

MIAMI BEACH

PLANNING DEPARTMENT

Staff Report & Recommendation

Planning Board

TO: Chairperson and Members
Planning Board

DATE: December 19, 2017

FROM: Thomas R. Mooney, AICP
Planning Director



SUBJECT: **PB17-0138 – 1600 Washington Avenue– Mixed-Use Project.**

REQUEST

The applicant, 420 Lincoln Road Development, LLC, is requesting Conditional Use approval for the construction of a new 10-story mixed-use building exceeding 50,000 square feet, including residential units and commercial space on the ground floor, with the required parking provided in the existing adjacent parking structure which is part of the development site, pursuant to Chapter 118, Article IV and Chapter 142, Article II of the City Code.

RECOMMENDATION

Continue to a future date.

ZONING / SITE DATA

Legal Description:

See Exhibit "A"

Zoning District:

CD-3 Commercial, high intensity

Future Land Use Designation:

CD-3 Commercial, high intensity

Surrounding Uses:

| | |
|--------|--|
| North: | Office and retail uses |
| West: | Residential uses and religious institution |
| South: | Residential, restaurant, and retail uses |
| East: | Office and retail uses |

(See Zoning/Site map at the end of the report)

THE PROJECT

The applicant has submitted plans entitled "1600 Washington Avenue", as prepared by Savino & Miller Design dated, signed and sealed August 10, 2017. The applicant is requesting approval for a ten-story, mixed use, 134 unit residential building with approximately 12,994 SF of retail/restaurant space on the ground floor, which, as proposed by the applicant, will replace an existing one-story commercial building at the corner of Washington Avenue and 16th Street, and a 2-story multifamily building on 16th Street.

As a point of reference, the project will require a Certificate of Appropriateness from the Historic Preservation Board (HPB) for the demolition of two (2) contributing buildings and the

construction of the new building, including twelve variances. Also the garage that will contain the required parking for the project has a pre-existing Planning Board order PB 17-0113 fka PB16-0066 fka File No. 1929.

COMPLIANCE WITH CONDITIONAL USE REVIEW GUIDELINES:

Conditional Uses may be approved in accordance with the procedures and standards set forth in the City Code Art. 4, Sec. 118-191 and Sec. 118-192:

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 – The use is consistent with the City's Comprehensive Plan.

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

Consistent – A concurrency analysis will be performed at the time of building permit application. Traf Tech Engineering was retained by the applicant to conduct a traffic study. FTE, Inc. was selected by the City and paid by the applicant to conduct a peer review. Please see the memorandum from the Transportation Department.

3. **Structures and uses associated with the request are consistent with this Ordinance.**

Not Consistent – The project is requesting twelve variances from the Historic Preservation Board (HPB.)

4. **Public health, safety, morals and general welfare would not be adversely affected.**

Consistent – The proposal is not expected to adversely affect the general welfare of nearby residents.

5. **Adequate off-street parking facilities would be provided.**

Consistent – The proposal would provide 237 parking spaces on site, which satisfies the minimum parking requirements of 228 spaces for the proposed residential uses and 9 spaces for retail uses pursuant to the regulations of Parking District 1 in Chapter 130 of the City Code. See Parking and Access Analysis.

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

Consistent – The proposed project is not expected to adversely affect surrounding values; however, staff is recommending conditions to provide further safeguards.

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

Consistent – The proposed use is a typically permitted use in the CD-2 zoning district. The Conditional Use Permit is required because the scale of building exceeds 50,000 square feet. There are not any over 50,000 SF projects near the proposed project; therefore, the project is not expected to create any negative impact on the surrounding neighborhood due to a concentration of uses.

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

Pursuant to Section 118-192(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 it is located.**

Consistent – The applicant provided an operations plan that outlines the hours of operation, number of employees, goals of business, and other operational characteristics pertinent to the application. The letter of intent (LOI) indicates that tenants have not been selected, however, it proffered hours and other operational restrictions to be imposed on prospective tenants to minimize the impact to surrounding residents.

