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Questions for Public Input – Planning Board Workshop

Future Development Potential

1. Looking ahead 10 - 20 years into the future, how do you rate the desirability of each of the functions of the Alton Road Corridor? (number of responses tabulated)

	Most	Somewhat	Somewhat	Least	No
	desirable	desirable	undesirable	desirable	opinion
Citywide commercial services	3	3	3	4	
Local neighborhood goods and services	9	4			
Arterial throughway for vehicular travel	8	2	2	1	
Transit corridor (bus or future BRT or	8	4	1		
streetcar					
Residential uses	1	6		6	

- 2. In light of your answers to the questions above, what type of development would you like to see in the future? How should development differ in various segments of the study area?
 - development along Alton Road could ideally be a mix of uses, although these should be uses that promote the <u>least</u> traffic intensity
 - pedestrian-friendly retail that integrates citywide and neighborhood uses
 - further refinement of commercial uses to distinguish those with greater and lesser negative externalities
 - sympathetic for existing uses & services; health of city need to inspire (?) development
 - provide "workforce housing" with parking requirement less stringent
 - mixed-use low density with parking availability
 - I still want to see smaller buildings and smaller businesses rather than larger stores (aside from 5th & Alton) that will require more parking spaces and bring more cars
 - renovate existing structures
 - improvements to residential areas like (?) project; future streetcar replacing the local bus
 - mixed-use retail/office or retail/residential
 - retail, both destination and community; both ends act as major retail centers/destinations
 - development should include commercial and not residential; there is ample residential supply (I understand not affordable) and there is a need for quality commercial
- 3. Should citywide commercial services be encouraged to locate in a specific segment of the corridor? If so, where?
 - these could be located in the areas north of Dade Blvd. which already contains citywide services

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- at the 5th & Alton section as well as Lincoln Road (2 responses)
- no (5 responses)
- not particularly charm can be in a mixture
- yes, only north of 8th Street; there is already too much traffic near 5th Street and it will increase with the 5th & Alton project
- everywhere that parking is available
- near residential
- south end critical mass necessity
- 4. Do you favor changes to the base Floor Area Ratio (FAR) or the residential bonus in any of the zoning districts in the study area? If so, please explain.
 - No changes to FAR remove the residential bonus
 - No (2 persons)
 - No, again I want to promote smaller local businesses
 - reduce bulk, increase setbacks, push development away from Flamingo Park Historic District and keep street (?)
 - yes, FAR should be (?)
 - FAR bonuses for things that the City wants (ie., more parking, residential, green development)
 - yes, if parking is acceptable; however I believe there is ample residential today
 - yes, bonus for affordable, workforce housing (2 persons)
 - 2.0 commercial
- 5. What incentives or requirements, if any, would you recommend for affordable housing?
 - decrease parking requirement (4 responses)
 - additional FAR (3 responses)
 - tax abatement
 - long term tax incentives; expediting of permitting; lowering of permit fees
 - use maximum height
 - none
 - none affordable housing does not belong on commercial corridor
- 6. Should parking structures be permitted in the RM-2 district along West Avenue to serve commercial uses on Alton Road and to provide shared parking for residential uses?
 - only if they have residential uses on substantial portions of the facades of the garage
 - yes (5 responses)
 - yes, if retail on the ground floor (4 responses)
 - yes, with ground floor retail and NO residential; you can't build residential efficiently when it is built as an afterthought
 - yes mixed use
 - only in the already vacant lots (12 St and 14 CT) where developers have abandoned their projects.

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- 7. Should commercial uses be required on the ground floor of new structures in the RM-2 district? Why or why not?
 - yes, in order to encourage pedestrian interaction/avoid pedestrian dead zones (2 responses)
 - yes (2 responses)
 - yes, otherwise any large parkng lots would be an eyesore
 - yes, could be offices as well as commercial
 - yes, retail not doctors offices, etc.; create foot traffic, reduce cars
 - yes, encourage not require
 - I like the idea but "requirements' can be a bad idea as well (i.e., space stays vacant)
 - depends on the commercial use
 - no, commercial should not be forced in residential projects home office on ground floor is an acceptable example

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Mobility - transit, pedestrians, bicycles, street improvements

