

2201 Collins Ave, Miami Beach Traffic and Parking Review

April 9, 2026

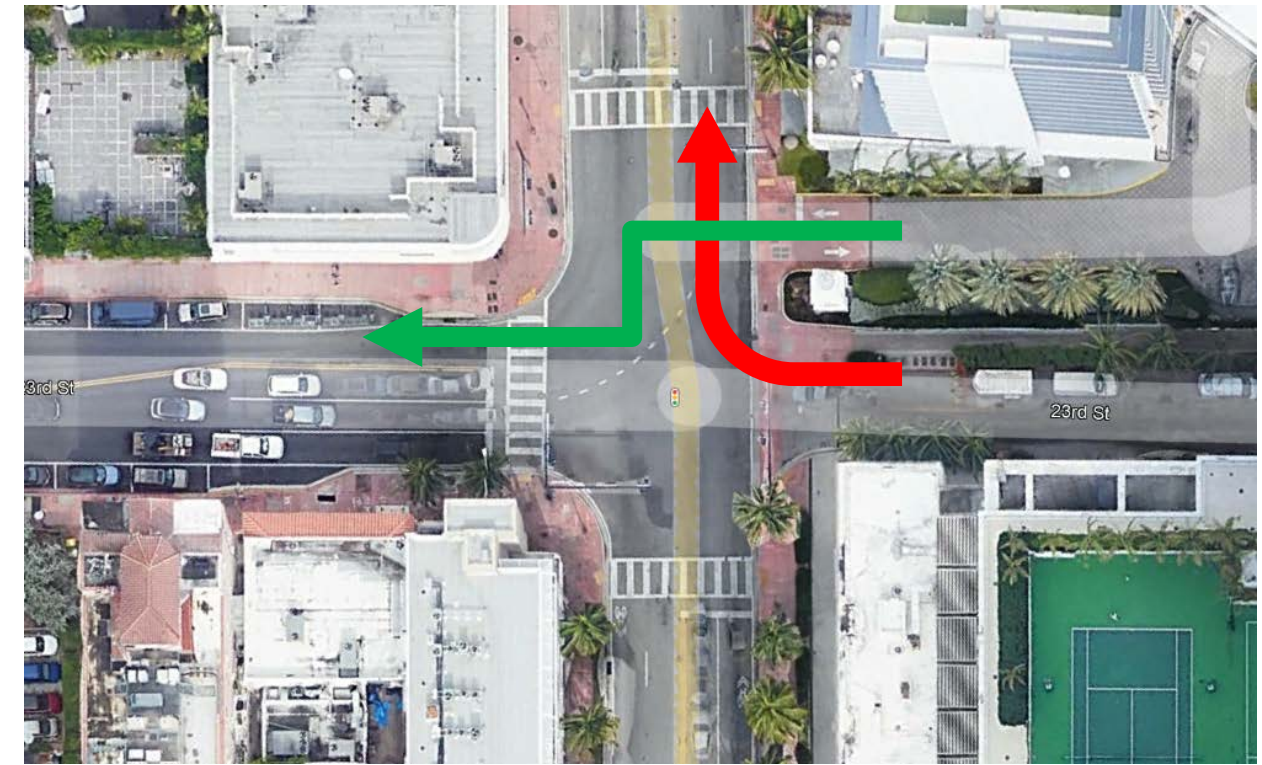


MAPS
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MOBILITY & PARKING SERVICES

Collins Ave and 23rd St Intersection is Dangerous

1

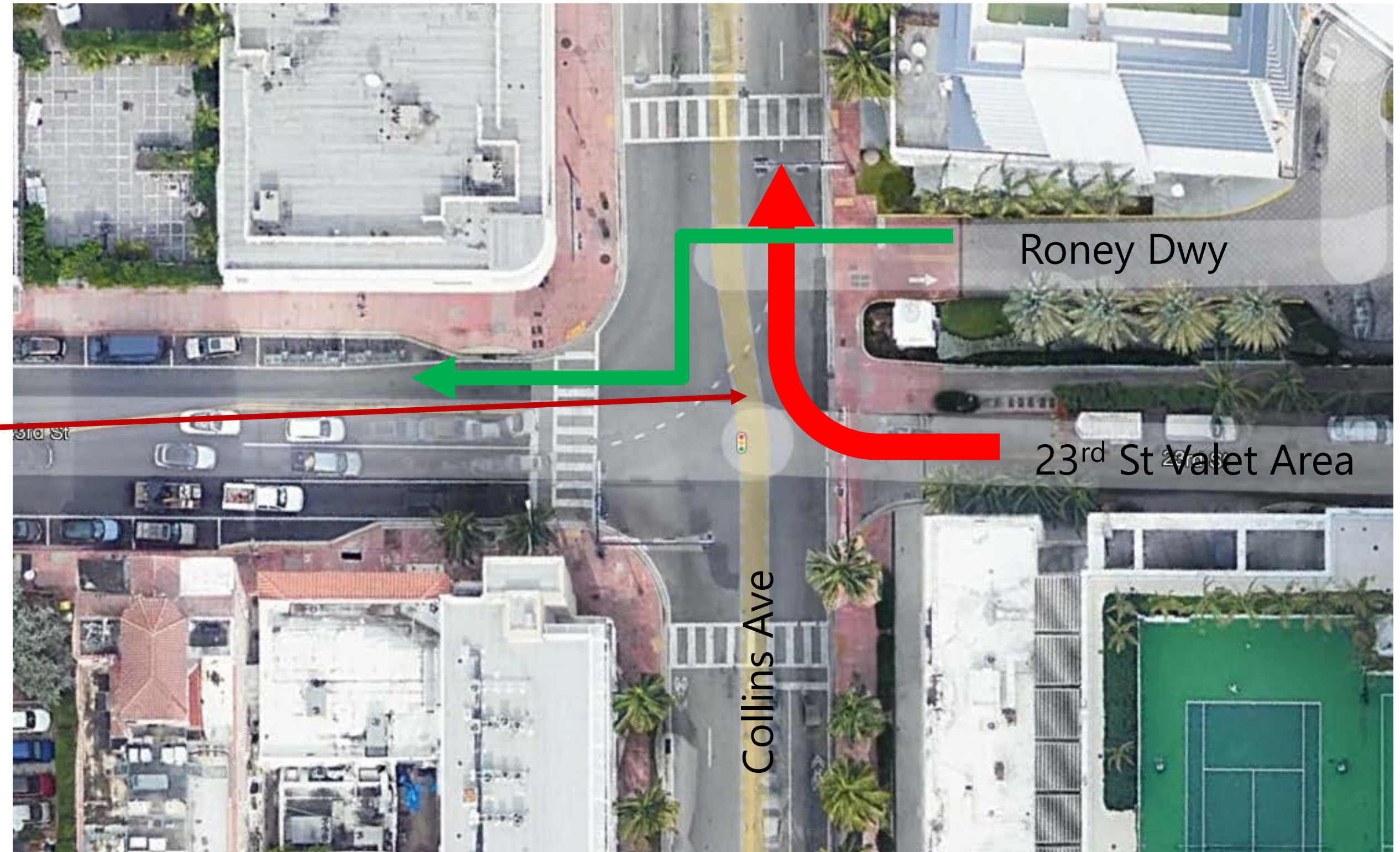
- Two parallel driveways at a signalized intersection with separate signals is atypical and potentially dangerous
- Dangerous situation where vehicles could unknowingly make a right and get T-boned
- 23rd Street Driveway was originally intended only as a service drive