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 proposed project requires five (5) loading spaces pursuant to Chapter 103 of the City Code. The plans depict five (5) off-street loading berths internal to the building that are accessed from Drexel Avenue. Trucks are proposed to go east on the private alley on the north west portion of the site plan and then back up into the loading berths located at the center of the property on a north-south axis. The LOI also includes hours of operation for delivery trucks. The memo from the Transportation Department has outlined some concerns regarding the loading operations which have not yet been addressed.

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 nearby buildings. There are several buildings within the vicinity that are of a similar scale. Nevertheless, staff is recommending conditions to minimize potential adverse impacts.

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.**

Consistent – The proposal would provide 237 parking spaces on site, which satisfies the minimum parking requirements of 228 spaces for the proposed residential uses and 9 spaces for retail uses pursuant to the regulations of Parking District 1 in Chapter 130 of the City Code.

The parking is accessed from the south portion of the property along 16th Street. It is indicated in the operations plan that all the parking will be self-parking. In addition, the Traffic Study provides an analysis of parking operations. See Parking and Access Analysis.

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

Consistent – The plans indicate that a large proportion of the retail bays are located directly along the 16th Street and Washington Avenue frontages. These retail bays will be directly accessible from the sidewalk. There will be direct elevator and escalator access to the upper levels from a lobby located mid-block of the property on 16th Street. Additionally, there will be direct access to the parking garage from the main lobby of the residential tower. See Parking and Access Analysis.

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.**

Partially Consistent – The LOI indicates that there will be security gates and limited access controls for the residential portion of the property. The letter does not outline a comprehensive security system throughout the existing garage and the property.

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 – Traf Tech Engineering was retained by the applicant to conduct a traffic study. FTE, Inc. was selected by the City and paid by the applicant to conduct a peer review. See the memorandum from the Transportation Department for additional information.

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 LOI indicates that parking and loading spaces are located entirely within the property internally, so the applicant does not anticipate any significant noise from these operations.

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.**

Partially Consistent – The LOI indicates that the applicant would contract with a waste collection company that would pick-up trash from the trash room via the loading area contained within the building as needed. Neither the operations plan nor the LOI indicate a cleaning and maintenance plan that would monitor the property and adjacent rights-of-way to maintain them clean and free from debris. Staff is recommending additional conditions to ensure that sanitation functions do not impact surrounding areas. See Delivery and Sanitation Analysis.

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 – The proposed structure is primarily surrounded by residential and commercial uses to which minimal impacts are expected; however, it could create some negative impacts on the multi-family residential uses to the north and northwest. Staff is recommending conditions to minimize that potential.

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

Consistent – The CD-3 commercial high intensity zoning district permits development such as that proposed. While there are other commercial uses in the surrounding vicinity, negative impacts from a cumulative effect are not expected.

COMPLIANCE WITH SEA LEVEL RISE AND RESILIENCY REVIEW CRITERIA

Section 133-50(a) of the Land Development Regulations 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:

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

Not Satisfied

A recycling plan will be provided as part of the submittal for a demolition permit to the building department.

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

Not applicable

Windows are not proposed to be replaced, but all new windows will be hurricane proof impact windows.

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

Not Satisfied

A plan identifying passive cooling systems has not been provided.

- (4) Whether resilient landscaping (salt tolerant, highly water-absorbent, native or Florida friendly plants) will be provided.

Satisfied

All new landscaping will consist of Florida friendly plants.

- (5) Whether 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, including a study of land elevation and elevation of surrounding properties were considered.

Satisfied

Sea Level Rise projections were taken into account.

- (6) The ground floor, driveways, and garage ramping for new construction shall be adaptable to the raising of public rights-of-ways and adjacent land.

Partially Satisfied

The project provides for ceiling heights in the retail portions that allow for flexibility in raising the finished floor, but the project did not provide grade elevations for the existing parking garage.

- (7) Where feasible and appropriate, all critical mechanical and electrical systems shall be located above base flood elevation.

Not Satisfied

All critical mechanical and electrical systems are shown on the ground floor and grade elevations were not provided.

- (8) Existing buildings shall be, where reasonably feasible and appropriate, elevated to the base flood elevation.

