



MIAMI BEACH

PLANNING DEPARTMENT Staff Report & Recommendation

PLANNING BOARD

TO: Chairperson and Members
Planning Board

DATE: February 26, 2013

FROM: Richard G. Lorber, AICP, LEED AP
Acting Planning Director

SUBJECT: **File No. 2094 – “600 Alton Road”**
500, 517, 520, 522, 530, 5410, 550, 630, 650 Alton Road, 1220 Sixth Street,
525 and 541 West Avenue.

South Beach Heights I, LLC, 500 Alton Road Ventures, LLC and 1220 Sixth, LLC (collectively the applicant) and owner of the property, is requesting Conditional Use approval pursuant to Sections 130-38 and 118-192(b) of the City of Miami Beach Code, for a mixed use commercial and residential project exceeding 50,000 square feet, as well as a parking garage utilizing a mechanical parking system.

ZONING / SITE DATA

Legal Description: See Exhibit “A” submitted with the application

Zoning: CPS-2, Commercial General Mixed Use zoning district & CD-2, Commercial Medium Intensity zoning district

Land Uses: See Zoning/Site map at the end of this report.
East: Commercial and parking
North: Parking
South: MacArthur Causeway/Alton Road flyover
West: Residential with ground floor commercial

BACKGROUND

For many years the portion of the subject property north of 5th Street was the site of South Shore Hospital. After the hospital and medical uses moved out, the building remained vacant and deteriorated for quite some time. In the year 2010 the applicant, South Beach Heights I, LLC, was granted an amendment to the Official Zoning District Map of the Code of the City of Miami Beach, which changed the Zoning District Classification for the parcel from HD, “Hospital District,” to CD-2, “Commercial, Medium Intensity”. Simultaneously, the applicant was also granted an amendment to the Future Land Use Map of the Comprehensive Plan of the City of Miami Beach by changing the Future Land Use Designation from PF-RHO, “Public Facility (Religious, Hospital, Other),” to the Future Land Use Category of CD-2, “Commercial Medium Intensity.”

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 zoning district allows new structures 50,000 s.f. and above as a conditional use. The use of mechanical parking is also allowed as a conditional use.

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 – The applicant commissioned Traf Tech Engineering, Inc. to do a traffic impact study (TIS). The City hired FTE, paid by the applicant, to do the peer review. The TIS concluded that, with one exception, all study intersections would maintain “a very good” level of service if the proposed development is built. Details are discussed in the Traffic section of this report.

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

Partially Consistent – As currently proposed, it appears that the project would comply with the Land Development Regulations. However, these comments shall not be considered final zoning review or approval. These and all zoning matters shall require final review and verification by the Zoning Administrator prior to the issuance of a Building Permit.

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

Partially Consistent - The proposed establishment may adversely affect the general welfare of nearby residents if traffic issues are not controlled. The entire project would have to comply with all applicable laws and regulations in order to obtain a building permit.

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

Consistent – The project includes a subterranean parking structure, which would provide sufficient parking for all the uses within the proposed project. Staff would recommend conditions to try to mitigate any adverse impacts on the surrounding neighbors.

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 – No negative impact on the neighborhood is anticipated as a result of the proposed mixed 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.**

There would be commercial and residential uses, as well as parking. See details in the analysis.

- 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 would mitigate any adverse impacts to adjoining and nearby properties, and neighborhood.**

As shown in the drawings, there would be three locations for merchandise delivery and one location for residential delivery. See details in the analysis.

- 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.**

The scale of the project is compatible with the surrounding area. To the west, on West Avenue, there are condominium buildings greater in height than the proposed project. To the east, is the 8-story high 5th and Alton commercial building and parking garage, and surface parking lots. There are buildings of both comparable height and lower height in the other directions. When the applicant goes before the Design Review Board the scale, massing, and compatibility issues would be further scrutinized.

- 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.**

Parking for the project is being proposed below grade. Two alternate parking scenarios are being contemplated: conventional parking and mechanical parking with mechanical lifts located inside the structure. See details in the analysis.

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

Access to the ground floor commercial uses would be from the public sidewalks and from the pedestrian walkways proposed between the buildings. Several valet drop-off and pick-up areas for the commercial and residential uses would be located along Alton Road, West Avenue, and 6th Street.

- 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.**

There would be on-site parking and a uniform on-site security.

- 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.

The applicant commissioned Traf Tech Engineering, Inc. to do a traffic impact study (TIS). The City hired FTE, paid by the applicant, to do the peer review. The TIS concluded that, with one exception, all study intersections would maintain "a very good" level of service if the proposed development is built. See Traffic section of this report for details.

