

MIAMI BEACH

PLANNING DEPARTMENT

Staff Report & Recommendation

PLANNING BOARD

TO: Chairperson and Members
Planning Board

DATE: November 22, 2022

FROM: Thomas R. Mooney, AICP
Planning Director

SUBJECT: **PB22-0556 - 1920 Alton Road. Mixed-Use Project.**

An application has been filed requesting conditional use approval for a new 5-story mixed-use development exceeding 50,000 square feet, including two restaurants with more than 100 seats and a floor area in excess of 3,500 square feet, pursuant to Chapter 118, Article IV of the City Code.

RECOMMENDATION

Approval with conditions.

ZONING/SITE DATA

Legal Description:

Lots 3, 4, and 5, Block 12-A," Island View Addition", according to the map or plat thereof, as recorded in Plat Book 9, page 144, of the Public Records of Miami-Dade County, Florida.

Zoning District:

CD-2 Commercial, Medium Intensity District (Sunset Harbour Neighborhood)

Future Land Use Designation:

Commercial Medium Intensity Category (CD-2)

Surrounding Uses:

See Zoning/Site Map at the end of this report.

North: 20th Street/ residential multifamily Building
South: Mixed-use office building under construction
West: Industrial – Electric substation
East: Commercial buildings

Lot Size:

25,538 SF (0.586 AC)

Maximum FAR:

1.5 (38,307 SF)
2.0 with mixed-use incentive (51, 076 SF)

Proposed FAR:

51,038 SF

THE PROJECT

The applicant, *Alton Holdings II, LLC*, has submitted plans entitled "1920 ALTON ROAD," prepared by Gensler and dated September 26, 2022. The proposal is for a new five-story mixed-use project that includes residential, office and accessory restaurants. The project is scheduled to be considered by the Design Review Board (DRB) for design review approval on December 6, 2022 (File No. DRB22-0873).

The development site is approximately 25,538 square feet and the proposed building will contain the following uses:

- Approximately 25,387 square feet of Class A office space;
- Two (2) restaurants located on the ground level with an area of approximately 8,284 square feet and each with an occupant load of 199 persons;
- An enclosed parking garage on the second level with 44 parking spaces;
- Three (3) residential units that total approximately 13,086 square feet;
- An amenity deck located on the third level with two (2) separate areas - one for the residential and office uses, and the other for the restaurants located on the ground floor;
- A rooftop amenity deck for residential use only.

Additionally, two (2) off-street loading spaces are proposed to be provided by the entry/exit ramp on the ground floor.

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 request is consistent with the Comprehensive Plan. The CD-2 future land use category allows for the proposed uses either as a main permitted use or as a conditional use.

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

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 are consistent with this Ordinance.**

Consistent – The structure is consistent with the requirements of the zoning ordinance if the CUP is issued. However, these and all zoning matters shall require final review and verification by the Planning Department prior to the issuance of a Building Permit and a Certificate of Use (CU).

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

Partially Consistent – The proposed project may adversely affect the general welfare of nearby residents and businesses if sound, delivery, waste removal, and other operations are not controlled. Staff is recommending conditions to mitigate the potential negative impacts. The facility will have to comply with all applicable laws and regulations prior to the issuance of a building permit and Certificate of Use (CU).

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

Partially Consistent – (see response below for criteria #4 for compliance with review guidelines criteria for new structures 50,000 square feet and over).

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 on the surrounding neighbors.

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

Consistent – Given the small number of residential units and the scale of the restaurants significant negative impacts are not expected from the geographic concentration of such uses, if the impacts are properly controlled.

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.

Partially Consistent – The applicant's letter of intent indicates that the tenants for the building have not been finalized, but the Applicant is committed to the goals and general scope of operations outlined in the operations plan submitted. The operations plan provides details as to the business program, operations, goals, number of employees expected, rooftop and outdoor spaces, security, parking, loading/deliveries, and sanitation are expected to be provided.

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 operations plan indicates that loading will take place via loading spaces on the ground floor. The project requires three (3) off-street loading spaces and only two (2) spaces are provided. This does not comply with the requirements of section 130-101. The applicant has indicated that the hours for deliveries, loading, and trash will take place during customary business hours from 7:00 a.m. to 4:30 p.m. The loading and parking areas are accessed from the same driveway, and in order to mitigate impacts of loading and peak parking demand, staff recommends that all required loading spaces shall be located internally, and that trash pickups and loading only occur during non-peak business hours, or 9:30 AM to 4 PM.

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 and the recently approved Class A office zoning incentives. The building is surrounded by a multifamily building, commercial uses, industrial uses, and soon to be built mixed-use office buildings that would not be negatively impacted by the scale of the proposed building. However, scale, massing, architecture, and compatibility issues will be further discussed at the DRB 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 development is located in parking district no. 5. Nonresidential uses above the ground floor are exempt from parking requirements. The office component is therefore exempt from providing parking.

