

2201 Collins Ave, Miami Beach Traffic and Parking Review

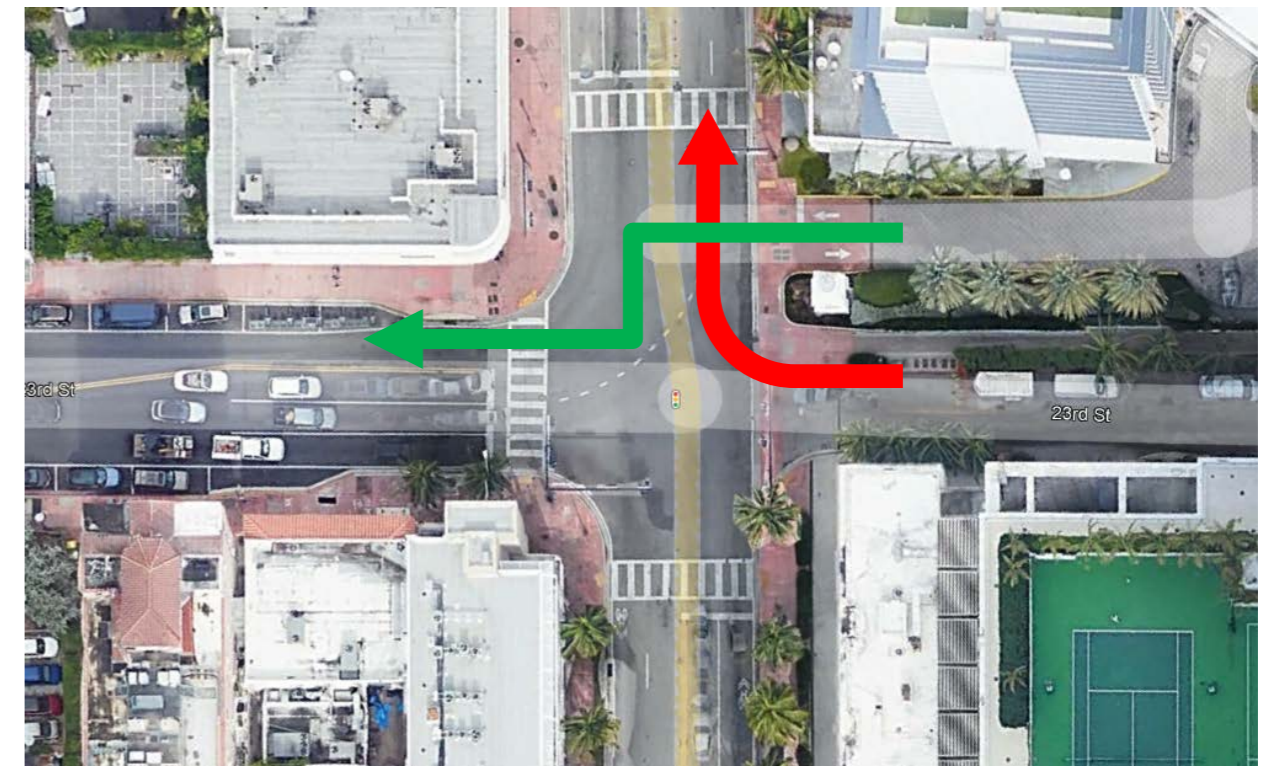
April 9, 2026



MAPS
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MOBILITY & PARKING SERVICES