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

The mechanical lifts would be located inside, at the subterranean level, and any noise when they are being lowered and raised is expected to be insignificant. A generic sound study report of a Klaus Autostack System (proposed by the applicant) by Kinsella Marsh Group Inc., submitted by the applicant, concluded that the lifts were inaudible when tested and that there would be no negative impact on the 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.**

There would be garbage collection/removal areas located throughout the property, as shown in the drawings. The applicant asserts that no off-premises issues would result from this operation. See the Delivery and Sanitation section of this report for details.

- 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.**

The scale of the project is compatible with the surrounding area. To the west, on West Avenue, there are condominium buildings greater in height than the proposed project. To the east, are the 8-story 5th and Alton commercial building and parking garage, and surface parking lots. There are buildings of both comparable height and lower height in the other directions. When the applicant goes before the Design Review Board the scale, massing, and compatibility issues will be further scrutinized.

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

There should be no cumulative effect as a result of the proposed mixed use project.

SECTION 130-38 - MECHANICAL AND ROBOTIC PARKING SYSTEMS

Projects proposing to use mechanical parking devices, robotic parking systems and/or vehicle elevators to satisfy accessory off-street parking requirements shall prepare schematic floor plans prior to site plan review by the applicable land use board. Two sets of schematic floor plans shall be required:

1. One set of schematic plans sufficient to show the proposed development project with accessory off-street parking requirements satisfied by traditional, non-mechanical means, meeting all aspects of the design standards for parking spaces required in Article III of Chapter 130, and other provisions of these land development regulations, and requiring no variances from these provisions.

2. A second set of schematic plans, sufficient to show the same proposed development project, utilizing mechanical parking devices, robotic parking systems and/or vehicle elevators to satisfy accessory off-street parking requirements.

Submitted Under Current Code Scenario

1. **Consistent** – A schematic drawing showing the required parking in a traditional, non-mechanical means was submitted showing 1,084 spaces, as per Code requirements specified above.
2. **Consistent** – A schematic drawing showing the required parking by mechanical means was submitted showing 1073 spaces. Thus, the mechanical parking version does not intensify the use.

Submitted Under Adoption of Proposed Alton Road Parking Overlay Scenario

1. **Consistent** – A schematic drawing showing the required parking in a traditional, non-mechanical means was submitted showing 759 spaces, as per Code requirements specified above.
2. **Consistent** – A schematic drawing showing the required parking by mechanical means was submitted showing 742 spaces. Thus, the mechanical parking version does not intensify the use.

The non-mechanical schematic drawings have been reviewed by Planning Dept staff and it has been concluded that they meet the requirements of the design standards of the City Code and the mechanical parking ordinance.

Note however that a proposed amendment to the mechanical parking ordinance is also under review by the Planning Board at this meeting of February 26, 2013, which could, if recommended for approval as currently presented by staff, prior to site plan approval by the Board, initiate zoning in progress, and render the applicant's proposal noncompliant with the ordinance. (The proposed amendment would limit the schematic diagram showing theoretical conventional parking to one level underground, and require that any project showing underground parking in the schematic diagram must actually locate the mechanical parking at least partially underground. This project shows two levels of underground parking in the schematic diagram). If the site plan approval is granted prior to a recommendation on the ordinance amendment, the project would be vested with respect to that amendment. The applicant may be requesting that the timing of the public hearings be scheduled to ensure the site plan hearing prior to review of the proposed ordinance, or for the Planning Board to also recommend a provision exempting projects which are at this late point in the development approval timeline.

Below is the analysis of the mechanical parking proposed for the site, assuming relative to the above that the project is proceeding with site plan approval absent zoning in progress. In light of the proposed restriction on showing more than one level of underground parking in the schematic diagram, but also taking into consideration the late stage of planning the project is in, the Board may wish to explore other public benefit options, such as locating a underground water storage facility designed to improve flooding issues at times of Biscayne Bay flood events, as an alternative to compliance with the new mechanical parking requirements.

The allowable density and the intensity of the uses permitted for the proposed project do not exceed that which would have been permitted using the number of parking spaces noted on the set of plans using traditional parking.

The Planning Board shall consider the following review criteria when considering each application for the use of mechanical parking systems:

- (a) Whether the scale of the proposed structure is compatible with the existing urban character of the surrounding neighborhood;

Consistent – The scale of the project is compatible with the surrounding area. To the west, on West Avenue, there are condominium buildings greater in height than the proposed project. To the east, are the 8-story 5th and Alton commercial building and parking garage, and surface parking lots. There are buildings of both comparable height and lower height in the other directions. When the applicant goes before the Design Review Board the scale, massing, and compatibility issues will be further scrutinized.

