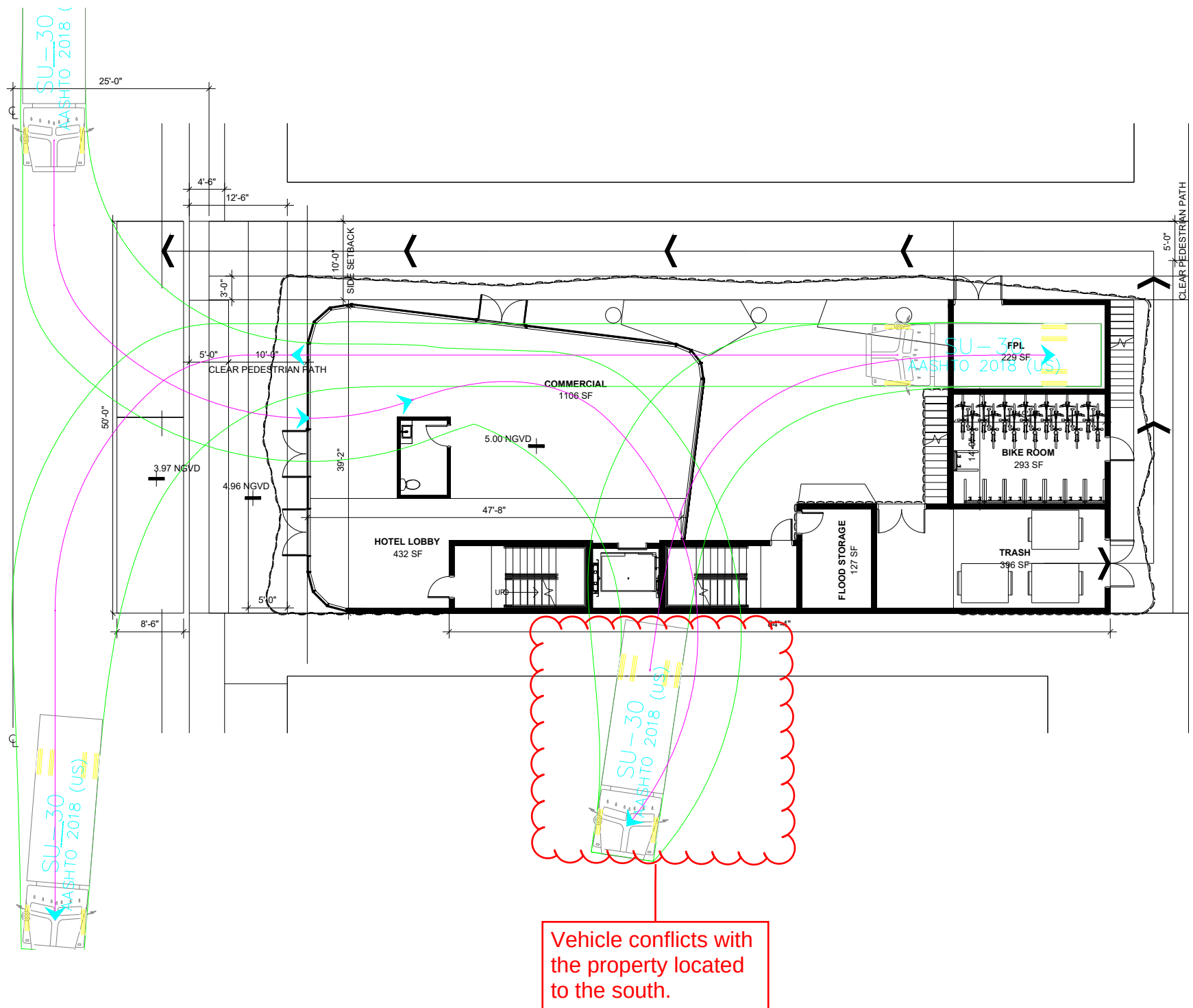
Maneuverability Analysis - Scenario 1: Driveway access to porte-cochere, 10-foot pedestrian paseo provided