- 1. What improvements do you think should be made to the current bus service in the neighborhood?
 - less stops, increase frequency (3 responses)
 - the South Beach Local should be expanded and connected to other proposed local circulators
 - keep the current circulator Local route; additions to the local service, e.g. Collins Park should be separate to maintain headways on the current service
 - the Local should be curricular or have some transfer to avoid getting stuck at 20 St
 Publix and pay fare again
 - consider routing the "Local" off West Av onto Alton Road to be more accessible to residents of Flamingo area (less crossing of Alton Road)
 - Local on Alton Road vs. West Ave more ridership (tourist)
 - Alton Road has a lot of public transport can we amalgamate some of these?
 - better signage, better bus shelters
 - reliability the few times I have tried to take the bus, I waited quite a long time and gave up
 - dedicated travel lane
 - it's good
- 2. Would you prefer to have an alternate form of transit service in the neighborhood such as streetcar (proposed Baylink) or Bus Rapid Transit (BRT)? Yes 13 No 2 Why or why not?
 - the small jitneys of the present transit work well I am concerned that the streetcar or BRT might be too disruptive to local traffic
 - yes BRT, but I need study or data to make final decision (?) better on larger roadway systems
 - yes, streetcar! very user friendly type of transit with frequent stops that will improve retail as well
 - Baylink more reliable
 - streetcar/Baylink
 - not Baylink
 - I come from NYC where mass transit is normal
 - it would encourage people to use public transportation
 - reduce use of cars
 - reduce demand on cars and parking
 - when you increase the public transit and the quality of the transit you will reduce the need for automobiles
 - anything that reduces car dependence is great; less emissions, less congestion, less dependence on foreign oil, more convenience, more affordability

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- well notice (?) & reliable service
- why not a SBL enhanced service?
- 3. Do you agree that pedestrian crosswalks should be provided at the intersections of Alton Road at 9 St, 13 St and 14 St.? Yes <u>15</u> No <u>0</u> What other pedestrian improvements are needed in the study area?
 - 6 Street
 - wherever possible include an area of refuge in center for pedestrians as on Washington and 5 Street.
 - wider sidewalks and DEFINITELY NO sharing sidewalks with bikes
 - wider sidewalks; remove lawn areas
 - wider sidewalks!!! Lenox is unwalkable; Alton is unbikable; you need to make space for pedestrians and bikes, not cars. Make room for cars, you get more cars
 - crossings where traffic must stop completely for pedestrians (i.e., no turns)
 - more traffic lights on West Ave and Alton Road
 - proper signage and communication; plan for outreach on pedestrian rights
 - (?) keep traffic flowing
- 4. Which do you think is most appropriate on Lenox Ave? (a) <u>2</u> bicycle route designated with signage, (b) <u>10</u> bicycle lanes designated with pavement striping, (c) <u>4</u> bicycle boulevard designated with techniques illustrated in the drawing. (d) <u>0</u> None of the above. Comments:
 - bicycle lanes very important
 - bicycle lanes are vital! and east west traffic must be kept away with barricades or traffic circles – or at least stop signs; Lenox is a dangerous street!
 - bicycle lanes are safer and more structured
 - it is wide enough for striped bike lanes
 - whichever encourages bikes
 - I would like to look at bike lane on Michigan so you have straight line through the park; activates park
 - public awareness of bike lanes is very important
- 5. Do you believe that the proposed West Avenue bridge would be beneficial? Yes 12 No 1 Why or why not?
 - reduce congestion at 17 Street/Alton Road intersection (3 responses)
 - most important improvement that could be made for pedestrians, bicyclists, the "Local" and automobiles to avoid 17 Street intersection
 - yes, I use this intersection and see it back up constantly
 - alleviate failing traffic at Dade & Alton
 - reduce Alton Road congestion
 - linking neighborhoods (2 responses)
 - it might prevent cyclists from running the light (?) intersection

___ Mitigation fees for transit improvements ___ Other __

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6.	Which of the following Transportation Demand Management (IDM) strategies do you				
	think would be worthwhile to implement in the Alton Road neighborhood? (you may				
	check as many as you wish)				
	13 Car sharing program	14 Bicycle sharing program			
	<u>6</u> Employer sponsored carpool/vanpool	10 Secure bicycle parking/showers			
	10 Employer subsidy for transit passes	<u>6</u> Off-peak work hours			
	9 Employer subsidy for bicycle commuter	<u>6</u> Parking demand pricing			

7. What other measures would help to decrease reliance on automobile travel and encourage people to choose transit, walking or bicycle modes for shopping, recreation or work trips?