Collins Ave and 23rd St Intersection is Dangerous

- 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



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

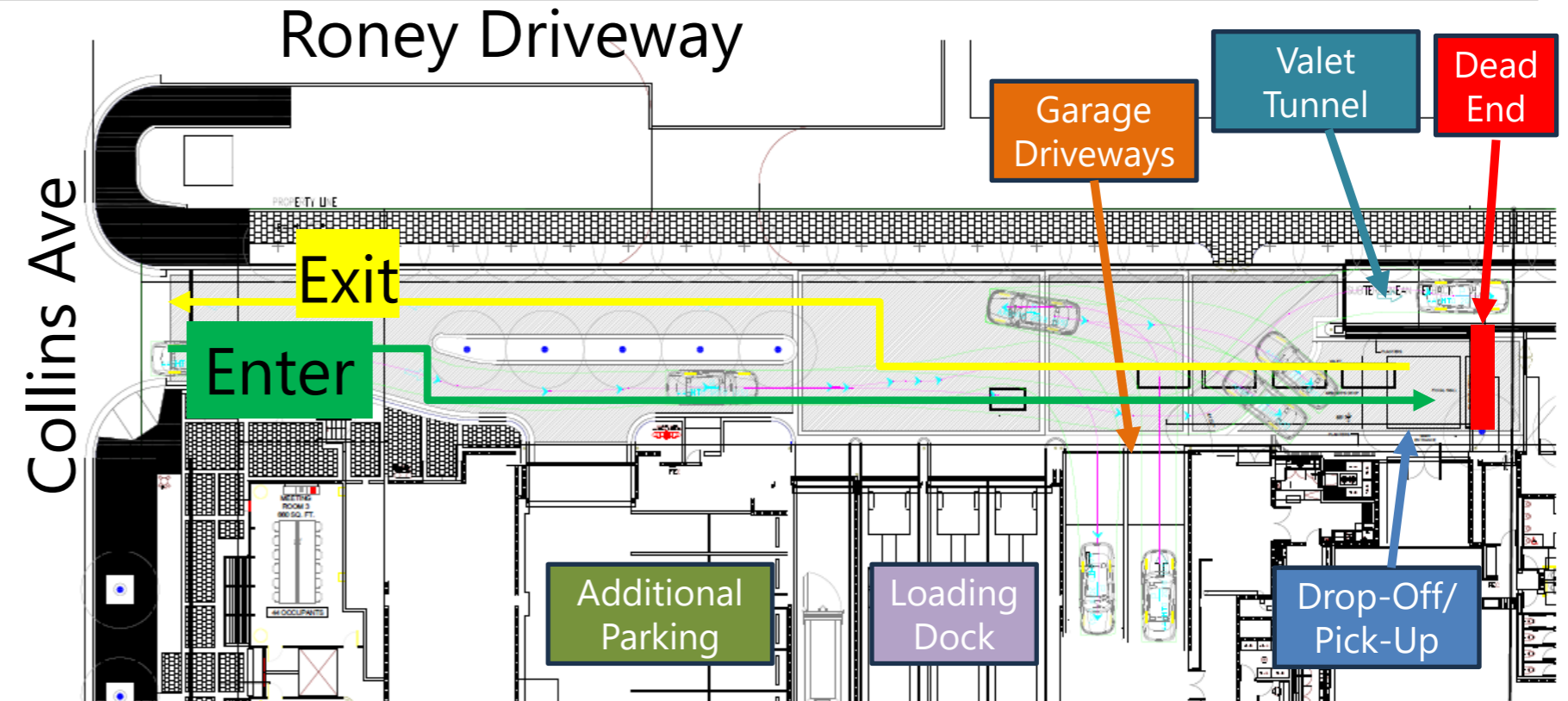


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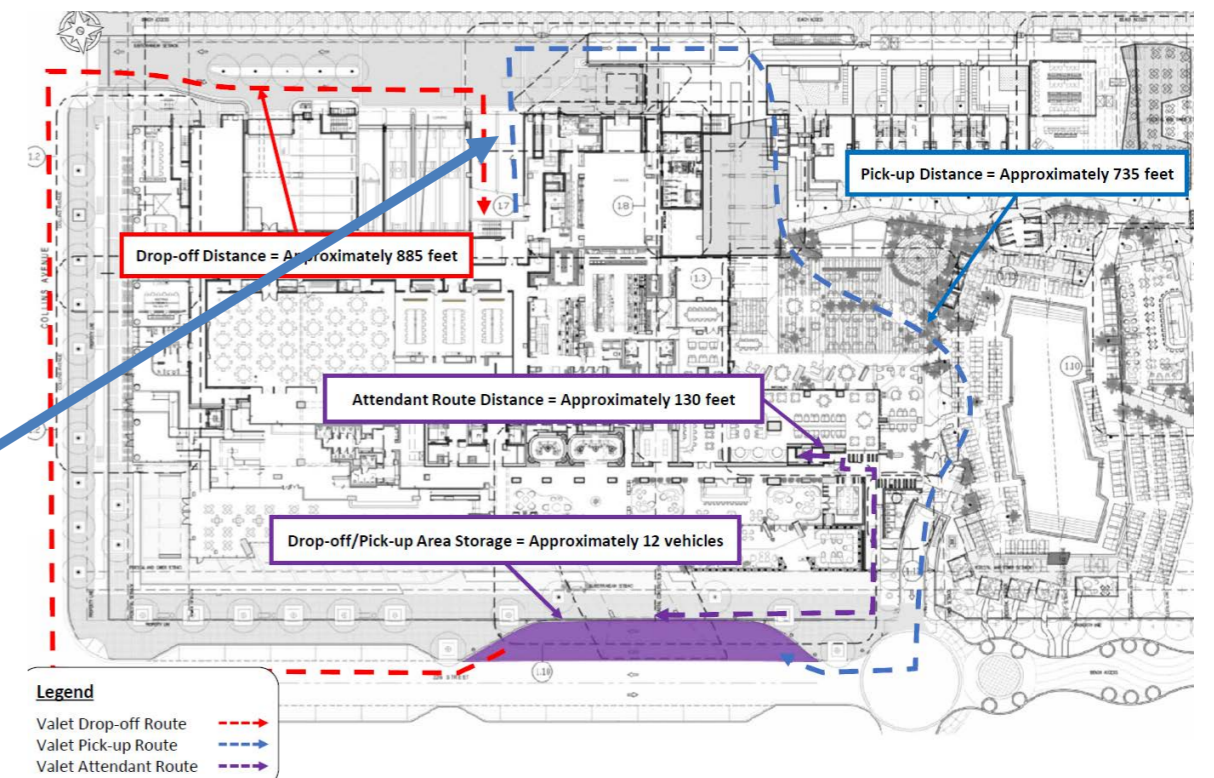
Congestion on 23rd Street from service vehicles inhibits valet operation