Not satisfied

The project did not provide grade elevations for the retail spaces inside the existing parking garage.

- (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 of 54 of the City Code.

Satisfied

The building will not contain any habitable space located below the base flood elevation.

- (10) Where feasible and appropriate, water retention systems shall be provided.

Not Satisfied

ANALYSIS

The applicant is requesting approval for a ten-story, mixed-use, 134 unit residential building with retail on the ground floor, which will replace an existing one-story commercial building at the corner of Washington Avenue and 16th Street, and an existing 2-story residential building on 16th Street. The scale of the built environment along Washington Avenue has traditionally been one to two story retail establishments with a few four to five story multifamily buildings.

While the project is not out of scale with the office buildings to the north and the east of the property, a ten story residential building will be the first of its kind in comparison to the residential development to the south and the west side of the property. With that as a consideration, the applicant has oriented the back of house operations to the north.

Additionally, while the large retail/restaurant area on the ground floor is replacing an existing night club, if the entire space became a single tenant restaurant and bar, operational restrictions due to the proximity of the project to existing residential uses may be in order. Although a

restaurant and bar of sufficient magnitude would probably have to request a separate CUP, the applicant has proffered restrictive hours that have been incorporated into the draft final order.

Delivery and Sanitation Services

The proposed project requires five (5) loading spaces pursuant to the City Code. The plans depict five (5) off-street loading berths internal to the site that are accessed from Drexel Avenue. Trucks will turn in from Drexel Avenue and head east on a drive aisle (former alley) plan and then back into another drive aisle lined with loading berths located at the center of the property on a north-south axis.

The driveway proposed to be used for deliveries and waste collection is narrow and the applicant is seeking a variance from the required 22'-0" width of the driveway from the HPB. It seems that unless carefully managed, the congestion on the site in the loading area could cause back up onto the street (Drexel Avenue.)

The LOI outlined hours of operation for delivery trucks which have been incorporated into the draft final order.

Parking

The parking garage presently located at 1601-1619 Drexel Avenue will be transitioning from a main use garage into an accessory garage in order to provide the required parking for this project. The existing garage would provide 237 of the required parking spaces, which satisfies the minimum parking requirements of 228 spaces for the proposed residential uses and 9 spaces for retail uses pursuant to the regulations of Parking District 1 in Chapter 130 of the City Code.

The parking is accessed from the southwest portion of the property along 16th Street. It is indicated in the operations plan that all the parking will be self-parking. In addition, the Traffic Study provides an analysis of parking operations.

Access

The project proposes a connecting door between the residential lobby and the parking garage. Pedestrians that patronize the retail bays or restaurants at the ground floor will be able to enter the garage at the ground floor to gain access to the upper levels of the garage from 16th Street in the same area the ramp is located.

While bicycle rack details were provided, the location on private property of temporary and permanent bicycle storage was not provided. With a project this size, the applicant should anticipate a need for bicycle storage for both the residents and the employees of the ground floor establishments.

Traffic

The Transportation Department has reviewed the traffic study including the potential impact on the surrounding area, and still has outstanding concerns with the loading of vehicles as well as the traffic model misrepresenting the conditions of the intersections in determining the level of

service, the Department of Transportation is recommending continuance until such time that the comments can be addressed (see separate Transportation Memorandum.)

STAFF RECOMMENDATION

In view of the foregoing analysis, staff recommends that the Board review the project and discuss the application and then continue the application to a future date. The applicant is also requesting that the Board review and continue the application so that any changes to the plans, as may be required by the Historic Preservation Board or the Transportation Department can be incorporated into the final plans reviewed by the Planning Board.

TRM/MAB/TUI

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ZONING/SITE MAP



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

TRANSPORTATION DEPARTMENT

MEMORANDUM

TO: Michael Belush, AICP, Planning and Zoning Manager

FROM: Jose R. Gonzalez, PE, Director

DATE: December 6, 2017

SUBJECT: 1600 Washington Avenue – Traffic Impact Study

The Transportation Department has reviewed the subject Traffic Impact Study (TIS) submitted by the applicant as part of the Planning Board application for the proposed mixed use development located at 1600 Washington Avenue (Project). Traftech Engineering, Inc. prepared and submitted the TIS for this project. Florida Transportation Engineering, Inc. (FTE) was retained by the City to perform a peer review of the TIS for the Project.

