

June 3, 2022

Mr. Dani Fawaz, PE
Senior Transportation Engineer
Miami Beach Transportation and Mobility Department
1700 Convention Center Drive, 3rd Floor
Miami Beach, FL 33139
(305) 673-7000 Ext: 26693
DaniFawaz@miamibeachfl.gov

RE: 1840 Alton Road Traffic Statement - #22106

Dear Mr. Fawaz,

The proposed project is located at 1840 Alton Road in Miami Beach, Florida (see Attachment A for the site plan). The project proposes to replace an existing gas station with a mixed-use project consisting of 17,181 SF of office space, 2,698 SF of retail space, and one residential unit. Currently access to the existing site is provided via two, right-in / right-out driveways located on Alton Road (SR-907). As part of the redevelopment, the project is proposing to limit access to the site to one, right-in / right-out driveway located along Alton Road (on the southeast corner of the site). The proposed driveway will provide access to the ground floor parking and loading area as well as access to the upper level of the parking garage.

Alton Road (SR-907), north of 5th Street, is a minor arterial roadway that provides north / south access throughout the City of Miami Beach. Within the study area, Alton Road is a two-way, four-lane, divided roadway. The posted speed limit is 30 mph. There is on-street parking provided on portions of the roadway. The FDOT has jurisdiction over Alton Road within the project area. Alton Road is a shared roadway north of 4th Street and provides bike lanes along the roadway south of 4th Street. It should be noted that the segment of Alton Road between Dade Boulevard and 5th

Street (just south of the project location) is segment number 27 within the most recent Miami Beach Transportation Master Plan.

Trip Generation

The proposed project trip generation was calculated based on the rates / equations published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveway. (Trip generation worksheets are available in Attachment B.)

The proposed development plan incorporates residential, office, and retail land uses, which can satisfy the work trip and retail needs for some residents, employees, and visitors without making a trip off-site. An internalization matrix was developed to establish the appropriate number of internal project trips. Internal capture rates used are also included in Attachment B.

ITE research shows that a certain percent of retail and gas station trips are “*pass-by*” trips. These are described as trips “attracted from the traffic passing the site on an adjacent street.” These are not new trips, but trips already using the existing roadway network that stop at the proposed use and go back to their original path. Pass-by trips for this use were established based on guidelines provided in the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, 3rd Edition and the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. US census data states that 28% of the area uses alternative modes of transportation (6.7% transit, 12% walk, and 9.3% bike). For a more conservative analysis and consistent with the City of Miami Beach standards, only a 20% deduction was taken for other modes of transportation. Trip generation calculations were performed for a typical weekday, as well as, AM and PM peak hours of the adjacent street (see Attachment B). The existing and proposed project trip generation calculations are summarized in Exhibit 1.

Exhibit 1
Project Trip Generation Summary
Proposed

Proposed ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise) <i>Land Use Code: 220</i>	1 Unit	82	0	1	1	1	0	1
General Office Building <i>Land Use Code: 710</i>	17,181 SF	250	32	4	36	7	32	39
Strip Retail Plaza (<40k) <i>Land Use Code: 822</i>	2,698 SF	344	4	3	7	15	15	30
Total Gross Trips		676	36	8	44	23	47	70
Internalization ²	AM PM	9.1% 2.9%	-2	-2	-4	-1	-1	-2
Other Modes of Transportation ³		20.0%	-7	-1	-8	-4	-9	-13
Passby (Retail) ⁴		45.0%	0	0	0	-5	-5	-10
Net Proposed Trips			27	5	32	13	32	45

¹ Based on ITE Trip Generation Manual, 11th Edition.

² Based on ITE Trip Generation Handbook, 3rd Edition.

³ Based on US census data for census tract 43.04 and local characteristics, capped at 20% per City request.

⁴ Based on two ITE studies the average pass-by rate for shopping centers <40k SF is 66%, a 45% reduction was used for a more conservative analysis.

Existing

Existing ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Convenience Store/Gas Station <i>Land Use Code: 945</i>	4,594 SF	2,866	93	93	186	111	111	222
Total Gross Trips		2,866	93	93	186	111	111	222
Other Modes of Transportation ³		20.0%	-19	-19	-38	-22	-22	-44
Passby (Gas Station) ²	AM PM	60% 56%	-44	-44	-88	-50	-50	-100
Net Existing Trips			30	30	60	39	39	78

¹ Based on ITE Trip Generation Manual, 11th Edition.

² Based on the appendix of the ITE Trip Generation Manual, 11th Edition.

³ Based on pedestrian / cyclist data for US Census tract 43.04 & local characteristics, capped at 20% per City request.

Trip Difference

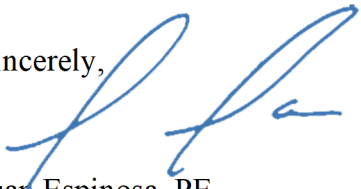
	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Proposed	676	27	5	32	13	32	45
Existing	2,866	30	30	60	39	39	78
Difference	-2,190	-3	-25	-28	-26	-7	-33

Conclusions

The results of the trip generation analysis show that the proposed development will generate 2,190 less daily trips, 28 less AM peak hour trips, and 33 less PM peak hour trips when compared to the existing use. Therefore, the effects of the project on the adjacent roadway network will be *de minimis*.