Collins Ave and 23rd St Intersection is Dangerous

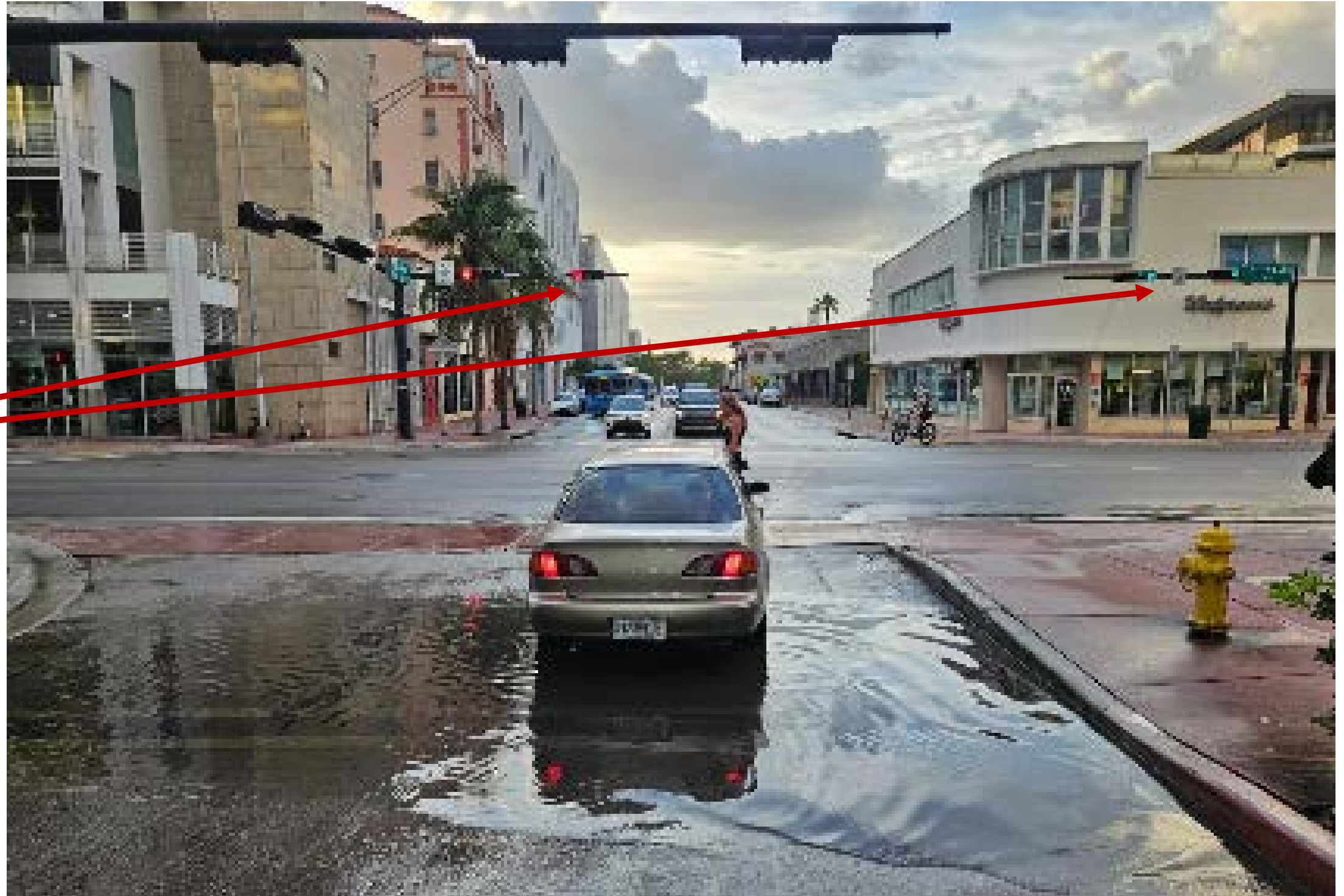
2

Potential for crash
from vehicles
exiting both W
Hotel 23rd St
Driveway and Roney
Driveway



