

**Revised: 25 February 2026**  
06 February 2026, 16 January 2026

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

**Re: Traffic Impact Study  
Delano Hotel Redevelopment  
Miami Beach, Florida  
Miami Beach Project No.: PB25-0811 & TRN25-0053  
Langan Project No.: 300386001**

To whom it may concern:

Langan Engineering & Environmental Services, LLC. prepared this traffic impact study for the Delano Hotel redevelopment, located at 1685 Collins Avenue in Miami Beach, Florida. The project primarily involves interior renovations, introduces indoor and outdoor entertainment spaces, and reduces the hotel room count from 208 to 171. We prepared a trip generation analysis for the existing and proposed uses, including the proposed entertainment uses, and determined that the proposed development is expected to generate fewer morning peak-hour trips and 82 more afternoon peak-hour trips. Intersection capacity analysis for the 2027 build condition shows that the intersection of Collins Avenue at 17<sup>th</sup> Street will operate at LOS C or better during the afternoon peak hour. A valet operational analysis was performed, and it was determined that 24 total parking attendants will be required to meet the expected demand for the two valet drop-off areas at full occupancy. This letter report includes trip-generation, volume development, intersection capacity analysis, and valet operational analysis. **Figure 1** shows the site location.



**Figure 1: Site Aerial Location**

## Project Description

The proposed redevelopment will comprise a 171-room hotel with indoor and outdoor entertainment spaces consisting of a restaurant and bars, a member's club, and an outdoor pool area. The previously operational hotel comprised similar uses, with a total room count of 208. The 1.32-acre site (Parcel No.: 02-3234-019-0550) is located on the southeast corner of 17<sup>th</sup> Street and Collins Avenue at 1685 Collins Avenue, Miami Beach, Florida. The development will maintain the existing driveway access points on Collins Avenue and 17<sup>th</sup> Street. The Collins Avenue driveway will function as an ingress-only entrance, serving valet and drop-off operations for the main hotel, while the 17<sup>th</sup> Street driveway will operate as an egress-only exit for vehicles leaving the hotel. A separate valet stand will operate along 17<sup>th</sup> Street, serving restaurant customers. No on-site parking is available, and all vehicles will be required to use either hotel or restaurant valet services. **Attachment A** contains a copy of the site plan that shows the proposed development program and access for the site.

## Trip Generation Analysis

The trip generation analysis shows that the proposed redevelopment is expected to generate fewer morning peak hour trips and 668 more daily and 82 more afternoon peak hour trips when compared to the previously operational hotel use on site. It is worth noting that this comparison is conservative, as a restaurant and a nightclub also operated on the property in the past. However, based on our discussions with city staff, these additional uses were not considered.

We prepared trip estimates for the existing and proposed developments using the 12<sup>th</sup> Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Since Land Use Code (LUC) 931 - Fine Dining Restaurant does not provide 12<sup>th</sup> Edition rates for the daily and morning peak hour (for the "seats" variable), per City of Miami Beach recommendation, we used 11<sup>th</sup> Edition equations for estimating those specific trips.

We used LUC 330 – Resort Hotel to represent the expected number of trips that the project will generate. This specific land use also encompasses full-service restaurants, cocktail lounges and bars, retail shops, and guest services, which are open to the public and hotel patrons. However, based on discussions with the City of Miami Beach, the proposed restaurant and the member's club were treated as separate uses from the Hotel. As such, trip generation for the restaurant and member's club is represented through LUC 931 – Fine Dining Restaurant.

Per the City of Miami Beach, trip generation credit was only taken for the approved/existing hotel use. We applied internalization rates between the proposed hotel and restaurant uses based on rates from the Trip Generation Handbook, 3<sup>rd</sup> Edition, to determine the external trips generated by the development. Internalization rates are used to determine the reduction in the number of trips to and from a development based on the proximity of other complementary land uses within the same development. Based on our calculations, the total internal capture for the morning and afternoon peak hour is 0% and 7%, respectively, for the proposed uses.

Given the unique characteristics of the restaurant and member-club uses, no pass-by trip reduction was applied to maintain a conservative assessment. This approach is also more representative of the project functioning as a destination in itself, rather than as a pass-by stop for motorists already en route to another location.

A non-vehicular reduction factor of 15.9% was applied to the external trips based on data from the US Census Bureau for census tract 42.06 to generate the total project-generated vehicle

trips, as summarized in **Table 1. Attachment B** contains a detailed trip generation table and excerpts from the ITE Manual.

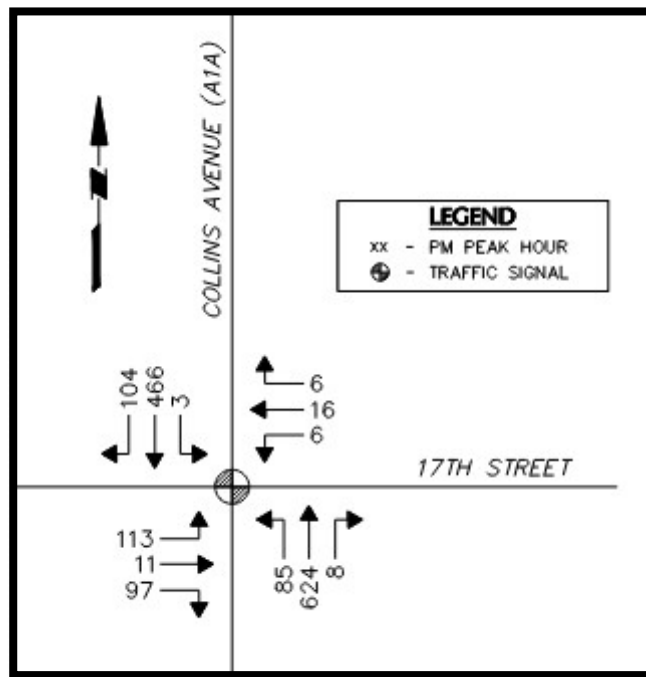
As it was determined that the morning peak hour trips are expected to be fewer compared to the existing condition trips, the analysis hereon focuses on the afternoon peak hour.

**Table 1 - Trip Generation Estimates**

Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<b>Approved Uses</b>								
Resort Hotel	208 Rooms	467	40	18	58	29	39	68
<b>Proposed Uses</b>								
Resort Hotel	171 Rooms	341	33	14	47	22	28	50
Fine Dining Restaurant	383 Seats	794	3	4	7	67	33	100
Total Proposed Uses		1,135	36	18	54	89	61	150
<b>Net New Trips</b>		<b>668</b>	<b>-4</b>	<b>0</b>	<b>-4</b>	<b>60</b>	<b>22</b>	<b>82</b>

**Traffic Counts and Volumes**

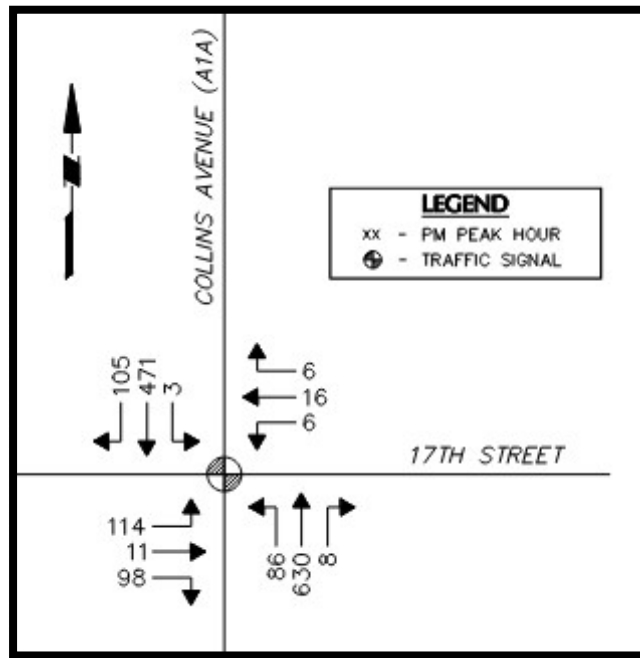
We collected data at the signalized intersection on Tuesday, January 6, 2026, from 4:00 to 6:00 PM. We applied FDOT’s seasonal adjustment factor (1.13) to convert the collected traffic data into peak season volumes. Based on the data, the peak hour occurred between 4:00 and 5:00 PM. **Figure 2** below illustrates the existing weekday afternoon peak hour traffic volumes. **Attachment C** contains the traffic data and seasonal-adjustment factors.