However, ground floor restaurants that have more than 100 seats or are larger than 3,500 SF require parking. The plans propose restaurants with 199 seats that exceed the SF limitation. The parking calculations for the restaurants presented by the applicant appear inconsistent with the requirements of parking district no. 5. The parking calculations will need to be revised as part of the building permit process. Staff is providing a condition on the Board Order to ensure this will be corrected.

The project will be providing 44 parking spaces on the second floor where the six required parking for the three residential units are located. Additionally, the project will be providing 45 long term bicycle parking spaces, 30 short term bicycle spaces, 3 scooter spaces, and 4 showers, which allows the applicant to take advantage of the alternative parking incentives in section 130-40.

The site is also in close proximity to several Metrobus routes and the Miami Beach Trolley. Given that there is adequate public parking within the Sunset Harbour neighborhood and many patrons are expected to walk and use alternative forms of transportation, the project is not expected to create parking issues for the surrounding neighborhood.

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

Consistent – Pedestrian Access to the building is from a 10-foot-wide sidewalk that runs parallel with the restaurant frontage facing Alton Road. The sidewalk is continuous and curves around 20th Street where pedestrian access is provided to the office and residential lobby areas. Vehicular access is limited to entry and exit along 20th Street at the northwest corner of the property, where a full access driveway also leads to a commercial loading and service area and the second level parking for the site.

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 facilities. Video surveillance will be provided to monitor the building.

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 Kimley Horn & Associates. See the traffic study review comments prepared by the Transportation Department's traffic consultant and conditions contained in the attached draft order.

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 – a noise attenuation plan was not required since the applicant is not proposing any uses that would create significant noise impacts. Additionally, Outdoor Entertainment establishments, Neighborhood Impact Establishments, Open Air Entertainment establishments and bars are prohibited uses in the Sunset Harbour Neighborhood.

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.

Consistent – The project will have an enclosed air-conditioned trash room at the ground level near the loading areas. Staff recommends that garbage disposal and sanitation pickup occur during non-peak traffic hours (9:30 AM to 4 PM).

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. There is one residential building in the immediate vicinity of the building. However, staff is recommending conditions to mitigate any adverse impacts 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 surrounding neighbors.

COMPLIANCE WITH SEA LEVEL RISE AND RESILIENCY REVIEW CRITERIA

Section 133-50(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:

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

Partially Satisfied – The applicant has indicated that a recycling or salvage plan will be provided.

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

Satisfied – Windows will be hurricane proof impact windows.

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

Satisfied – Operable windows will be provided where feasible and appropriate.

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

Satisfied – Per letter of intent, all landscaping will comply with all code requirements.

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 – The applicant has taken projections into account and the development complies with the City’s resiliency standards.

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 ground floor, driveways and garage ramping are adaptable to future raising of public rights-of-way and adjacent land. However, during the project review staff noticed that the proposal is not complying with the Long Frontage Standards in Section 133-62. Staff is providing a condition on the Board Order to address this issue. See board order and analysis below.

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

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

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

Not Applicable – The existing building will be demolished.

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.**

Partially Satisfied – Uses on the ground floor located below the base flood elevation plus City of Miami Beach Freeboard will be dry flood proofed in accordance with Chapter 54 of the City Code.

10. **Where feasible and appropriate, water retention systems shall be provided.**

Partially Consistent – The applicant has indicated that water retention systems will be provided per civil engineer design at time of permitting.

11. **Cool pavement materials or porous pavement materials shall be utilized.**

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

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

site.

Satisfied – The Proposed Project eliminates the existing surface parking lot and relocates parking to a garage to minimize the heat island effect. Hardscape areas will be limited, and landscaped areas will be planted with shade trees.

ANALYSIS

The Proposal

The applicant has applied for a CUP to construct a new five-story mixed-use development with office uses, 3 residential units, a rooftop deck, and two accessory restaurants, located at 1920 Alton Road. The project replaces an existing 20,682 square foot retail building and is located within the boundaries of the Sunset Harbour neighborhood, for which specific regulations were recently adopted. The following is a summary of the proposed components of the project:

- Approximately 25,386 square feet of office space.
- 3 residential units on floors three to five.
- One restaurant (tenant 1) located on the ground floor at the North East corner of the site, and is proposed to have 119 indoor seats and 80 outdoor seats, for a total of 199 seats, with a maximum occupancy load of 199 persons.
- One restaurant (tenant 2) located on the ground floor at the south side facing Alton Road and is proposed to have 109 indoor seats and 44 outdoor seats, for a total of 153 seats on the ground floor. This restaurant is also proposing to have 40 additional seats located on the third level amenity deck, with a maximum occupancy load of 40 persons, for a total occupancy load of 199 persons.
- 44 parking spaces on the second floor.