Collins Ave and 23rd St Intersection is Dangerous

Confusion for driver
which light to obey
upon exiting 23rd St
valet area could
lead to dangerous
conflict with Roney
driveway

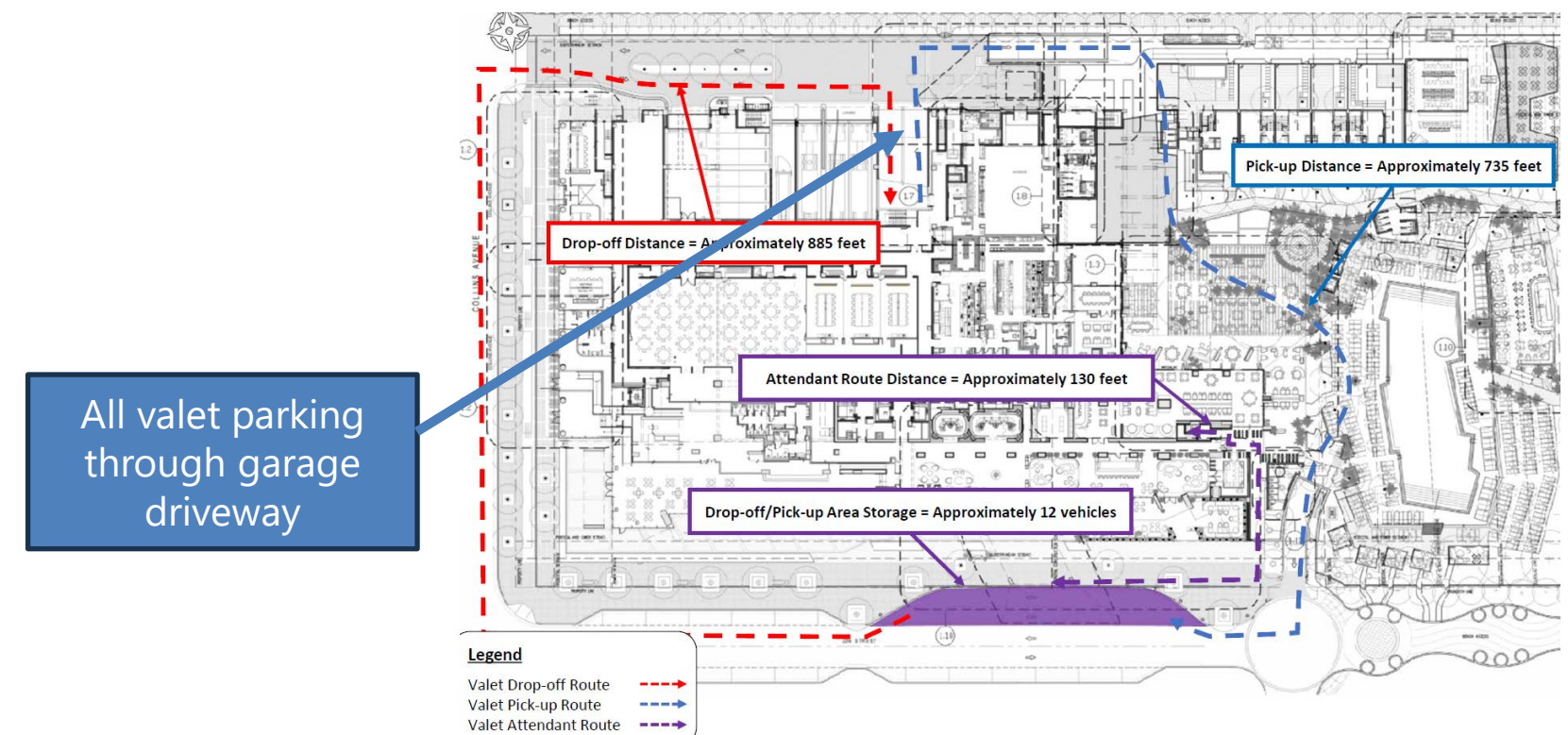
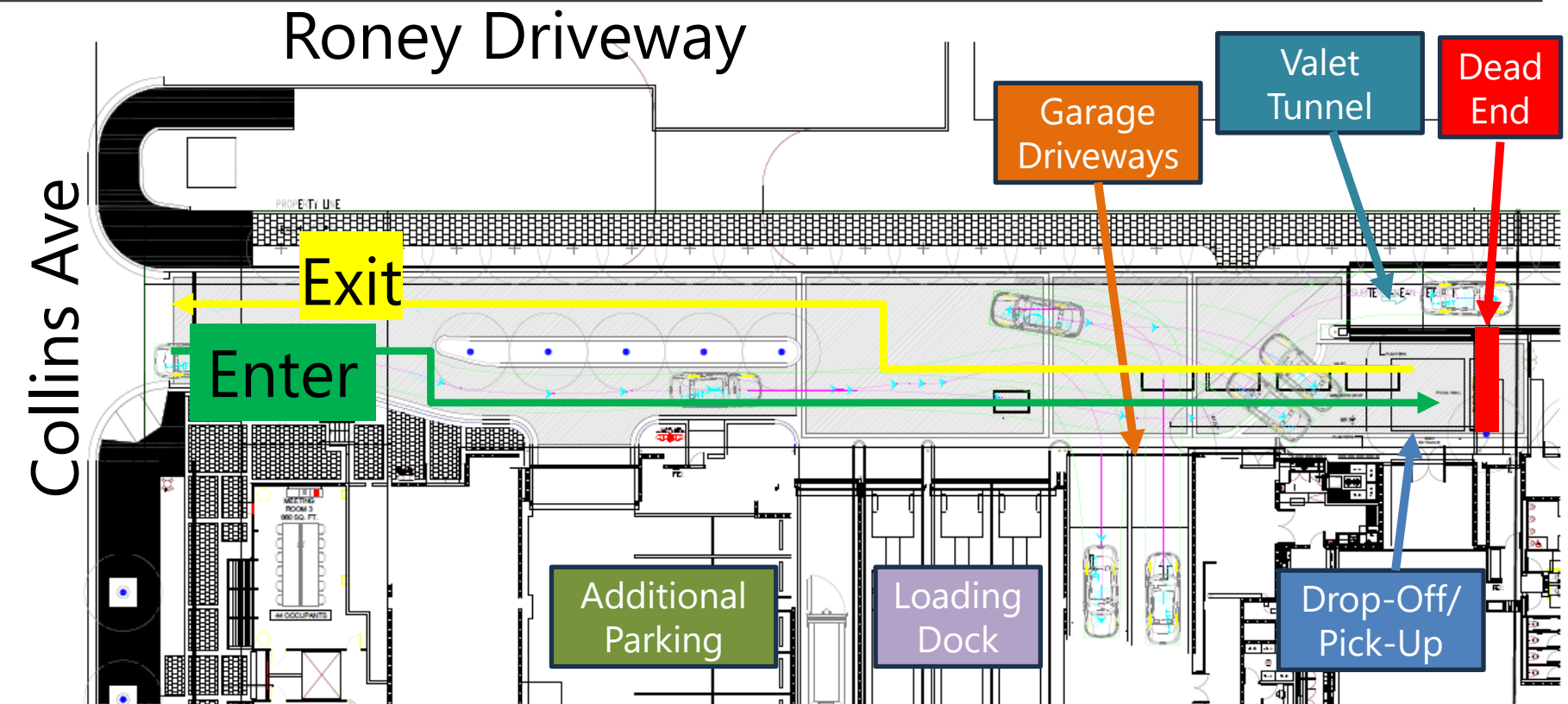