**Figure 2: 2026 Existing Afternoon Peak Hour Volumes**

We used historical traffic data from four FDOT count stations to calculate an area-wide growth rate, which yielded a negative rate. Therefore, we used a 0.5% growth rate as a minimum threshold to provide a conservative analysis. Although the redevelopment is expected to be

complete by early 2026, we applied the growth rate to the existing 2026 traffic volumes to develop 2027 no build scenario volumes. Attachment C includes a growth rate calculation table and FDOT volume tables and graphs. **Figure 3** below illustrates the 2027 no build traffic volumes.



**Figure 3: 2027 No Build Afternoon Peak Hour Volumes**

### Project Traffic Distribution and Assignment

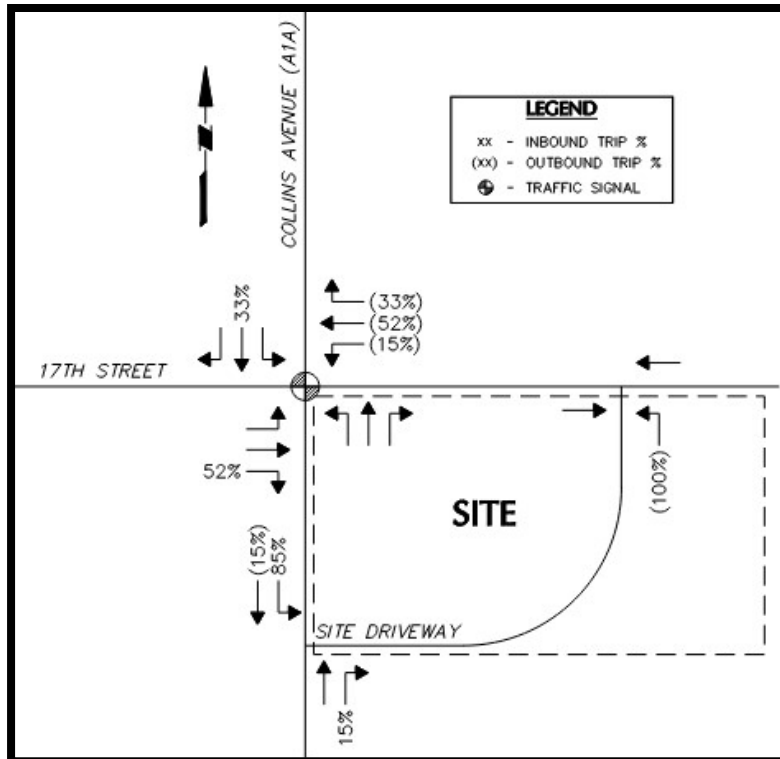
We determined the directional distribution of site-generated trips based on the cardinal distribution data for TAZ 644 from the Miami-Dade County 2045 Transportation Model (see Attachment C) and from the development’s access to the surrounding roadway network. We interpolated the 2015 and 2045 directional-distribution values from the model data to develop percentages for 2027. **Table 2** shows the proposed development’s trip distributions.

**Table 2 - Cardinal Distribution**

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	14.80%	0.00%	0.00%	0.00%	16.50%	30.40%	19.00%	19.40%
2045	12.10%	0.00%	0.00%	0.00%	13.90%	34.50%	20.30%	19.20%
2027	<b>13.72%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>15.46%</b>	<b>32.04%</b>	<b>19.52%</b>	<b>19.32%</b>

Applying trip distributions to and from the site will vary based on the type of vehicle trip being made. As the development is a hotel catering to domestic and international tourists, a significant number of guests are expected to arrive using taxis or rideshare vehicles as opposed to personal vehicles. Additionally, due to the character of Miami Beach, a significant number of restaurant patrons are also expected to use rideshare vehicles rather than valet services. Personal vehicles arriving and departing the hotel/restaurant valet booth are expected to follow the above trip distributions. Rideshare vehicles arriving to drop off guests and leaving the site after picking up guests are also expected to follow the above trip distributions. Rideshare vehicles leaving after dropping off guests and arriving on site to pick up guests were assumed to arrive/depart via Collins Avenue. Additionally, for rideshare vehicles, each inbound (drop-off) and outbound (pick

up) vehicle was modeled in the distribution to enter the site, drop off or pick up passengers, then leave the site within one analysis period. This is to account for additional trips made by empty rideshare vehicles arriving/departing the site to pick up or leave after dropping off passengers. Valet trips to park the inbound personal vehicles and to bring the outbound personal vehicles will make trips to/from a proposed valet parking garage on 16<sup>th</sup> Street and Washington Avenue. **Figures 4 through 9** show the hotel personal vehicle distribution, hotel rideshare distribution, hotel valet distribution, restaurant personal vehicle distribution, restaurant rideshare distribution, and restaurant valet distribution, respectively.