Parking and Access

The development is located in parking district No. 5 and nonresidential uses above the ground floor are exempt from parking requirements. However, restaurants that have more than 100 seats or are larger than 3,500 SF in size do require parking; in this case both restaurants are proposing 199 seats and exceed 3,500 SF. The parking calculations for these restaurants presented by the applicant seem to be inconsistent and will need to be revised at the time of building permit review. Staff has included a condition in the Board Order to ensure this will be corrected.

The project will be providing 44 parking spaces on the second floor where the six required parking for the three residential units are located. The units are larger than 1,200 SF and require 2 spaces per unit. Additionally, the project will be providing 45 long term bicycle parking spaces, 30 short term bicycle spaces, 3 scooter spaces, 4 showers. The site is also in close proximity to County bus routes and the Miami Beach Trolley. Given that there is adequate public parking within the Sunset Harbour neighborhood and many patrons are expected to walk and use alternative forms of transportation, this should not pose a problem.

All parking will be self-parking and access to the parking area will be via a 24-foot wide driveway from 20th Street. Given the number of spaces, significant impacts are not expected from the operation of this facility.

Deliveries, Sanitation and off-street loading requirements

The project requires three (3) off-street loading spaces. Section 130-101 (B) requires that new construction utilizing enclosed parking structures are required to have all loading located internally. However, the applicant has indicated that only two (2) spaces are being provided internally and one (1) space will be provided on-street. This does not comply with the requirements of Section 130-101 (B). Staff is recommending that the plans be revised in order to provide the three (3) internal loading spaces.

The two (2) proposed loading spaces are to be located on the western portion of the property at the ground floor sharing the same driveway for the parking garage on the second level. When the loading is in use, the driveway will be clear, however when maneuvering occurs it will block the driveway, it is not expected that this will pose a significant problem for the operation of the building.

However, staff recommends a condition to require that the parking be operable while loading maneuvering is taking place. Specifically, staff recommends that loading be limited to non-peak business hours, or 10 AM to 4 PM and that there be staff managing the parking and loading operations while the loading area is in use.

Trash pickup will take place daily by moving trash from the airconditioned trash room adjacent to the internal loading areas. Staff has recommended conditions to minimize the impacts of the trash pickup process.

Rooftop Operations

The letter of intent indicates that the rooftop will be used as an amenity area for the residents of the building and that commercial uses are not contemplated. Given that the site is located in the Sunset Harbour neighborhood, entertainment uses, and speakers not related to life safety are prohibited. Staff does not anticipate negative impacts from the rooftop; however, conditions have been incorporated into the draft order to ensure that the rooftop operates as expected.

Restaurants

As stated above, the building is proposed to have two restaurants. One restaurant (tenant 1) will be located on the ground floor at the North East corner of the site, and is proposed to have 119 indoor seats and 80 outdoor seats, for a total of 199 seats, with a maximum occupational content of 199 persons and a floor area of 3,318 square feet.

The second restaurant (tenant 2) will be located on the ground floor at the south side facing Alton Road and is proposed to have 109 indoor seats and 44 outdoor seats, for a total of 153 seats on the ground floor. An additional 40 seats and a maximum occupancy of load of 40 persons are proposed on the third level amenity deck. The combined areas would have a total occupancy load of 199 persons and a floor area of 3,720 Square feet.

In the Sunset Harbour Neighborhood, Conditional Use approval is required for restaurants with more than 100 seats or an occupant content of over 125 persons (up to a maximum of 299 persons). Additionally, Neighborhood Impact Establishments (NIE) are expressly prohibited in Sunset Harbor; NIEs are restaurants with an occupant content of 300 or more persons as determined by the chief fire marshal. The occupancy load is calculated based on the maximum capacity per square feet and usually is higher than the amount of seats in a given space. As a result, staff is concerned that the proposed restaurants could reach the NIE threshold as presently configured and under the requirements of the code the occupancy load cannot exceed 199 persons. Staff has incorporated conditions into the draft order to ensure that the restaurants do not inadvertently become Neighborhood Impact Establishments.

To this end, staff is proposing that the applicant provide any design changes needed at the amenity deck located on level 3 in order to separate the "tenant 2" restaurant area from the area used by the office and residential uses. These design changes would be subject to the review and approval of the Fire Marshall and would need to ensure that the space does not exceed 40 persons.

In addition to the aforementioned limitations, entertainment is expressly prohibited in the Sunset Harbour neighborhood. Per the regulations in section 142-312, the outdoor portion of the second restaurant (tenant 2) located on the amenity deck on level 3 must cease operations no later than 8:00 pm. Recorded music played at a level that does not interfere with normal conversation (ambient level) is permitted only within the indoor portions of the restaurants. Additionally, outdoor speakers not associated with life safety are prohibited, so no music can be played in any outdoor areas of the building.