Collins Ave and 23rd St Intersection is Dangerous

Congestion on 23rd Street from service vehicles inhibits valet operation

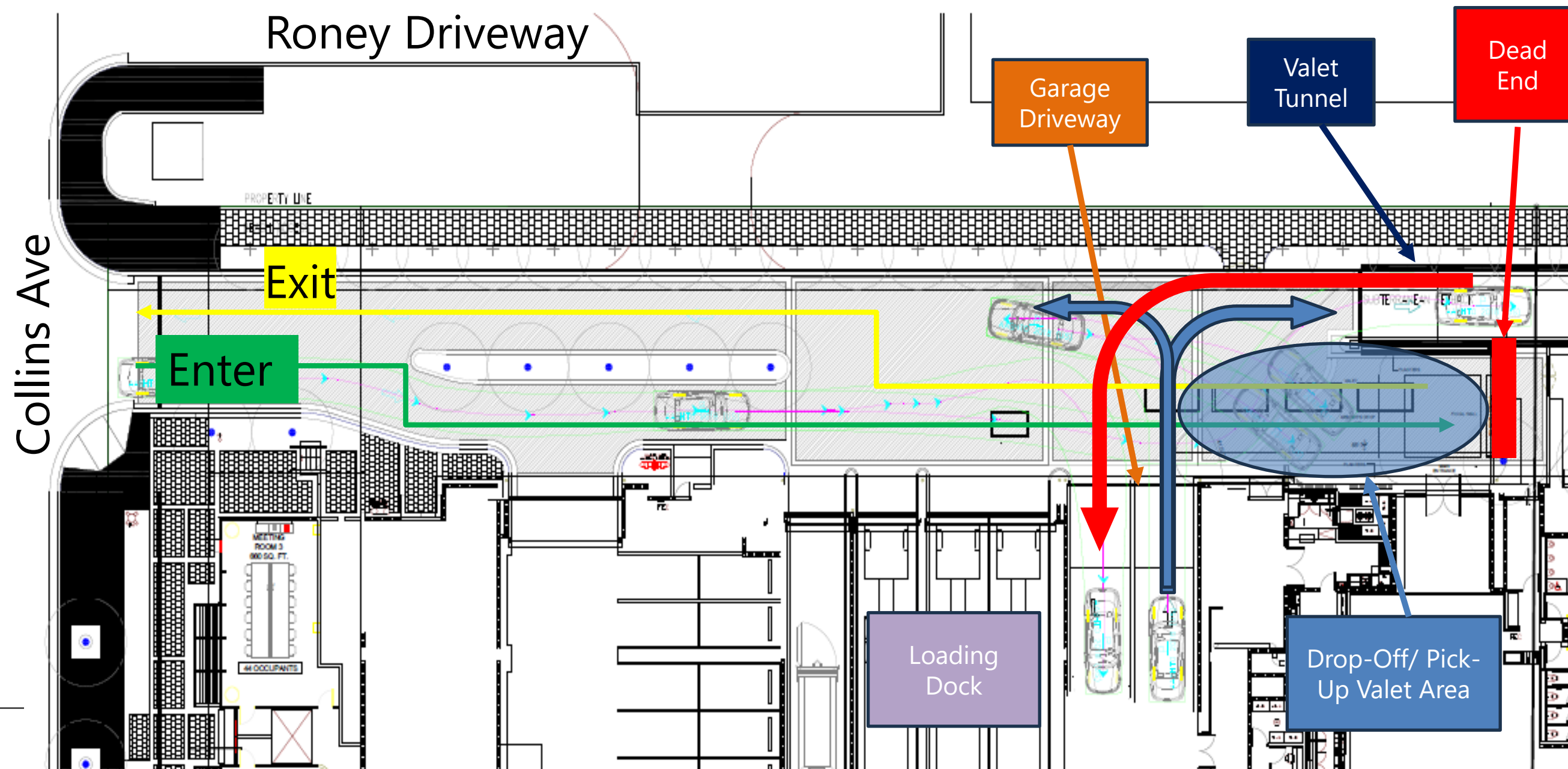


- Valet operation on 23rd St is dangerous:
 - Vehicles back up in front of garage driveway and loading docks
 - Drop-off/Pick-up area dead ends without circulation
 - Not originally designed to support valet oper.
- Valet operation on 22nd St is at capacity:
 - 26 valet attendants required at the 22nd St valet stand, which is impractical
 - Assumed valet area can store 12 vehicles, but realistically 10 is the max
- Assumes 64% of traffic will use rideshare

