MIAMI BEACH
PLANNING DEPARTMENT

Staff Report & Recommendation — PLANNING BOARD

TO: Chairperson and Members
Planning Board

DATE: June 25, 2024

FROM: Thomas R. Mooney, AICP
Planning Director

DS for TRM

SUBJECT: **PB23-0596. 7401 – 7425 Harding Avenue. New Mixed-Office Building.**

An application has been filed requesting a conditional use approval for a Neighborhood Impact Structure (NIS) for a new 5-story, mixed-use building exceeding 50,000 square feet, to replace an existing parking lot, pursuant to Chapter 2, Article V, Section 2.5.2. and Chapter 7, Article II, Section 7.2.11 of the Miami Beach Resiliency Code.

RECOMMENDATION
Approval with conditions.

ZONING/SITE DATA

Legal Description:	Lot Six (6), Seven (7), Eleven (11), Twelve (12), Thirteen (13), and Fourteen (14), Block Two (2), Townsite of Harding, according to the plat thereof recorded in Plat Book 34, Page 4, of the Public Records of Dade County, Florida.
Zoning District:	CD-2 Commercial, Medium Density District
Future Land Use Designation:	CD-2 Commercial, Medium Density District
Surrounding Uses:	See Zoning/Site Map at the end of this report.
North:	Apartment Building
South:	Parking lot/Commercial
West:	Commercial
East:	Commercial
Lot Size (Unified Development Site):	30,000 SF
Maximum FAR:	2.00 – 60,000 SF
Proposed FAR:	2.00 – 60,000 SF

THE PROJECT
The applicant, 7410, LLC, has submitted plans entitled "7401 – 7425 Harding Avenue ," prepared by urban Robot Associates, dated May 6, 2024. The applicant is requesting conditional use approval a Neighborhood Impact Structure, consisting of a 5-story mixed-use office building exceeding 50,000 square feet.

The applicant is also proposing a companion project located on the east side across the alley (7410 Collins Avenue); this project did not require Planning Board review and approval. The subject project is scheduled to be reviewed by the Historic Preservation Board (HPB) on July 9th, 2024 and the companion project at 7410 Collins Avenue was approved by the HPB on June 11th, 2024.

COMPLIANCE WITH ZONING CODE

A preliminary review of the project indicates that the application appears to consistent with the Land Development Regulations, with the exception of the variance requested for the number of loading spaces.

This shall not be considered final zoning review or approval. These and all zoning matters shall require final review and verification by the Zoning Administrator prior to the issuance of a Building Permit.

COMPLIANCE WITH CONDITIONAL USE REVIEW GUIDELINES:

Conditional Uses may be approved in accordance with the procedures and standards set forth in the Miami Beach Resiliency Code Chapter 2, Article V, Section 2.5.2.2.a, Section 2.5.2.2.b and Section 7.5.5.4.

1. The use is consistent with the Comprehensive Plan or Neighborhood Plan if one exists for the area in which the property is located.

Consistent

2. The intended use or construction shall not result in an impact that will exceed the thresholds for the levels of service as set forth in the Comprehensive Plan.

Consistent – The proposal should not result in an impact that would exceed the thresholds for the levels of service as set forth in the Comprehensive Plan, as it is within the intensity limits provided for the CD-2 future land use category.

3. Structures and uses associated with the request shall be consistent with these land development regulations.

Consistent – Developments exceeding 50,000 square feet, are permitted as conditional use in this zoning district. This comment shall not be considered final zoning review or approval. This and all zoning matters shall require final review and verification prior to the issuance of a Building Permit.

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

Consistent – The proposed project may adversely affect the general welfare of nearby residents if impacts are not controlled. Staff has recommended conditions to ensure that the public health, safety, morals, and general welfare are not adversely affected. The facility would have to comply with all applicable laws and regulations for licensure.

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

Consistent – The development is utilizing the alternative parking incentives and is proposing 77 off-street vehicle parking spaces, which is consistent with the requirements of Parking Tier 3.

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

Consistent – Staff is recommending conditions to mitigate any adverse impacts from noise, and other issues on the surrounding neighborhood.

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

Consistent – There are no other office buildings in this area, however, office uses tend to not generate significant negative impacts to neighborhoods, as such adverse impacts are not expected from the geographic concentration of such uses if properly controlled.

8. The structure and site comply with the sea level rise and resiliency review criteria in Chapter 7, Article I, as applicable.

Consistent – The proposed design complies with the sea level rise and resiliency criteria as detailed below.