With the safeguards provided by the Sunset Harbour regulations, the limited size of the proposed restaurants and the adequate public parking in the vicinity, negative impacts are not anticipated from the two restaurants.

Resiliency

The City of Miami Beach has implemented policies to ensure that new developments are resilient to and able to adapt to sea level rise and climate change. To ensure this the City has created a set of requirements for ground floor standards for non-residential buildings (chapter 133) in this case for long frontage standards (Section 133-62). The project as presented is not complying with the following:

- The sidewalk shall be raised to the future crown of road elevation.
- Ground floor elevation. The ground floor shall be located a minimum elevation of 14 inches above the future crown of road elevation.

The project must comply with City Code even if there are no projects to improve the right of way in the near future. The applicant is aware of this and was allowed to proceed to the Planning Board hearing subject to either requesting the necessary DRB waivers or addressing this as part of the building permit process. Staff has incorporated conditions into the draft order to ensure that the project complies with the resiliency requirements of the City Code.

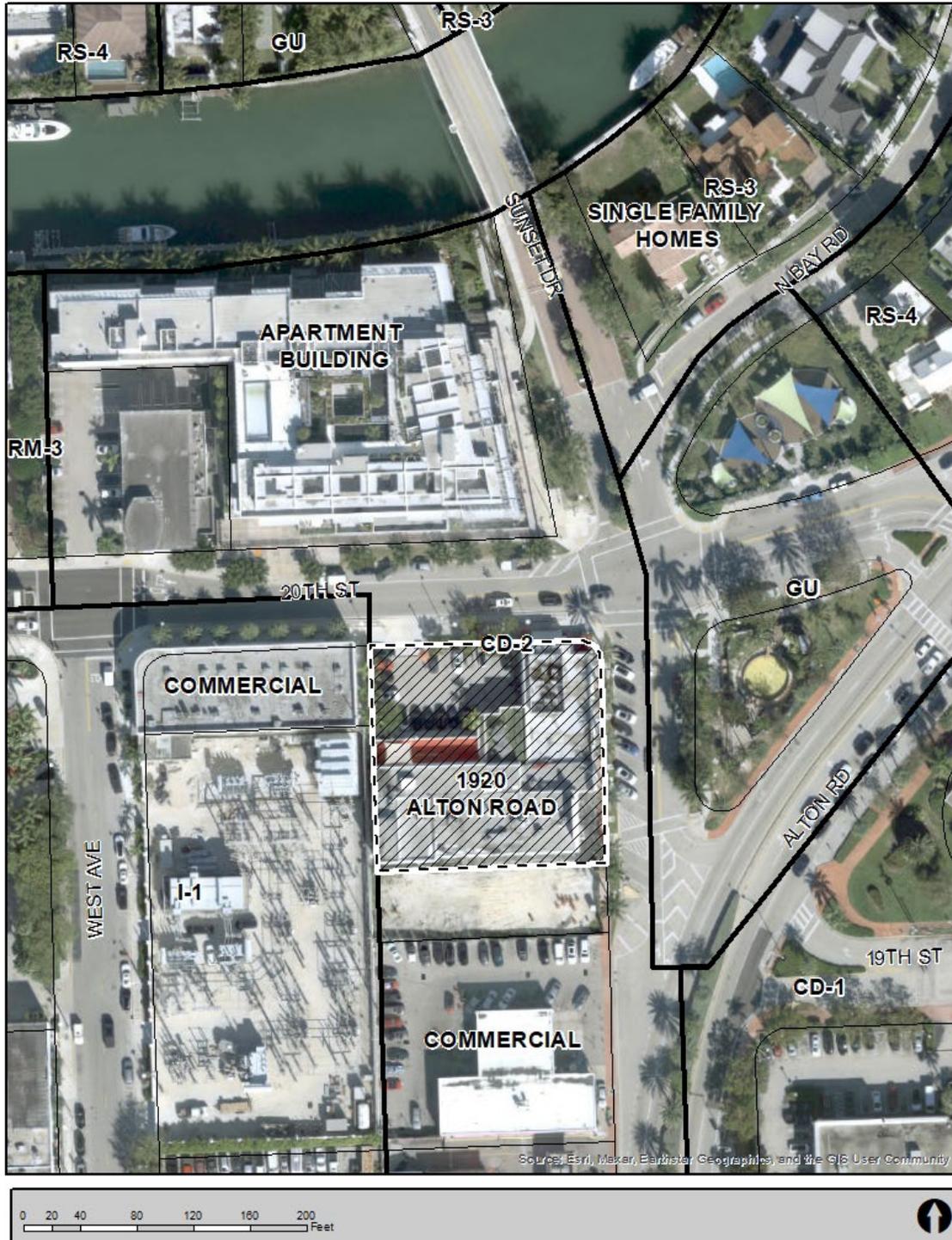
Conclusion

The development should not create any negative impacts on the surrounding community if it is properly managed. Staff has incorporated several conditions in the attached draft order to ensure that any potential impacts are minimized. Overall, staff is supportive of the proposed development.

