

MIAMI BEACH

PLANNING DEPARTMENT

Staff Report & Recommendation

PLANNING BOARD

TO: Chairperson and Members
Planning Board

DATE: November 17, 2020

FROM: Thomas R. Mooney, AICP
Planning Director



SUBJECT: **PB 20-0404. Parking Reductions – Harding Townsite and MXE.**

An Ordinance of the Mayor and City Commission of the City of Miami Beach, Florida, amending the Code of the City Of Miami Beach, Florida, by amending Chapter 130, entitled "Off-Street Parking," Article II, "Districts; Requirements," at Section 130-31, entitled "Parking Districts Established," to modify parking requirements for new construction within CD-2 Or MXE Districts located in the Ocean Drive/Collins Avenue or Harding Townsite local historic districts; and providing for codification, repealer, severability, and an effective date.

RECOMMENDATION

Transmit the proposed ordinance amendment to the City Commission with a favorable recommendation.

BACKGROUND

On February 12, 2020, the City Commission approved, at first reading, an ordinance reducing the parking requirements for hotel and residential uses in the CD-2 zoning districts within the Normandy Isles national register conservation district. At the request of Commissioner Ricky Arriola, the City Commission referred the MXE portion of the subject ordinance to the Land Use and Sustainability Committee (Item R5 H).

The MXE discussion item was placed on the March 17, 2020 agenda of the Land Use and Sustainability Committee (LUSC). The March 17, 2020 LUSC meeting was postponed, and the item was moved to the May 6, 2020 LUSC meeting. On May 6, 2020 the item was deferred to the June 30, 2020 LUSC meeting.

On June 24, 2020 the City Commission adopted the ordinance reducing the parking requirements for hotel and residential uses in the CD-2 zoning districts within the Normandy Isles national register conservation district. At the request of Commissioner Ricky Arriola, the City Commission also referred a discussion pertaining to parking requirements in the Harding Townsite district in North Beach to the Land Use and Sustainability Committee (Item R5 D).

At the request of the item sponsor the Harding Townsite parking discussion was combined with the MXE discussion into a single item. Additionally, the combined item was deferred from the June 30, 2020 LUSC agenda to the September 22, 2020 agenda. On September 22, 2020 the LUSC discussed the proposal and transmitted it to the City Commission with no recommendation.

On October 14, 2020, the City Commission referred the item to the Planning Board for review and recommendation (Item C4 H).

REVIEW CRITERIA

Pursuant to Section 118-163 of the City Code, in reviewing a request for an amendment to these land development regulations, the board shall consider the following when applicable:

1. **Whether the proposed change is consistent and compatible with the comprehensive plan and any applicable neighborhood or redevelopment plans.**

Consistent – The proposed ordinance is consistent with the goals, objectives, and policies of the Comprehensive Plan.

2. **Whether the proposed change would create an isolated district unrelated to adjacent or nearby districts.**

Consistent – The proposed amendment does not change district boundaries.

3. **Whether the change suggested is out of scale with the needs of the neighborhood or the city.**

Consistent - The proposed ordinance amendment is not out of scale with the surrounding neighborhood.

4. **Whether the proposed change would tax the existing load on public facilities and infrastructure.**

Consistent – The proposed ordinance will not affect the load on public facilities and infrastructure as the maximum FAR is not modified.

5. **Whether existing district boundaries are illogically drawn in relation to existing conditions on the property proposed for change.**

Consistent – The proposal does not modify district boundaries.

6. **Whether changed or changing conditions make the passage of the proposed change necessary.**

Consistent – The need to encourage the rehabilitation of historic structures and revitalization of the Harding Townsite Historic District and MXE districts makes passage of the proposed change necessary.

7. **Whether the proposed change will adversely influence living conditions in the neighborhood.**

Consistent – The proposed ordinance amendment will not adversely affect living conditions in the neighborhood.

8. **Whether the proposed change will create or excessively increase traffic congestion beyond the levels of service as set forth in the comprehensive plan or otherwise affect public safety.**

Consistent – The proposed change will not create or increase traffic congestion from what is currently permitted.