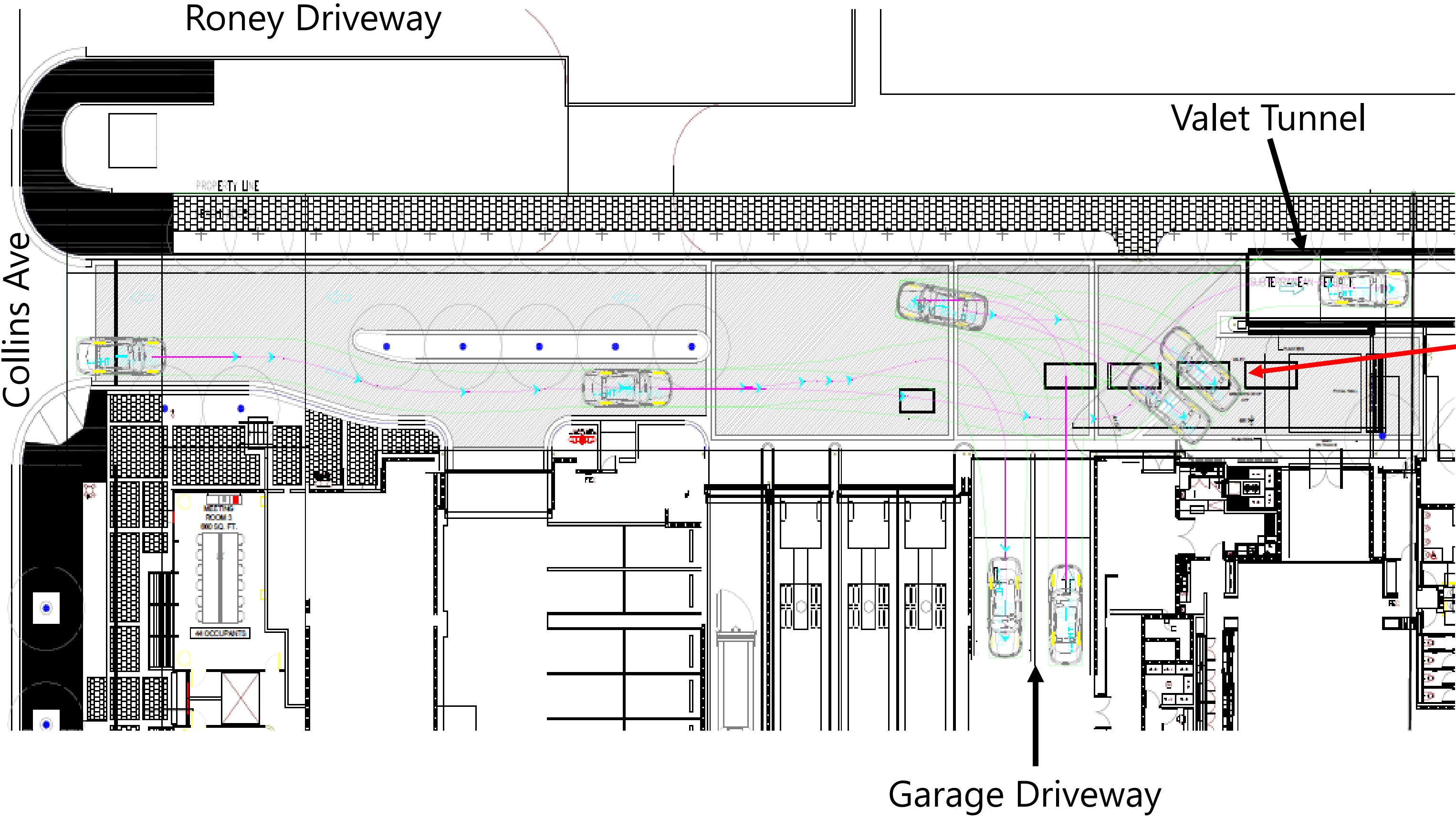


Proposed Valet Operation on 23rd Street is Dangerous

- Vehicles back up in front of garage driveway and loading docks
- Drop-off/Pick-up area dead ends without circulation
- Not originally designed to support valet operation
- Garage being used by employees as self-park, and not valet