We stand ready to provide any support needed for this project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,



Juan Espinosa, PE
Vice-President – Transportation

w:\22\22106\traffic statement\1840 alton road traffic letter_february 2022.docx

Attachment A

CD-2 COMMERCIAL MEDIUM INTENSITY DISTRICT - ZONING DATA SHEET

MIAMI BEACH			
Planning Department, 1700 Convention Center Drive, 2nd Floor Miami Beach, Florida 33139, www.miamibeachfl.gov 305.673.7550			
MULTIFAMILY - COMMERCIAL - ZONING DATA SHEET			
ITEM # Project Information			
1	Address:	1840 Alton Road Miami Beach, Florida 33139	
2	Board and file numbers:		
3	Folio number(s):	02-3233-012-0170	
4	Year constructed:	1997	Zoning District: CD-2
5	Based Flood Elevation:	8'-0"	Grade Value in NGVD: 3'-9"
6	Adjusted grade (Flood+Grade/2):	5'-10 5/8"	Lot Area: 3,750 SF
7	Lot width:	100'-0"	Lot Depth: 160'-0"
8	Minimum Residential Unit Size	7,999 SF	Average Unit Size 7,999 SF
9	Minimum Retail Unit Size	2,496 SF	Average Unit Size 2,496 SF
10	Minimum Office Unit Size	9,058 SF	Average Unit Size 9,270 SF
11	Existing use:	Commercial	Proposed use: Mixed Use
Zoning Information / Calculations			
	Maximum	Existing	Proposed
12			
13	Waiver Request		
14	Number of Stories	5	1
15	FAR		
16	Gross square footage	32,000 SF	31,996 SF
17	Square Footage by use	N/A	67,641 SF
18	Number of units Residential	1	
19	Number of units Office	2	
20	Number of seats	N/A	
21	Occupancy load	N/A	

MIAMI BEACH			
Planning Department, 1700 Convention Center Drive, 2nd Floor Miami Beach, Florida 33139, www.miamibeachfl.gov 305.673.7550			
22	Variance Request		
	Subterranean:		
23	Front Setback:	5'-0"	N/A
24	Side Setback:	5'-0"	N/A
25	Side Setback:	5'-0"	N/A
26	Side Setback facing street:	5'-0"	N/A
27	Rear Setback:	5'-0"	N/A
	At Grade Parking:		
28	Front Setback:	5'-0"	N/A
29	Side Setback:	5'-0"	N/A
30	Side Setback:	5'-0"	N/A
31	Side Setback facing street:	5'-0"	N/A
32	Rear Setback:	5'-0"	N/A
	Pedestal:		
33	Front Setback:	0'-0"	N/A
34	Side Setback:	0'-0"	N/A
35	Side Setback:	0'-0"	N/A
36	Side Setback facing street:	0'-0"	N/A
37	Rear Setback:	5'-0"	N/A
	Tower:		
38	Front Setback:	0'-0"	N/A
39	Side Setback:	0'-0"	N/A

MIAMI BEACH					
Planning Department, 1700 Convention Center Drive, 2nd Floor Miami Beach, Florida 33139, www.miamibeachfl.gov 305.673.7550					
ITEM #	Setbacks	Required	Existing	Proposed	Deficiencies
40	Side Setback:	0'-0"	N/A	0'-0"	
41	Side Setback facing street:	0'-0"	N/A	0'-0"	
42	Rear Setback:	5'-0"	N/A	5'-0"	
	Parking	Required	Existing	Proposed	Deficiencies
43	Parking district	Parking District No. 5	Parking District No. 5	Parking District No. 5	
44	Total # of parking spaces	45	N/A	44	
45	# of parking spaces per use (Provide a separate chart for a breakdown calculation)	See Breakdown Below	N/A	See Breakdown Below	
46	# of parking spaces per level (Provide a separate chart for a breakdown calculation)	N/A	N/A	See Breakdown Below	
47	Parking Space Dimensions	8'-6" x 18'-0"	N/A	8'-6" x 18'-0"	
48	Parking Space configuration (45o, 60o, 90o, Parallel)	N/A	N/A	90o	
49	ADA Spaces	1	N/A	1	
50	Tandem Spaces	0	N/A	0	
51	Drive aisle width	22'-0"	N/A	22'-0"	
52	Valet drop off and pick up	N/A	N/A	N/A	
53	Loading zones and Trash collection areas	3	N/A	3	
54	Bicycle parking, location and Number of racks	NONE	N/A	20 Short-Term Bicycle	
	Restaurants, Cafes, Bars, Lounges, Nightclubs	Required	Existing	Proposed	Deficiencies
55	Type of use (Retail)	N/A	N/A	2,496 SF	
56	Number of seats located outside on private property				
57	Number of seats inside				
58	Total number of seats				
59	Total number of seats per venue (Provide a separate chart for a breakdown calculation)				
60	Total occupant content				
61	Occupant content per venue (Provide a separate chart for a breakdown calculation)				
62	Proposed hours of operation				
63	Is this an NIE? (Neighborhood Impact establishment, see CMB 141-1361)				
64	Is dancing and/or entertainment proposed? (see CMB 141-1361)				
65	Is this a contributing building?		No		
66	Located within a Local Historic District?		No		
Additional data or information must be presented in the format outlined in this section					
Notes: If not applicable write N/A					