- (b) Whether the proposed use of mechanical parking results in an improvement of design characteristics and compatibility with the surrounding neighborhood;

Partially Consistent – The proposed use of mechanical parking appears to be compatible with design characteristics and compatibility with the surrounding neighborhood. Subsequent to approval by the Planning Board, the project would have to go before the Design Review Board where this aspect of the project would be further scrutinized.

- (c) Whether the proposed use of mechanical parking does not result in an increase in density or intensity over what could be constructed with conventional parking;

Partially Consistent – The proposed use of mechanical parking is predicated upon a conventional parking layout that is 2 levels below grade. It is highly questionable whether constructing 2 levels below grade is feasible.

- (d) Whether parking lifts or mechanisms are located inside, within a fully enclosed building, and not visible from exterior view;

Consistent – The proposed lifts would not be visible from the exterior.

- (e) In cases where mechanical parking lifts are used for self-parking in multifamily residential buildings; whether approval is conditioned upon the proper restrictive covenant being provided limiting the use of each lift to the same unit owner;

Consistent - The mechanical lifts are currently anticipated to be used by valet attendants. If the lifts are employed in self-parking to serve the residents of the project, the applicant states that the required covenant would be provided.

- (f) In cases where mechanical parking lifts are used for valet parking; approval is conditioned upon the proper restrictive covenant being provided stipulating that a valet service or operator must be provided for such parking for so long as the use continues.

Partially Consistent – At present, the mechanical lifts are being proposed via valet parking only. The applicant agrees to submit the restrictive covenant as required above.

- (g) Whether a traffic study has been provided that details the ingress, egress and circulation within the mechanical parking facility, and the technical and staffing requirements necessary to ensure that the proposed mechanical parking system does not cause excessive stacking, waiting, or backups onto the public right-of-way;

Consistent – The applicant commissioned Traf Tech Engineering, Inc. to do a traffic impact study (TIS) and the City hired FTE, paid by the applicant, to do the peer review. See details in the analysis.

- (h) Whether a proposed operations plan, including hours of operation, number of employees, maintenance requirements, noise specifications, and emergency procedures, has been provided;

Partially Consistent – The mechanical lifts, if employed for residential units, would operate 24 hours a day. The minimum number of valet parking attendants proposed is 18. A noise study of the proposed mechanical lift system was included with the application. The lift system is to be maintained in accordance with manufacturer's specifications (submitted with the application). See details in the analysis.

- (i) In cases where the proposed facility includes accessory uses in addition to the parking garage, whether the accessory uses are in proportion to the facility as a whole, and delivery of merchandise and removal of refuse, and any additional impacts upon the surrounding neighborhood created by the scale and intensity of the proposed accessory uses, are adequately addressed;

Not applicable

- (j) Whether the proximity of the proposed facility to similar size structures and to residential uses creates adverse impacts and how such impacts are mitigated;

Partially Consistent – The proposed project appears to be compatible with the surrounding neighborhood and it appears that it would not create any significant adverse impacts to the residential uses. Notwithstanding, staff is recommending conditions to minimize any potential negative impacts.

- (k) Whether a cumulative effect from the proposed facility with adjacent and nearby structures arises, and how such cumulative effect would be addressed;

Consistent – There should be no cumulative effect as a result of the proposed project.

STAFF ANALYSIS

Development Plan

The proposed development includes the entire 500 block and most of the 600 block on the West side of Alton Road. The total allowed FAR is 448,380, and proposed is 447,760. The 500 block is mostly vacant except for the existing "7-11" convenience store at the northwest corner. The 600 block is developed with several buildings, including the former South Shore Hospital building at the southeast corner and a parking garage facing West Avenue.

The applicant is seeking Conditional Use approval to develop the property with a mixed-use commercial and residential project consisting of several buildings on both blocks. The former hospital building would be renovated to modern standards. A total of approximately 60,100

square feet of retail, restaurant and service uses are being proposed on the ground floor. A total of approximately 444 residential units are being proposed on the upper floors. The new buildings would be seven stories (7) on the 500 block and five (5) stories on the 600 block, except for the existing 10-story hospital building, which would be retained and renovated.

As previously noted, the project would also require approval from the Design Review Board (DRB). The applicant intends to appear before the DRB subsequent to Planning Board approval.

Parking

Parking would be provided in two subterranean structures. The applicant is considering the option of using a mechanical parking system as part of the project's parking. Nevertheless, alternate scenarios have been provided for both mechanical and non-mechanical structures, both under the Current Code, and under the Alton Road Parking Overlay District regulations, if the ordinance is adopted, which would result in a reduction in the total number of parking spaces provided. As shown in the submitted plans, if the applicant chooses the mechanical parking option, the total number of spaces would be approximately 1,073 under the Current Code and 742 if the Ordinance is adopted. If the applicant chooses the non-mechanical option, the total number of spaces would be approximately 1,084 under the Current Code and 759 if the Ordinance is adopted. The parking overlay ordinance would reduce vehicular parking requirements in exchange for the provision of an extensive number of bicycle parking spaces and other commitments.