Proposed Valet Operation on 23rd St is Dangerous



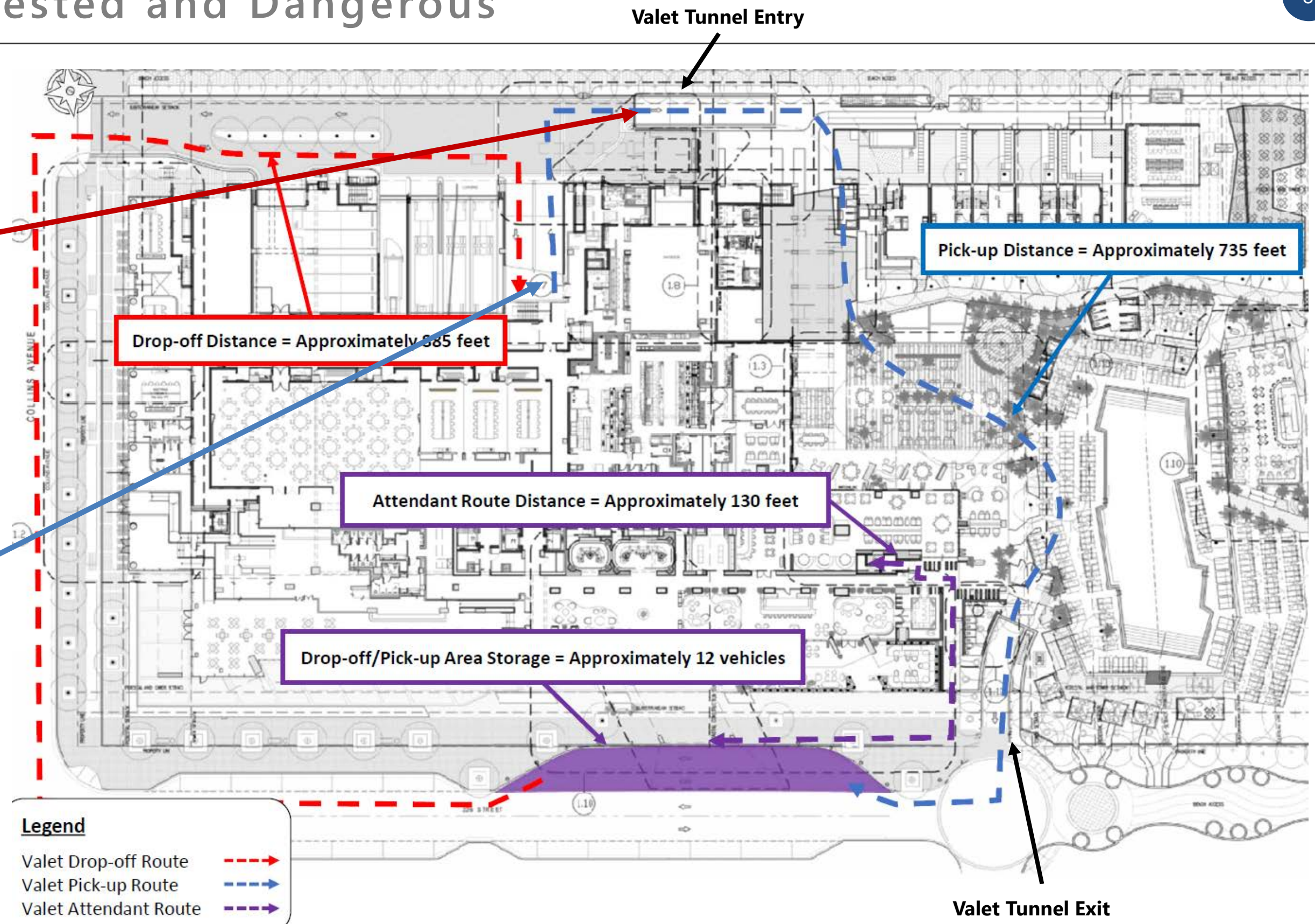
Valet vehicles need to back up at entry and exit, which is not practical and dangerous.