- 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

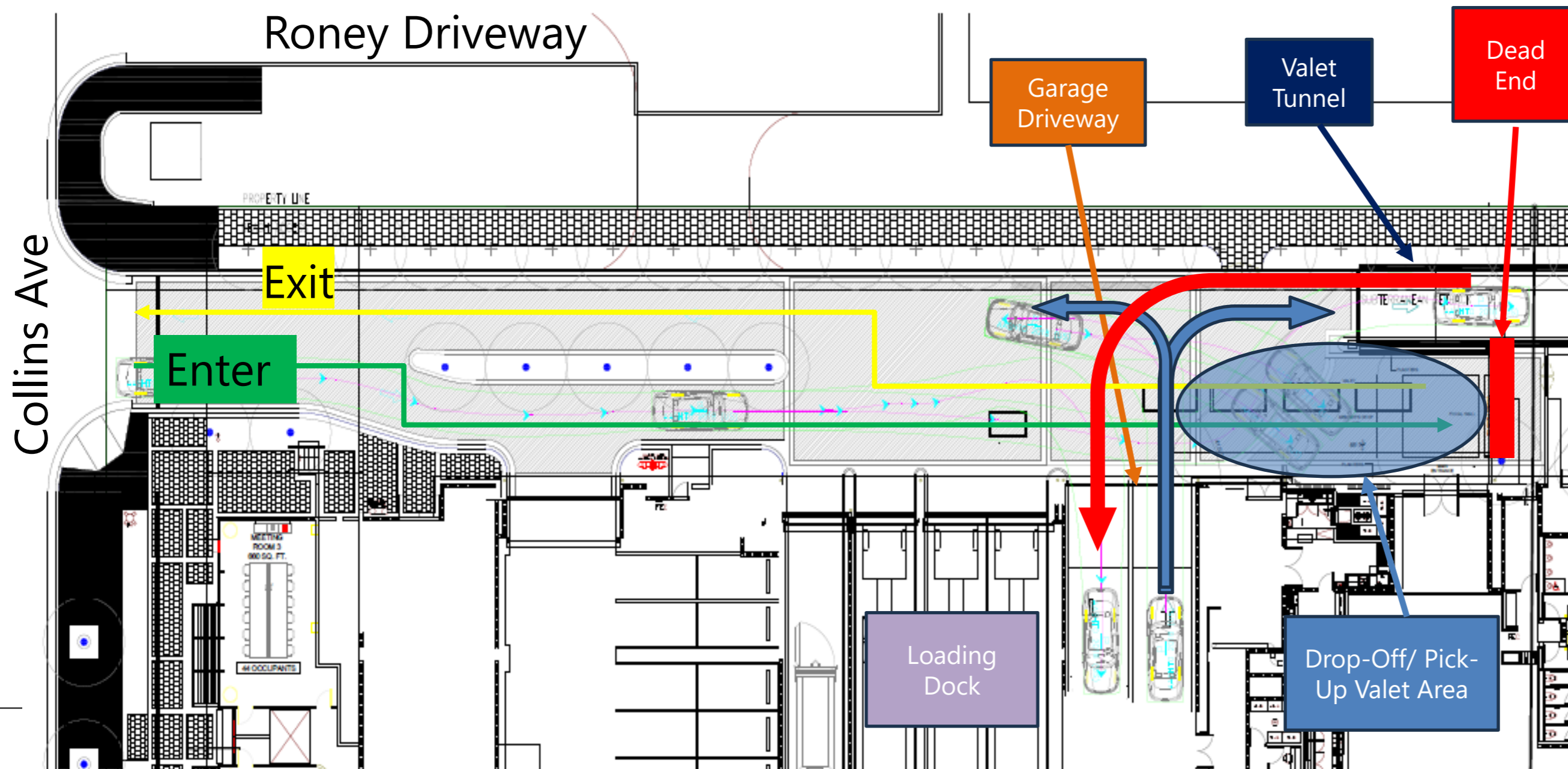


All valet parking through garage driveway