INDEX	
SHEET NUMBER	SHEET NAME
ARCHITECTURAL DRAWINGS	
A0.00	COVER
A0.01	PROJECT DATA / DRAWING INDEX & GENERAL NOTES
SURVEY	
A0.02	LOCATION MAP
A0.03	SITE CONTEXT IMAGES
A0.04	ZONING DIAGRAMS - F.A.R.
A0.05	AXONOMETRIC RENDERING
A0.06	AXONOMETRIC RENDERING
A0.07	AXONOMETRIC RENDERING
A0.08	AXONOMETRIC RENDERING
A0.09	GROSS FLOOR AREA DIAGRAMS
SITE PLAN	
A2.00	SITE PLAN
GROUND FLOOR PLAN	
A3.00	GROUND FLOOR PLAN
SECOND FLOOR PLAN	
A3.01	SECOND FLOOR PLAN
THIRD FLOOR PLAN	
A3.02	THIRD FLOOR PLAN
FOURTH FLOOR PLAN	
A3.03	FOURTH FLOOR PLAN
FIFTH FLOOR PLAN	
A3.04	FIFTH FLOOR PLAN
ROOF PLAN	
A3.05	ROOF PLAN
FRONT ELEVATION (WEST)	
A4.00	FRONT ELEVATION (WEST)
SIDE ELEVATION (NORTH)	
A4.01	SIDE ELEVATION (NORTH)
REAR ELEVATION (EAST)	
A4.02	REAR ELEVATION (EAST)
SIDE ELEVATION (SOUTH)	
A4.03	SIDE ELEVATION (SOUTH)
FRONT RENDERED ELEVATION (WEST)	
A4.04	FRONT RENDERED ELEVATION (WEST)
SIDE RENDERED ELEVATION (NORTH)	
A4.05	SIDE RENDERED ELEVATION (NORTH)
REAR RENDERED ELEVATION (EAST)	
A4.06	REAR RENDERED ELEVATION (EAST)
SIDE RENDERED ELEVATION (SOUTH)	
A4.07	SIDE RENDERED ELEVATION (SOUTH)
CONTEXTUAL EAST ELEVATION	
A4.08	CONTEXTUAL EAST ELEVATION
MATERIAL BOARD	
A4.09	MATERIAL BOARD
SECTION	
A5.00	SECTION
SECTION	
A5.01	SECTION
ENLARGED SECTIONS	
A5.02	ENLARGED SECTIONS
RENDERING	
A6.00	RENDERING
RENDERING	
A6.01	RENDERING
RENDERING	
A6.02	RENDERING

PARKING REQUIREMENT:
 • REQUIRED RESIDENTIAL PARKING: 2 SPACES PER RESIDENTIAL UNIT
 • RETAIL SF = LESS THAN 3,500 SF = 0 SPACE
 • OFFICE SF = 8,614 SF + 8,494 SF = 17,113 SF / 400 = 43 SPACES
 • 45 SPACES TOTAL REQUIRED

PARKING PROVIDED:
 • PROVIDED PARKING: 2 SPACES PER RESIDENTIAL UNIT
 • RETAIL SF = 2,496 SF = 0 SPACE
 • OFFICE SF = 8,614 SF + 8,494 SF = 17,113 SF / 400 = 43 SPACES - 5% WITH ALTERNATE PARKING INCENTIVE = 42 SPACES
 • 44 SPACES TOTAL PROVIDED

PARKING SPACES PER LEVEL PROVIDED:
 • GROUND FLOOR = 8 PARKING SPACES
 • LEVEL 2 = 36 PARKING SPACES

ADA PARKING SPACES REQUIRED: 1 ADA PARKING SPACE
ADA PARKING SPACES PROVIDED: 1 ADA PARKING SPACE

ELECTRIC VEHICLE PARKING SPACES REQUIRED: 1 E.V. PARKING SPACE
ELECTRIC VEHICLE PARKING SPACES PROVIDED: 1 E.V. PARKING SPACE

NOTES: IF NOT APPLICABLE WRITE N/A
 20 SHORT-TERM BICYCLE SPACES = 2 PARKING SPACES REDUCTION PER SECS. 130-40. (b) - ALTERNATIVE PARKING INCENTIVES.

PER SEC 130-40. (b) ALTERNATIVE PARKING INCENTIVES:
Bicycle parking short-term: The minimum off-street parking requirements may be reduced by one off-street parking space for every ten short-term bicycle parking spaces provided off-street, not to exceed 15 percent of the off-street parking spaces that would otherwise be required. Notwithstanding the foregoing, in no case shall the proximity of an available bike share program be counted in any ways towards private property parking reductions.

LEGAL DESCRIPTION:
 LOTS 5 AND 6, BLOCK 12, OF ISLAND VIEW SUBDIVISION, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 6, AT PAGE 115, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA.
 PROPERTY ADDRESS: 1840 ALTON ROAD, MIAMI BEACH, FLORIDA 33139

NOTHING SHALL BE ERECTED, PLACED, PARKED, PLANTED, OR ALLOWED TO GROW IN SUCH A MANNER WITHIN A 15'-0" TRIANGLE OF VISIBILITY SO AS TO MATERIALLY IMPEDE VISION BETWEEN A HEIGHT OF 2'-0" AND 6'-0" ABOVE GRADE (3.99' N.G.V.D.)

THE SIDE OF THE PROPERTY SHALL BE GRADED IN A MANNER TO RETAIN ALL RAINWATER ON THE PROPERTY WITH THE USE OF INTERCEPTOR SWALES AROUND THE PERIMETER OF THE SITE WITH NO ENCROACHMENT OVER ADJACENT PROPERTIES AND THE AREA ADJACENT TO THE CANAL WILL BE GRADED TO PREVENT DIRECT OVERLAND DISCHARGE OF STORMWATER INTO THE CANAL

Rev.	Date	Rev.	Date

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UNPUBLISHED WORK OF KOBİ KARP ARCHITECTURE & INTERIOR DESIGN, INC. AND MAY NOT BE DUPLICATED, USED, OR DISCLOSED WITHOUT THE EXPRESS WRITTEN CONSENT OF KOBİ KARP ARCHITECTURE & INTERIOR DESIGN, INC. AIA: 03/2019