9. Appropriate consideration is given to the safety of and friendliness to pedestrian traffic; passageways through alleys is encouraged where feasible and driveways shall be minimized to the extent possible.

Consistent – The Project ensures pedestrian safety and friendliness. Additionally, the applicant is proposing a patio at the corner of 74th Street and Harding Avenue to access the lobby for the office and residential uses. The only driveway is located on the alley (Collins Court). which minimizes conflicts with pedestrians on the sidewalk in comparison with the existing three driveways on this site.

COMPLIANCE WITH REVIEW GUIDELINES CRITERIA FOR NEW STRUCTURES 50,000 SQUARE FEET AND OVER

Pursuant to Section 2.5.2.2.b., in reviewing an application for conditional use for new structures 50,000 square feet and over, the Planning Board shall apply the following supplemental review guidelines criteria in addition to the standard review guidelines:

1. Whether the proposed business operations plan has been provided, including hours of operation, number of employees, goals of business, and other operational characteristics pertinent to the application, and that such plan is compatible with the neighborhood in which the use is proposed to be located.

Consistent – The operations plan indicates general information regarding, security, parking, loading/deliveries, and sanitation.

2. Whether a plan for the mass delivery of merchandise has been provided, including the hours of operation for delivery trucks to come into and exit from the neighborhood and how such plan shall mitigate any adverse impacts to adjoining and nearby properties, and neighborhood.

Partially Consistent– The required loading spaces are three spaces, The operations plan indicates that loading will take place within the loading area; Two (2) spaces will be provided on site, and one will be provided on the proposed project across from the alley (7410 Collins Avenue) via easement, which complies with the loading requirements in section 5.2.6. However, excess of parking or loading spaces will count towards FAR calculations on the 7410 Collins Avenue project.

Additionally, staff is recommending that, at a minimum, five (5') feet of additional depth be provided behind the loading spaces in order to allow the actual loading/unloading of a vehicle.

3. Whether the scale of the proposed use is compatible with the urban character of the surrounding area and creates adverse impacts on the surrounding area, and how the adverse impacts are proposed to be addressed.

Consistent – The scale of the proposed project is compatible with most nearby buildings and the CD-2 zoning district's allowable development. However, the scale, massing, architecture, and compatibility issues will be further discussed at the HPB meeting.

4. Whether the proposed parking plan has been provided, including where and how the parking is located, utilized, and managed, that meets the required parking and operational needs of the structure and proposed uses.

Partially Consistent – The applicant is proposing 77 off-street parking spaces which is consistent with the code requirements. The parking spaces are located on the ground floor and second level. Access to the parking is proposed via the alley (Collins Court).

The development is utilizing the alternative parking incentives and is providing:

109 long term bicycle parking spaces
6 short term bicycle parking spaces
4 carpool van pool parking spaces
1 drop off stall
4 shower stalls

The development is providing 12 Electric vehicles charging stations which is consistent with code requirements.

The site can be accessed by alternative modes of transportation and is also in close proximity to several bus routes and the Miami Beach Trolley. See Parking and Access Analysis.

Due to the narrowness of the garage, with only a single row of parking in the center, cars are not able to traverse the garage without intruding into the opposite travel lane when

rounding a corner. The Transportation Department has included a condition requiring stop signs at these intersections within the garage in order to avoid vehicular conflict. While not ideal, since there are only 2 levels of parking, and this is not a public garage, staff is not opposed to this configuration.

5. Whether an indoor and outdoor customer circulation plan has been provided that facilitates ingress and egress to the site and structure.

Consistent – Pedestrians will be able to access the site directly from the patio that fronts 74th Street and Harding Avenue. The offices and townhomes are accessed through the lobby. The proposed retail bays access is from 74th Street. Pedestrian queuing on public rights of way are not anticipated as a result of the proposed uses.

6. Whether a security plan for the establishment and supporting parking facility has been provided that addresses the safety of the business and its users and minimizes impacts on the neighborhood.

Consistent – The applicant has indicated that there will a security system as well as security personnel on-site to monitor the facility.

7. Whether a traffic circulation analysis and plan has been provided that details means of ingress and egress into and out of the neighborhood, addresses the impact of projected traffic on the immediate neighborhood, traffic circulation pattern for the neighborhood, traffic flow through immediate intersections and arterials, and how these impacts are to be mitigated.

Consistent – The applicant has provided a Traffic Study prepared by TrafTech Engineering; See the attached memorandum from the Transportation Department.