**Figure 4: Hotel Personal Vehicle Traffic Distribution**

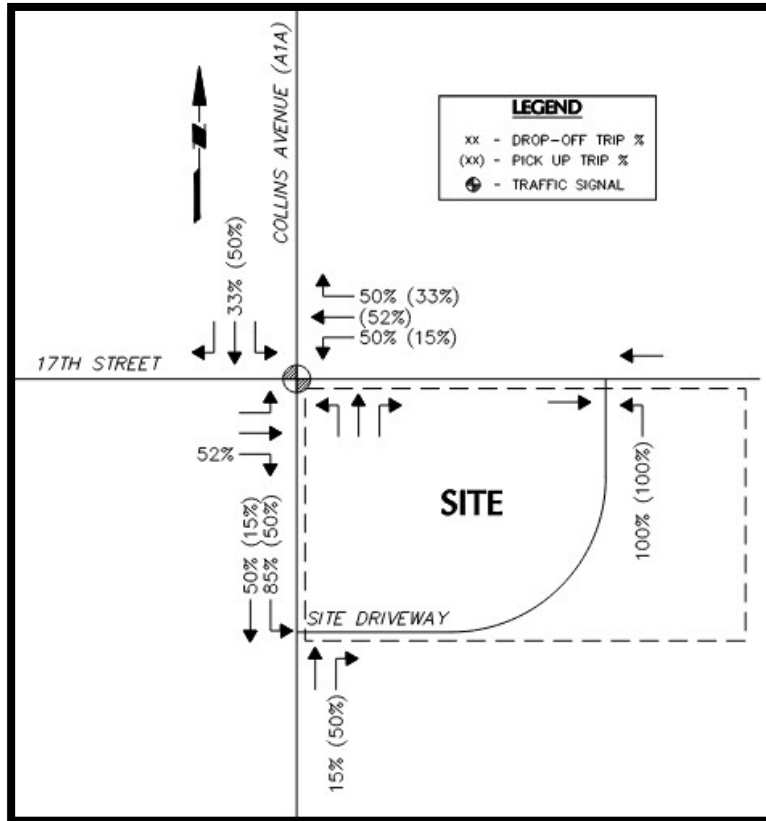


Figure 5: Hotel Rideshare Vehicle Traffic Distribution

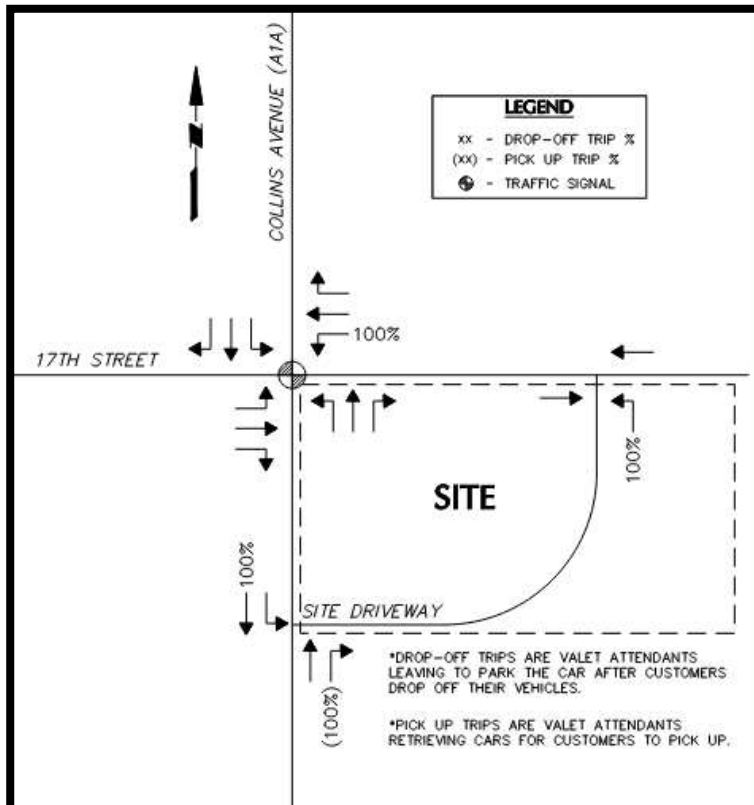


Figure 6: Hotel Valet Traffic Distribution

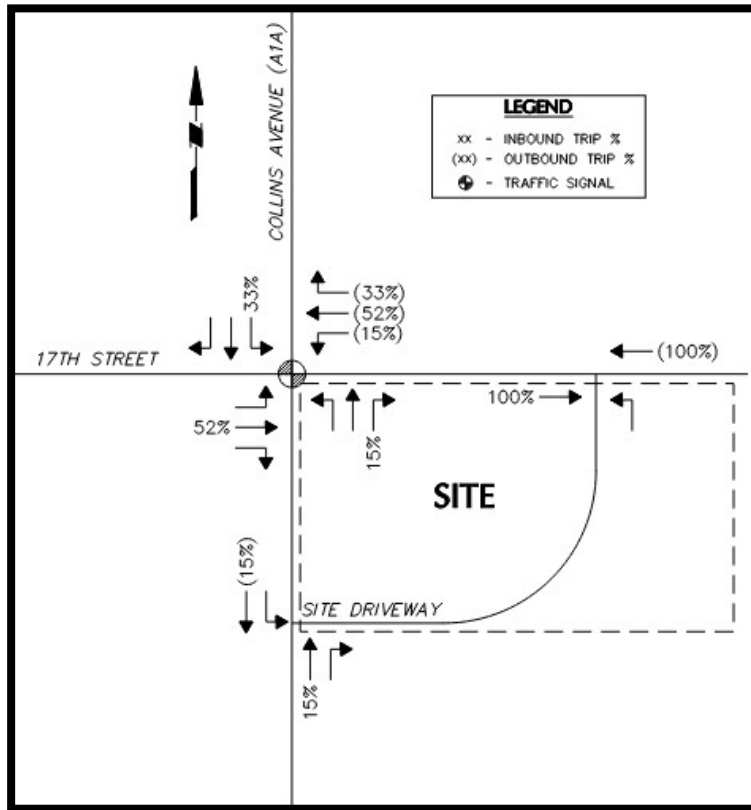


Figure 7: Restaurant Personal Vehicle Traffic Distribution

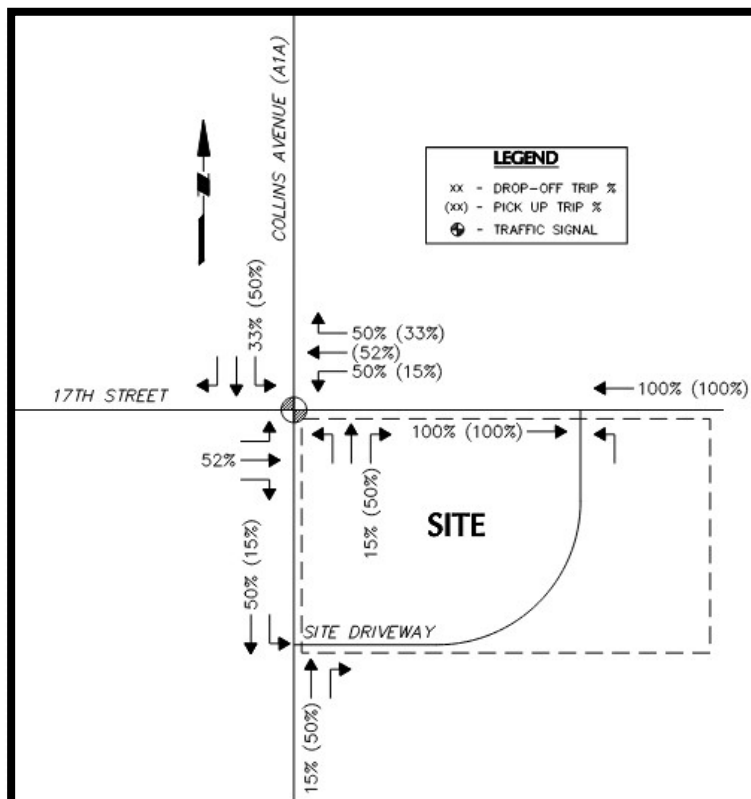
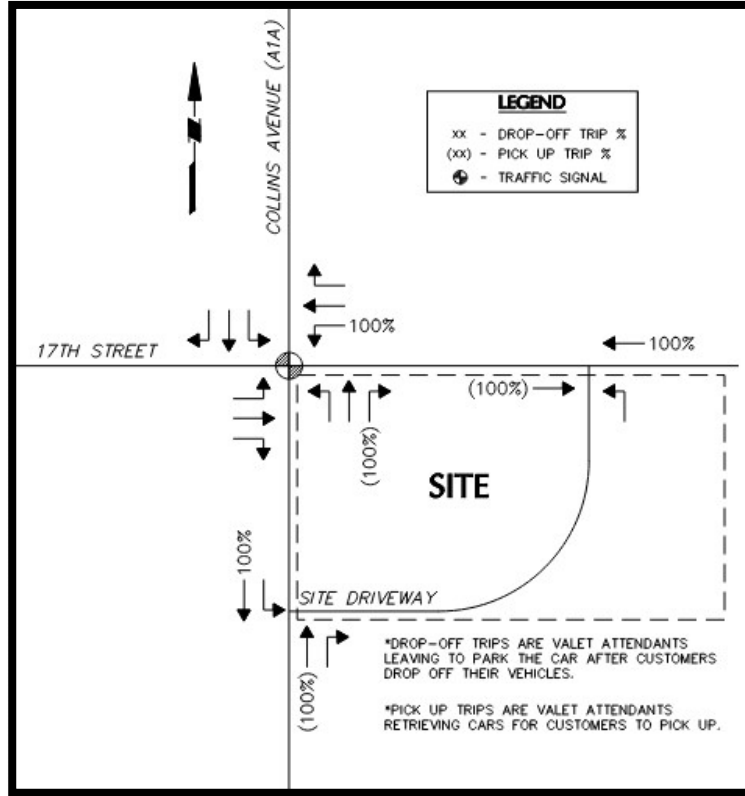


Figure 8: Restaurant Rideshare Vehicle Traffic Distribution



**Figure 9: Restaurant Valet Traffic Distribution**

To assign the above distributions, it was necessary to estimate the percentage of rideshare trips among the total vehicle trips to and from the site. A study published in 2021 titled *Transportation Users' Attitudes and Choices of Ride-Hailing Services in Two Cities with Different Attributes* surveyed residents and visitors of Miami Beach, FL, and residents of Birmingham, AL to research rideshare usage patterns. The study found that, excluding non-vehicular modes, 26% of Miami Beach survey respondents chose rideshare modes (including taxi) during a typical weekday, and 74% chose personal vehicular modes. Additionally, a majority of rideshare users in Miami Beach chose rideshare options despite owning a vehicle or having regular access to a vehicle. Therefore, it was determined that 26% is an appropriate estimate of the percentage of rideshare trips among total vehicle trips. Attachment C includes the referenced study.

**Table 3** below shows the afternoon peak hour trip generation estimates broken down into personal vehicle, rideshare, and valet trips. The number of personal vehicle trips and valet trips is equal, as all personal vehicles driven to the site must be valet-parked off-site. The estimates below were used to assign trips to each use and mode case.