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.

ZONING/SITE MAP



MIAMIBEACH

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

TRANSPORTATION & MOBILITY DEPARTMENT

MEMORANDUM

TO: Rogelio Madan, AICP, Chief of Community Planning & Sustainability

FROM: Jose R. Gonzalez, PE, Director

DATE: November 7, 2022

SUBJECT: 1920 Alton Road– Traffic Impact Study

The Transportation and Mobility Department has reviewed the subject Traffic Impact Study (TIS) submitted by the applicant as part of the Planning Board application for the proposed 1920 Alton Road project. The 1920 Alton Road development is proposed at 1920 Alton Road in Miami Beach, Florida. The mixed-use redevelopment project will comprise of 9,000 square feet of retail space, 26,932 square-feet of office space, and six (6) low-rise multifamily residential units. The existing building includes 20,682 square feet of retail space which will be redeveloped.

Trip Generation and Trip Distribution

The results of the trip generation analysis show that the proposed development will generate 27 AM net peak hour trips, and 39 PM net peak hour trips. This takes into consideration the redevelopment of the existing retail space and multi-modal and internal capture trip reduction. The trip distribution was based on the directional distribution of site-generated trips based on the cardinal distribution data for TAZ 639 from the Miami-Dade County 2045 Transportation Model and from the development's access to the surrounding roadway network.

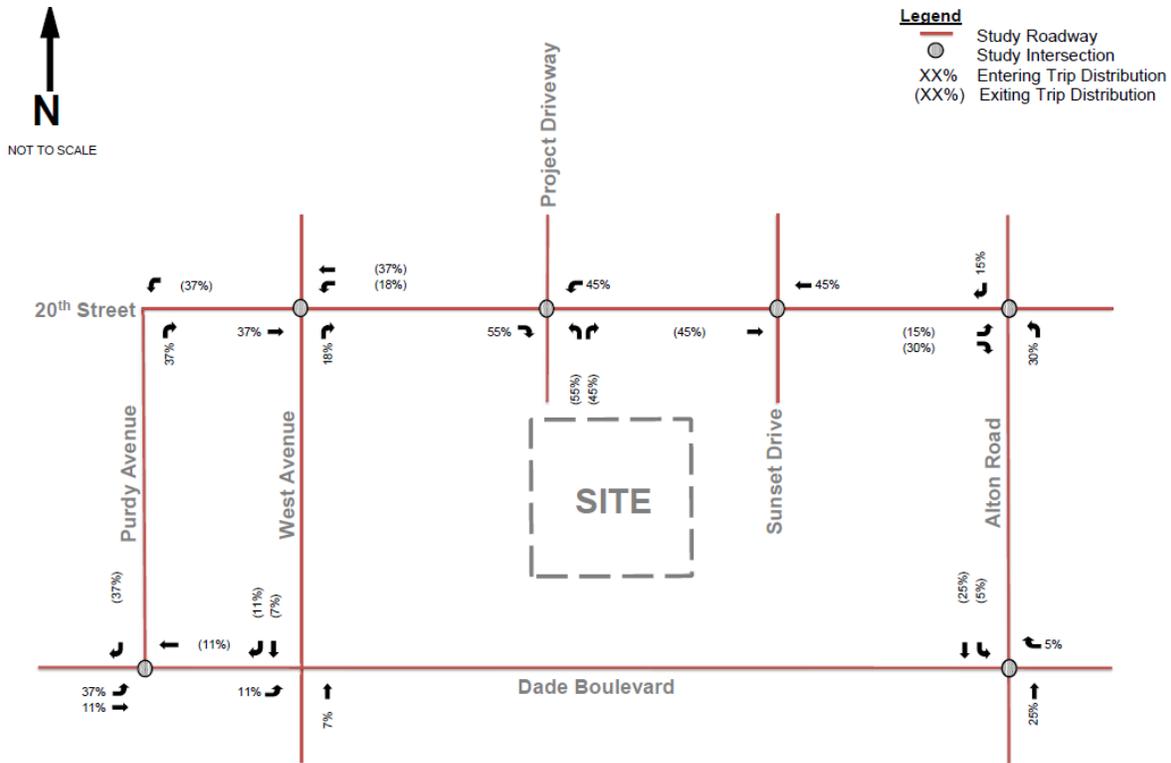


Figure 1 1920 Alton Road Trip Distribution

Site Circulation, Parking and Loading

The main access for the project is through a two-way driveway on 20th Street. Valet parking services will not be provided in this redevelopment.