8. Whether a noise attenuation plan has been provided that addresses how noise shall be controlled in the loading zone, parking structures and delivery and sanitation areas, to minimize adverse impacts to adjoining and nearby properties.

Consistent – The applicant is not proposing entertainment uses or any uses that would create significant noise impacts. Additionally, parking, loading and back of house operations are contained within the structure.

9. Whether a sanitation plan has been provided that addresses on-site facilities as well as off-premises issues resulting from the operation of the structure.

Not Consistent – The project will have a trash room located on the north side of the property, with access to the parking areas and the alley. See Delivery and Sanitation analysis. Additionally, the plans will have to be modified so that access to the trash is not blocked by a vehicle parking spot, as currently proposed.

10. Whether the proximity of the proposed structure to similar size structures and to residential uses create adverse impacts and how such impacts are mitigated.

Consistent – Proximity to similar sized structures is not expected to create adverse

impacts, as this corridor is an appropriate location for such structures. The proposed project is not expected to create a negative impact to the existing residential uses to the north and west of the site across Harding Avenue. However, staff is recommending conditions to mitigate any adverse impacts from noise and other issues on the surrounding neighbors.

11. Whether a cumulative effect from the proposed structure with adjacent and nearby structures arises, and how such cumulative effect shall be addressed.

Consistent – While there may be other buildings over 50,000 gross square feet in the area, adverse impacts are not expected from the cumulative effect of concentration of such uses. However, staff is recommending conditions to mitigate any adverse impacts from noise and other issues on the surrounding neighbors.

COMPLIANCE WITH SEA LEVEL RISE AND RESILIENCY REVIEW CRITERIA

Chapter 7, Article I, Section 7.1.2.4.a of the Land Development establishes review criteria for sea level rise and resiliency that must be considered as part of the review process for board orders. The following is an analysis of the request based upon these criteria:

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

Not applicable – No building demolition is proposed for this site.

B. Windows that are proposed to be replaced shall be hurricane proof impact windows.

Satisfied – Windows will be hurricane proof impact windows.

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

Partially Satisfied – Operable windows will be provided on the town homes but not on the office and commercial uses.

D. Resilient landscaping (salt tolerant, highly water-absorbent, native or Florida friendly plants) will be provided, in accordance with chapter 4 in Land Development Regulations.

Satisfied – Per letter of intent, all landscaping will consist of salt tolerant, highly water-absorbent, native, or Florida friendly plants.

E. 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 the surrounding properties.

Satisfied – The development complies with the City's resiliency standards.

F. The ground floor, driveways, and garage ramping for new construction shall be adaptable to the raising of public rights-of-ways 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 3 additional feet in height.

Satisfied – The building has sufficient clearances where the ground floor and parking areas can be adapted if adjacent public rights-of-way are raised.

G. 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.

Satisfied – All critical mechanical and electrical systems will be located above BFE.

H. Existing buildings shall, where reasonably feasible and economically appropriate, be elevated up to base flood elevation, plus City of Miami Beach Freeboard.

Not Applicable – There is no existing buildings to be demolished.

I. 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 of 54 in General Ordinances.

Not Applicable - The Project is entirely new construction above base floor elevation.

J. As applicable to all new construction, stormwater retention systems shall be provided.

Consistent – The applicant has indicated that the project has been designed with stormwater retention as required.

K. Cool pavement materials or porous pavement materials shall be utilized.

Satisfied – The applicant indicated that cool or porous pavement materials shall be utilized.

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

Partially Satisfied – The applicant is utilizing overhangs in the design that are not sufficient to minimize heat island effects.

ANALYSIS

The proposal is for a new 5-story mixed-use office building fronting 74th Street and Harding Avenue. The subject property contains a parking lot which is proposed to be demolished.

The west portion of the site will be developed with eight townhomes that face Harding Avenue.

The ground floor will consist of townhomes, office lobby, loading areas, and parking, with two retail bays fronting 74th Street. Access to the parking is located along the alley. The upper levels will consist of office uses and the rooftop will include an amenity deck for office tenants. Parking will be located on the ground floor and the second level.

As proposed, the new mixed-use building will contain 38,805 square feet of office use and 3,900 square feet of retail space. Given the scale of the development, the proposed uses are not expected to have any significant quality of life impacts on nearby residential properties.

Traffic, Parking, and Access
Pedestrians will be able to access the site directly from the patio that fronts 74th Street and Harding Avenue. The offices are accessed through the lobby at the corner entrance plaza.