Competing with traffic from:
Garage Dwy
Loading Dock
Valet Tunnel
Entering Veh

Valet Operation is Congested and Dangerous

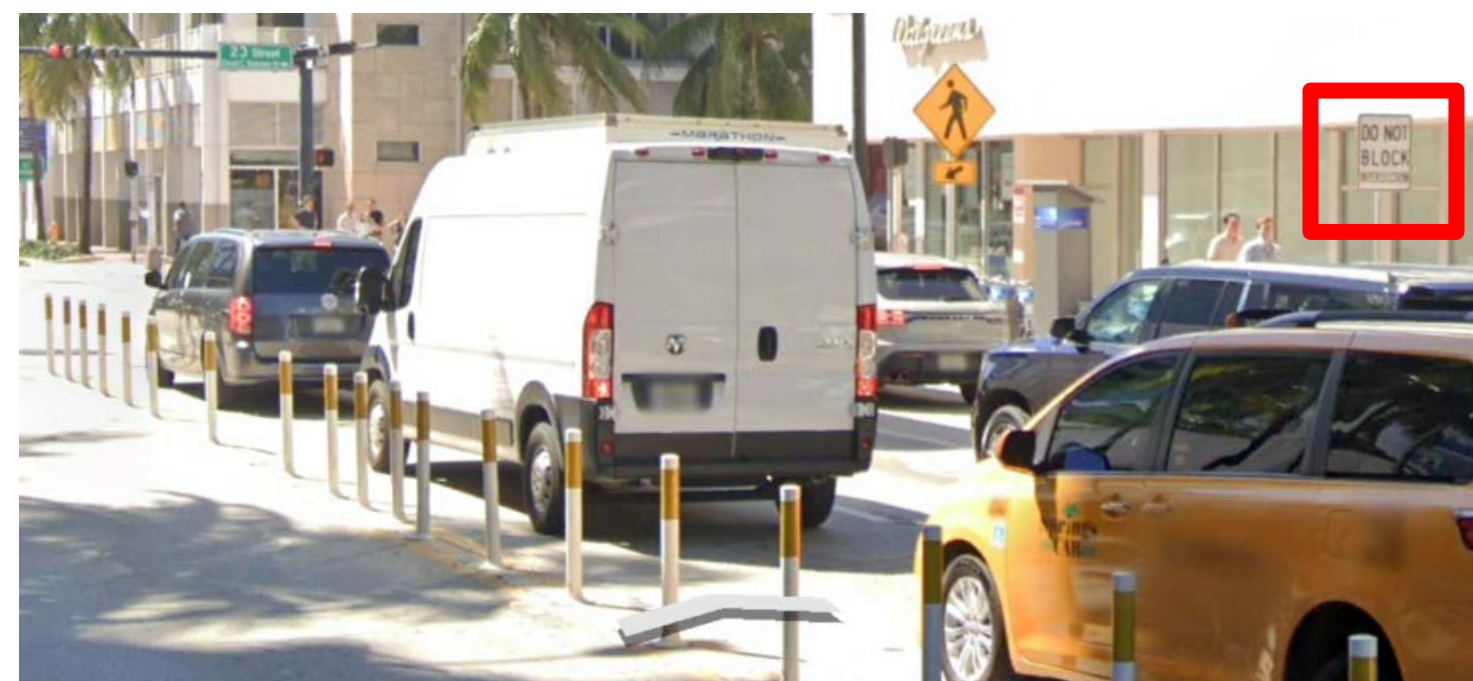
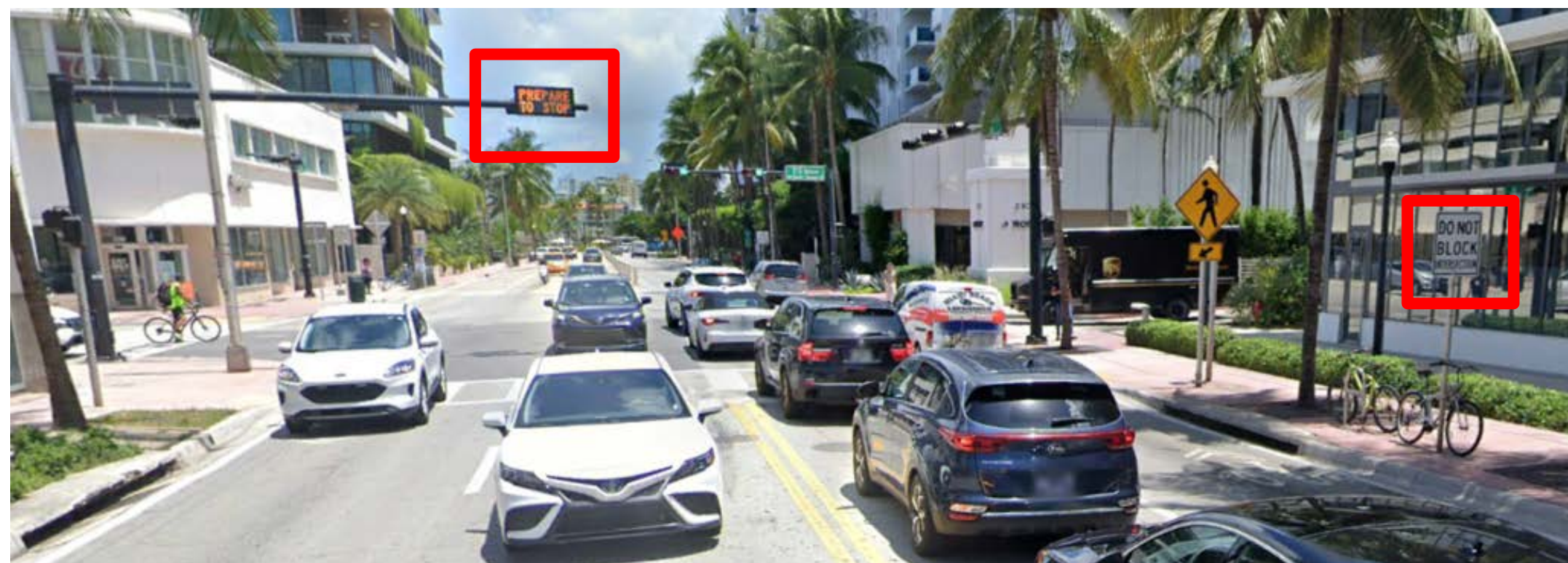
Observed valet traffic going both ways through valet tunnel