PB FINAL SUBMITTAL

DRB22-0480

MIXED USE - COMMERCIAL - RESIDENCE

1840 ALTON RD
 MIAMI BEACH, FLORIDA 33139

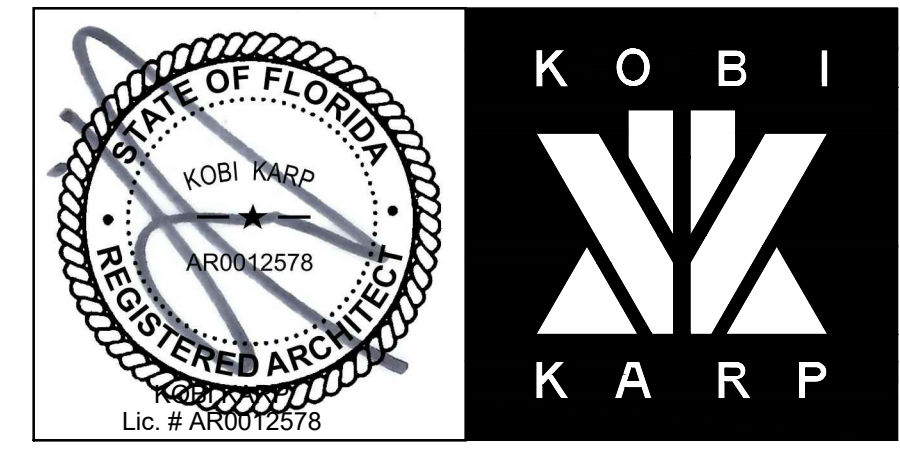
Owner:
 PRIVATE

Landscape Architect:
 Name
 Address
 Address
 Tel:
 Email

Consultant:
 Name
 Address
 Address
 Tel:
 Email

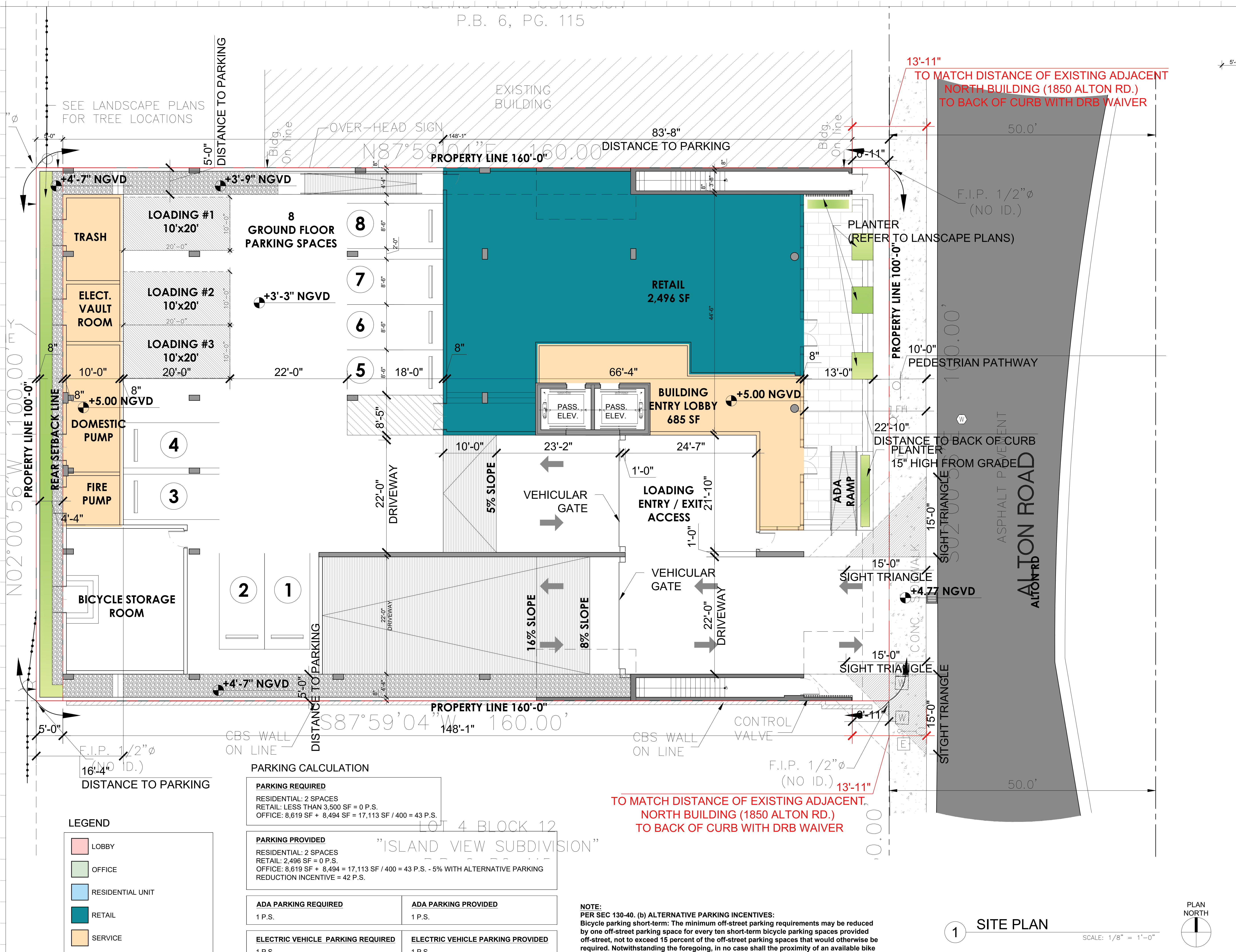
Consultant:
 Name
 Address
 Address
 Tel:
 Email