The subject site currently contains 10,000 square-feet of active retail on a 16,200 square-foot lot. The proposed development will consist of 12,863 square-foot ground level retail and 134 residential units. Parking will be provided at the parking garage adjacent to the subject development located at 1601 Drexel Avenue. There will be 3 access points for the ground level retail; one located on Washington Avenue and two located on 16th Street. Pedestrian access to the residential lobby will be located on the south west corner of the proposed development that will have an access door to the parking garage. Vehicle access to the site will be through the parking garage located at 1601 Drexel Avenue. The entrance to this parking garage is located on 16th Street.

TRAFFIC ANALYSIS

Turning movement counts (TMC) were collected at the following intersections:

1. Washington Avenue & 17th Street (Signalized)
2. Washington Avenue & 16th Street (Signalized)
3. Washington Avenue & 15th Street (Signalized)
4. Drexel Avenue & 16th Street (Signalized)
5. 16th Street & Garage Entrance (Stop Controlled)
6. Alton Road & 16th Street (Signalized)

The intersection turning movement counts performed by Traffic Survey Specialists, Inc. were collected on Friday, March 4, 2017 and Friday, August 26, 2017 during the typical weekday's PM peak period of 4:00 PM to 7:00 PM. Subsequently, the traffic counts were adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor.

The trip generation for the Project was based on information obtained from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (9th Edition). According to the subject ITE manual, the most appropriate "land use" category for the proposed land uses are: Land Use

223 – Mid Rise Apartment and Land Use 223 – Specialty Retail. As indicated in Tables 1 of the TIS report, the proposed 1600 Washington Avenue development is anticipated to generate approximately 786 net new daily trips and approximately 81 net new trips (43 inbound and 38 outbound) during the typical PM peak hour.

The trip distribution and traffic assignment for the project were based on Miami-Dade County's Cardinal Distribution information for the study area. Table 2 of the TIS report summarizes the County's cardinal distribution data for Traffic Analysis Zone 643, which is applicable to the project site from the latest SERPM data published by Miami-Dade County. The following traffic assignment was estimated for the proposed retail development:

- 25% to/from the north via Washington Avenue,
- 10% to/from the south via Washington Avenue,
- 10% to/from the east via 17th and 16th Street,
- 55% to/from the west via 17th, 16th and 15th Street.

Intersection capacity/level of service analyses were conducted for the five (5) study intersections and the garage driveway. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO Volume 9 software. The results of the capacity analyses are summarized in Tables 3 and 4 of TIS report. As indicated in Tables 3 and 4, all study intersections are currently operating adequately and will continue to operate at an acceptable level of service in the year 2020 with the proposed project in place.

LOADING OPERATIONS

The dedicated loading zone for the Project will be located on the alley located at the west side of the site adjacent to the garage. The access to this alley will be located on Drexel Avenue north of 16th Street. The access alley is 23.5 feet wide.

OUTSTANDING COMMENTS

The City and its Peer reviewer have reviewed the TIS provided by the developer's traffic engineer and provided the following comments, which are yet to be addressed:

- There are various discrepancies between the existing signal timing and future signal timing used in the Synchro Traffic Model.
- The proposed TDM Plan does not provide any incentives for employees working at the proposed retail.
- Elaborate where the preferential parking will be provided and how it will work. The site is using the parking garage located adjacent to the property. In addition, the parking analysis showed specific spaces assigned for the proposed project. If the existing on-street parking spaces are considered for these purposes, Parking Department approval will be required.
- Indicate whether any bike racks are provided within the site and identify locations on the site plan.
- The traffic engineer has provided a maneuverability diagram. However, the diagrams displaying the maneuverability on Drexel Avenue propose to utilize both travel lanes of

Drexel Avenue and impacting the existing Citibike Station as well as on-street parking. There are also discrepancies with the vehicles used in the maneuverability analysis.