9. Whether the proposed change will seriously reduce light and air to adjacent areas.

Consistent – The proposed change will not seriously reduce light and air to adjacent areas.

10. Whether the proposed change will adversely affect property values in the adjacent area.

Consistent – The proposed change should not adversely affect property values in the adjacent areas.

11. Whether the proposed change will be a deterrent to the improvement or development of adjacent property in accordance with existing regulations.

Consistent – The proposed change should not be a deterrent to the improvement or development of properties in the City.

12. Whether there are substantial reasons why the property cannot be used in accordance with existing zoning.

Not applicable.

13. Whether it is impossible to find other adequate sites in the city for the proposed use in a district already permitting such use.

Not applicable.

COMPLIANCE WITH SEA LEVEL RISE AND RESILIENCY REVIEW CRITERIA

Section 133-50(b) of the Land Development Regulations establishes the following review criteria when considering ordinances, adopting resolutions, or making recommendations:

(1) Whether the proposal affects an area that is vulnerable to the impacts of sea level rise, pursuant to adopted projections.

Partially Consistent – The proposal does affect areas that are vulnerable to the impacts of sea level rise in the long term.

(2) Whether the proposal will increase the resiliency of the City with respect to sea level rise.

Consistent – The proposal will not impact the resiliency of the City with respect to sea level rise.

(3) Whether the proposal is compatible with the City's sea level rise mitigation and resiliency efforts.

Consistent – The proposal is compatible with the City's sea level rise mitigation and resiliency efforts.

ANALYSIS

The attached maps show the MXE and North Beach areas of the City that parking reductions are intended to apply. Overlaid into these maps are locations of existing parking facilities, as well as dedicated transit stops and ridership information for these stops. These maps illustrate how transit stops and parking facilities are well within the established industry standard walking distance of ¼ mile, or 1,500 feet. Of note are the publicly accessible parking structures have been built in and abutting the MXE district in South Beach since 1991.

A Map of the Harding Townsite area is also attached. The commercial areas of the Harding Townsite historic district are much more limited, as the properties zoned CD-2 and MXE are bounded by 73rd Street on the south, 75th Street on the north, Ocean Terrace to the east and Harding Avenue to the west.

The attached draft text for a new ordinance would apply to the MXE and Harding Townsite areas and would remove the minimum off-street parking requirements for new construction that meets certain minimum benchmarks, including the following:

1. Lots with a width of 100 feet or less.
2. Development sites of 6 units (hotel or residential) or fewer.
3. New buildings on development sites with existing buildings for which off-street parking is not currently provided, where the total number of new residential and/or hotel units does not exceed the number of existing residential and/or hotel units.
4. Properties located within 1,500 feet of a public transit stop, or within 1,500 feet of any public or private parking garage.

The proposal to modify parking requirements in the MXE and Harding Townsite (commercial only) areas would only apply to new construction (existing buildings do not have a parking requirement). As such, the number of actual spaces required is limited to the square footage of new construction, which is typically in the form of a ground level or roof-top addition. Attached are illustrations of recent projects, approved or contemplated, within the MXE area south of 16th Street; the impact of these projects, from a size standpoint is minimal.

The elimination of minimum parking requirements in local historic districts is good policy and will be an incentive for existing buildings to be renovated and restored, as additions will be more economically feasible. All addition and renovation proposals within the MXE and Harding Townsite districts are subject to the review and approval of the Historic Preservation Board. This will ensure that any proposed additions are limited, as well as sensitive and contextually compatible with both the structure on site and the surrounding area.

Finally, with the recent adoption of the City-wide mobility fee, which replaced the concurrency management fee for traffic, a broader measurement for mobility, as opposed to solely vehicular traffic, has been put in place. The mobility fee considers all mobility aspects of a project and is not limited solely to vehicular congestion and off-site vehicular storage.