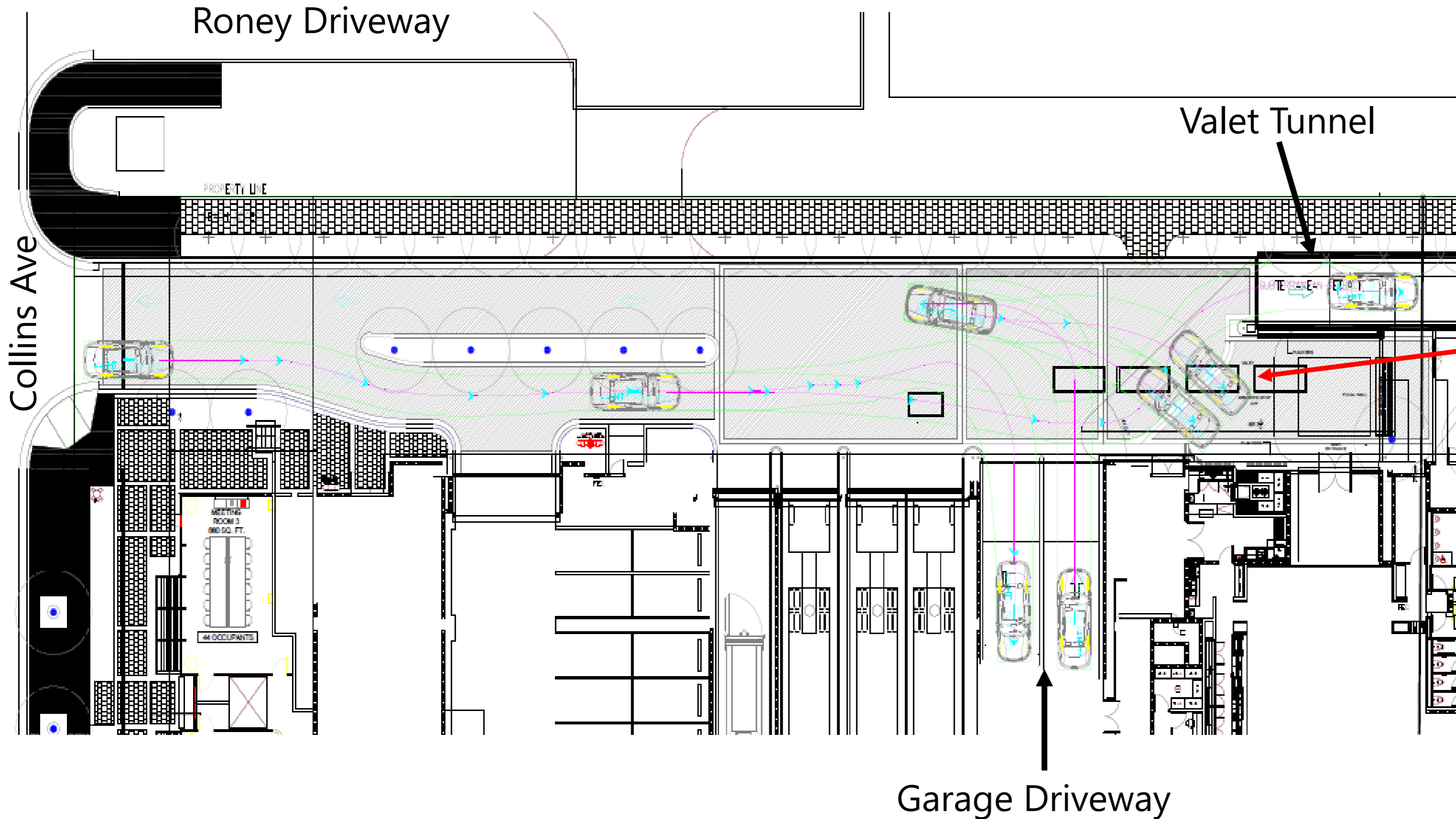


Proposed Valet Operation on 23rd Street is Dangerous

- 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