Traffic

The Traffic Impact Study (TIS) prepared by Traf Tech Engineering, Inc. and reviewed by FTE and staff, evaluated the associated traffic impacts for the proposed project. The report was prepared consistent with the City of Miami Beach approved methodology, as detailed in the Memorandum of Understanding (MOU).

The trip generation characteristics were obtained from ITE's Trip Generation Manual, 9th Ed. The following land uses most closely resemble the proposed development. ITE's Land Use (LU) 223: Mid Rise Apartment, ITE's LU 826: Specialty Retail Center, ITE's LU 826: Specialty Retail Center and ITE's Land Use 931: Quality Restaurant were utilized to determine the trip generation rates and totals for the subject project. As a result, the Trip Generation calculations for the PM peak hour (i.e. worst case) yielded 351 total new trips during the weekday peak hour (207 inbound and 144 outbound).

The traffic impacts were evaluated by performing traffic operational analyses at the most impacted intersections for the existing condition and proposed condition with and without project traffic. These analyses were performed for the PM peak hour at the following intersections:

- Alton Road (SR 907) & 5th Street (signalized intersection)
- Alton Road & 6th Street (signalized intersection)
- Alton Road & 8th Street (signalized intersection)
- West Avenue & 6th Street
- West Avenue & 8th Street

Moreover, the operational analysis was undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCS) using Synchro software. The results of the capacity analyses are summarized in Tables 3 through 7 of the report. As indicated, with one exception, all study intersections are currently operating adequately and

would continue to operate at a good level of service in the year 2014 with the proposed project in place. The exception includes the south to west right turn movement from West Avenue onto MacArthur Causeway. Currently, vehicles executing this maneuver are experiencing significant delay and would continue to experience significant delay through the year 2014 with the proposed project in place.

The TIS report has documented other analyses, including Valet Service and Queuing, Mechanical Lift Parking Operation, Weaving along Fifth Street, Access Driveways, Bicycle Facilities as well as Pedestrian Features, Public Transportation, and On-Street Parking and DecoBike Station.

Valet Service and Queuing

Valet service would be provided for both retail customers and residents of the project. The retail customers and residents would have the option to either park their vehicles or use the valet service. Four drop-off locations would be provided, one along Alton Road for southbound traffic (west side of the road adjacent to the project, two on 6th Street, and a fourth on the east side of West Avenue north of 5th Street). Valet vehicles can be picked-up at the drop-off locations on Alton Road and 6th Street and near the exit ramp from the underground parking garage for the 500 block. Stacking for at least 10 stopped vehicles can be accommodated at the drop-off/pick-up locations.

A queuing analysis was conducted for the valet drop-off/pick-up locations. The study evaluates the potential length of queues. The maximum calculated length of queue was compared against the total number of vehicles that can be stored at the different valet locations.

The length of queue anticipated was determined using information contained in ITE's *Transportation and Land Development*, Chapter 8 – Drive-In Facilities. For this analysis, the following input variables were used:

- Service Rate: Based on the assumption that a vehicle can be parked/unparked within a 2-minute period, one valet attendant would be able to park/unpark approximately 30 Vehicles in a one-hour period.
- Demand Rate: Based on the conservative assumption that all inbound and outbound vehicles would use the valet during the PM peak hour (highest volume peak), 412 vehicles would have to be parked/unparked by valet staff.

Using equation 8-9b and Table 8-11 of ITE's *Transportation and Land Development*, the maximum length of queue anticipated, at the 90% confidence level, is approximately 10 vehicles with 18 valet runners. In reviewing the storage capacity provided at the different drop-off/pick-up areas, at least ten (10) vehicles can be accommodated. Therefore, the projected maximum length of queue associated with the valet service can be accommodated without interfering with the public street system located adjacent to the project site. The results of the ITE queuing procedure are contained in Attachment G of the TIS report.

Mechanical Parking System

All ingress vehicles would have three options to enter the underground robotic parking structure:

- 1) Via the on-site circulation roadway that links Alton Road and West Avenue. There is a one way down ramp off of the subject on-site circulation roadway.

- 2) Right-turn inbound only down ramp located off of 6th Street (for eastbound traveling motorists) and
- 3) An inbound only down ramp located on the north side of 6th Street (for westbound traveling traffic).