**Table 3 - Weekday Afternoon Peak Hour Trip Generation Estimate Breakdown**

Land Use	Total Vehicle Trips			Rideshare Ratio	Personal Vehicle Trips			Rideshare Trips			Valet Trips		
	In	Out	Total		In	Out	Total	In	Out	Total	In	Out	Total
<b>Proposed Uses</b>													
Resort Hotel	22	28	50	26%	16	21	37	6	7	13	16	21	37
Fine Dining Restaurant	67	33	100		50	24	74	17	9	26	50	24	74
<b>Total</b>	<b>89</b>	<b>61</b>	<b>150</b>		<b>66</b>	<b>45</b>	<b>111</b>	<b>23</b>	<b>16</b>	<b>39</b>	<b>66</b>	<b>45</b>	<b>111</b>

Figures 10 through 15 illustrate the hotel personal vehicle assignment, hotel rideshare assignment, hotel valet assignment, restaurant personal vehicle assignment, restaurant ride share assignment, and restaurant valet assignment, respectively. Figure 16 summarizes the total trip assignment for all scenarios. All trips illustrated are based on the proposed development only, and no reductions were taken for the existing use. Project-generated trips were added to the 2027 no build traffic volumes to develop the 2027 build condition scenario traffic volumes, summarized in Figure 17.

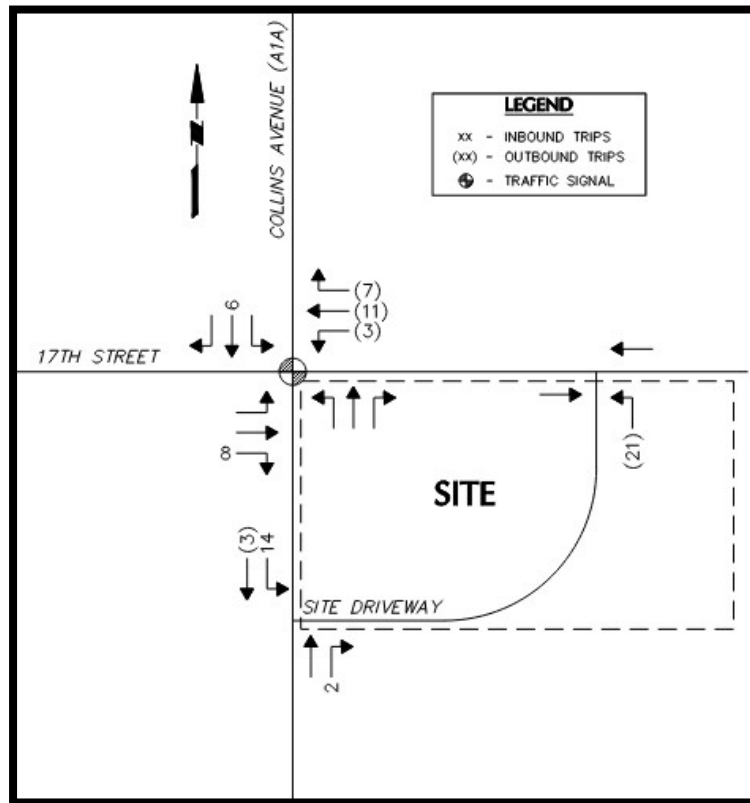
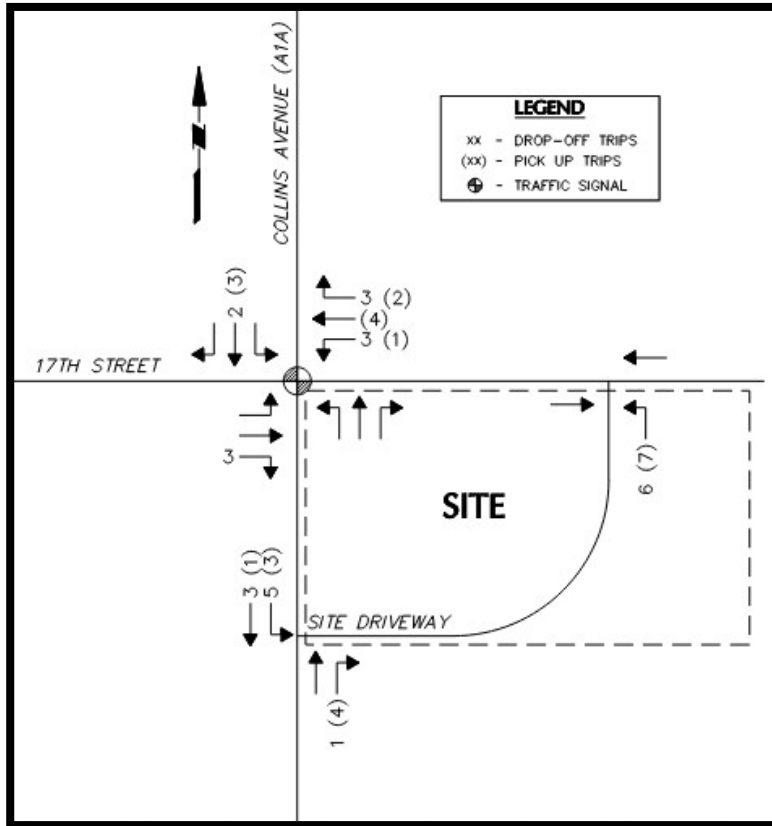
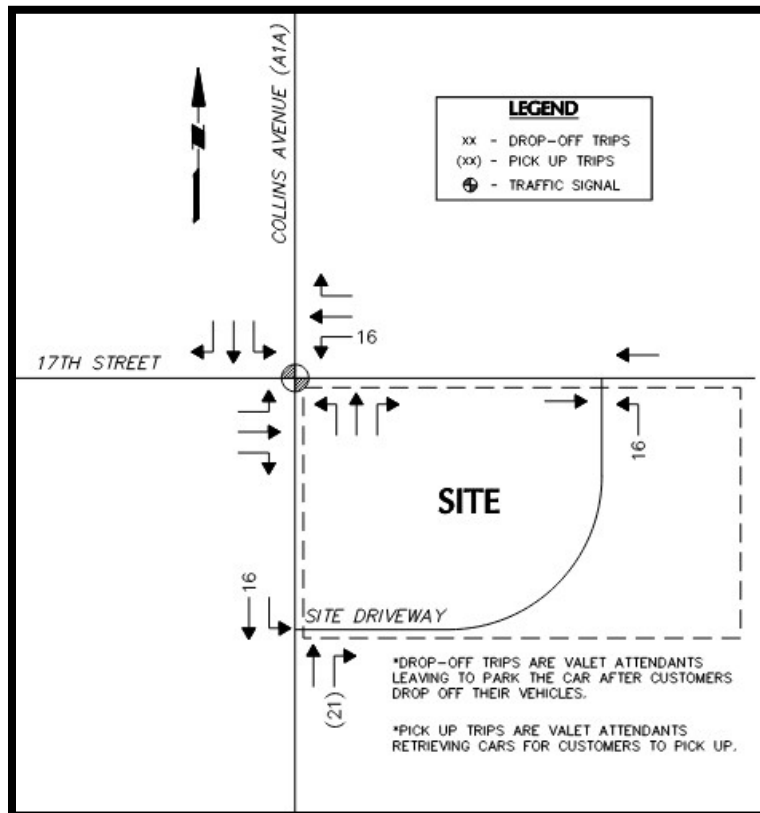