The proposed development is providing 44 vehicular parking spaces which includes 2 ADA parking spaces. There also are 30 short-term and 45 long-term bicycle spaces and storage as well as 3 scooter parking spaces.

Off-Street Vehicle loading will be made via one 10' x 20' loading space and one 12' x 35' loading space located along the primary site access ramp off of 20th Street.

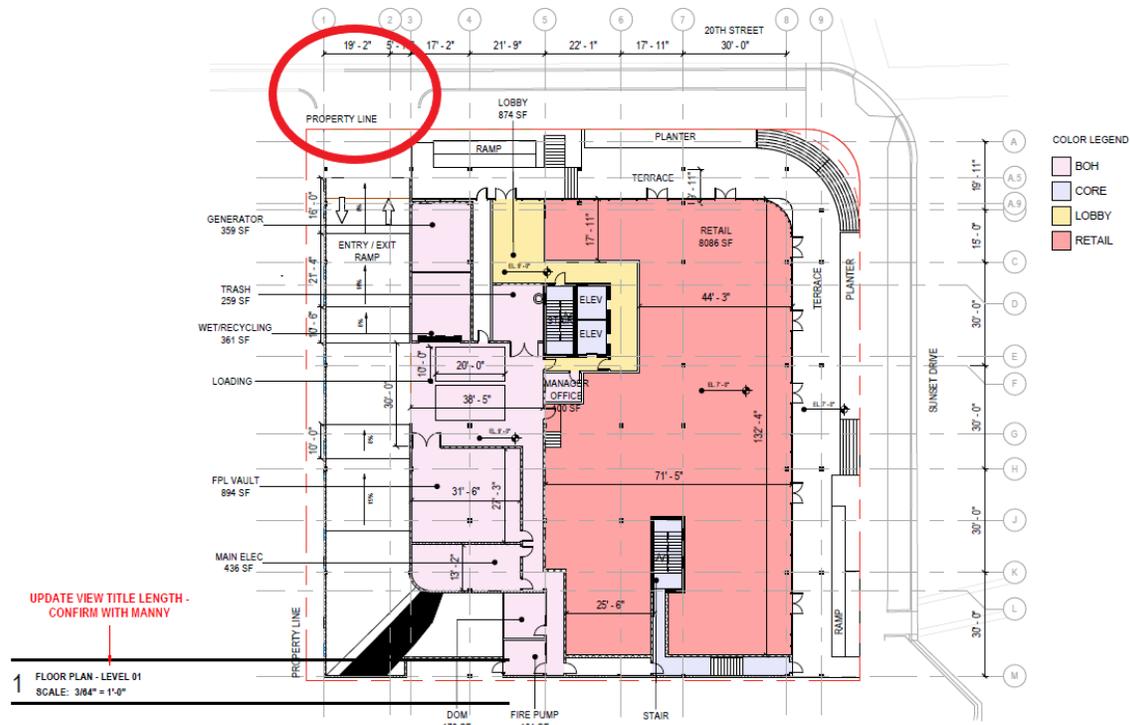


Figure 2 1920 Alton Road Site Plan

Level of Service (LOS) Analysis

The intersection capacity analyses for the study intersections show that all the study intersections are expected to operate within the FDOT and City of Miami Beach adopted LOS standard of LOS D during the morning and afternoon peak hours in the existing, background and 2025 future build scenario. The existing turn lane storage for each of the key dedicated turn lanes is sufficient to hold the 95th percentile vehicle queues at the key signalized intersections analyzed during the future AM and PM peak hour conditions except for the eastbound left turn lane, westbound left turn lane and southbound right turn lane at the Alton Road and Dade Boulevard signalized intersection. The project does not assign traffic to the movements that are expected to exceed provided storage at the Alton Road and Dade Boulevard signalized intersection.

The following is a summary of the future total traffic conditions for the AM and PM peak hours for the key signalized intersections:

1. 20th Street at Alton Road (Signalized)
 - AM Peak Hour- 6.3 seconds, LOS A
 - PM Peak Hour- 7.9 seconds, LOS A
2. (Sunset Drive/Purdy Avenue) and (Dade Boulevard/Venetian Way) (Signalized)
 - AM Peak Hour- 9.2 seconds, LOS A
 - PM Peak Hour- 11.9 seconds, LOS B
3. Alton Road and Dade Boulevard (Signalized)
 - AM Peak Hour- 23.5 seconds, LOS C
 - PM Peak Hour- 31.0 seconds, LOS C

