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April 6, 2020

Thomas Mooney
Planning Director
City of Miami Beach
1700 Convention Center Drive
Miami Beach, FL 33139

Re: Letter of Intent for Planning Board Approval of Mechanical Parking Lift System Located at 1910 Alton Road, Miami Beach, FL

Dear Mr. Mooney:

This firm represents Alton Office Holdings, LLC, the applicant ("Applicant") for a proposed mixed-use project to be developed on the property located at 1910 Alton Road (the "Property"). Please accept this correspondence as the Applicant's letter of intent for the attached plans and application seeking review and approval by the Planning Board of a mechanical parking lift system.

The proposed project consists of a five-story, mixed-use building containing a small lobby and art display area facing the street on the ground floor, an art gallery on the second floor, a combined total of 7,068 square feet of office space on the third and fourth floors, and a 3,622-foot residence on the fifth floor. As designed, the project requires three variances from the Design Review Board related to the location of the loading area, the building height, and the height of the first floor as measured from Base Flood Elevation ("BFE") plus 1 foot of Freeboard. The Applicant is also seeking approval of mechanical parking lifts to provide sufficient parking for the proposed uses, plus two additional parking spots beyond the minimum required after application of the alternative parking incentives of Section 130-40 of the Land Development Regulations ("LDRs").

Mechanical parking lifts are approved by the Planning Board as a conditional use. Pursuant to Section 118-192 of the LDRs, conditional uses may be approved if they satisfy the following criteria:

- 1) The use is consistent with the comprehensive plan or neighborhood plan if one exists for the area in which the property is located.

The Property has a future land use designation and zoning designation of Medium Intensity Commercial (CD-2). The proposed uses of commercial, office, and residential within the project are all uses permitted by right within the CD-2 designation. The project is consistent with the City of Miami Beach Comprehensive Plan.

- 2) The intended use or construction will not result in an impact that will exceed the thresholds for the levels of service as set forth in the comprehensive plan.

All proposed uses are compatible with the land use and zoning designation and are contemplated for this mixed-use commercial and residential area. This small mixed-use project, which will replace a previous use on site, will not create an impact that exceeds the levels of service set forth in the Comprehensive Plan.

- 3) Structures and uses associated with the request are consistent with these land development regulations.

Confirmed. Please refer to the responses under numbers 1 and 2 above.

- 4) The public health, safety, morals, and general welfare will not be adversely affected.

Confirmed. The proposed uses are low intensity and will not create negative impacts offsite. The mechanical parking lifts will comply with all regulations regarding operation and maintenance.

- 5) Adequate off-street parking facilities will be provided.

After the application of the alternative parking incentives of Section 130-40 of the LDRs, the project provides two additional parking spaces above and beyond the minimum parking required with the use of the proposed mechanical parking lifts. As required by Section 130-38(3)(c), the Applicant has also provided alternative schematic plans demonstrating that the project can meet off-street parking requirements without the use of mechanical lifts. The requested mechanical lifts will ensure there is more than sufficient parking on-site and allow for improved circulation and maneuverability.

- 6) Necessary safeguards will be provided for the protection of surrounding property, persons, and neighborhood values.

As confirmed above, the mechanical parking lifts will comply with all regulations regarding their design, operation, and maintenance under Section 130-38(6) of the LDRs.

- 7) The concentration of similar types of uses will not create a negative impact on the surrounding neighborhood. Geographic concentration of similar types of conditional uses should be discouraged.

The proposed uses are permitted within the CD-2 land use and zoning designation and are compatible with the surrounding commercial uses; there are no adjoining residential uses. The use of mechanical parking lifts will not create a negative impact on the neighborhood, and will only serve to provide additional parking and improved maneuverability on site.