The applicant is proposing 77 off-street parking spaces which is consistent with the code requirements. The parking spaces are located on the ground floor and second level. Access to the parking is proposed via the alley (Collins Court).

The development is utilizing the alternative parking incentives and is providing:

109 long term bicycle parking spaces
6 short term bicycle parking spaces
4 carpool van pool parking spaces
1 drop off stall
4 shower stalls

The development is providing 12 Electric vehicles charging stations which is consistent with code requirements.

The applicant has provided a Traffic Study prepared by TrafTech Engineering; see the attached memorandum from the Transportation Department.

Due to the narrowness of the garage, with only a single row of parking in the center, cars are not able to traverse the garage without intruding into the opposite travel lane when rounding a corner. The Transportation Department has included a condition requiring stop signs at these intersections within the garage in order to avoid vehicular conflict. While not ideal, since there are only 2 levels of parking, and this is not a public garage, staff is not opposed to this configuration.

Deliveries and Sanitation
Pursuant to section 5.2.6 of the LDRs, the proposed uses require three (3) loading spaces. Two (2) of the loading spaces are located on site fronting the alley and one (1) will be provided on the proposed companion project across from the alley (7410 Collins Avenue). Since all required loading spaces must be located on site, the applicant has applied for a variance for the number of loading spaces, which is scheduled to be reviewed by the Historic Preservation Board on July 9, 2024.

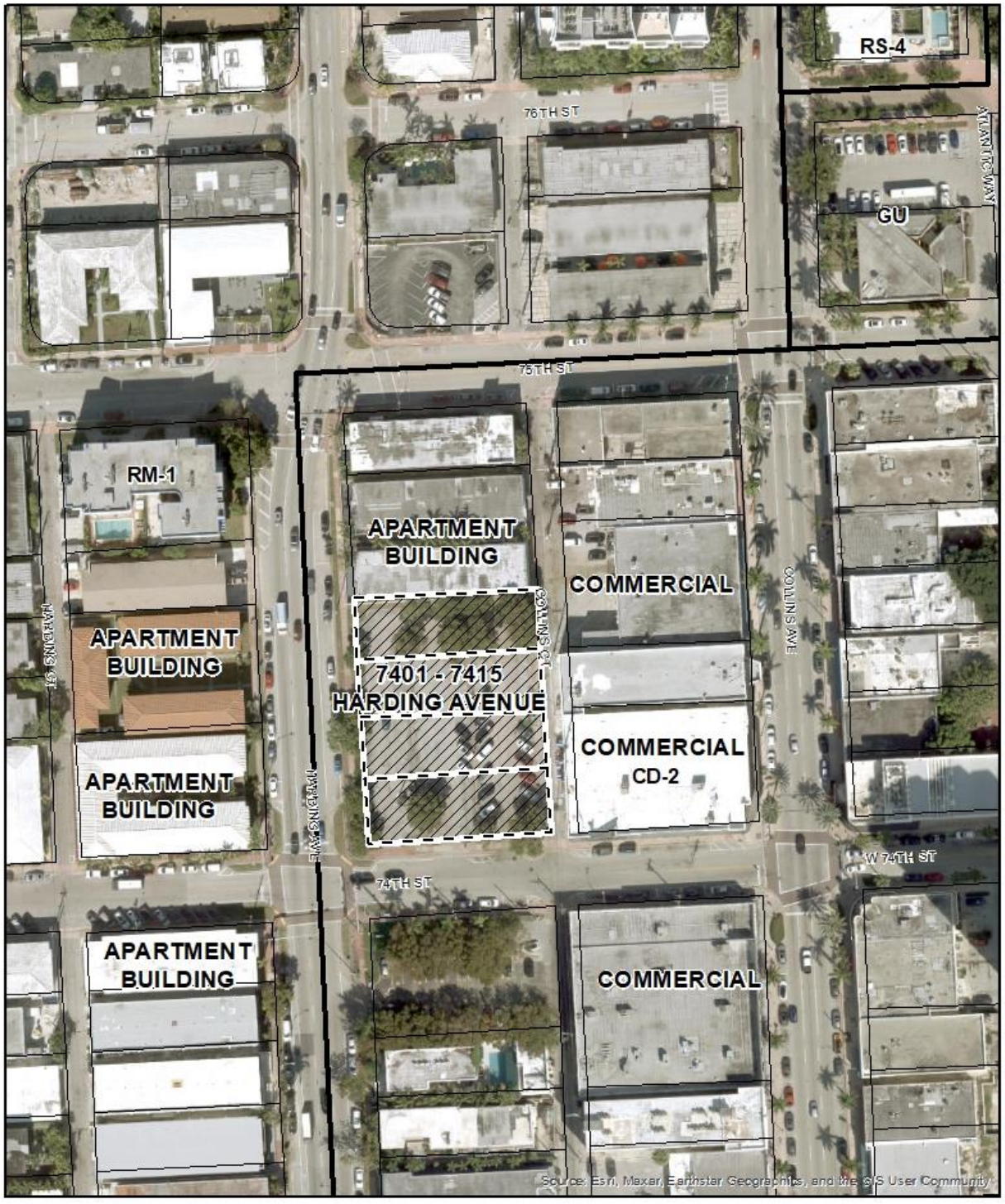
The project will have a trash room located on the north side of the property, with access to the parking areas and the alley. The operations plan includes delivery hours from 6:00 a.m. to 8:00 a.m., and sanitation pick up from 8:00 am to 8:00 pm. Additionally, the plans will have to be