All egress project trips would exit onto West Avenue. Due to the close proximity of the south exit driveway on West Avenue from Alton Road, during the afternoon PM peak hour, all egress vehicles would be directed to turn right (no left-turns allowed) via a NO LEFT-TURN sign restricting such movement during the 4-6 PM peak hour.

As indicated in the Valet Service and Queuing section of the traffic study, a maximum queue of 7 vehicles is expected with 18 valet runners, assuming that all project trips (residents and restaurant/retail customers) would use the valet service. As shown in the site plans contained in Appendix A of this report, the project has been designed to accommodate up to 10 vehicles without blocking through lanes in the public street system.

The circulation pattern for the valet operation is simple and straight forward, with preferred right-turn maneuvers only. Valet vehicles using the drop-off/pick-up areas located on Alton Road and the north side of 6th Street would park by entering as a right-turn movement using the 6th Street down ramp for the 600 block underground parking structure. The retrieval of these vehicles would involve exiting via the north ramp driveway on West Avenue, and travel along the on-site internal circulation roadway or 8th Street in order to arrive at the valet pick-up locations.

Similarly, valet vehicles using the drop-off/pick-up areas located on West Avenue and the south side of 6th Street would park by entering as a right-turn movement using the 6th Street down ramp for the 500 block underground parking structure. The retrieval of these vehicles would involve exiting via the south ramp driveway on West Avenue, and travel along 6th Street in order to arrive at the valet pick-up locations.

The applicant is proposing to use the Klaus Autostack System Series G 61 mechanical parking system (see the manufacturer's information submitted with the application). This system can accommodate tall vehicles, such as the largest SUVs. Trained staff would be on site at all times to ensure continuous operation in a safe and proper manner. This staff would be able to remove people and property from danger in the event of a malfunction or other emergency. Valet staff would be trained on the proper use of the mechanical system. Each lift would be inspected at least twice a year and maintained as per manufacturer's specifications.

Weaving Along Fifth Street

A weaving condition is currently present in the westbound direction of 5th Street between Alton Road and West Avenue. The weaving condition is created by the free-flowing south-to-west right-turn movement at the intersection of Alton Road and 5th Street and the close proximity of eastbound right-turn movement at the West Avenue/5th Street intersection. The traffic study has been evaluated so that all project trips avoid the current unsafe weaving condition on 5th Street.

All inbound vehicles arriving from the south via Alton Road would continue north and turn left on 8th Street in order to access the site via West Avenue. Similarly, all inbound vehicles arriving from the east via 5th Street were assigned to the northbound lanes of Alton Road to access West Avenue via 8th Street in order to avoid the unsafe condition currently on 5th Street, between Alton Road and West Avenue.

Coordination with Miami Dade County

Pursuant to discussions with Miami-Dade Transit and FDOT, the applicant is proposing to relocate the existing southbound bus stop on Alton Road and 6th Street from just north of 6th Street to south of the intersection in order to increase the safety of bus passengers getting on and getting off there. The applicant has proffered to obtain a letter from Miami Dade Transit committing to implementing the relocation.

The applicant is also proposing to enhance the bus shelter with new furniture and is in negotiations with Miami-Dade Transit to locate three electronic public information boards to be located within the project. These boards would improve the transit experience by providing information to customers, residents and the public regarding time of arrival.

Signal timing optimization would be required for the intersections of Alton Road and 5th Street and Alton Road and 8th Street in order to mitigate the impact from new trips generated by the proposed project (for details see Traf Tech's letter dated February 1, 2013 included in the application). The applicant would have to work with Miami Dade County to enter into an agreement through which the County would make a commitment to do the necessary analysis at the time of the building permit. Staff is recommending conditions that would require the applicant to effectuate these measures.

Pedestrian Access

As shown in the Pedestrian Circulation Plan, the applicant is proposing to provide numerous access points throughout the property that would facilitate pedestrian flow from east to west and from north to south. Pedestrians would be able to walk around the perimeter, as well as through the property, via courtyard spaces during hours when the development is open to the public. Widened sidewalks and new curb cuts and crosswalks would be incorporated into the project in order to encourage pedestrian access to the property. Residents of West Avenue are expected to benefit from easier access to commercial uses on Alton Road.

Bicycle Facilities and Access

The applicant proposes to include bicycle parking spaces in the pedestrian plaza and within the northern garage. Six standard bike racks, designed as per City standards, would be located within the development. There would be over 450 bicycle stalls within the garage, if the pending Alton Parking Overlay regulations are adopted. This bike parking would utilize the "Dero Decker" lift system, which allows for more efficient parking for as many bikes as possible while allowing ease of access (see manufacturer's information submitted with the application). Cyclists would have two options to access the bicycle stalls: one is to utilize the two lane bicycle ramps (sheets A1.2 and A1.5) and the other is to utilize an elevator and follow the bicycle storage route (sheet A1.1). There would be directional signage at both access points.