RECOMMENDATION

Due to Staff and the City's Peer Reviewer's outstanding concerns with the loading of vehicles as well as the traffic model misrepresenting the conditions of the intersections in determining the level of service, the Transportation Department is recommending continuance until such time as the comments are addressed.

Please feel free to contact me if you have any questions on the above.

cc: Josiel Ferrer-Diaz, E.I., Transportation Manager
Firat Akcay, Transportation Analyst

**PLANNING BOARD
CITY OF MIAMI BEACH, FLORIDA**

PROPERTY: 1600 WASHINGTON AVENUE

FILE NO: PB17-0138

IN RE: The applicant, 420 Lincoln Road Development, LLC, requested a Conditional Use approval for the construction of a new 10-story mixed-use building exceeding 50,000 square feet, including residential units and commercial space on the ground floor, with the required parking provided in the existing adjacent parking structure which is part of the development site, pursuant to Chapter 118, Article IV and Chapter 142, Article II of the City Code.

LEGAL

DESCRIPTION: see Exhibit A

A

MEETING DATE: October 24, 2017

CONDITIONAL USE PERMIT

The applicants, 420 Lincoln Road Development, LLC filed an application for Conditional Use approval for the construction of a new 10-story residential mixed use development exceeding 50,000 square feet, pursuant to Chapter 142, Article II and Chapter 118, Article IV of the City Code. Notice of the request for Conditional Use 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 record for this matter:

That the property in question is located in the Commercial High Intensity Zoning District, (CD-3);

That 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;

That structures and Uses associated with the request are consistent with the City Code;

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

That necessary safeguards will be provided for the protection of surrounding property, persons, and neighborhood values if the following conditions are met.

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 which were amended by the Board, that the Conditional Use Permit as requested and set forth above be GRANTED, subject to the following conditions to which the applicant has agreed:

1. This Conditional Use Permit is issued to 420 Lincoln Road Development, LLC as the applicant and owner of the property. Any change of operator or 50% (fifty percent) or more stock ownership, partnership interest, or the equivalent, shall require review and approval by the Planning Board as a modification to this Conditional Use Permit. Subsequent owners and operators shall be required to appear before the Board to affirm their understanding of the conditions listed herein.
2. Where one or more parcels are unified for a single development, the property owner shall execute and record a unity of title or a covenant in lieu of unity of title, as may be applicable, in a form acceptable to the City Attorney, prior to the issuance of a building permit.
3. Should the applicant vacate the conditional use for 1601-1619 Drexel Avenue, the applicant shall apply for approval by the Planning Board as a modification to this Conditional Use Permit.
4. A Construction Parking and Traffic Management Plan (CPTMP) shall be approved by the Parking Director pursuant to Chapter 106, Article II, Division 3 of the City Code, prior to the issuance of a Building Permit.
5. The plans shall be revised to ensure compliance with the Land Development Regulations prior to obtaining a building permit unless otherwise authorized by the Historic Preservation Board (HPB) through the variance process.
6. Prior to the issuance of a building permit for the ground floor commercial space, the applicant shall submit an operational plan and narrative for the operation the proposed business. This operational plan and narrative shall be subject to the review and approval of staff and, at a minimum, shall satisfy the following:
 - a) Any retail establishment along 16th Street shall close by 10:00 PM.
 - b) Any restaurant space along 16th Street shall close by 10:00 PM Sunday-Wednesday and 12:00 AM Thursday-Saturday.
 - c) Any restaurant with primary ingress and egress on Washington Avenue shall close by 11:00 PM Sunday-Wednesday and 2:00 AM Thursday-Saturday.
7. The following shall apply to the operation of the entire facility:
 - a) The pool deck area shall close by 10:00 PM Sunday-Wednesday and 12:00 AM Thursday-Saturday