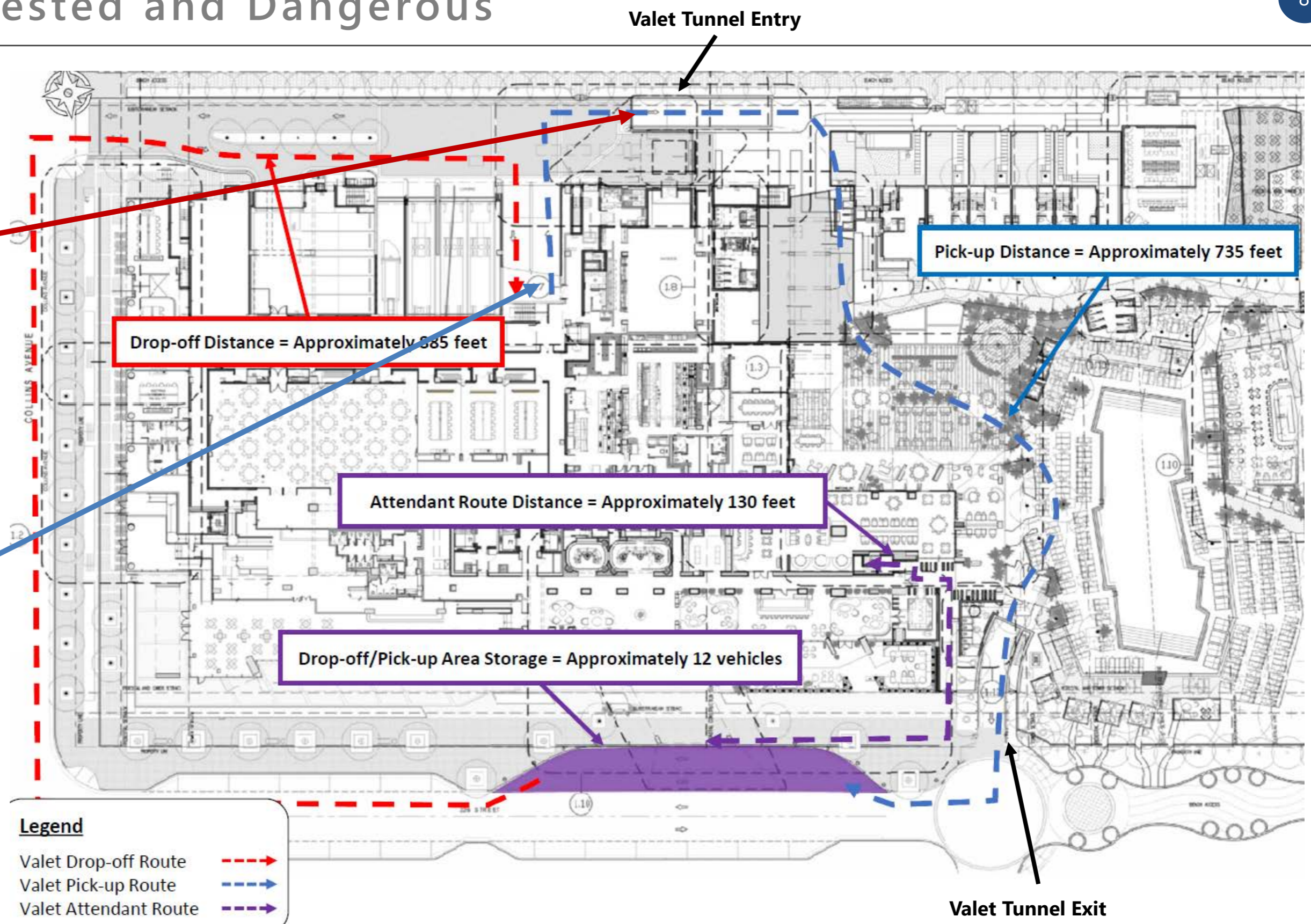
Valet vehicles need to back up at entry and exit, which is not practical and dangerous.