4. 20th Street and West Avenue (All Way Stop Control)
 - AM Peak Hour- EB: LOS A; WB: LOS A; NB: LOS A; SB: LOS A
 - PM Peak Hour- EB: LOS B; WB: LOS A; NB: LOS A; SB: LOS A
5. 20th Street and Sunset Drive (All Way Stop Control)
 - AM Peak Hour- EB: LOS B; WB: LOS B; NB: LOS A; SB: LOS A
 - PM Peak Hour- EB: LOS B; WB: LOS B; NB: LOS A; SB: LOS A
6. 20th Street and Project Driveway (Two-Way Stop Control)
 - AM Peak Hour- NB: LOS B
 - PM Peak Hour- NB: LOS B

Multimodal Trips

The 1920 Alton Road project is served by multimodal modes such as pedestrians, bicycles and transit trips. Routes 101 (A) and 115 of the Miami-Dade County Transit System runs along Alton Road, 20th Street, Purdy Avenue and Venetian Way bordering the project site and are expected to provide service to the proposed 1920 Alton Road development. In addition, the City of Miami Beach Trolley South Beach Loop Route serves the 1920 Alton Road site. There are existing bus stops located along both Alton Road and West Avenue that will serve the proposed development. There are existing bicycle lanes on Dade Boulevard/Venetian Way west of West Avenue and on West Avenue south of Dade Boulevard. A Citibike station is located at the SE corner of the Sunset Drive and 20th Street intersection.

Transportation Demand Management (TDM)

The applicant proposes to provide the following strategies to reduce the impacts of the Project traffic on the surrounding roadway network:

- The TDM plan shall at a minimum provide for the following services as deemed necessary:
 - Miami-Dade Transit Corporate Discount Program
 - South Florida Commuter Services programs, such as vanpool, carpool
 - CitiBike Bicycle sharing program
- Secure bicycle parking spaces (bike racks and lockers)
- Provide transit information within the site including route schedules and maps
- Three Designated scooter/motorcycle parking spaces
- Wide hallways that can accommodate bikes
- Elevators that can accommodate bikes
- Lockers shower facility for bicyclists
- Provide 30 short-term and 45 long-term bicycle spaces.

Conditions of Approval

1. The applicant shall coordinate with the Transportation & Mobility Department to develop an acceptable Transportation Demand Management (TDM) Implementation Plan per the standard City of Miami Beach TDM strategies prior to the issuance of a building permit.
2. Vehicle loading should be limited to non-peak periods to limit site circulation conflicts with peak hour traffic.
3. The applicant is required to provide an updated pavement, marking and signage plan that includes One-Way/Do Not Enter signage per MUTCD criteria at the one-way drive aisles on the upper parking garage levels prior to building permit issuance.

Conclusion

The Transportation and Mobility Department including the Peer Review Consultant has no further comments on the Traffic Impact Study for the 1920 Alton Road Project.

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

cc: Milos Majstorovic, M.S.C.E., P.E., Assistant Director, City of Miami Beach
Transportation and Mobility Department
Dani Fawaz, P.E., Senior Transportation Engineer, City of Miami Beach
Transportation and Mobility Department
Rogelio Madan, AICP, Chief of Community Planning & Sustainability, City of Miami
Beach

Enc. The Corradino Group, Inc. (Peer Reviewer) Traffic Review Memo dated 11/04/22

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

PROPERTY: 1790 Alton Road.

FILE NO. PB22-056

IN RE: An application has been filed requesting conditional use approval for a new 5-story mixed-use development exceeding 50,000 square feet, including two restaurants with more than 100 seats and a floor area in excess of 3,500 square feet, pursuant to Chapter 118, Article IV of the City Code.

LEGAL

DESCRIPTION: Lots 3, 4, and 5, Block 12-A, "Island View Addition", according to the map or plat thereof, as recorded in Plat Book 9, page 144, of the Public Records of Miami-Dade County, Florida.