modified so that access to the trash is not blocked by a vehicle parking spot, as currently proposed.

STAFF RECOMMENDATION

In view of the foregoing analysis, staff recommends that the application be approved subject to the conditions enumerated in the attached Draft Order, which address the inconsistencies in the aforementioned Conditional Use Review Criteria.

ZONING/SITE MAP



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PLANNING DEPARTMENT
1700 CONVENTION CENTER DRIVE MIAMI BEACH, FLORIDA 33139 P 305.673.7550 www.miamibeachfl.gov

0 20 40 80 120 160 200 Feet

PLANNING BOARD
CITY OF MIAMI BEACH, FLORIDA

PROPERTY: 7401 – 7425 Harding Avenue

FILE NO. PB23-0596

IN RE: An application for a conditional use approval for a Neighborhood Impact Structure (NIS) for a new 5-story, mixed-use building exceeding 50,000 square feet, to replace an existing parking lot, pursuant to Chapter 2, Article V, Section 2.5.2. and Chapter 7, Article II, Section 7.2.11 of the Miami Beach Resiliency Code.

LEGAL DESCRIPTION: Lot Six (6), Seven (7), Eleven (11), Twelve (12), Thirteen (13), and Fourteen (14), Block Two (2), Townsite of Harding, according to the plat thereof recorded in Plat Book 34, Page 4, of the Public Records of Dade County, Florida.

MEETING DATE: June 25, 2024

CONDITIONAL USE PERMIT

The applicant, 7410, LLC requested a Conditional Use approval for the construction of a mixed-use development exceeding 50,000 square feet, pursuant to Chapter 2, Article V, Section 2.5.2; Chapter 7, Article II, Section 7.2.11. of the Miami Beach Resiliency Code. Notice of the request was given as required by law and mailed out to owners of property within a distance of 375 feet of the exterior limits of the property upon which the application was made.

The Planning Board of the City of Miami Beach makes the following FINDINGS OF FACT, based upon the evidence, information, testimony and materials presented at the public hearing and which are part of the of the record for this matter:

The property in question is located in the CD - 2 Commercial, Medium Density District:

The use is consistent with the Comprehensive Plan for the area in which the property is located;

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;

The structures and uses associated with the request are consistent with the Land Development Regulations;

The public health, safety, morals, and general welfare will not be adversely affected;

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

IT IS THEREFORE ORDERED, based upon the foregoing findings of fact, the evidence, information, testimony and materials presented at the public hearing, which are part of the record for this matter, and the staff report and analysis, which is adopted herein, including the staff recommendations, that the Conditional Use Permit be GRANTED, as provided below:

1. The Planning Board shall maintain jurisdiction of this Conditional Use Permit. The Board reserves the right to modify the Conditional Use approval at the time of a progress report in a non-substantive manner, to impose additional conditions to address possible problems and to determine the timing and need for future progress reports. This Conditional Use is also subject to modification or revocation under Chapter 2, Article V, Section 2.5.2.5.

2. This Conditional Use Permit is issued to 7410, LLC, (the applicant and owner of the property). Any changes in ownership or 50% (fifty percent) or more stock ownership, or the equivalent, shall require the new owner to submit an affidavit, approved by City, to the City of Miami Beach Planning Department, transferring approval to the new owner and acknowledging acceptance of all conditions established herein prior to the issuance of a new Certificate of Use/Business Tax Receipt.