Architect:
 Kobi Karp Architecture and Interior Design, Inc.
 571 NW 28th Street
 Miami, Florida 33127 USA
 Tel: +1(305) 573 1818
 Fax: +1(305) 573 3766



ZONING DATA

Date	02-28-2022	Sheet No.	A0.01
Scale			
Project	2199		



SEE LANDSCAPE PLANS FOR TREE LOCATIONS

13'-11"
TO MATCH DISTANCE OF EXISTING ADJACENT NORTH BUILDING (1850 ALTON RD.) TO BACK OF CURB WITH DRB WAIVER

N02°00'56"W 100'-0"

PARKING CALCULATION

PARKING REQUIRED RESIDENTIAL: 2 SPACES RETAIL: LESS THAN 3,500 SF = 0 P.S. OFFICE: 8,619 SF + 8,494 SF = 17,113 SF / 400 = 43 P.S.	PARKING PROVIDED RESIDENTIAL: 2 SPACES RETAIL: 2,496 SF = 0 P.S. OFFICE: 8,619 SF + 8,494 SF = 17,113 SF / 400 = 43 P.S. - 5% WITH ALTERNATIVE PARKING REDUCTION INCENTIVE = 42 P.S.
ADA PARKING REQUIRED 1 P.S.	ADA PARKING PROVIDED 1 P.S.
ELECTRIC VEHICLE PARKING REQUIRED 1 P.S.	ELECTRIC VEHICLE PARKING PROVIDED 1 P.S.

LEGEND

	LOBBY
	OFFICE
	RESIDENTIAL UNIT
	RETAIL
	SERVICE

TO MATCH DISTANCE OF EXISTING ADJACENT NORTH BUILDING (1850 ALTON RD.) TO BACK OF CURB WITH DRB WAIVER

NOTE:
PER SEC 130-40. (b) ALTERNATIVE PARKING INCENTIVES:
Bicycle parking short-term: The minimum off-street parking requirements may be reduced by one off-street parking space for every ten short-term bicycle parking spaces provided off-street, not to exceed 15 percent of the off-street parking spaces that would otherwise be required. Notwithstanding the foregoing, in no case shall the proximity of an available bike share program be counted in any ways towards private property parking reductions.

Rev.	Date	Rev.	Date

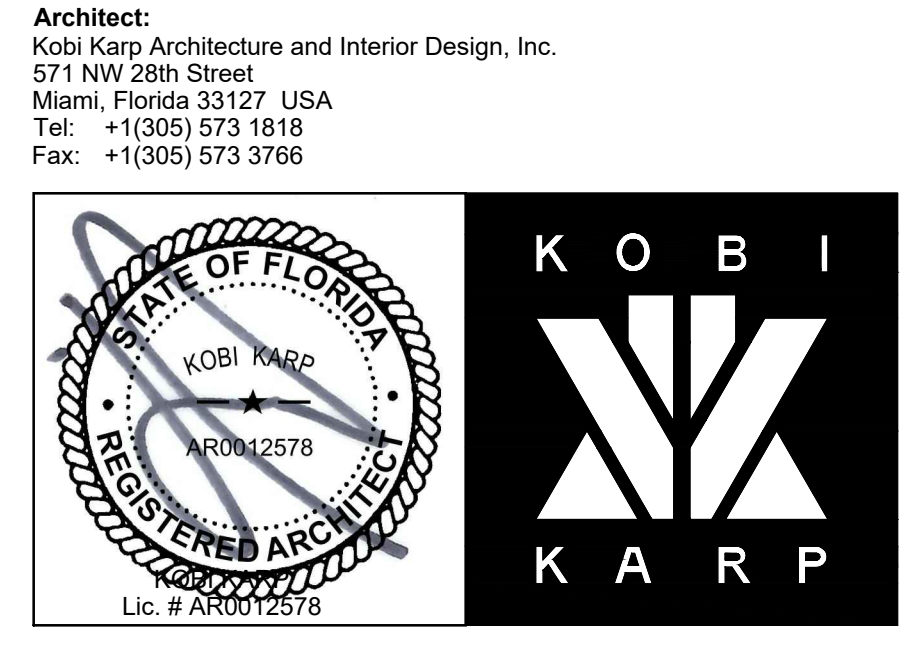
PB FINAL SUBMITTAL
DRB22-0480
MIXED USE - COMMERCIAL - RESIDENCE
1840 ALTON RD
MIAMI BEACH, FLORIDA 33139

Owner:
PRIVATE

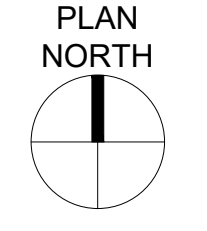
Landscape Architect:
Name
Address
Address
Tel:
Email