All valet parking through garage driveway



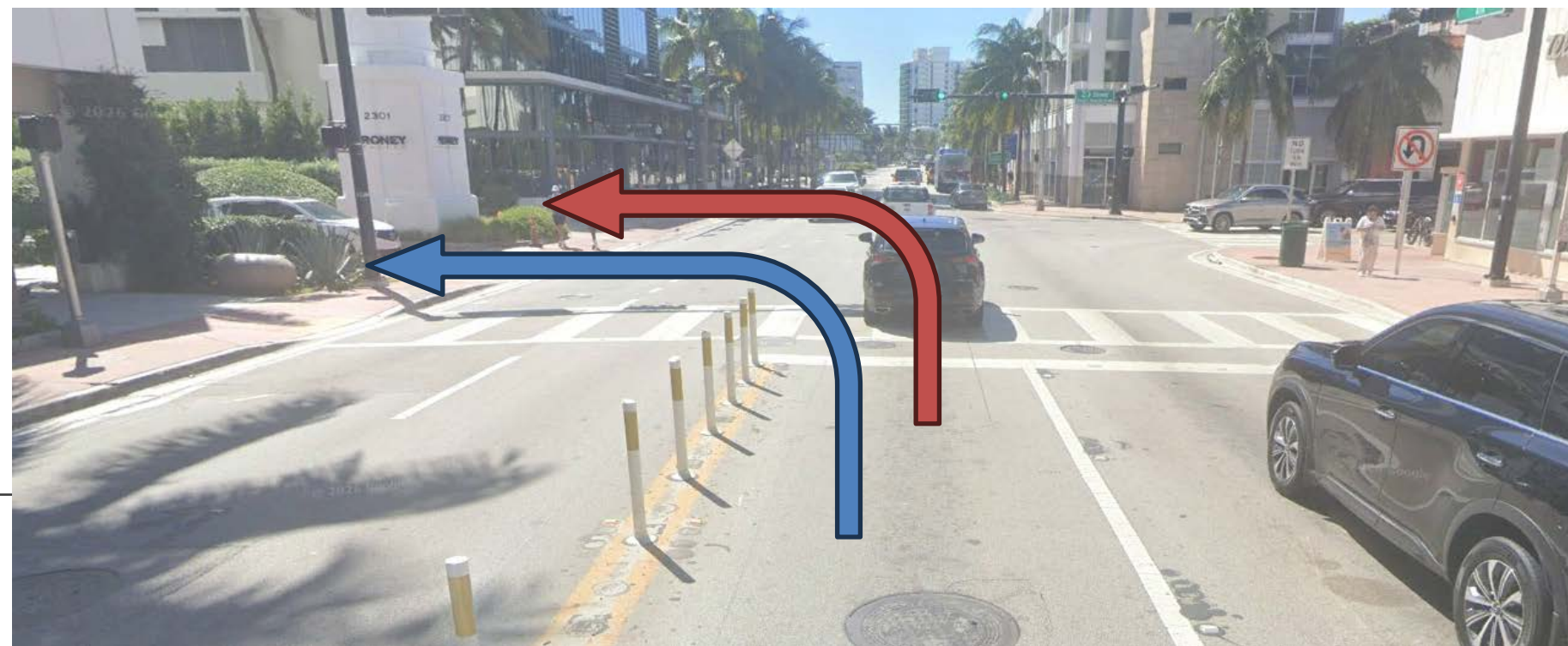
Extensive Queuing in Area

- Observed extensive queuing on Collins Avenue and on 22nd Street Westbound and 23rd Street Eastbound
- “Do Not Block Intersection” signage and “Prepare To Stop” digital signs on Collins Ave to help prevent vehicles from queuing into 23rd and 22nd Street Intersections
- Additional traffic generated to 23rd and 22nd Streets will increase delays and queuing in the area



- Traffic counts not conducted during the peak season (conducted in September)
 - Only apply a 6% seasonality factor
- Analysis assumes all valet activity, but there are self-park by employees
- Analysis does not consider peak weekend evening activity when there is extensive queuing on 22nd Street from Miami Beach parking lot
- Background traffic growth was projected to 2027, but the site is planned to open in 2029
- A 15.92% multimodal reduction was applied based on commuter US Census data in Miami Beach – Should only apply to employees and not guests, visitors, and residents
- A pass-by capture rate of 44% was applied for Fine Dining Restaurants, which equates to a reduction of 97 PM Peak Hour trips, but no documentation provided of this assumption

- Projected unactable traffic conditions on 22nd Street Eastbound and Westbound during peak hours
- Extensive queuing projected for westbound traffic on 22nd Street requiring the optimization of the signal timings
- Potential issues with southbound vehicles turning left into the Roney Palace when trying to access the new Member Club valet area on 23rd Street causing traffic issues
- Confusion of traffic exiting the 23rd St Driveway from two lights causing dangerous conditions



Existing Parking Requirement Calculation

- Based on Existing Conditional Use Permit operating at 51 space deficit
- Adding an additional 345 seat capacity
- Per Miami Beach County Code 1 parking space per 4 seats required which equates to an additional parking demand of 87 spaces
- Overall parking deficit at 138 spaces, which assumes the existing uses are grandfathered

PARKING REQUIREMENTS			
HOTEL / HOTEL SUITES UNITS	HOTEL UNITS	HOTEL SUITES UNITS	APARTMENT UNITS
LEVEL 1	0	0	0
LEVEL 2	0	0	0
LEVEL 3	24	5	0
LEVEL 4	23	6	0
LEVEL 5	23	6	0
LEVEL 6	22	7	0
LEVEL 7	16	8	0
LEVEL 8	15	8	0
LEVEL 9-14, 18 (TYPICAL)*	16X(6) PER LEVEL = 96 8X6 PER FLOOR = 48		
LEVEL 15-17, 19	15X(4) PER LEVEL = 60 7X4 PER FLOOR = 28		
LEVEL 20 (PFD)	0	0	0
(TOTAL UNITS): 408	279	114	15
TOTAL PARKING REQUIRED FOR UNITS			
279 HOTEL UNITS X 0.75 CARS =	209.25 CAR(S)		
114 HOTEL SUITES UNITS X 1.00 CARS =	114.00 CAR(S)		
15 APARTMENTS UNITS X 1.50 CARS =	22.50 CAR(S)		
(TOTAL)	402.75 CAR(S)		

HOTEL/APARTMENTS	Public Areas:				Total Occupancy
279 HOTEL UNITS 114 HOTEL SUITES 15 APARTMENT UNITS PARKING REQUIRED 403	Food / Dining	Interior Seating	Exterior Seating	Open	
	3 Meal Restaurant	115	119		234
	Bar / Lounge	48	66		114
	Mr. Chow Restaurant	189	123		312
	Pool Deck Venue		307	351	558 525
	Night Club	93		157	250
	Total	445	615	508	1368 1435
	Total Project Parking Requirements				605 cars
	Total provided				554 cars

Proposed Increase to Development Program

Land Use	Existing Units	Proposed Units	Net Change
Hotel	279 Keys	279 Keys	0
Hotel Suites	114 Keys	114 Keys	0
Apartments	15 Units	15 Units	0
3 Meal Restaurant	234 Seats	420 Seats	186
Bar/Lounge	114 Seats	178 Seats	64
Mr. Chow Restaurant	312 Seats	326 Seats	14
Patisserie	0 Seats	173 Seats	173
Club	250 Seats	307 Seats	57
Pool	525 Seats	376 Seats	(149)
Totals	1435 Seats	1780 Seats	345 Seats