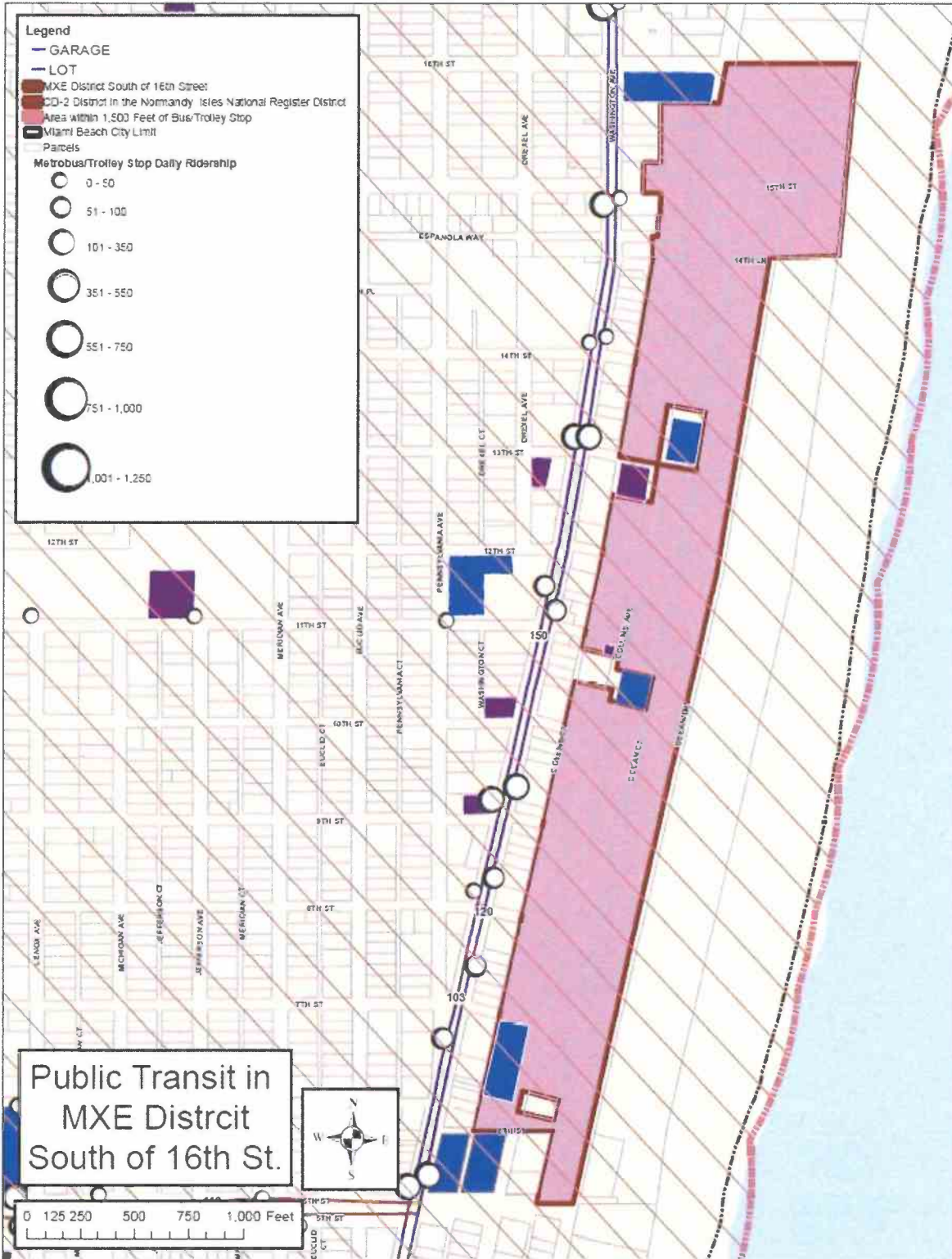
RECOMMENDATION

In view of the foregoing analysis, staff recommends that the Planning Board transmit the proposed ordinance amendment to the City Commission with a favorable recommendation.