3. The Applicant agrees to the following operational conditions for all permitted and accessory uses and shall bind itself, lessees, permittees, concessionaires, renters, guests, users, and successors and assigns and all successors in interest in whole or in part to comply with the following operational and noise attenuation requirements and/or limitations. The applicant shall ensure through appropriate contracts, assignments and management rules that these restrictions are enforced and the applicant agrees to include the rules and regulations set forth in these conditions in any contract or assignment:

4. The following shall apply to the operation of the entire project:

    a. Deliveries and waste collections shall only occur between 9:00 AM and 5:00 PM each day.

    b. All loading operations shall take place within the enclosed loading bays and in designated loading zones. Utilization of on-street loading shall not be permitted.

    c. No vehicle shall be utilized to service the building that exceeds the maximum size of the loading spaces provided (10’x20’).

    d. All rash rooms shall be large enough to accommodate sufficient trash capacity in order to minimize refuse pickups to a maximum of one pick up per day. All trash rooms shall be air conditioned and sound-proofed in a manner to be approved by staff. The doors to the trash rooms shall remain closed and secured when not in use and all trash dumpsters shall be closed at all times except when in use.

    e. All trash containers shall utilize rubber wheels, as well as a path consisting of a surface finish that reduces noise, in a manner to be reviewed and approved by staff.

    f. The property and adjacent rights-of-way shall be maintained clean and free from

debris.

g. Except as may be required for Fire, Building, or Life Safety Code purposes, no speakers or televisions of any kind shall be affixed to, installed, or otherwise located on the exterior of the premises within the boundaries of the project.

h. Special event permits shall be prohibited.

i. No exterior bars or accessory outdoor bar counters shall be permitted anywhere on the premises.

j. Commercial uses on the rooftop shall be prohibited.

k. Use of the rooftop shall be limited to office tenants and their invited guests.

5. A progress report shall be scheduled before the Planning Board 90 days after obtaining a business tax receipt (BTR).

6. All required loading spaces shall be provided on site, unless a variance is granted by the Historic Preservation Board to reduce the number of required loading spaces.

7. An additional five (5') feet of depth shall be provided to the loading spaces (five feet beyond the 20 foot depth of the actual loading space), in order to allow for the actual loading/unloading of items, in a manner to be reviewed and approved by staff.

8. The Planning Board shall retain the right to call the owner or operator back before the Board and make modifications to this Conditional Use Permit should there be valid complaints, as determined by Code Compliance, about loud, excessive, unnecessary, or unusual noise. Nothing in this provision shall be deemed to limit the right of the Planning Board to call back the owner or operator for other reasons and for other modifications of this Conditional Use Permit

9. The conditions of approval for this Conditional Use Permit are binding on the applicant, the property owners, operators, and all successors in interest and assigns.

10. Substantial modifications to the plans submitted and approved as part of the application, as determined by the Planning Director or designee, may require the applicant to return to the Board for approval.

11. The applicant shall address the following Transportation, Mobility, Concurrency, Delivery, and Parking requirements:

a. Per the most recently submitted TIA dated April 24, 2024, the applicant shall remove parking space #8 on the east wall of the west garage, and convert parking space #7 to ADA.

b. Per the most recently submitted TIA dated April 24, 2024, the applicant shall include a stop sign for vehicles using the garage ramp to exit the west garage, as well as the appropriate pavement markings.

c. The applicant shall submit the revised west garage ingress/egress design to the City of Miami Beach Transportation & Mobility Department, in the form of the revised TIA with the updated Site Plan and bicycle parking space locations and totals, for review and approval prior to the issuance of the building permit.

12. The development shall comply with the "Green Buildings" requirements in ~~7~~.1.3.2 of the Resiliency Code.

13. The applicant shall satisfy outstanding liens and past due City bills, if any, to the satisfaction of the City prior to the issuance of a Building permit.

14. The applicant, operator and/or owner, both now and in the future, shall abide by all the documents and statements submitted with this application, as well as all conditions of this Order.

15. The applicant shall resolve all outstanding violations and fines on the property, if any, prior to the issuance of a building permit for the project.

16. A violation of Chapter 46, Article IV, "Noise," of the Code of the City of Miami Beach, Florida (a/k/a "noise ordinance"), as may be amended from time to time, shall be deemed a violation of this Conditional Use Permit and subject to the remedies as described in Chapter 2, Article V, Section 2.5.2.5 of the Miami Beach Resiliency Code.