10_ Transit stop enhancements

- once all the new residential fills in, the retailers will benefit by the enhanced critical mass and less people will travel to this area and it will feel more "neighborhood"
- increase "Local" route to cover Belle Isle and Collins Park; monitor drivers' headway
- an SBL circulator enhancement

<u>7</u> Employer car sharing

- more transit choices, frequent service
- reliable, fast transit would help a great deal
- better or more frequent buses
- large scale promotion and public awareness campaign for transit service
- direct link to airport (2 responses)
- parking garages on far north and south portions of street with connection to Bus Rapid
 Transit
- take away parking along Alton Road
- more bike lanes
- better developed bike lanes
- bike lanes and spaces for bikes at popular stops
- larger sidewalks (2 responses)
- shade trees
- better transit lines from Downtown Miami to the Beach
- one-way streets with limited access
- you don't reduce congestion by making accommodations to drivers you reduce congestion by making accommodations to bikes and pedestrians. Eliminate parking, add bike lanes, widen sidewalks, add bike racks
- enforce pedestrian right-of-way rules; greater traffic enforcement
- local stores serving neighborhood needs
- reduce parking supply/requirements

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Parking

- 1. Are there any specific segments of the Alton Road corridor where there is a critical need for additional parking? If so, please explain where and why.
 - no, all parallel space parking should be eliminated
 - yes, but I do not want to see a plethora of parking garages
 - 10 Street to Dade Blvd.
 - everywhere
- 2. Do you believe there are any specific locations/blocks along Alton Road where on-street parking should be eliminated in order to provide more space for vehicular travel, pedestrian circulation or bicycle movement? If so, please explain where and why.
 - on-street parking should be eliminated between 17 Street & Dade Blvd. with the extra room allowing additional turn lanes from the north to east & west on 17 Street
 - by 5 7 Streets
 - yes, entire street (2 responses)
 - I believe parking could be eliminated if there was a good bus service
 - no
 - no, parking is necessary for retail currently in existence
 - no, I think on-street parking is important for the commercial viability and also as a protection for pedestrians from moving traffic
- 3. Do you believe that parking requirements should be reduced for new construction or change of use in existing buildings in order to encourage development that is more evenly balanced between automobile trips and alternative modes of travel?
 - 4 No keep existing parking requirements
 - 2 Reduce residential parking requirements
 - _5 Reduce commercial parking requirements in exchange for Transportation Demand Management (TSM) strategies (examples of TSM: parking for car share vehicles, secure bicycle parking/showers, employer subsidized transit passes or carpool/vanpool, mitigation fees for transit)

What strategies or safeguards would help to make this work?

- renovate existing structures
- this is a 50/50 question some yes/some no
- residents / full time living normally need one car to commute or shop at Miami
- remove for retail and affordable housing

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- 4. Do you support strategies that would encourage shared parking between different uses that have different peak demand times, even if they are not on the same property? These could be in public or private shared parking facilities within a reasonable walking distance. Yes <u>7</u> No <u>1</u> Why or why not?
 - makes sense
 - great if done correctly
 - no, make it simple
- 5. Other parking recommendations?
 - make surface lots (like next to Sylvano's) a multi-level lot; also make the former South Shore Hospital and the vacant lot south of it multi-level parking

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Urban Design and Building Form

- 1. Should new development along Alton Road inside the Flamingo Park Historic district be regulated by special height and/or setback formulas codified in the zoning ordinance or should it be regulated by the Historic Preservation Board on a case by case basis?
 - HPB decision (2 responses)
 - case by case with proven hardship for variance
 - formulas codified in the zoning ordinance (2 responses)
 - new development should be regulated by at least a design overlay regulating codified set backs in the zoning ordinance
 - it should be codified and the HP board should review with the appropriate criteria
 - regulated and codified or HPB whichever gives best control to the neighborhood
 - both (2 responses)
 - along east side of Alton Road, reduce zoning from CD-2 to CD-1; also codify increased rear setbacks, landscape buffers, step backs of upper floors and underground parking
 - reduce bulk/FAR; limiting height does not increase quality of life for residents, business owners, historic district – regulate bulk & setbacks
 - no
- 2. Generally, what type of measures do you think are necessary to ensure compatibility between new development along Alton Road and the adjoining residential neighborhoods?
 - new development along Alton Road should have zoning controls on the massing and how this massing relates to adjacent residential neighborhoods
 - tapered setbacks, alleys
 - wide as possible setbacks and stepped building
 - set back, step body, push density toward Alton Road away from historic district
 - 4 story height limit for residential only; 5 story for mixed-use
 - height
 - no high buildings (over 4 stories)
 - only renovate existing structures is new set back from smaller buildings
 - eliminate current bonus FAR; allow revised bonus for mixed-use projects only if (a) the bonus is used 100% for affordable housing and (b) underlying zoning is reduced in areas within or adjacent to historic neighborhoods
 - attention to lighting, alleys, use and intensity
 - further refinement of use regulations is necessary to eliminate the negative externalities associated with food and beverage service
 - east side requires HPB approval, noise ordinance, etc. strictly enforced & be more stringent on east side – no rooftop uses
 - require new development to blend in with residential district architecture