Consultant:
Name
Address
Address
Tel:
Email

Consultant:
Name
Address
Address
Tel:
Email

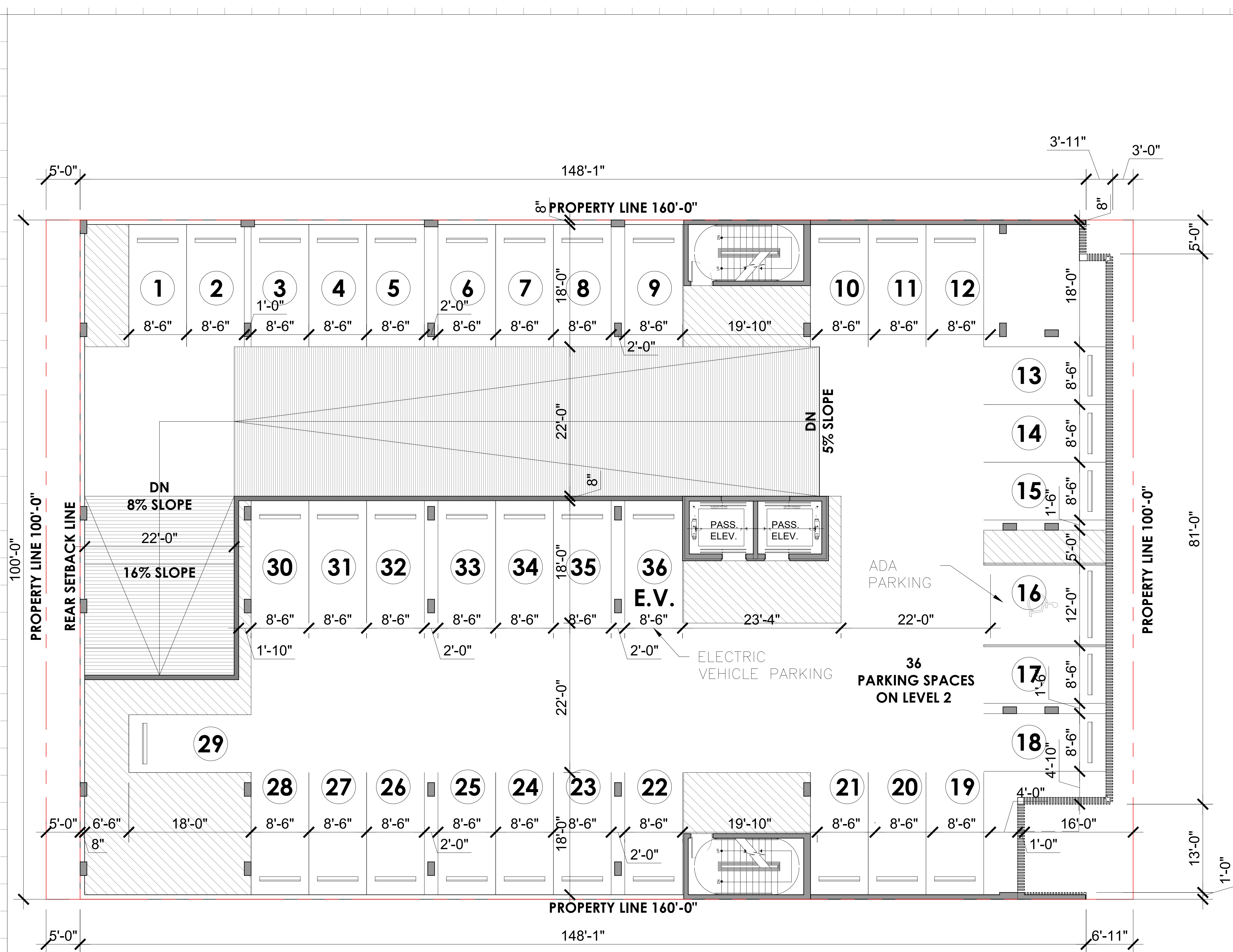


1 SITE PLAN SCALE: 1/8" = 1'-0"



SITE PLAN

Date 02-28-2022	Sheet No.
Scale	A2.00
Project 2199	



PARKING CALCULATION

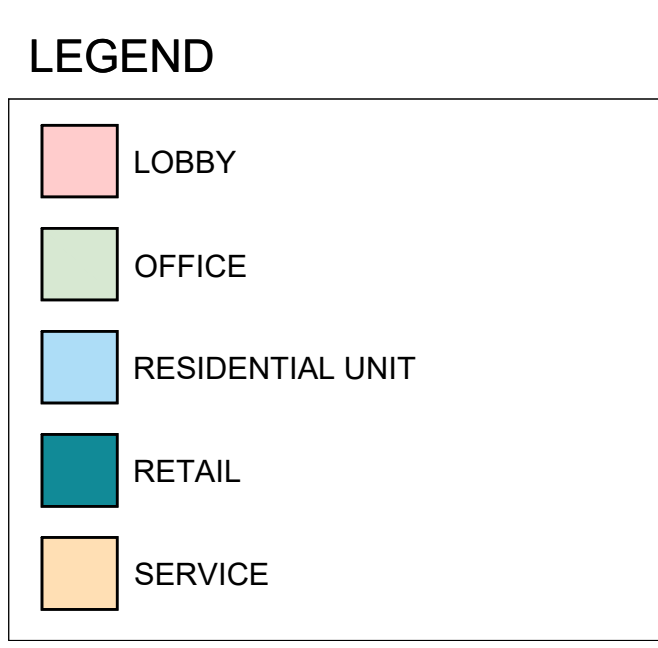
PARKING REQUIRED
 RESIDENTIAL: 2 SPACES
 RETAIL: LESS THAN 3,500 SF = 0 P.S.
 OFFICE: 8,619 SF + 8,494 SF / 400 = 43 P.S.

PARKING PROVIDED
 RESIDENTIAL: 2 SPACES
 RETAIL: 2,496 SF = 0 P.S.
 OFFICE: 8,619 SF + 8,494 = 17,113 SF / 400 = 43 P.S. - 5% WITH ALTERNATIVE PARKING REDUCTION INCENTIVE = 42 P.S.