Figure 10: Hotel Personal Vehicle Traffic Assignment



**Figure 11: Hotel Rideshare Vehicle Traffic Assignment**



**Figure 12: Hotel Valet Traffic Assignment**

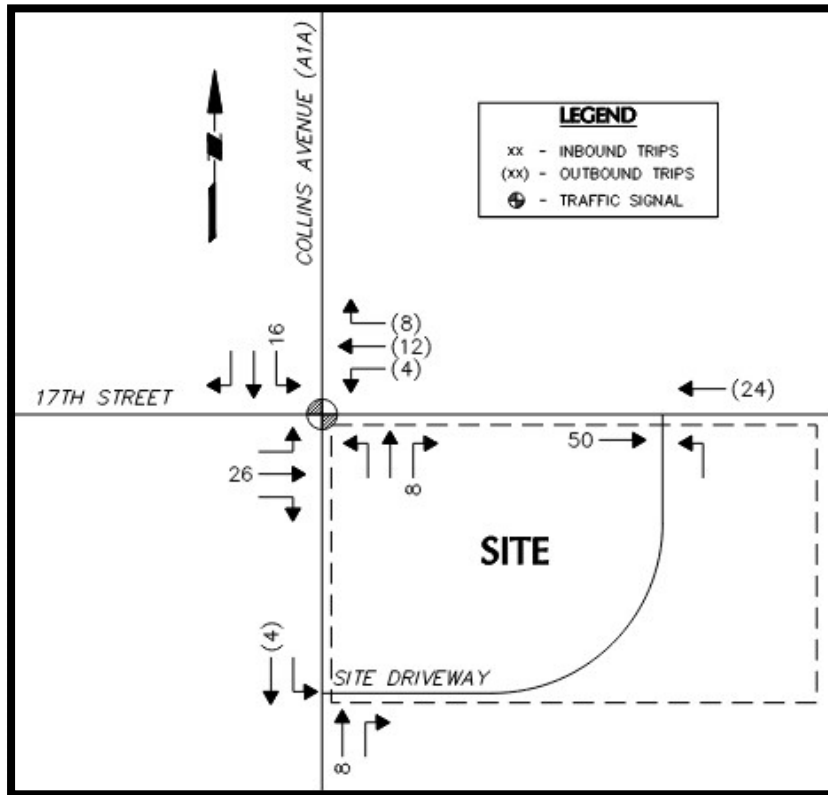


Figure 13: Restaurant Personal Vehicle Traffic Assignment

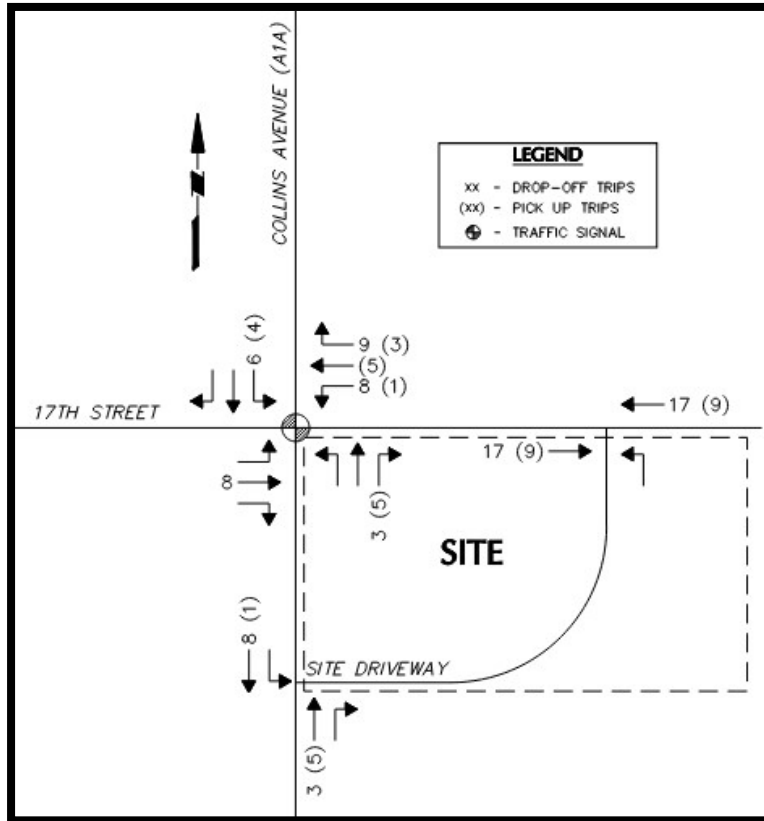


Figure 14: Restaurant Rideshare Vehicle Traffic Assignment

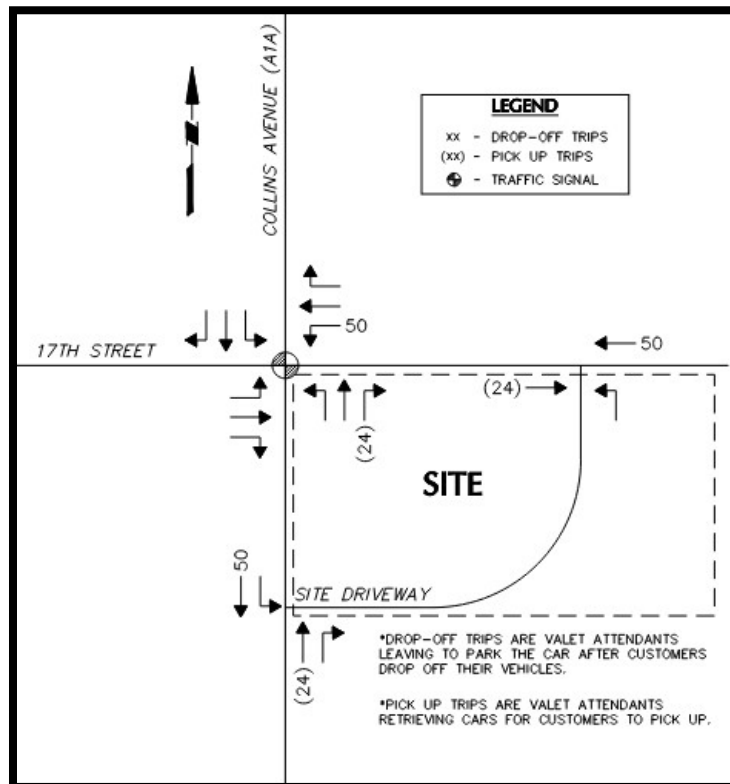


Figure 15: Restaurant Valet Traffic Assignment

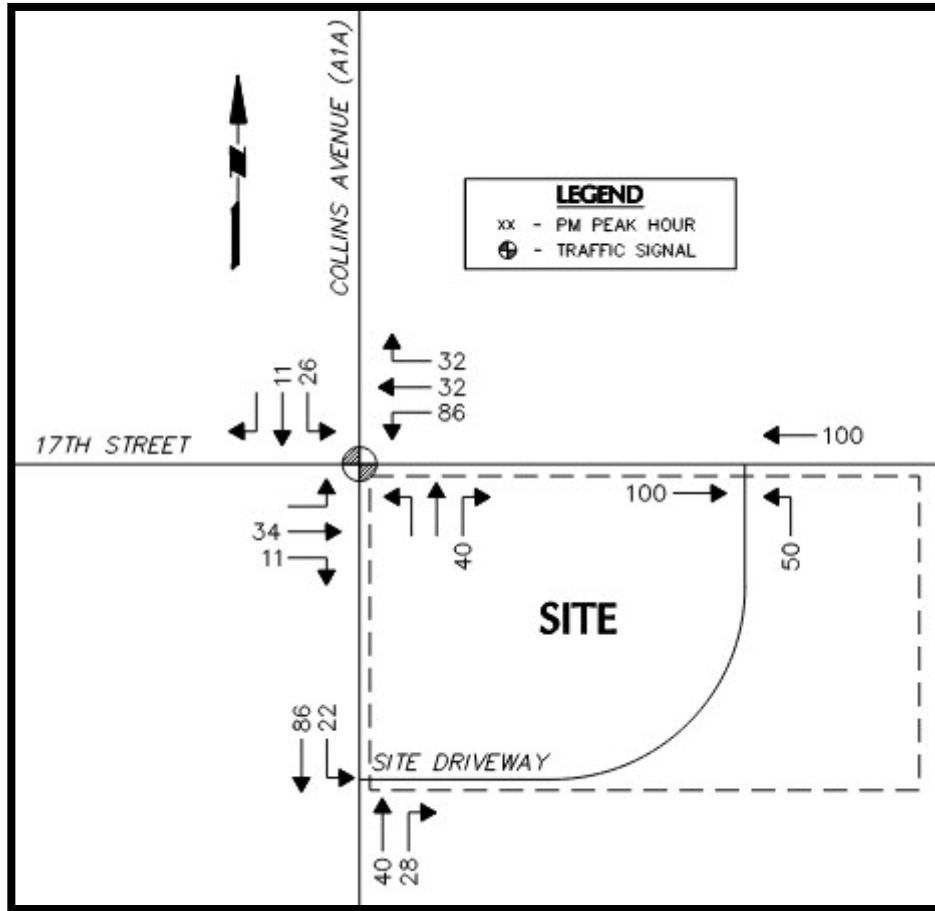


Figure 16: Total Project Traffic Assignment

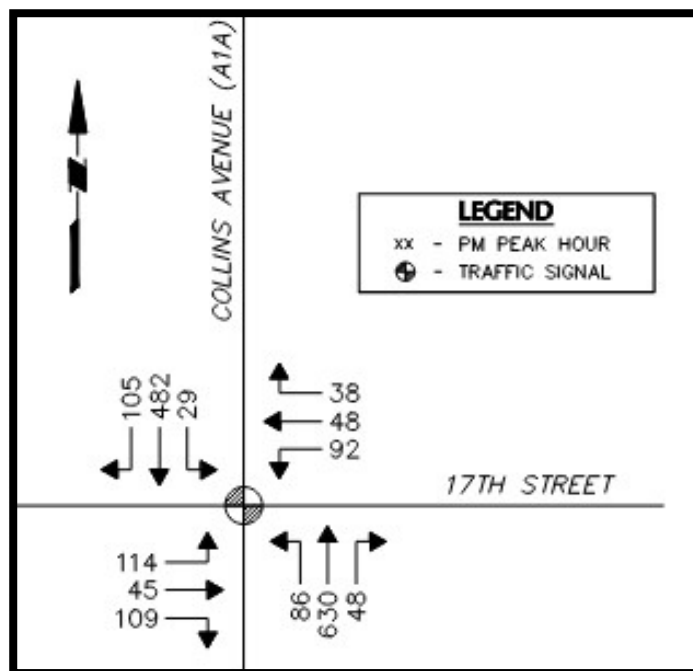


Figure 17: 2027 Build Peak-Hour Volumes

### Intersection Capacity Analysis

We conducted afternoon peak hour 2026 existing, 2027 no build, and 2027 build condition capacity analyses for the study intersection using HCS 2025 software. We found that the study intersection is expected to operate at an overall LOS C during the afternoon peak hour for the 2027 build conditions. **Table 4** summarizes the results of the intersection capacity analyses. Attachment C contains the signal timing document of the analyzed intersection. **Attachment D** contains intersection-volume tables; **Attachment E** contains the capacity-analysis worksheets. Capacity analysis provides an indication of the adequacy of intersection and roadway facilities to serve traffic demand. The evaluation criteria used to analyze the study intersections are based on the 7<sup>th</sup> Edition of the *Highway Capacity Manual* published by the Transportation Research Board.

**Table 4 - Intersection Capacity Analysis Summary**

Location	Traffic Control	Approach	2026 Existing PM Peak Hour		2027 No Build PM Peak Hour		2027 Build PM Peak Hour	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
(1) Collins Avenue (A1A) & 17 Street	Signalized	Overall	B	18.2	B	18.3	C	20.5

### Site Access and Circulation

The main driveway will provide access to the hotel use of the site and the main valet drop-off location. Additionally, a valet operation will be present along 17<sup>th</sup> Street, which will primarily be used by the restaurant and member’s club patrons. Trucks and service vehicles are also expected to perform their operations along 17<sup>th</sup> Street adjacent to the site. The proposed development will maintain its existing loading and trash pick-up operations with a dedicated on-street freight loading zone along 17<sup>th</sup> Street. We performed truck turning movements and confirmed that garbage trucks and delivery trucks can safely maneuver and turn around on 17<sup>th</sup> Street to continue traveling westbound.

Similarly, the proposed development will maintain its existing main driveway operation with an ingress only connection to Collins Avenue and an egress only connection to 17<sup>th</sup> Street. Although the driveway on 17<sup>th</sup> Street is less than 125 feet from Collins Avenue, the driveway cannot be relocated due to the historic designation of the existing building. We performed passenger vehicle turning movements through the driveway to demonstrate that the drive aisle is wide enough for three average-sized passenger vehicles to stage in parallel while another vehicle passes through. This allows for an efficient flow of traffic for the valet operations along this driveway. **Attachment F** includes the passenger vehicle maneuverability analysis.

### Multimodal Evaluation Analysis

There are existing sidewalks along the north and west frontage of the site, which will be maintained with the proposed redevelopment. Additionally, there is a paved beach path on the east frontage of the site, which provides north/south connectivity throughout Miami Beach. The nearest bus stop is located adjacent to the site at Collins Avenue and 17<sup>th</sup> Street and serves Miami Dade Bus routes 14, 79, 100, and 150. Crosswalks exist at the study intersection to allow for safe pedestrian connectivity within the project study area. There is a Citi Bike docking station adjacent to the site on 17<sup>th</sup> Street, providing additional bicycle connectivity to the surrounding

area. **Attachment G** includes the transit route maps and schedules, as well as the multimodal evaluation figure showing the existing pedestrian access to the site.