- b) All trash containers shall utilize rubber wheels, or the path for the trash containers shall consist of a surface finish that reduces noise, in a manner to be reviewed and approved by staff.
 - c) Adequate air-conditioned and noise baffled trash room space shall be provided, in a manner to be approved by the Planning staff. Doors shall remain closed and secured when not in active use.
 - d) Trash dumpster covers shall be closed at all times except when in active use.
 - e) Delivery trucks shall not be allowed to idle in loading areas or in the alley.
 - f) Delivery and moving trucks shall only be allowed in the service alley between 8:00 AM and 5:00 PM Mondays through Fridays.
 - g) Waste removal shall be allowed between 8:00 AM and 5:00 PM daily.
 - h) There shall not be in queuing of delivery, garbage, or moving trucks in the public right of way.
 - i) Except as may be required for security, fire or building code/Life Safety Code purposes, no speakers affixed to or otherwise located on the exterior of the building shall be permitted.
8. Prior to the issuance of any Building Permit for the project, the applicant shall address the following Concurrency, Traffic and Parking requirements:
- a) The applicant shall comply with mitigation measures as may be deemed necessary by the City as a result of the traffic study peer review process.
 - b) A Method of Transportation (MOT), as applicable, shall be submitted to Public Works Department staff for review and approval prior to the issuance of a building permit. The MOT shall address any traffic flow disruption due to construction activity on the site.
 - c) If applicable, the applicant shall participate in a Transportation Concurrency Management Area Plan (TCMA Plan), if deemed necessary, by paying its fair share cost, as may be determined as determined by the Concurrency Management Division.
 - d) A final concurrency determination shall be conducted prior to the issuance of a Building Permit. Mitigation fees and concurrency administrative costs, if required, shall be paid prior to the issuance of any Building Permit.
 - e) Prior to the issuance of a Building Permit, calculations for required parking for the project shall be determined by the Planning Department. A final determination for the required parking shall be conducted prior to the issuance of a Certificate of Occupancy or Business Tax Receipt, whichever comes first. If required, a one-time fee in lieu of providing the required parking on site or in combination with an

annual fee, as determined by staff, shall be paid prior to the issuance of the Certificate of Occupancy.

- f) The applicant shall provide 40 short-term bicycle parking spaces on the site that are available to residents, customers, employees on the site, in a manner to be reviewed and approved by staff.
 - g) The applicant shall provide 20 long-term bicycle storage spaces for residents and employees on site, in a manner to be reviewed and approved by staff.
 - h) The applicant shall provide transit information to the public, including route schedules and maps within the lobby of the building in a manner to be reviewed and approved by the Transportation Department.
- 9. The Planning Board shall retain the right to call the owner or operator, both now and in the future, back before the Board and modify this Conditional Use should there be valid complaints or violations (as determined by Code Compliance) about loud, excessive, unnecessary, or unusual noise related to parking or loading operations.
 - 10. 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.
 - 11. The Planning Board shall maintain jurisdiction of this Conditional Use Permit. The applicant shall appear before the Planning Board for a progress report within 180 days from the time 75% of the commercial space is in operation. The progress report shall include, but not be limited to, updated information on traffic conditions surrounding the site. 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 City Code Sec. 118-194 (c).
 - 12. 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. Any substantial modifications to the plans submitted and approved as part of this application, as determined by the Planning Director or designee, may require the applicant to return to the Board for approval of the modified plans.
 - 13. 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.
 - 14. 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 section 118-194, of the City Code.
 - 15. 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

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

TRANSPORTATION DEPARTMENT

MEMORANDUM

TO: Michael Belush, AICP, Planning and Zoning Manager

FROM: ^{JRG} Jose R. Gonzalez, PE, Director

DATE: December 6, 2017

SUBJECT: 1600 Washington Avenue – Traffic Impact Study

The Transportation Department has reviewed the subject Traffic Impact Study (TIS) submitted by the applicant as part of the Planning Board application for the proposed mixed use development located at 1600 Washington Avenue (Project). Traftech Engineering, Inc. prepared and submitted the TIS for this project. Florida Transportation Engineering, Inc. (FTE) was retained by the City to perform a peer review of the TIS for the Project.