Pursuant to Section 130-38(5), in order to approve mechanical parking for projects proposing to use mechanical parking devices to satisfy accessory and main use off-street parking requirements, the Planning Board shall consider the following:

- 1) Whether the scale of the proposed structure is compatible with the existing urban character of the surrounding neighborhood;

Rather than dramatically raise the first floor of the building under the City's Freeboard regulations, the front façade and ground floor accessibility of the proposed project is designed to maintain compatibility with existing commercial uses along Alton Road. As a result, despite the three-foot height variance requested from the Design Review Board, the structure is actually several feet shorter than would otherwise be permitted because the project is measured from the first finished floor rather than from BFE + Freeboard. The proposed structure is compatible with the scale and architectural identity of surrounding buildings.

- 2) Whether the proposed use of mechanical parking results in an improvement of design characteristics and compatibility with the surrounding neighborhood and has demonstrated how the scale, mass, volume, and height of the building are reduced by the use of mechanical parking;

The use of mechanical parking lifts improves the design of the building by allowing for the provision of two additional parking spaces beyond the off-street parking spaces required and provides for improved circulation and maneuverability within the parking area. By implementing the mechanical parking system, the design of the building is substantially shorter, even with the 3 foot height variance, and therefore much less bulky than it would be if the maximum Freeboard and allowable additional height had been utilized in this building design.

- 3) Whether the proposed use of mechanical parking does not result in an increase in density or intensity over what could be constructed with conventional parking;

Confirmed. The proposed total floor area and square footage of each use within the structure does not change with the addition of mechanical parking lifts.

- 4) Whether parking lifts or mechanisms are located inside, within a fully enclosed building, and not visible from exterior view;

Unlike the more traditional parking layout, which would be visible from the street, the mechanical lifts and parking will not be visible from the street. There are privacy and security walls and the building lobby surrounds the mechanical parking so it will also not be visible from the adjoining properties.

- 5) In cases where mechanical parking lifts are used for self-parking in multifamily residential buildings, whether approval is conditioned upon the proper restrictive covenant being provided limiting the use of each lift to the same unit owner;

Not applicable. The project contains only one residential unit and is not a multifamily residential building.

- 6) In cases where mechanical parking lifts are used for valet parking, whether approval is conditioned upon the proper restrictive covenant being provided stipulating that a valet service or operator must be provided for such parking for so long as the use continues;

Confirmed. The mechanical parking lifts will be managed by a valet operator. All required covenants will be submitted to the City for review and recording prior to the issuance of a building permit.

- 7) Whether a traffic study has been provided that details the ingress, egress, and circulation within the mechanical parking facility, and the technical and staffing requirements necessary to ensure that the proposed mechanical parking system does not cause excessive stacking, waiting, or backups onto the public right-of-way;

Confirmed. The required traffic study was provided to the City. The Applicant is actively working with the City's transportation staff.

- 8) Whether a proposed operations plan, including hours of operation, number of employees, maintenance requirements, noise specifications, and emergency procedures, has been provided;

A maneuverability and valet analysis were provided to the City. Mechanical lift maintenance instructions and diagrams are in process and will be provided prior to final filing. These materials include mechanical parking operation, valet drop-off, and staffing and technical requirements to ensure proper operation.

- 9) In cases where the proposed facility includes accessory uses in addition to the parking garage, whether the accessory uses are in proportion to the facility as a whole, and delivery of merchandise and removal of refuse, and any additional impacts upon the surrounding neighborhood created by the scale and intensity of the proposed accessory uses, are adequately addressed;

All proposed uses within the project are primary permitted uses pursuant to the CD-2 regulations.

- 10) Whether the proximity of the proposed facility to similar size structures and to residential uses creates adverse impacts and how such impacts are mitigated; and

The project does not directly abut residential uses and will replace an existing structure of similar size. The proposed uses are low impact and compatible with the surrounding mixed-use area.

- 11) Whether a cumulative effect from the proposed facility with adjacent and nearby structures arises, and how such cumulative effect will be addressed;

Confirmed. Please refer to the responses above.