### **Valet Operation Analysis**

We prepared a queueing analysis for the proposed development's two valet operations to ensure that it will not cause entering traffic to back onto the adjacent public roadway (Collins Avenue). For the main hotel operations, the valet-parking station will be located adjacent to the building entrance with an on-site vehicle-stacking area for two (2) vehicles. This valet operation is accessed through the main ingress driveway connection on Collins Avenue. All hotel guests with personal vehicles will be required to use valet parking. From the valet drop-off, valet operators will drive the vehicle to the parking facility located on 16<sup>th</sup> Street and Washington Avenue. To ensure efficient operations, coordination will occur between valet operators stationed at the Delano Hotel and operators stationed at the off-site parking facility.

For the restaurant and member's club uses, the valet-parking station will be located along 17<sup>th</sup> Street adjacent to the north side of the building with an on-site vehicle-stacking area for four (4) vehicles. However, as the street is a dead-end road and has low existing volumes, it is likely that more vehicles can safely stage if necessary. Similar to the main valet operation, from the restaurant valet drop-off, the valet operators will drive the vehicle to the parking facility located on 16<sup>th</sup> Street and Washington Avenue. To ensure efficient operations, coordination will occur between valet operators stationed at the Delano Hotel and operators stationed at the off-site parking facility.

The queueing analysis followed the methodology outlined in *Transportation and Land Development* by the Institute of Transportation Engineers (ITE), which uses hourly vehicle arrival rates and service times to estimate 95<sup>th</sup> percentile queue lengths, representing conditions expected to occur 95% of the time. In this analysis, the ingress and egress volumes were combined, and all queues were assumed to be vehicle queues. Valet operators were assumed to perform one task, either retrieval or parking operations, at a time. For example, when there is simultaneous demand for a vehicle to be parked and picked up, it was assumed that an operator would only park the vehicle and walk back, rather than parking the vehicle, picking up a vehicle, and driving back. The reported queues are combined ingress and egress vehicle queues.

Afternoon peak hour valet trip generation estimates, summarized in Table 3, were used to determine vehicle arrival rates. Afternoon peak hour trips were used as they generated more traffic than the morning peak hour. To provide a conservative analysis, we assumed that 100% of patrons arriving by personal vehicle would use the valet service. In practice, however, a number of hotel and restaurant patrons driving personal vehicles would likely self-park at nearby garages prior to arriving on site, as these options will likely be cheaper than the on-site valet services. The following describes the breakdown of the afternoon peak hour trip generation for personal vehicle use to the valet stand for the hotel use, and the valet stand for the restaurant/member's club use:

- Afternoon Peak Hour (Hotel Valet Trips): 37 trips (16 inbound, 21 outbound)
- Afternoon Peak Hour (Restaurant / Member's Club Valet Trips): 74 trips (50 inbound, 24 outbound)

Valet service times were estimated based on operational logistics and site layout:

Hotel Valet Operations

- Drop-off: 8.4 minutes
- Pick up: 8.2 minutes

Restaurant / Member’s Club Valet Operations

- Drop-off: 9.5 minutes
- Pick up: 9.5 minutes

These durations include the time for the valet attendant to receive or return the vehicle, drive to/from the furthest parking stall, and return to the valet station. As the analysis covers both drop-off and pick up operations, the longer service time was used in the analysis. To accommodate peak demand at full occupancy, it was determined that a minimum of 8 valet attendants will be required at the hotel valet station, and 16 valet attendants will be required at the restaurant/member’s club valet station to manage vehicle flow efficiently, resulting in a total of 24 valet attendants.

**Table 5** summarizes the result of the queueing analysis. The results indicate that with 24 total attendants, the 95<sup>th</sup> percentile vehicular queue lengths are not expected to exceed two vehicles for the hotel and three vehicles for the restaurant, which are within the capacity of each stacking area. Once the hotel and restaurant are fully occupied and operational, the valet operations will be reviewed to fine-tune the number of valet attendants needed based on observed demand. Supporting documentation, including service time calculations, ITE methodology excerpts, and methodology excerpts from *Parking* are provided in **Attachment H**.