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



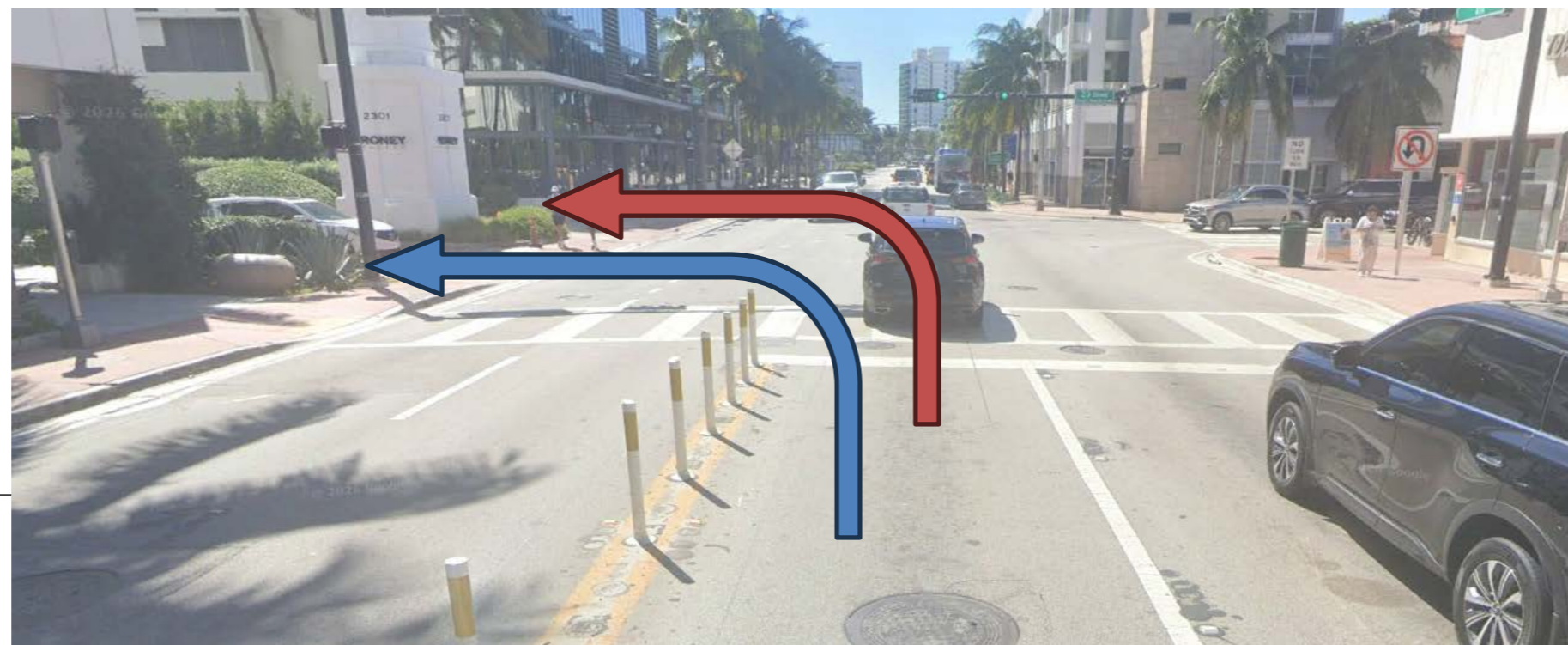
Extensive Queuing in Area

- 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

| 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 | 0 | 0 |
| LEVEL 4 | 23 | 0 | 0 |
| LEVEL 5 | 23 | 0 | 0 |
| LEVEL 6 | 22 | 0 | 0 |
| LEVEL 7 | 16 | 0 | 0 |
| LEVEL 8 | 10 | 0 | 0 |
| LEVEL 9-14, 18 (TYPICAL)* | 16X(6) PER LEVEL = 96 | 8X(6) PER FLOOR = 48 | 0 |
| LEVEL 15-17, 19 | 15X(4) PER LEVEL = 60 | 7X(4) PER FLOOR = 28 | 0 |
| 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 |
|---|---|------------------|------------------|------|----------------------|
| | Food / Dining | Interior Seating | Exterior Seating | Open | |
| 279 HOTEL UNITS 114 HOTEL SUITES 15 APARTMENT UNITS PARKING REQUIRED 403 | 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 |

- 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

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 |