As noted above, pursuant to Section 130-38(3)(c), the Applicant has submitted to the Planning Board two sets of schematic plans—one set showing the proposed mechanical parking

lifts and one set showing how the proposed project satisfies all parking requirements without the use of mechanical lifts. The proposed lifts will meet all conditions and requirements of Section 130-38(6) related to the design, operation, and maintenance of the lifts.

The Planning Board shall also consider how the project addresses the City's Sea Level Rise and Resiliency Review Criteria:

- 1) A recycling or salvage plan for partial or total demolition shall be provided.

Prior to the total demolition of the existing structure, the Applicant will provide a recycling and salvage plan to the City.

- 2) Windows that are proposed to be replaced shall be hurricane proof impact windows.

All windows within the proposed building will be hurricane proof impact resistant windows.

- 3) Where feasible and appropriate, passive cooling systems, such as operable windows, shall be provided.

Where appropriate, operable windows will be incorporated into the project design to allow for a passive cooling system.

- 4) Resilient landscaping (salt tolerant, highly water-absorbent, native, or Florida-friendly plants) shall be provided, in accordance with chapter 126 of the city Code.

Landscaping shall comply with all code requirements.

- 5) The project applicant shall consider the adopted sea level rise projections in the Southeast Florida Regional Climate Action Plan, as may be revised from time-to-time by the Southeast Florida Regional Climate Change Compact. The applicant shall also specifically study the land elevation of the subject property and the elevation of surrounding properties.

Kobi Karp Architecture and Interior Design has studied the land elevation of the property and adjacent parcels and has proposed a design that is compliant with the current Florida Building Code.

- 6) The ground floor, driveways, and garage ramping for new construction shall be adaptable to the raising of public rights-of-way and adjacent land, and shall provide sufficient height and space to ensure that the entry ways and exits can be modified to accommodate a higher street height of up to three additional feet in height.

The ground floor, driveways, and garage ramping are adaptable to future raising of public rights-of way and adjacent land. The ground floor height of the proposed design is flexible such that the right-of-way can be raised in height of up to three (3) additional feet and not affect the ground floor and building functions.

- 7) As applicable to all new construction, all critical mechanical and electrical systems shall be located above base flood elevation. All redevelopment projects shall, whenever practicable

and economically reasonable, include the relocation of all critical mechanical and electrical systems to a location above base flood elevation.

All critical mechanical and electrical systems will be located above base flood elevation.

- 8) Existing buildings shall, wherever reasonably feasible and economically appropriate, be elevated up to base flood elevation, plus City of Miami Beach Freeboard.

All habitable portions of the proposed new design are located above flood elevation.

- 9) When habitable space is located below the base flood elevation plus City of Miami Beach Freeboard, wet or dry flood proofing systems will be provided in accordance with chapter 54 of the city Code.

Habitable space located below base flood elevation plus City of Miami Beach Freeboard will be wet or dry flood proofed in accordance with Chapter 54 of the City Code.

- 10) As applicable to all new construction, stormwater retention systems shall be provided.

Stormwater retention systems will be provided per civil engineer design at time of permitting.

- 11) Cool pavement materials or porous pavement materials shall be utilized.

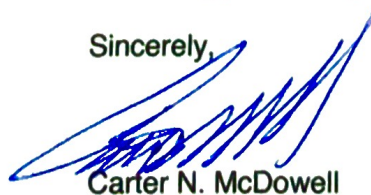
Porous pavement materials will be utilized where most effective.

- 12) The design of each project shall minimize the potential for heat island effects on-site.

The heat island effects on site will be reduced per mechanical engineer design.

Based on the foregoing information, the mechanical parking lifts meet the requirements of the LDRs. The project and proposed uses are consistent with the scale and character of the surrounding neighborhood and applicable LDR regulations. Accordingly, the Applicant respectfully requests review and approval of the conditional use application by the Planning Board.

Sincerely,



Carter N. McDowell

CNM
Enclosures

CC: Carly Grimm, Bilzin Sumberg