**Table 5 – Valet Ingress Vehicular Queueing Analysis Summary (ITE Methodology)**

Entrance	Storage Capacity (Vehicles)	95th Percentile Queue Length (Vehicles)	Exceeds Capacity?
Hotel	2	2	NO
Restaurant / Member’s Club	4	3	NO

**Transportation Demand Management (TDM) Measures**

The site abuts Collins Avenue, 17<sup>th</sup> Street, and the beach. The proposed development is adjacent to the nearest bus station (Routes 14, 79, 100, and 150) located at the intersection of 17<sup>th</sup> Street and Collins Avenue. Citibike serves the City of Miami Beach, with a docking station adjacent to the site along 17<sup>th</sup> Street. Attachment H contains a copy of the transit route maps.

To encourage the use of public transportation in the area, the development proposes to implement Transportation Demand Management (TDM) strategies, which will focus on providing Miami-Dade Transit bus and trolley route information on or near employee bulletin boards to promote the use of public transportation. The hotel will provide one (1) transit/rideshare pass for every ten (10) employees who work at the hotel. The most important action will be doing a regular employee outreach to provide them with multiple commute options and establish preferences to target TDM efforts. **Table 6** summarizes the proposed TDM strategies.

**Table 6 - Proposed TDM Strategies**

Action	Details
Employee Survey	Conduct surveys to assess current employee commute patterns, identify preferences, and inform targeted TDM initiatives.
Education, Marketing, and Outreach	Provide new employees with informational packets and/or personalized consultations highlighting sustainable travel options (e.g., transit, biking).
Bicycle Facilities	Promote the use of the existing Citi Bike docking stations adjacent to the site to both employees and visitors to encourage active transportation.
Valet Operation	Implement a full-service valet system for all guests, with a designated stacking area and overflow capacity to manage peak demand efficiently. Implementing technology-based solutions such as mobile apps for valet requests to reduce wait times and improve operational flow.
Transit/Rideshare Pass	The hotel will provide one (1) transit/rideshare pass for every ten (10) employees who work at the hotel
Travel Mapping	Make transit route maps, schedules, and multimodal travel information available on-site for employees and visitors.
Loading Area	Designate specific loading/unloading timeframes to minimize conflicts with peak-hour traffic and improve site circulation.

These measures will complement the valet operation and leverage the existing multimodal infrastructure along Collins Avenue, ensuring efficient site access while supporting broader transportation sustainability goals.

## Conclusion

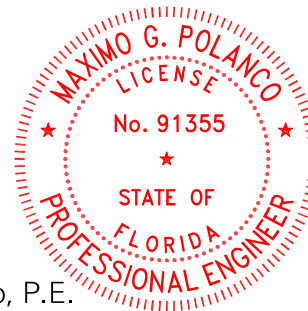
We determined that the proposed Delano Hotel redevelopment is expected to generate fewer morning peak-hour trips than the previously operational hotel and is expected to generate 668 daily and 82 afternoon net-new peak-hour trips. Intersection capacity analysis for the 2027 build condition indicates that Collins Avenue at 17<sup>th</sup> Street will operate at LOS C during the afternoon peak hour. Valet operational analyses confirmed that the designated stacking areas will contain queues and that 24 valet attendants will be required to efficiently serve peak demand at the two drop-off areas at full occupancy. Please contact me at (954) 320-2155 with any questions or comments.

Sincerely,

**Langan Engineering and Environmental Services, LLC**



Joe Goldberg, P.E.  
Project Engineer



This item has been digitally signed and sealed by Maximo Polanco, PE on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Maximo G. Polanco, P.E.  
Senior Project Manager

MGP:mgp

### Attachments:

- Attachment A – Site Plan
- Attachment B – Trip Generation and ITE Excerpts
- Attachment C – Traffic Data and FDOT Tables
- Attachment D – Intersection Volume Tables
- Attachment E – Intersection Capacity Reports
- Attachment F – Maneuverability Analysis
- Attachment G – Multimodal Evaluation
- Attachment H – Service Time Data, ITE Excerpts, and Valet Queueing Analysis Calculations

Florida Certificate of Authorization No. 6601

**ATTACHMENT A**  
**SITE PLAN**

CITY OF MIAMI BEACH
CERTIFICATE OF USE, ANNUAL FIRE FEE, AND BUSINESS TAX RECEIPT

1700 Convention Center Drive
Miami Beach, Florida 33139-1819

TRADE NAME: BEACH HOTEL ASSOCIATES LLC D/B/A AGUA AT DELANO. LICENSE NUMBER: RL-10005920
DBA: AGUA AT DELANO, FDR Beginning: 11/05/2025
IN CARE OF: Expires: 09/30/2026
ADDRESS: 1685 Collins Ave Parcel No: 0232340190550
MIAMI BEACH, FL 33139-3136

TRADE ADDRESS: 1685 Collins Ave

A penalty is imposed for failure to keep this Business Tax Receipt exhibited conspicuously at your place of business. City Police, Fire, Code, and Building Department personnel shall be authorized to enter all public areas and spaces of commercial business establishments operating in the city whenever such areas and spaces are open to the public.

A Business Tax Receipt issued under Article 5 of Chapter 102 of the City Code does not waive or supersede other City laws, does not constitute City approval of a particular business activity and does not excuse the licensee from all other laws applicable to the licensee's business.

This Receipt may be transferred:

A. Within 30 days of a bonafide sale, otherwise a complete annual payment is due.

B. To another location within the City if proper approvals and the Receipt are obtained prior to opening of the new location.

Table with 2 columns: Code and Business Type. Rows include: 95009500 HOTELS (SMOKE DETECTOR), 95000701 ALCOHOL BEV. (NO LATER THAN 5AM), 95002700 BEAUTY PARLORS, HAIRDRESSING, FACIAL MASSAGE, MANICURING, COSM, 95011999 MASSAGE CLINIC, 95012065 MERCHANTS SALES, 95017800 SOLARIUM, 95016400 RESTAURANT / BARS

Table with 2 columns: Description and Value. Rows include: Beach Front Concessions: #Units (208), Beach Front Concessions: #Locations (1), Beauty Parlors: # Chairs (4), Hotel: #Rooms (208), General Merchant Retail: Sales (\$67000), Merchants: Inventory (\$67000), Restaurants/Bars: #Chairs (148)

Additional Information
INCLUDES GIFT SHOP
Storage Locations

FROM: CITY OF MIAMI BEACH
1700 CONVENTION CENTER DRIVE
MIAMI BEACH, FL 33139-1819

PRESORTED
FIRST CLASS
U.S. POSTAGE
PAID
MIAMI BEACH, FL
PERMIT No 1525

BEACH HOTEL ASSOCIATES LLC D/B/A AGUA AT DELANO, FD
1200 South Pine Island Rd
PLANTATION, FL 33324





**PROJECT DATA**

**DESIGN CRITERIA:**

DESIGN INTENT: BUILDING ENHANCEMENT AND REZONE EARL COMMERCIAL DISTRICT.

BASEMENT LEVEL:

2<sup>ND</sup> FLOOR OF HOUSE AREAS

GROUND LEVEL (EARTH):

ACCOMMODATE RESTAURANTS, CAFETERIAS AND SMALL INDOOR AND OUTDOOR ASSOCIATED BASEMENTS.

GROUND LEVEL (EARTH):

ACCOMMODATE COMMERCIAL OFFICES ASSOCIATED WITH RESTAURANTS

REZONE LEVEL:

COMMERCIAL (C-1) (SEE 100)

TYPE OF CONSTRUCTION:

REPAIR AND RECONSTRUCT SHALL BE LIMITED TO THE EXISTING STRUCTURE AND SHALL BE IN COMPLIANCE WITH THE 2006 INTERNATIONAL BUILDING CODE.

