

MIAMI BEACH

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: November 15, 2016

SUBJECT: 929 Alton Road – Traffic Impact Study

The Transportation Department has coordinated the review of the subject Traffic Impact Study (TIS) submitted by the applicant as part of the Planning Board application for a proposed five (5) story commercial building located at 929 Alton Road. CALTRAN Engineering Group, Inc. was retained by the applicant to conduct the Traffic Impact Study (TIS) in connection with the proposed development. Florida Transportation Engineering (FTE), Inc. was retained by the City to perform the peer review of this study.

The existing site primary land use is 1081 Vacant Land – Commercial: Vacant Land according to Miami-Dade County Property Information. Upon buildout, the proposed development will encompass a five (5) story commercial building consisting of 1st Floor-retail; 2nd to 4th Floors- parking garage; and 5th Floor- office space.

The parking garage will be allocated to retail patrons and office employees/visitors during the day and to residents only during the night. In total, 88 parking spaces will be provided in three (3) floors. The retail space will have 11,500 square feet and the office space will have 11,120 square feet. Inbound/outbound access to the proposed facility will be provided along Alton Road located on the West side of the property. More details about the proposed building site plan/access can be found in Appendix A of the TIS report.

The roadway impact boundaries for this site development are 10th Street to North, Lenox Avenue to the East, 9th Street to the South and Alton Road to the West. Near the project site, 9th and 10th Streets are two-lane facilities in the east and west direction. Lenox Avenue is a two-lane facility, and Alton Road is a four-lane facility in the north and south directions near the project site.

TRAFFIC ANALYSIS

Turning movement counts were collected at the following intersections:

1. Alton Road and 8th St (Signalized)
2. Alton Road and 9th St (Unsignalized)
3. Alton Road and 10th St (Signalized)
4. Lenox Avenue and 9th St (Unsignalized)
5. Lenox Avenue and 10th St (Unsignalized)

The intersection turning movement counts were performed on June 22, 2016 during the AM, Mid-day, and PM peak period.

The trip generation for the project was obtained from Institute of Transportation Engineering (ITE) Trip Generation Manual, 9th Edition. According to the ITE Manual, the most appropriate “land use” category for the proposed project is Land Use 820 (Retail) and 710 (Office-General Office Building). Table 2 of the TIS summarizes the total trips anticipated to be generated by the proposed land use. As presented in Table 3, the total number of external trips anticipated to be generated by the proposed project consists of approximately 187 trips during PM weekday peak hours.

Intersection capacity/level of service analyses were conducted for the five (5) study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO software. The existing condition LOS and delay (veh/s) summary can be seen in Table 9 and Table 10 for AM and PM peak hour, respectively. The queue reports from SimTraffic can also be found in Table 11 and Table 12 for AM and PM peak hour of this scenario, respectively. In existing condition, two (2) signalized intersections are performing under LOS C and all unsignalized intersections are performing under LOS A. Appendix G of the TIS report shows the detail Synchro report for all scenarios. In future build condition, all the study intersections would perform under LOS A and C.

TRANSPORTATION DEMAND MANAGEMENT

At this time, a Transportation Demand Management (TDM) plan has not been submitted by the applicant. TDM strategies should be developed to reduce the impact of project traffic on the surrounding roadway network and promote trip reduction. Typical measures are to promote bicycling and walking, encourage car/vanpooling, and offer alternatives to the typical workday hours in particular for staff of the proposed development. A SOBE LLC representative will be in-charge of implementing the TDM Plan at the site. Once a TDM plan is developed by the applicant, and approved by the City, the City will contact the SOBE LLC representative to determine how well the Plan is working and if any adjustments are needed with time.

RECOMMENDATION

The Transportation Department has reviewed the traffic and parking analysis submitted by the applicant as part of the Planning Board application for the subject proposed development project. While the proposed development project meets the minimum acceptable level of service standards adopted by the City, the Transportation Department recommends that the applicant submit a robust TDM plan within 60 days for review and approval by the Transportation Department.

Moreover, it is recommended that the applicant provide a follow-up valet report, six (6) months after opening in order to ascertain the validation of the assumptions in the report.

cc: Josiel Ferrer-Diaz, E.I., Transportation Manager
Ali Soltani Sobh, Ph.D., Transportation Analyst