The applicant is also proposing three (3) DecoBike kiosks within the development to assist with non-automobile modes of transportation. Future coordination with the City would be required in order to determine the best locations for the stations. Wayfinding signage as shown on the Pedestrian Circulation Plan would be located throughout the project. Future bicycle facilities would not be constructed along Alton Road as part of FDOT's future improvement project for Alton Road. Instead, future bicycle lanes would be implemented along West Avenue.

Sound Attenuation

Since all the mechanical lifts would be located completely within the interior of the parking structure, below grade, any noise when they are being lowered and raised is expected to be insignificant. As previously noted the applicant proposes to use Klaus Autostack System and has submitted manufacturer specifications, as well as a generic sound study report by Kinsella Marsh Group Inc., dated March 20, 2012, which tested the system and concluded that the lifts were inaudible, and that the mechanical lifts would have no negative impact on the surrounding neighbors.

In order to reduce noise impact from garbage collection, the applicant proposes to prohibit collection and commercial deliveries prior to 7:00 AM Monday through Friday and prior to 9:00 AM Saturday and Sunday. In addition, the applicant proposes to have all trash containers equipped with rubber wheels.

To address a concern about potential noise from outdoor dining on the West Avenue side of the project, the applicant has proffered not to seek any outdoor entertainment approval for any use fronting West Avenue. In addition, the applicant has proffered to limit the hours of operation for any outdoor dining at that location to 12:00 AM.

Delivery and Sanitation

The Mass Delivery and Circulation plan shows that there would be several delivery and garbage collection areas for both residential and commercial uses located throughout the property. The applicant asserts that no off-premises issues would result from this operation. There would be three (3) centralized retail delivery locations; two at the service alley on the north serving the uses north of 6th Street and one at the southwest corner loading area serving the uses south of 6th Street. From there deliveries would be made to the various retail, restaurant, and service uses in the proposed project. Large-scale deliveries would take place at the new service alley, entering from southbound Alton Road proceeding through the alley and exiting north on West Avenue. Trucks would be directed to turn east on 8th Street and exit via Alton Road.

Sanitation would be similarly centralized according to block. There would be a centralized trash room with a trash compactor system in the alley on the north side of the project serving the commercial uses north of 6th Street. The residential tower on the north block would have its own trash room with a compactor system with a dedicated pick-up area on the north side of 6th Street. The remainder of the uses south of 6th Street would have a centralized trash room with a compactor system on the southwest corner along West Avenue.

Security, Operation Hours, and Staffing

The commercial uses would be on the ground floor and would be accessed through pedestrian walkways through and in the perimeter of the property. The security plan includes the operation of decorative gates at nighttime between the hours of 11:00 PM and 7:00 AM, which could be adjusted, as needed, for certain tenants or events. There would be a surveillance camera system with DVR recording throughout the entire property. Security staff would patrol the site 24 hours a day, including all areas of the garages and the exterior commercial areas. Residents would have their own dedicated entrance with access control.

The applicant states that it is not possible to predict the number of employees at this time because the mix of uses has not yet been determined. Employee parking would be provided within the subterranean parking garage and employees would be able to access the commercial uses through the building lobbies during the hours that security gates are in place.

It should be noted that the property has been issued numerous citations for property maintenance and sanitation violations, with fines imposed in some cases. See the Code Compliance Report included in the board packages. To that end, staff is recommending a condition requiring that the applicant satisfy all outstanding liens and pay all fines on the property.

STAFF RECOMMENDATION

In view of the foregoing analysis, staff recommends that the application be approved, subject to the following conditions, which address any inconsistencies with the aforementioned Review Guidelines.