17. The applicant shall obtain a full building permit within 18 months from the date of approval of this Conditional Use Permit, and the work shall proceed in accordance with the Florida Building Code. Extensions of time for good cause, not to exceed a total of one year for all extensions, may be granted by the Planning Board.

18. This order is not severable, and if any provision or condition hereof is held void or unconstitutional in a final decision by a court of competent jurisdiction, the order shall be returned to the Board for reconsideration as to whether the order meets the criteria for approval absent the stricken provision or condition, and/or it is appropriate to modify the remaining conditions or impose new conditions.

19. The Final Order shall be recorded in the Public Records of Miami-Dade County, prior to the issuance of a Building Permit.

20. The establishment and operation of this Conditional Use shall comply with all the aforementioned conditions of approval; non-compliance shall constitute a violation of the Code of the City of Miami Beach, Florida, and shall be subject to enforcement procedures set forth in Section 114-8 of said Code and such enforcement procedures as are otherwise available. Any failure by the applicant to comply with the conditions of this Order shall also constitute a basis for consideration by the Planning Board for a revocation of this Conditional Use.

21. Nothing in this order authorizes a violation of the City Code or other applicable law, nor allows a relaxation of any requirement or standard set forth in the City Code.

22. The applicant agrees and shall be required to provide access to areas subject to this Conditional Use Permit for inspection by the City (i.e. Planning Department, Code Compliance Department, Building Department, and Fire Department staff), to ensure compliance with the terms and conditions of this Conditional Use Permit. Failure to provide access may result in revocation of the Conditional Use Permit.

Dated _____

PLANNING BOARD OF THE
CITY OF MIAMI BEACH, FLORIDA

BY: _____
Michael Belush, AICP
Planning and Design Officer
for the Chair

STATE OF FLORIDA)

COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this _____ day of _____, _____, by Michael Belush, Planning and Design Officer for the Chair of the City of Miami Beach, Florida, a Florida Municipal Corporation, on behalf of the corporation. He is personally known to me.

_____
Notary:
Print Name:
[NOTARIAL SEAL] Notary Public, State of Florida
My Commission Expires:
Commission Number:

Approved As To Form:
Legal Department _____ ( )

Filed with the Clerk of the
Planning Board on _____ ( )

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MIAMIBEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, FL 33139, www.miamibeachfl.gov

TRANSPORTATION & MOBILITY DEPARTMENT
Tel: 305.673.7514

MEMORANDUM

TO: Thomas R. Mooney, AICP, Director, City of Miami Beach Planning Department

FROM: José R. González, P.E., Director, City of Miami Beach Transportation & Mobility Department

DS
JRG

DATE: June 3, 2024

SUBJECT: 7410 Collins Avenue – Traffic Impact Analysis – HPB23-0580
7401-7425 Harding Avenue – Traffic Impact Analysis – PB23-0596 & HPB23-0579

The City of Miami Beach Transportation & Mobility Department has reviewed the subject Traffic Impact Analysis (TIA) submitted by the applicant as part of the Planning Board and Historic Preservation Board applications for a proposed development consisting of 18 apartment and eight (8) townhouse residential units (for a total of 26 residential units), 12,281 square feet of retail space, and 41,326 square feet of office space. The project is located at both the neighboring parcels of 7410 Collins Avenue and 7401-7425 Harding Avenue in Miami Beach, Florida, separated by the alley, Collins Court. The proposed redevelopment will provide 77 parking spaces in the Harding Avenue garage and 25 spaces in the Collins Avenue garage for a total of 102 parking spaces.

The project build-out year is anticipated by 2027. The Traffic Impact Analysis associated with this project was performed in accordance with the requirements of the City of Miami Beach and the approved methodology.

Trip Generation and Trip Distribution

The results of the Trip Generation Analysis indicated that the proposed redevelopment is expected to generate 98 net new AM peak hour trip and 126 net new PM peak hour trips when compared to the existing uses. Access to the parking areas is provided by two (2) driveways from Collins Court (alley) to the Collins Avenue garage and Harding Avenue garage. The north driveway provides access to the Harding Avenue site with left-in/left-out access. The south driveway provides access to the Collins Avenue site with right-in/right-out access.

Multimodal Trips

Sidewalks are provided on both sides of Collins Avenue, 74 Street, and Harding Avenue in the vicinity of the project. The width of the sidewalk adjacent to the property is seven (7) feet along 74 Street, five (5) feet and seven (7) inches along Harding Avenue, and approximately 16 feet along Collins Avenue. Safe pedestrian features (ramps and pedestrian signals with push buttons) are provided at the signalized intersections of Collins Avenue and 74 Street, Collins Avenue and 75 Street, Harding Avenue and 74 Street, and Harding Avenue and 75 Street.