MEETING DATE: November 22, 2022

CONDITIONAL USE PERMIT

The applicant, Alton Office Holdings II, requested a Conditional Use approval for the construction of a new 5-story mixed-use development exceeding 50,000 square feet, including two restaurants with more than 100 seats and a floor area in excess of 3,500 square feet, pursuant to Chapter 118, Article IV, Article II of the City 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 Intensity 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 City Code Sec. 118-194 (c).
2. This Conditional Use Permit is issued to Alton Office Holdings II (the applicant) and owner of the property. Any changes in ownership or 50% (fifty percent) or more stock ownership, or the equivalent, of non-residential portions of the building 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. This Conditional Use Permit shall include two (2) restaurants, located on the ground floor.
 - a. The restaurant (tenant 1) located at the North East corner of the site shall not exceed a maximum occupational content of 199. A revised floor plan shall be submitted with the revised number of indoor and outdoor seats not to exceed the 199 occupational content, subject to the review and approval of the Planning Department.
 - b. The restaurant (tenant 2) located at the south side facing Alton Road shall not exceed a maximum occupational content of 199. The restaurant area located at the amenity deck on level 3 shall not exceed a total occupational content of 40 and 40 outdoor seats on this level.
 - c. The applicant shall incorporate any and all design modifications necessary within the outdoor area for the restaurant (tenant 2) on level 3 and the remainder of the amenity deck, in order to ensure that the occupancy content does not exceed 40 persons, as determined by the Fire Marshall. Revised floor plans shall be submitted at the time of building permit with the revised number of indoor and outdoor seats not to exceed a combined occupational content of 199 persons, subject to the review and approval of the Planning Department.
 - d. The outdoor seating area at the level 3 must cease all operations no later than 8:00 pm.
4. The following shall apply to the operation of the entire project:
 - a. 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.
 - b. 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.
 - c. In the event Code Compliance receives complaints of unreasonably loud noise from mechanical and/or electrical equipment, and determines the complaints to be valid, even

- if the equipment is operating pursuant to manufacturer specifications, the applicant shall take such steps to mitigate the noise with noise attenuating materials as reviewed and verified by an acoustic engineer, subject to the review and approval of staff.
- d. The property and adjacent rights-of-way shall be maintained clean and free from debris
 - e. 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 property, including, but not limited to, exterior portions of any restaurant, anywhere on the rooftop, and any outdoor terraces.
 - f. No patrons shall be allowed to queue on public rights-of-way.
 - g. Establishments with outdoor cafes or sidewalk café permits shall only serve alcoholic beverages at sidewalk cafes during hours when food is served in the restaurant and shall not be permitted to have outdoor speakers.
 - h. Commercial uses on the rooftop are prohibited.
 - i. Entertainment is prohibited anywhere on the property and within the building.
 - j. Use of the rooftop shall be limited to residents of the building and their invited guests only, and shall not be utilized for any commercial purposes, including restaurant seating.
5. A progress report shall be scheduled before the Planning Board 90 days after obtaining a business tax receipt (BTR).
 6. 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.
 7. 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.
 8. 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.
 9. The applicant shall address the following Transportation, Mobility, Concurrency, Delivery, and Parking requirements:
 - a. Parking requirements calculations shall be revised at the time of building permit, subject to the review and approval of the Planning Department.
 - b. All required off-street loading spaces shall be located internal to the building. Revise floor plans reflecting this requirement shall be submitted at building permit process, subject to

- the review and approval of the Planning Department.
- c. The applicant shall pay all impact, mobility, and concurrency fees due prior to obtaining a Building Permit, Certificate of Occupancy, or Business Tax Receipt, whichever may occur first, and any other fair share cost that may be due and owing.
 - d. Property managers and business operators for all residential and commercial uses shall ensure that deliveries are made as approved in this Conditional Use Permit. At no time shall delivery trucks block traffic flow on the public right-of-way.
 - e. The applicant shall submit an MOT (Maintenance of Traffic) plan to Public Works Department and Transportation 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.
 - f. The applicant shall coordinate with the Transportation & Mobility Department to develop an acceptable Transportation Demand Management (TDM) Implementation Plan per the standard City of Miami Beach TDM strategies prior to the issuance of a building permit.
 - g. That the garage shall be in operation 24 hours per day, seven days a week, as proposed by the applicant.
 - h. Scheduled trash pick-up and commercial deliveries shall only be permitted between 10:00 AM and 4:00 PM. A dock master shall be available to manage loading and ensure that access to parking facilities is maintained while loading is taking place.
 - i. The applicant is required to provide an updated pavement, marking and signage plan that includes One-Way/Do Not Enter signage per MUTCD criteria at the one-way drive aisles on the upper parking garage levels prior to building permit issuance.
 - j. There shall be no queuing of delivery, garbage, or moving trucks in the public right of way.
 - k. Delivery trucks shall not be allowed to idle in loading areas or driveways.
 - l. Warning signs prohibiting horn honking, tire-screeching, or car alarm sounding shall be posted prominently by the applicant in the parking area.
 - m. The driveway into the site shall utilize a mountable curb to maximize pedestrian comfort, subject to the review and approval of staff.
 - n. Bicycle parking locations will be identified at the time of building permit issuance.
 - o. Parking for uses not located on-site shall not be permitted.
10. The development shall comply with the “Green Buildings” requirements in Chapter 133, Article I of the City Code.
11. 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.

12. 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.
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. 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.
16. 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.
17. The Final Order shall be recorded in the Public Records of Miami-Dade County, prior to the issuance of a Building Permit.
18. 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.
19. 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.
20. 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 _____