- 1) This Conditional Use Permit is issued to South Beach Heights I, LLC, 500 Alton Road Ventures, LLC and 1220 Sixth, LLC (collectively the applicant) and owner of the property. Any change of operator or 50% (fifty percent) or more stock ownership 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) Prior to the issuance of a building permit for the project, the applicant shall submit an operational plan and narrative for the parking, circulation and drop-off portions of project, which shall be subject to the review and approval of staff. At a minimum, such operational plan and narrative shall include the following:
 - a) The garage shall be in operation 24 hours per day, seven days a week, as proposed by the applicant. There shall be security personnel of at least one person on-site monitoring the garage operation 24 hours a day, seven days a week.
 - b) The structure, operation, procedures, maintenance, service response procedures, remote technical service team, local, on-site service team, and spare parts inventory shall be in accordance with manufacturer's specifications, and as detailed in the operations plan, as proposed by the applicant.
 - c) An emergency procedure that includes a quick-response service contract with the mechanical lifts and manual operations service provider. Repair personnel for the mechanical lifts shall be on call 24 hours per day seven days per week.
 - d) Warning signs prohibiting horn honking or car alarm sounding shall be posted prominently by the applicant or valet operator, and valet attendants shall be instructed to observe them strictly.
 - e) Valet storage of vehicles in the mechanical parking garage shall be exclusively for the use of the residents of the proposed structure and the patrons of the commercial spaces.
 - f) A delivery and refuse plan, including all delivery access points and routes, as well as the location of all trash and refuse areas, shall be provided and shall be subject to the review and approval of staff.
 - g) The noise or vibration from the operation of mechanical parking lifts, car elevators, or robotic parking systems shall not be plainly audible to or felt by any individual standing outside an apartment or hotel unit at any adjacent or nearby property. In addition, noise and vibration barriers shall be utilized to ensure that surrounding walls decrease sound and vibration emissions outside of the parking garage.
 - h) For mechanical lifts, the parking lift platform shall be sealed and of a sufficient width and length (minimum of eight feet by 16 feet) to completely cover the bottom of the vehicle on the platform to prevent dripping liquids or debris onto the vehicle below.
 - i) All free-standing mechanical parking lifts shall be designed so that power is required to lift the car, but that no power is required to lower the car, in order to ensure that the lift

- can be lowered and the top vehicle can be accessed in the event of a power outage; robotic garages and vehicle elevators must have backup generators sufficient to power the system.
- j) All mechanical lifts shall be designed to prevent lowering of the lift when a vehicle is parked below the lift.
 - k) The ceiling heights of any parking level with parking lifts within the parking garage shall be a minimum of 11 feet by six inches.
 - l) All parking lifts shall only be operated using a spring loaded underwriters laboratories (UL) approved key switch control. No push button systems shall be permitted. Additionally, all electrical components of the lifts shall be underwriters laboratories (UL) approved.
 - m) All parking lifts shall be maintained and kept in good working order, and shall be inspected and serviced at least once per year with an annual safety report signed by a licensed mechanical engineer.
 - n) Parking operation shall be by valet attendants only. A contract with a valet operator shall be submitted to staff for review and approval prior to a final Certificate of Occupancy or Business Tax Receipt, whichever occurs first. If the lifts are employed in self-parking to serve the residents of the project, the applicant shall submit the required covenant to staff for review and approval prior to a final Certificate of Occupancy or Business Tax Receipt, whichever occurs first.
 - o) Valet storage of vehicles by valet operators shall be exclusively for the residential and commercial uses within the proposed project. Valet storage for off-site facilities shall not be permitted.
 - p) There shall be security personnel of at least one person, on-site, monitoring the garage operation during hours of operation seven days a week. The structure, operation, procedures, maintenance, service response procedures, remote technical service team, local, on-site service team, and spare parts inventory shall be in accordance with the requirements of the manufacturer and each mechanical lift shall be inspected a minimum of twice a year, as proffered by the applicant.
- 3) As part of the Building Permit plans for the project, the applicant shall submit revised architectural drawings, which shall be subject to the review and approval of staff; at a minimum, such plans shall satisfy the following:
- a) The final details and plans for the proposed mechanical parking system shall be made part of the building permit plans for the project and shall be subject to the review and approval of staff. Such plans shall comply with all applicable regulations and requirements of the City Code.
 - b) The applicant shall install any sound attenuating design devices that may be required, throughout the property, in order to minimize any spillover of sound to adjacent properties, which may be generated by the mechanical parking system, in a manner consistent with the requirements of the City Code and subject to the review and approval of staff.