A Citi Bike station is located on the northeast corner of Collins Avenue and 76th Street with 16

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bicycle docks, approximately a six (6) minute walk from the project site. Additionally, the project is providing 124 bicycle parking spaces at the Harding Avenue site, with 118 long-term vertical parking spaces on the ground level within the parking garage, and six (6) short-term bicycle parking spaces on the ground level near the lobby entrance on private property. The Collins Avenue site will provide 32 bicycle parking spaces on the second level of the parking garage.

Miami-Dade County Metrobus route 100, and the City of Miami Beach Trolley routes North Beach Loop and Collins Express, have shared bus stops on Collins Avenue north of 75 Street, and on Harding Avenue south of 75 Street – both approximately a four (4) minute walk from the project site.

Operational Analysis

The Intersection Capacity Analysis indicates that all study intersections are projected to operate within the City's adopted overall Level of Service (LOS) standards, LOS D or better, during the AM and PM peak hours.

Circulation/Maneuverability Operations

Access to the parking areas is provided by two (2) driveways from Collins Court (alley) to the Collins Avenue garage and Harding Avenue garage. The north driveway provides access to the Harding Avenue garage with left-in/left-out access. The south driveway provides access to the Collins Avenue site with right-in/right-out access. The redevelopment's loading bays are located along both sides of Collins Court (alley), south of the project driveways.

A Maneuverability Analysis was performed at the project's loading areas and on-site parking garages. The project proposes to use delivery vans for deliveries via Collins Court. Delivery van design vehicles will be able to maneuver into and out of the on-site loading areas without conflict. Note that all loading maneuvers performed on Collins Court (alley) require a back-in maneuver. An existing on-street loading zone is located near the intersection of Collins Court and 74 Street that can accommodate larger delivery vehicles, such as trucks and tractor trailers.

Transportation Demand Management (TDM)

The project will provide two (2) future office and/or retail employees with free monthly Citi Bike passes. Information for bikeshare programs for future residents and retail patrons will also be provided at the project site. A Citi Bike station is located on the northeast corner of Collins Avenue and 76 Street with 16 bicycle docks, approximately a six (6) minute walk from the project site.

Additionally, the project is providing 124 bicycle parking spaces at the Harding Avenue site, with 118 long-term vertical parking spaces on the ground level within the parking garage, and six (6) short-term bicycle parking spaces on the ground level near the lobby entrance on private property. The Collins Avenue site will provide 32 bicycle parking spaces on the second level of the parking garage. Eight (8) separate shower facilities are provided at the Harding Avenue site. All bicycle parking spaces are located on private property.

The project will provide two (2) transit passes to future office and/or retail employees. Miami-Dade County Metrobus and City of Miami Beach Trolley schedule information will also be provided in the lobby of the residential building.

The project will also provide four (4) ground level carpooling spaces at the Harding Avenue site.

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Conditions of Approval

1. Per the most recently submitted TIA dated April 24, 2024, the applicant shall remove parking space #8 on the east wall of the west garage, and convert parking space #7 to ADA.
2. Per the most recently submitted TIA dated April 24, 2024, the applicant shall include a stop sign for vehicles using the garage ramp to exit the west garage, as well as the appropriate pavement markings.
3. The applicant shall submit the revised west garage ingress/egress design to the City of Miami Beach Transportation & Mobility Department, in the form of the revised TIA with the updated Site Plan and bicycle parking space locations and totals, for review and approval prior to the issuance of the building permit.

Conclusion

The City of Miami Beach Transportation & Mobility Department, including the Peer Review Consultant, has no further comments on the Traffic Impact Analysis for the 7410 Collins Avenue and 7401-7425 Harding Avenue redevelopment project.

Please feel free to contact the City of Miami Beach Transportation & Mobility Department if you have any questions on the above.

CC: Otniel Rodríguez, E.I., Assistant Director, City of Miami Beach Transportation & Mobility Department

Ghassan Choueiry, P.E., Senior Transportation Engineer, City of Miami Beach Transportation & Mobility Department

Grant Webster, Transportation Planner, City of Miami Beach Transportation & Mobility Department

Enc. Kimley-Horn & Associates (Peer Reviewer), Traffic Review Memo dated 05/30/2024.