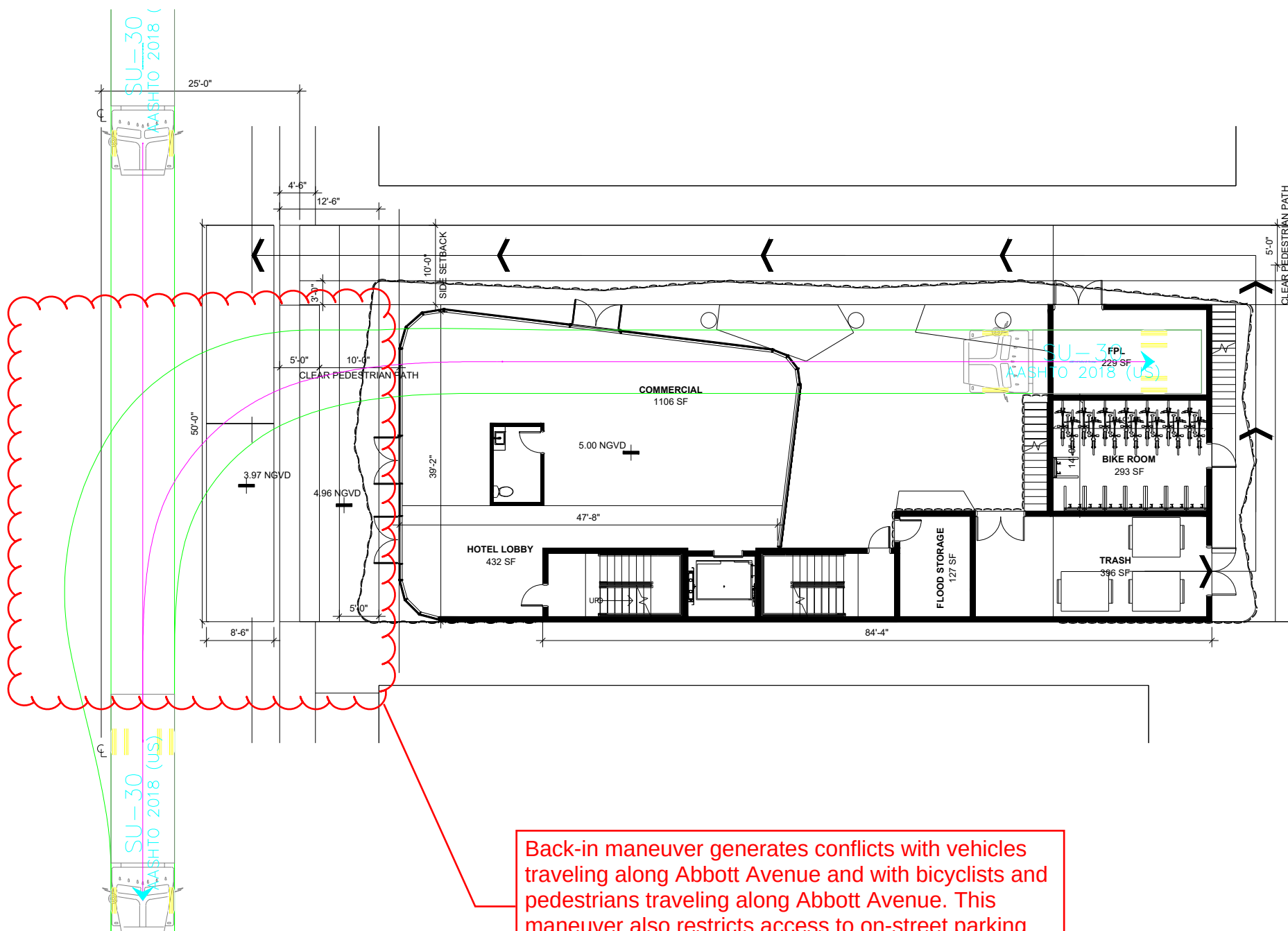
Maneuverability Analysis - Scenario 2: Driveway access to porte-cochere, no pedestrian paseo provided



Maneuverability Analysis - SU-30, on-site turnaround maneuver, 10-foot pedestrian paseo provided



Maneuverability Analysis - SU-30, back-in ingress maneuver, 10-foot pedestrian paseo provided



Back-in maneuver generates conflicts with vehicles traveling along Abbott Avenue and with bicyclists and pedestrians traveling along Abbott Avenue. This maneuver also restricts access to on-street parking south of the site.