North Shore Historic Districts

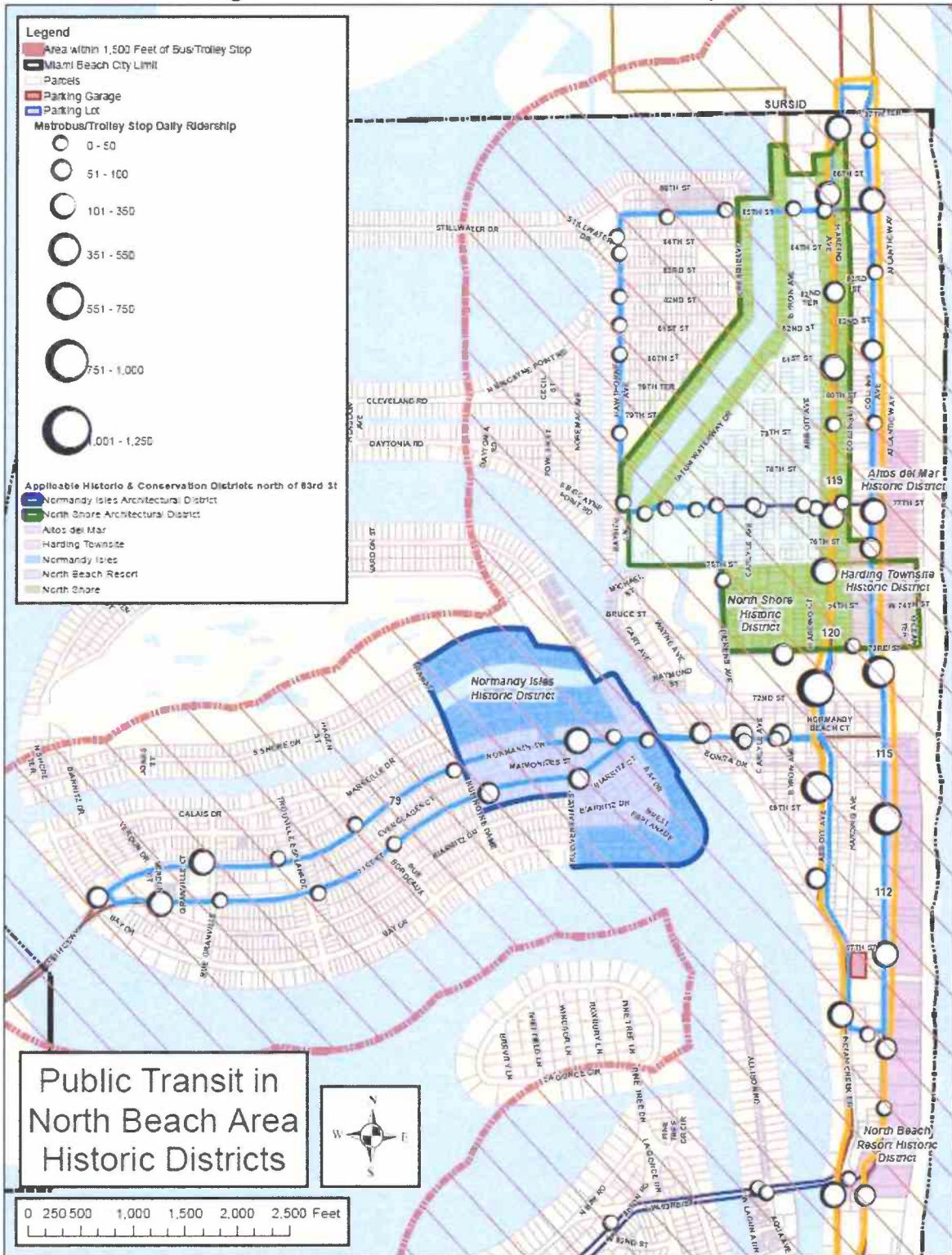


South Beach MXE District and Public Transportation



Public Transit in
 MXE District
 South of 16th St.

Harding Townsite Historic District and Public Transportation



**Illustrations of recent projects, approved or contemplated,
within the MXE area south of 16th Street**



Essex Hotel
1001 Collins Av, rooftop and ground level additions



Aqua Hotel
1530 Collins Av, ground level addition



Nassau Hotel
1414 Collins Av, ground level addition



Hotel Clifton
1343 Collins Av, rooftop addition



President Villa Hotel
1425 Collins Av, ground level addition

Parking Reductions – Harding Townsite and MXE

ORDINANCE NO. _____

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CODE OF THE CITY OF MIAMI BEACH, FLORIDA, BY AMENDING CHAPTER 130, ENTITLED “OFF-STREET PARKING,” ARTICLE II, “DISTRICTS; REQUIREMENTS,” AT SECTION 130-31, ENTITLED “PARKING DISTRICTS ESTABLISHED,” TO MODIFY PARKING REQUIREMENTS FOR NEW CONSTRUCTION WITHIN CD-2 OR MXE DISTRICTS LOCATED IN THE OCEAN DRIVE/COLLINS AVENUE OR HARDING TOWNSITE LOCAL HISTORIC DISTRICTS; AND PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the City of Miami Beach (the “City”) has the authority to enact laws which promote the public health, safety and general welfare of its citizens; and

WHEREAS, the elimination of minimum parking requirements in local historic districts is be an incentive for existing buildings to be renovated and restored, as additions will be more economically feasible; and

WHEREAS, all addition and renovation proposals within the MXE and Harding Townsite districts are subject to the review and approval of the Historic Preservation Board (HPB); and

WHEREAS, HPB review ensure that any proposed additions are limited, as well as sensitive and contextually compatible with both the structure on site and the surrounding area; and

WHEREAS, the Harding Townsite and Ocean Drive/Collins Avenue Local Historic Districts are well served by Miami-Dade Transit and the City of Miami Beach Trolley, to provide alternative modes of transportation; and

WHEREAS, the amendments set forth below are necessary to accomplish all of the above objectives.

NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA:

SECTION 1. Chapter 142 of the City Code, entitled “Zoning districts and regulations,” Article II, “District regulations,” Division 5, “CD-2 Commercial, medium intensity district,” is hereby amended as follows:

CHAPTER 130 – OFF-STREET PARKING

* * *

ARTICLE II – DISTRICT REQUIREMENTS

* * *

Sec. 130-31. - Parking districts established.

* * *

(d) The off-street parking requirements associated with **new construction**, within areas zoned CD-2 or MXE and located in the Ocean Drive/Collins Avenue or Harding Townsite local historic districts, shall be as follows:

(1) One space per residential unit and 0.5 space per hotel unit.

(2) There shall be no parking requirement for the following:

a. Lots with a width of 100 feet or less.

b. Development sites of 6 units (hotel or residential) or fewer.

c. New buildings on development sites with existing buildings for which off-street parking is not currently provided, where the total number of new residential and/or hotel units does not exceed the number of existing residential and/or hotel units.

d. Properties located within 1,500 feet of a public transit stop, or within 1,500 feet of any public or private parking garage.

(3) Additions to existing buildings. For existing buildings, which are classified as "contributing" and of which at least 75 percent of the front and street side elevations, and 25 percent of interior side elevations, are substantially retained, preserved, and/or restored, there shall be no parking requirement for the existing building, or for any new residential or hotel units, whether attached or detached, regardless of lot width or number of units. Any proposed addition to the existing building shall be subject to the certificate of appropriateness criteria set forth in chapter 118, as applicable, and shall include a renovation plan for the existing building that is fully consistent with the Secretary of the Interior's Guidelines and Standards for the Rehabilitation of Historic Buildings.

(4) Waiver. The off-street parking requirements set forth in subsection (c)(1) may be waived by the historic preservation board, pursuant to the design review or certificate of appropriateness criteria, as may be applicable, upon a finding that off-street parking is not necessary to support the construction of new residential or hotel units within a local historic district or conservation district.

(5) Minimum bicycle parking requirements. Secure off-site storage for bicycles shall be required as follows:

a. Short-term bicycle parking: Four (4) spaces per building or one (1) space per ten units, whichever is greater.

b. Long-term bicycle parking: One (1) space per unit.

SECTION 2. REPEALER.

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