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- already have too many board reviews; not an issue
- 3. How should these measures differ for sites abutting historic districts vs. sites that do not?
 - same criteria (2 responses)
 - should be the same since we are always dealing with the relationship of new larger development with smaller existing residential
 - same each site should have setback and consideration of the neighboring property
 - reduce zoning only abutting historic districts; change bonus FAR on both sides of Alton Road
 - historic property owners need more protection against the negative externalities of food and beverage service
 - yes, even lower heights for historic districts
 - historic district architecture should be respected and considered; not necessary out of historic district
 - no appropriateness standard or historic buildings criteria on the west side
 - protect residential use from commercial impact
 - alley between commercial and residential codified
 - development should serve as commercial corridor
- 4. Should rear yard setbacks in the CD-2 and CD-1 zones remain at the existing minimum of 5 feet adjoining an alley and 10 feet without an alley? Yes <u>7</u> No <u>3</u> If not, then how much setback would be appropriate without compromising the development rights of the commercial site?
 - push development to Alton Road away from Historic District; greater on east side only
 - no, the separation should be greater with and w/o an alley
 - no, greater is larger structure is being built
 - no, provide 10' adjoining alley (which allows for deliveries) and 15' without an alley
 - no, alley plus minimum 10 ft at all times, then set back by height
 - yes, equitable for owners of abutting sites
- 5. Should new buildings constructed in the CD-1 and CD-2 zones be set back from the Alton Road right-of-way line a minimum of 2 or 3 feet to provide a "frontage zone" to facilitate easier movement of pedestrians and bicycles on the sidewalk? Yes <u>8</u> No <u>2</u>
 - yes, but only where a preponderance of the block is new development
 - yes, or eliminate parking on Alton Road
 - yes, as long as not affecting FAR and the site allows for developer to achieve same "plan" with limited cost change
 - yes, also allows activation by sidewalk tables or other furniture, etc. desired by tenant/owner
 - yes, but this would require a 17 ft sidewalk do we have that space? No, unless we cut out all on-street parking
 - yes, of course!!!

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- no, retail abutting streets performs better, but may be appropriate on a block by block basis where you want to encourage outdoor restaurant seating
- 6. Conversely, should there be a <u>maximum</u> setback for the first floor of new buildings facing Alton Road in the CD-1 and CD-2 districts so that there will be a continuous row of storefronts to provide vitality and enclose the street space? Yes <u>8</u> No <u>1</u>
 - yes, maximum setback should be no greater than that of neighboring existing structures
 - yes, consistency should rule the day; there should not be a negative impact on the owner
 - yes, but need more discussion on this
 - yes, no setback on Alton Road
 - no, at least a minimum provide a greater development envelope
- 7. Do you support reduced parking requirements or offsite parking in order to reduce the height and bulk of new buildings? Why or why not?
 - yes (2 responses)
 - yes, if there is a public parking garage nearby
 - yes, reduce parking requirements for residential structures, since 80% of households in South Beach have one or no cars
 - yes, because it would also encourage neighborhood services
 - yes, if the city and county are spending more to increase mass transit, why also encourage more parking; more vehicles = more pollution!
 - yes, reduce bulk
 - yes, absolutely remove parking for retail and affordable housing
 - on a case by case basis
 - no, encourage use of public transportation rather than reduce parking requirements
 - no, I do not support reduced parking requirements; I think the present zoning envelope is OK
 - no
 - exposed cars do not look good; it is better under or in building; structures also take less surface

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