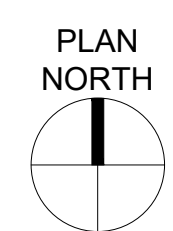
ADA PARKING REQUIRED 1 P.S.	ADA PARKING PROVIDED 1 P.S.
---------------------------------------	---------------------------------------

ELECTRIC VEHICLE PARKING REQUIRED 1 P.S.	ELECTRIC VEHICLE PARKING PROVIDED 1 P.S.
--	--

NOTE:
 PER SEC 130-40. (b) ALTERNATIVE PARKING INCENTIVES:
 Bicycle parking short-term: The minimum off-street parking requirements may be reduced by one off-street parking space for every ten short-term bicycle parking spaces provided off-street, not to exceed 15 percent of the off-street parking spaces that would otherwise be required. Notwithstanding the foregoing, in no case shall the proximity of an available bike share program be counted in any ways towards private property parking reductions.



1 LEVEL 2 - PARKING
 SCALE: 1/8" = 1'-0"



Rev.	Date	Rev.	Date

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PB FINAL SUBMITTAL

DRB22-0480

MIXED USE - COMMERCIAL - RESIDENCE

1840 ALTON RD
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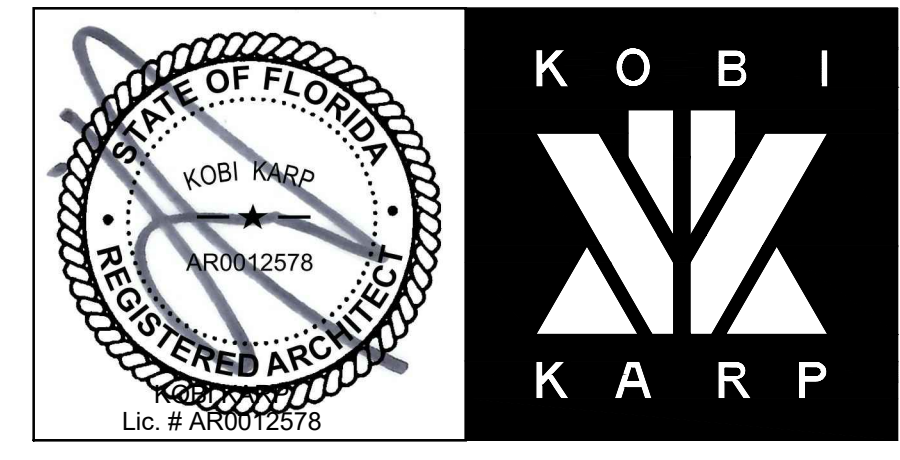
Owner:
 PRIVATE

Landscape Architect:
 Name
 Address
 Address
 Tel:
 Email

Consultant:
 Name
 Address
 Address
 Tel:
 Email

Consultant:
 Name
 Address
 Address
 Tel:
 Email

Architect:
 Kobi Karp Architecture and Interior Design, Inc.
 571 NW 28th Street
 Miami, Florida 33127 USA
 Tel: +1(305) 573 1818
 Fax: +1(305) 573 3766



LEVEL 2

Date: 02-28-2022	Sheet No.
Scale	A3.01
Project: 2199	

Attachment B

Scenario - 1

Scenario Name: Existing Pumps

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
945 - Convenience Store/Gas Station - VFP (2-8) Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	4.59	Weekday	Average	1433	1433	2866
					624.20	50%	50%	
945(1) - Convenience Store/Gas Station - VFP (2- Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	4.59	Weekday, Peak Hour of Adjacent Street Traffic,	Average	93	93	186
					40.59	50%	50%	
945(2) - Convenience Store/Gas Station - VFP (2- Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	4.59	Weekday, Peak Hour of Adjacent Street Traffic,	Average	111	111	222
					48.48	50%	50%	

Scenario - 2

Scenario Name: Proposed

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
220 - Multifamily Housing (Low-Rise) - Not Close	General	Dwelling Units	1	Weekday	Best Fit (LIN)	41	41	82
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$T = 6.41(X) + 75.31$	50%	50%	
220(1) - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	1	Weekday, Peak Hour of	Average	0	0	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	0.40	24%	76%	0
220(2) - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	1	Weekday, Peak Hour of	Average	0	0	0
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	0.51	63%	37%	
710 - General Office Building	General	1000 Sq. Ft. GFA	17.18	Weekday	Best Fit (LOG)	125	125	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.87\ln(X) + 3.05$	50%	50%	250
710(1) - General Office Building	General	1000 Sq. Ft. GFA	17.18	Weekday, Peak Hour	Best Fit (LOG)	32	4	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Adjacent Street	$\ln(T) = 0.86\ln(X) + 1.16$	88%	12%	
710(2) - General Office Building	General	1000 Sq. Ft. GFA	17.18	Weekday, Peak Hour of	Best Fit (LOG)	7	32	39
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	$\ln(T) = 0.83\ln(X) + 1.29$	17%	83%	
822 - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	2.70	Weekday	Best Fit (LIN)	172	172	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$T = 42.20(X) + 229.68$	50%	50%	344
822(1) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	2.70	Weekday, Peak Hour of	Average	4	3	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	2.36	60%	40%	
822(2) - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	2.70	Weekday, Peak Hour of	Best Fit (LOG)	15	15	30
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	$\ln(T) = 0.71\ln(X) + 2.72$	50%	50%	