The subject site currently contains 10,000 square-feet of active retail on a 16,200 square-foot lot. The proposed development will consist of 12,863 square-foot ground level retail and 134 residential units. Parking will be provided at the parking garage adjacent to the subject development located at 1601 Drexel Avenue. There will be 3 access points for the ground level retail; one located on Washington Avenue and two located on 16th Street. Pedestrian access to the residential lobby will be located on the south west corner of the proposed development that will have an access door to the parking garage. Vehicle access to the site will be through the parking garage located at 1601 Drexel Avenue. The entrance to this parking garage is located on 16th Street.

TRAFFIC ANALYSIS

Turning movement counts (TMC) were collected at the following intersections:

1. Washington Avenue & 17th Street (Signalized)
2. Washington Avenue & 16th Street (Signalized)
3. Washington Avenue & 15th Street (Signalized)
4. Drexel Avenue & 16th Street (Signalized)
5. 16th Street & Garage Entrance (Stop Controlled)
6. Alton Road & 16th Street (Signalized)

The intersection turning movement counts performed by Traffic Survey Specialists, Inc. were collected on Friday, March 4, 2017 and Friday, August 26, 2017 during the typical weekday's PM peak period of 4:00 PM to 7:00 PM. Subsequently, the traffic counts were adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor.

The trip generation for the Project was based on information obtained from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (9th Edition). According to the subject ITE manual, the most appropriate "land use" category for the proposed land uses are: Land Use

223 – Mid Rise Apartment and Land Use 223 – Specialty Retail. As indicated in Tables 1 of the TIS report, the proposed 1600 Washington Avenue development is anticipated to generate approximately 786 net new daily trips and approximately 81 net new trips (43 inbound and 38 outbound) during the typical PM peak hour.

The trip distribution and traffic assignment for the project were based on Miami-Dade County's Cardinal Distribution information for the study area. Table 2 of the TIS report summarizes the County's cardinal distribution data for Traffic Analysis Zone 643, which is applicable to the project site from the latest SERPM data published by Miami-Dade County. The following traffic assignment was estimated for the proposed retail development:

- 25% to/from the north via Washington Avenue,
- 10% to/from the south via Washington Avenue,
- 10% to/from the east via 17th and 16th Street,
- 55% to/from the west via 17th, 16th and 15th Street.

Intersection capacity/level of service analyses were conducted for the five (5) study intersections and the garage driveway. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO Volume 9 software. The results of the capacity analyses are summarized in Tables 3 and 4 of TIS report. As indicated in Tables 3 and 4, all study intersections are currently operating adequately and will continue to operate at an acceptable level of service in the year 2020 with the proposed project in place.

LOADING OPERATIONS

The dedicated loading zone for the Project will be located on the alley located at the west side of the site adjacent to the garage. The access to this alley will be located on Drexel Avenue north of 16th Street. The access alley is 23.5 feet wide.

OUTSTANDING COMMENTS

The City and its Peer reviewer have reviewed the TIS provided by the developer's traffic engineer and provided the following comments, which are yet to be addressed:

- There are various discrepancies between the existing signal timing and future signal timing used in the Synchro Traffic Model.
- The proposed TDM Plan does not provide any incentives for employees working at the proposed retail.
- Elaborate where the preferential parking will be provided and how it will work. The site is using the parking garage located adjacent to the property. In addition, the parking analysis showed specific spaces assigned for the proposed project. If the existing on-street parking spaces are considered for these purposes, Parking Department approval will be required.
- Indicate whether any bike racks are provided within the site and identify locations on the site plan.
- The traffic engineer has provided a maneuverability diagram. However, the diagrams displaying the maneuverability on Drexel Avenue propose to utilize both travel lanes of

Drexel Avenue and impacting the existing Citibike Station as well as on-street parking. There are also discrepancies with the vehicles used in the maneuverability analysis.

RECOMMENDATION

Due to Staff and the City's Peer Reviewer's outstanding concerns with the loading of vehicles as well as the traffic model misrepresenting the conditions of the intersections in determining the level of service, the Transportation Department is recommending continuance until such time as the comments are addressed.

Please feel free to contact me if you have any questions on the above.

cc: Josiel Ferrer-Diaz, E.I., Transportation Manager
Firat Akcay, Transportation Analyst