**MAMI BEACH**

Planning Department, 1700 Convention Center Drive  
Miami Beach, Florida 33139, www.miamibeachfl.gov  
305.673.7550

**MULTIFAMILY - COMMERCIAL - ZONING DATA SHEET**

Ocean Drive / Collins Historic District, Miami Beach Architectural District

ITEM #	Zoning Information	Address	Zone	Height	Area	Use	Occupancy	Deficiencies
1	Address	1681 Collins Avenue, Miami Beach, FL 33139						
2	Board of Film numbers	00-233421-9-05550						
3	File number(s)	1987 / 1986						
4	Year entered	8/07/1986						
5	Beer Food Beverage	8/07/NGVD						
6	Alcoholic Beverage (C-48A-D)	6/07/MSAD						
7	Lot Width	100.15'						
8	Minimum Unit Size	New Construction 156x300x335 SF; 85x335x335 SF; Rehabilitated Historic Structures 2015 SF						
9	Existing Use	Hotel/Mixed Use						

Item #	Height	Maximum	Existing	Proposed	Deficiencies
10	Height	200'-0"	168'-5"	168'-5"	-
11	Number of Stories	N/A	14	14	-
12	FAR	2.0	2.29	2.29	-
13	FLOOR AREA Square Footage	120,488 SF	138,206 SF	138,206 SF	-
14	Square Footage by use	N/A	N/A	N/A	-
15	Number of Units Residential	N/A	N/A	171	-
16	Number of Units Hotel	N/A	208	N/A	-
17	Number of Beds	N/A	N/A	N/A	-
18	Occupancy Load	N/A	1,698 persons	1,698 persons	-

Item #	Setback	Required	Existing	Proposed	Deficiencies
19	Front Setback (Facing Collins West)	20'-0"	N/A	N/A	-
20	Rear Setback (East)	30'-0" From building	N/A	N/A	-
21	Side Setback (North)	5'-1" (5% of lot width)	N/A	N/A	-
22	Side Setback (South)	5'-1" (5% of lot width)	N/A	N/A	-
23	Pedestal and Subterranean	20'-0"	30'-3"	30'-3"	-
24	Front Setback (Facing Collins West)	120'-8" (20% of lot depth)	42'-3"	42'-3"	Existing non-conforming setback
25	Side Setback (North)	8'-1" (8% of lot width)	5'-4"	5'-4"	Existing non-conforming setback
26	Side Setback (South)	8'-1" (8% of lot width)	4'-4"	4'-4"	Existing non-conforming setback
27	Tower	50'-0"	51'-2"	51'-2"	-
28	Rear Setback (East)	150'-10" (25% of lot depth)	416'-9"	416'-9"	Existing non-conforming setback
29	Side Setback (North)	6'-1" (8% of lot width)	3'-0"	3'-0"	Existing non-conforming setback
30	Side Setback (South)	17'-1" (8% of lot width/10% of height)	3'-0"	3'-0"	Existing non-conforming setback

Item #	Parking	Required	Existing	Proposed	Deficiencies
31	Parking Direct	1	1	1	-
32	Total # of parking spaces	0	0	0	-
33	# of parking spaces required	0	0	0	-
34	Parking Space Dimensions	8.5 X 18'	N/A	N/A	-
35	Parking Space Configurations	90 DEGREE	N/A	N/A	-
36	ADA Spaces	0	N/A	N/A	-
37	Trailer Spaces	N/A	N/A	N/A	-
38	Drive Aisle Width	22'	N/A	N/A	-
39	Valer Drop off and pick-up	11'	11'	11'	-
40	Loading zones and Trash collection areas	6	ON STREET	ON STREET	-
41	Bike Racks (15% of required parking)	N/A	N/A	N/A	-

Item #	Restaurants, Cafes, Bars, Lounges, Nightclubs	Required	Existing	Proposed	Deficiencies
42	Type of use	N/A	HOTEL/COMMERCIAL	HOTEL/COMMERCIAL	-
43	Total # of bars	N/A	SEE OCCUPANCY CHART	SEE OCCUPANCY CHART	-
44	Total # of bars per venue	N/A	SEE OCCUPANCY CHART	SEE OCCUPANCY CHART	-
45	Total Occupancy Comment	N/A	SEE OCCUPANCY CHART	SEE OCCUPANCY CHART	-
46	Occupant comment per venue (Provide a separate chart for a breakdown calculation)	N/A	SEE OCCUPANCY CHART	SEE OCCUPANCY CHART	-

47	Is this a combining building?	YES			
48	Is this a building located within a Local Historic District?	YES			
*ALL USES ARE LOCATED INSIDE EXISTING HISTORIC STRUCTURE THEREFORE NO PARKING IS REQUIRED					

**PROJECT NAME:**  
1681 COLLINS HOTEL

**PROJECT TEAM:**  
1681 Collins Avenue  
Miami Beach, FL 33139

**ARCHITECT:**  
2 ALABAMA BL A24, SUITE 500  
MIAMI BEACH, FL 33139  
TEL: +1 (305) 573-2728  
WWW.MAMIARCHITECT.COM

**LANDSCAPE ARCHITECT:**  
2 ALABAMA BL A24, SUITE 500  
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**ENGINEER:**  
ARTECH ENGINEERING  
1000 S. MIAMI AVENUE  
MIAMI BEACH, FL 33139  
TEL: +1 (305) 573-2728  
WWW.ARTECHENGINEERING.COM

**CONSTRUCTION DOCUMENTS**

DATE: 01/17/2026

**REVISIONS:**

NO.	DATE	DESCRIPTION
01	01/17/2026	ISSUE FOR PERMIT

**SCALE:**  
AS SHOWN

**CHECKED:**  
DATE: 01/17/2026

**SHEET NUMBER:**  
A0.02







# PROPERTY APPRAISER OF MIAMI-DADE COUNTY

## Summary Report

Generated On: 12/05/2025

PROPERTY INFORMATION	
<b>Folio</b>	02-3234-019-0550
<b>Property Address</b>	1685 COLLINS AVE MIAMI BEACH, FL 33139-0000
<b>Owner</b>	BEACH HOTEL ASSOCIATES LLC
<b>Mailing Address</b>	1685 COLLINS AVE MIAMI BEACH, FL 33139
<b>Primary Zone</b>	4100 MULTI-FAMILY - 101+ U/A
<b>Primary Land Use</b>	3921 HOTEL OR MOTEL : HOTEL
<b>Beds / Baths /Half</b>	0 / 0 / 0
<b>Floors</b>	14
<b>Living Units</b>	194
<b>Actual Area</b>	
<b>Living Area</b>	
<b>Adjusted Area</b>	138,856 Sq.Ft
<b>Lot Size</b>	57,500 Sq.Ft
<b>Year Built</b>	Multiple (See Building Info.)



ASSESSMENT INFORMATION			
Year	2025	2024	2023
<b>Land Value</b>	\$31,050,000	\$41,400,000	\$24,150,000
<b>Building Value</b>	\$100,000	\$25,000	\$60,000
<b>Extra Feature Value</b>	\$0	\$0	\$15,000
<b>Market Value</b>	\$31,150,000	\$41,425,000	\$24,225,000
<b>Assessed Value</b>	\$29,312,250	\$26,647,500	\$24,225,000

TAXABLE VALUE INFORMATION			
Year	2025	2024	2023
<b>COUNTY</b>			
<b>Exemption Value</b>	\$0	\$0	\$0
<b>Taxable Value</b>	\$29,312,250	\$26,647,500	\$24,225,000
<b>SCHOOL BOARD</b>			
<b>Exemption Value</b>	\$0	\$0	\$0
<b>Taxable Value</b>	\$31,150,000	\$41,425,000	\$24,225,000
<b>CITY</b>			
<b>Exemption Value</b>	\$0	\$0	\$0
<b>Taxable Value</b>	\$29,312,250	\$26,647,500	\$24,225,000
<b>REGIONAL</b>			
<b>Exemption Value</b>	\$0	\$0	\$0
<b>Taxable Value</b>	\$29,312,250	\$26,647,500	\$24,225,000

BENEFITS INFORMATION			
Benefit	Type	2025	2024 2023
<b>Non-Homestead Cap</b>	Assessment Reduction	\$1,837,750	\$14,777,500

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

SHORT LEGAL DESCRIPTION
ALTON BEACH 1ST SUB PB 2-77
LOTS 9 TO 12 INC & TR OF LAND AS
DESCR IN DB 2746-335 BLK 29
& PORT LYING EAST & ADJACENT WEST
OF EROSION LINE PER PB 105-62

SALES INFORMATION			
Previous Sale	Price	OR Book-Page	Qualification Description
06/27/2011	\$0	27737-0909	Corrective, tax or QCD; min consideration
07/01/1993	\$2,400,000	16001-3779	Other disqualified
07/01/1977	\$1	09739-0540	Sales which are disqualified as a result of examination of the deed
06/01/1988	\$0	00000-00000	Sales which are disqualified as a result of examination of the deed

The information contained herein is for ad valorem tax assessment purposes only. The Property Appraiser of Miami-Dade County is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser of Miami-Dade County and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at <https://www.miamidadepa.gov/pa/disclaimer.page>