- c) The applicant shall set back the building a minimum of ten (10) feet along the north side of the property abutting the area zoned RM-2, in order to widen the turning radius for large delivery trucks; and to create a minimum landscape area of ten (10) feet between the exit drive and the property to the north. Such landscape area shall be segregated with bollards or a continuous concrete curb in a manner to be approved by staff.
 - d) The applicant shall further study and refine the residential drop-off and delivery areas at the southwest corner of the site, in a manner to be approved by staff. In this regard, the proposal for a circular driveway shall not be permitted. Additionally, opaque roll down doors shall be required for the delivery area, the design and details of which shall be subject to the review and approval of staff.
- 4) Prior to the issuance of a building permit for the project, the applicant shall submit an operational plan and narrative for all portions of the project, which shall be subject to the review and approval of staff. At a minimum, such operational plan and narrative shall include the following:
- a) Deliveries and trash collection shall take place only at the designated areas proposed by the applicant as shown in the plans.
 - b) The applicant shall submit to Planning staff for review and approval a delivery plan and waste removal plan, including the hours of operation, prior to the issuance of a building permit.
 - c) 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.
 - d) All trash rooms shall be air conditioned and sound-proofed in a manner to be approved by staff. The doors to the trash rooms shall remain closed and secured when not in use and all trash dumpsters shall be closed at all times except when in use.
 - e) No commercial use within the boundaries of this project shall have music, whether live, recorded, amplified or non-amplified, which is played at a volume louder than ambient background music (defined as a sound level that does not interfere with normal conversation).
 - f) Except as may be required for fire or building code/Life Safety Code purposes, no loudspeakers of any kind, shall be affixed to, installed, or otherwise located on the exterior of the premises within the boundaries of the project.
 - g) No patrons shall be allowed to queue on public rights-of-way.
 - h) The hours of operation of any food or drinking establishment within the boundaries of the project shall be limited to 6:00 AM through 12:00 AM, seven (7) days a week.
 - i) No exterior bars or accessory outdoor bar counters shall be permitted anywhere on the premises.
- 5) The Planning Board shall maintain jurisdiction of this Conditional Use Permit. If deemed necessary, at the request of the Planning Director, the applicant shall appear before the Planning Board for a progress report. 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).

- 6) The Planning Board shall retain the right to call the owner or operator back before them and make modifications to this Conditional Use Permit should there be valid complaints 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) A violation of Chapter 46, Article IV, "Noise," of the Code of the City of Miami Beach, Florida (a/k/a "noise ordinance"), as amended, shall be deemed a violation of this approval and subject the approval to modification in accordance with the procedures for modification of prior approvals as provided for in the Code, and subject the applicant to the review provided for in the first sentence of this subparagraph.
- 10) The applicant shall address the following Transportation, Mobility, Concurrency and Parking requirements:
 - a) The applicant shall work with Miami-Dade Transit (MDT) to relocate the bus stops from the north side to the south side of the Alton Road and 6th Street intersection, and shall submit to staff a letter from MDT committing to taking that action, prior to the approval of a building permit, as proffered by the applicant.
 - b) The applicant shall work with Miami-Dade County to enter into an agreement to do the necessary analysis for the signal timing optimization at the intersections of Alton Road and 5th Street and Alton Road and 8th Street, recommended by the Traf Tech traffic consultant, and shall submit the agreement to staff prior to the approval of a building permit.
 - c) The applicant shall work with the City to determine the best locations for the proposed DecoBike stations surrounding the property, as proposed by the applicant, prior to the approval of a building permit.
 - d) The City's concurrency requirements can be achieved and satisfied through payment of mitigation fees or by entering into an enforceable development agreement with the City. The Transportation and Concurrency Management Division shall make the determination of the project's fair-share mitigation cost. A final concurrency determination shall be conducted prior to the issuance of a Building Permit. Mitigation fees and concurrency administrative costs shall be paid prior to the project receiving any Building Permit. Without exception, all concurrency fees shall be paid prior to the issuance of a Temporary Certificate of Occupancy or Certificate of Occupancy.
 - e) The applicant shall submit an MOT (Maintenance of Traffic) 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.

- 11) The applicant shall work with City staff to explore the feasibility of providing an underground water storage facility in order to improve the flooding impacts of potential Biscayne Bay flood events.
- 12) The applicant shall obtain a full building permit within 18 months from the date of the meeting at which the original CUP was issued, 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, in accordance with the requirements and procedures in the land Development Regulations.
- 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 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.
- 16) Within a reasonable period of time after receipt of the executed Conditional Use Permit, the applicant, at its sole expense, shall record it in the Public Records of Miami-Dade County, and return the recorded instrument to the Planning Department. No building permit, certificate of occupancy, or certificate of completion shall be issued until this requirement has been satisfied.
- 17) 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 City Code, and shall be subject to enforcement procedures set forth in Section 114-8 of the Code and such other enforcement procedures as are permitted by law. 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.
- 18) 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.

RGL/TM/KMH/XF

ZONING/SITE MAP



City of Miami Beach Planning Board
 File No. 2094
 600 Alton Road

South Beach Heights I, LLC, 500 Alton Road Ventures, LLC and 1220 Sixth, LLC (collectively the applicant) and owner of the property, is requesting Conditional Use approval pursuant to Sections 130-38 and 118-192(b) of the City of Miami Beach Code, to develop a mechanical parking garage exceeding 50,000 square feet as part of a mixed use commercial and residential project.

MIAMI BEACH
 PLANNING DEPARTMENT

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