AM Peak Hour Trip Generation and Internalization

1840 Alton Road 22106

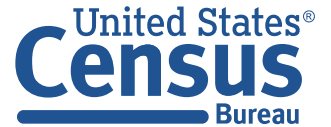
Residential (Low Rise) Land Use 220 1 Unit		Office Land Use 710 17,181 Sq Ft		Retail Land Use 822 2,698 Sq Ft		
In	Out	In	Out	In	Out	
0	1	32	4	4	3	44 ITE Trips
UNBALANCED INTERNALIZATION						
0%	2%	0	3%	1	1%	0
0	0	0	1	0	0	0
0	1	0	0	17%	1	14%
0	0	0	0	0	0	0
0	1	4%	28%	1	32%	29%
0	0	1	1	1	1	1
BALANCED INTERNALIZATION						
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	-1	-1	-1	-1	-1
0	1	31	3	3	2	40
0	0.0%	5.6%	28.6%	0	0	0
0	1	31	3	3	2	40
0	0	-6	-1	-1	0	0
0	1	25	2	2	2	32
						-4 Internal 40 External Trips 9.1% % Internal 0 0% Passby 0 -20.0% Transit/Pedestrian (Residential) -8 -20.0% Transit/Pedestrian (Office & Retail) *Transit for Miami Beach capped at 20% 32 Net New External Trips

PM Peak Hour Trip Generation and Internalization

1840 Alton Road 22106

Residential (Low Rise) Land Use 220 1 Unit		Office Land Use 710 17,181 Sq Ft		Retail Land Use 822 2,698 Sq Ft		
In	Out	In	Out	In	Out	
1	0	7	32	15	15	70 ITE Trips
UNBALANCED INTERNALIZATION						
4% 0	4% 0	57% 4	2% 1			
0		0				
46% 0	42% 0			10% 2	26% 4	
		31% 2	20% 6	8% 1	2% 0	
		0	7			
BALANCED INTERNALIZATION						
0	0	0	0			
0		0				
0	0			0	0	
0		-1		-1		
1	0	7	31	14	15.0	-2 Internal
	0.0%		2.6%		3.3%	68 External Trips 2.9% % Internal
1	0	7	31	14	15	68
0	0	-1	-6	-3	-3	0 -20.0% Transit/Pedestrian (Residential) -13 -20.0% Transit/Pedestrian (Office & Retail)
1	0	6	25	11	12	*Transit for Miami Beach capped at 20%
				-5	-5	-10 -45% Passby (Retail)
1.0	0.0	6.0	25.0	6.0	7.0	45 Net New External Trips

COMMUTING CHARACTERISTICS BY SEX



Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 43.04, Miami-Dade County, Florida			
		Total	Male
Label		Estimate	Estimate
▼ Workers 16 years and over		1,577	8
▼ MEANS OF TRANSPORTATION TO WORK			
▼ Car, truck, or van		56.2%	57.0%
Drove alone		49.3%	48.7%
▼ Carooled		6.9%	8.0%
In 2-person carpool		6.0%	8.0%
In 3-person carpool		1.0%	0.0%
In 4-or-more person carpool		0.0%	0.0%
Workers per car, truck, or van		1.07	1.0
Public transportation (excluding taxicab)		6.7%	9.0%
Walked		12.0%	7.0%
Bicycle		9.3%	13.0%
Taxicab, motorcycle, or other means		9.9%	7.0%
Worked from home		5.9%	5.0%
> PLACE OF WORK			
> Workers 16 years and over who did not work from home		1,484	8
> VEHICLES AVAILABLE			
> PERCENT ALLOCATED			

Table Notes

COMMUTING CHARACTERISTICS BY SEX

Survey/Program: American Community Survey

Year: 2019

Estimates: 5-Year

Table ID: S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.

An " " following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.



OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On : 1/19/2022

Property Information	
Folio:	02-3233-012-0170
Property Address:	1840 ALTON RD Miami Beach, FL 33139-1505
Owner	ALTON ROAD SUPREME SERVICES INC
Mailing Address	1840 ALTON ROAD MIAMI BEACH, FL 33139-1505
PA Primary Zone	6400 COMMERCIAL - CENTRAL
Primary Land Use	2626 SERVICE STATION : SERVICE STATION - AUTOMOTIVE
Beds / Baths / Half	0 / 0 / 0
Floors	1
Living Units	0
Actual Area	Sq.Ft
Living Area	Sq.Ft
Adjusted Area	4,594 Sq.Ft
Lot Size	16,000 Sq.Ft
Year Built	1997



Assessment Information				
Year	2021	2020	2019	
Land Value	\$4,200,000	\$3,080,000	\$2,800,000	
Building Value	\$270,777	\$274,204	\$265,013	
XF Value	\$32,689	\$33,102	\$33,517	
Market Value	\$4,503,466	\$3,387,306	\$3,098,530	
Assessed Value	\$3,216,417	\$2,924,016	\$2,658,197	

Benefits Information				
Benefit	Type	2021	2020	2019
Non-Homestead Cap	Assessment Reduction	\$1,287,049	\$463,290	\$440,333

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

Short Legal Description
ISLAND VIEW SUB PB 6-115 LOTS 5 & 6 BLK 12 LOT SIZE 16000 SQ FT OR 17439-4212 0696 4

Taxable Value Information			
	2021	2020	2019
County			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,216,417	\$2,924,016	\$2,658,197
School Board			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$4,503,466	\$3,387,306	\$3,098,530
City			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,216,417	\$2,924,016	\$2,658,197
Regional			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$3,216,417	\$2,924,016	\$2,658,197

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
06/01/1996	\$0	17439-4212	Sales which are disqualified as a result of examination of the deed
05/01/1996	\$0	00000-00000	Sales which are disqualified as a result of examination of the deed
09/01/1991	\$0	00000-00000	Sales which are disqualified as a result of examination of the deed
01/01/1978	\$135,000	10049-0924	Sales which are qualified

The Office of the Property Appraiser is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at <http://www.miamidade.gov/info/disclaimer.asp>

Version: