

# MIAMI BEACH

## PLANNING DEPARTMENT

### Staff Report & Recommendation

### PLANNING BOARD

TO: Chairperson and Members  
Planning Board

DATE: April 25, 2024

FROM: Thomas R. Mooney, AICP  
Planning Director

<sup>DS</sup>  


for TRM

SUBJECT: **PB24-0651. Normandy Isles Overlay District – Workforce Housing Comprehensive Plan Amendment.** AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CITY OF MIAMI BEACH YEAR 2040 COMPREHENSIVE PLAN, BY AMENDING GOAL RLU 1: LAND USE; OBJECTIVE RLU 1.1: ESTABLISHMENT OF FUTURE LAND USE CATEGORIES; POLICY 1.1.8: LOW DENSITY COMMERCIAL (CD-1) PROVIDING FOR ADDITIONAL DENSITY WHERE NEW CONSTRUCTION PROPOSES WORKFORCE HOUSING; PROVIDING FOR INCLUSION IN THE COMPREHENSIVE PLAN; TRANSMITTAL; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE.

**PB24-0650. Development Regulations creating the Normandy Isles Overlay District for certain CD-1 zoned properties.** AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE RESILIENCY CODE OF THE CITY OF MIAMI BEACH, BY AMENDING CHAPTER 7, “ZONING DISTRICTS AND REGULATIONS,” ARTICLE 3. “OVERLAY DISTRICTS” BY INCORPORATING SECTION 7.3.10 ENTITLED “NORMANDY ISLES OVERLAY DISTRICT” TO PROVIDE DEVELOPMENT REGULATIONS FOR THOSE PROPERTIES SOUTH OF NORMANDY DRIVE, NORTH OF 71 STREET AND BORDERED BY VERDUN COURT ON THE WEST AND AN ALLEY IMMEDIATELY EAST OF LOT 9 IN BLOCK 36 OF "ISLE OF NORMANDY, MIAMI VIEW SECTION, PART THREE", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 40 AT PAGE 33 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; PROVIDING FOR CODIFICATION; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE

### **RECOMMENDATION**

Review the proposed ordinances amending the Comprehensive Plan and Land Development Regulations (LDR), and continue the applications to the to the June 25, 2024, Planning Board meeting. Transmittal of the applications to the City Commission may only occur at a duly noticed second public hearing, after the conclusion of a community outreach meeting.

### **BACKGROUND**

On January 31, 2024, the City Commission adopted a process for amendments to the Land Development Regulations of the City Code (LDR's) that propose increasing allowable floor area. The private application submitted herein is in accordance with Section 7.1.10.2(a) of the LDR's, which requires the following 3-step process, prior to the review by the City Commission:

**a. Step One – Planning Board Preliminary Review.**

The Planning Board, at a duly noticed public hearing, shall perform an initial review of the proposed ordinance. Notice of the Planning Board preliminary review hearing shall be given in accordance with the applicable provisions in Chapter 2, Article IV of the Land Development Regulations. If the proposed ordinance involves less than ten (10) contiguous acres, the notice requirements for the preliminary Planning Board review shall also include a minimum 30-day mail notice for all properties within 375 feet of the properties subject to the proposed floor area or FAR increase, and a 30-day published notice.

Prior to the Planning Board's preliminary review stage, the Administration, either internally or with the assistance of an outside consultant, will perform an impact analysis of the proposed FAR increase; and such impact analysis shall include, but not be limited to, the following:

1. Calculation of the actual square footage increase for affected properties such as, for example, the maximum allowable square footage for residential, office, retail, hotel or other uses resulting from the FAR increase.
2. An infrastructure analysis regarding potential impacts on traffic/mobility, parking, water, sewer, resiliency, parks and open space, as well as any other area of concern identified by the City Commission or the Administration.
3. Massing studies, which illustrate the volume and location of the area associated with the proposed increase in FAR.

For private applications, the applicant shall be required to provide all data and exhibits related to the above noted impact analysis as part of the application submission. The findings of this impact analysis shall be presented to the Planning Board at the preliminary review stage.

**b. Step Two – Community Outreach Meeting:**

Subsequent to the Planning Board's preliminary review meeting, the City shall facilitate a public meeting for all affected stakeholders, in order to solicit additional input and

feedback, as well as for City staff to address any outstanding issues or questions. A reasonable effort shall be made to ensure that such public meeting is held no later than 45 days from the date of the preliminary review by the Planning Board. Courtesy notice of the meeting shall be given by the applicable City department, in coordination with the Planning Department, in a manner consistent with the City's courtesy notices for other community meetings, workshops, or presentations.

**c. Step Three – Planning Board Transmittal:**

At a second duly noticed public hearing, which is separate and apart from the preliminary review hearing, the Planning Board shall consider and transmit the proposed ordinance to the City Commission with a recommendation. Notice of this transmittal hearing shall be given in accordance with the applicable provisions in Chapter 2, Article IV of the Land Development Regulations.

After transmittal to the City Commission, the review requires a similar 3-step process:

**a. Step One – First Reading Public Hearing:**

After transmittal of the ordinance by the planning board, the City Commission shall hold a first reading public hearing. Notice of the first reading shall be given in accordance with the applicable provisions in Chapter 2, Article IV of the Land Development Regulations. If the proposed ordinance involves less than ten (10) contiguous acres, the notice requirements for first reading shall also include a minimum 30-day mail notice for all properties within 375 feet of the properties subject to the proposed floor area or FAR increase, and a 30-day published notice.

**b. Step Two – Community Workshop:**

Subsequent to the approval of the ordinance at first reading, and prior to second reading, at least one additional community workshop, which is separate and apart from the first reading public hearing, shall be held. This additional community workshop shall be considered a courtesy meeting, and open to participation by all affected stakeholders, including residents, property owners, or businesses in the surrounding area that may be affected by the proposed floor area or FAR increase, as determined by the City Commission. Such community workshops may be held in a virtual, in-person or hybrid formats, at the discretion of the City Commission, and shall be noticed in a manner to be determined by the City Commission.

**c. Step Three – Second Reading / Adoption Public Hearing:**

After the community workshop described above, the City Commission shall hold a second reading public hearing to consider final adoption of the proposed ordinance. Notice of the second reading shall be given in accordance with the applicable provisions in Chapter 2, Article IV of the Land Development Regulations.

**REVIEW CRITERIA**

Pursuant to Section 2.4.2 of the Resiliency Code, in reviewing a request for an amendment to these land development regulations (LDRs), 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.**

**Partially Consistent** – The proposed LDR amendment is consistent with the goals, objectives, and policies of the Comprehensive Plan, as proposed to be amended.

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

**Consistent** – The proposed amendment does not create isolated districts.

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

**Consistent** - The proposed ordinance amendment does allow for an increase in the scale of development; however, the benefits to the neighborhood and the city, by providing workforce housing would outweigh the potential modest impacts of the additional height and intensity.

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

**Partially Consistent** – While the proposed amendment could result in development that increases the load on public facilities and infrastructure due to the proposed change in floor area ratio (FAR), given the limited area that is affected by the amendment, the impact should be de minimis. It is expected that the ordinance would result in a reduction in traffic as more people would be able to live and work in the City, as opposed to commuting from suburbs.

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

**Satisfied** – The boundaries of the overlay district are not illogically drawn.

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

**Consistent** – The loss of permanent residents and the lack of workforce housing 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 should 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.**

**Partially Consistent** – The proposed change could allow for development that generates additional traffic from what is currently permitted, as the FAR is being increased. However, given that the City has seen a major increase in traffic due to workers commuting to job centers within the City from suburbs in single occupancy vehicles, the amendment has the potential to reduce traffic by allowing the workforce to live in close proximity to their place of employment, as well as utilize alternative modes of transportation.

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

**Partially Consistent** – The proposed change should 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 will 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.**

**Partially Consistent** – While the property can be used in accordance with existing zoning, the proposed amendments will allow more workforce housing units, which are severely lacking in the city, to be constructed on the property

**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 7.1.2.4 of the LDRs 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 increase the resiliency of the City with respect to sea level rise with new development that will comply with the City’s resiliency requirements.

**(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 applicant is proposing amendments to the comprehensive plan and the LDR’s, in order to enable the construction of an 8-story, 120 unit workforce housing development, including approximately 5,000 square feet of ground floor retail space, located at 1960 Normandy Drive. Under the current city code requirements for this CD-1 zoned parcel, the maximum height is 40 feet and the maximum FAR is 1.25. The applicant previously received Design Review Board approval for the construction of a new 4-story building with 60 workforce housing units on the subject site on September 6, 2022 (DRB22-0850).

The following amendments are proposed as part of an overlay district that includes the subject parcel:

- A. Floor Area Ratio** - Increase from 1.25 to 3.5 for mixed-use developments.
- B. Height** - Increase from 40 feet to 75 feet
- C. Parking Requirements** – Reduce parking requirements to zero for ground floor commercial uses.
- D. Density** – Increase the maximum density allowed in the Comprehensive plan for the subject overlay district in order to allow the construction of up to 120 workforce housing units on the site.

In accordance with the requirements noted above for FAR increases, the applicant has included the following with the application submission:

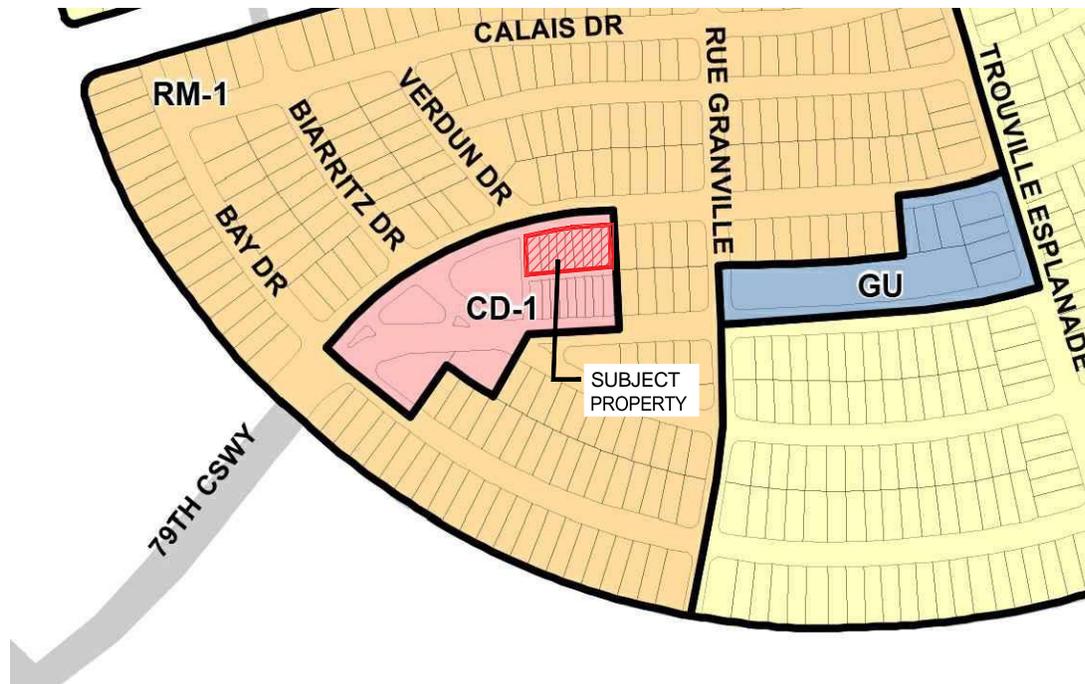
- 1. Impact analysis of the proposed FAR increase.** The current permitted square footage is 32, 214 SF and 90,198 SF is proposed.
- 2. Infrastructure Analysis** regarding potential impacts on traffic/mobility, parking, water, sewer, resiliency, parks and open space. Note, in accordance with Section 3.1.4(f) of the LDR’s, workforce housing developments are re not required to undergo concurrency review or pay a mobility fee.
- 3. Massing Studies**, which illustrate the volume and location of the area associated with the proposed FAR increase. As the applicant previously received DRB approval for a 4-story workforce housing development on the subject site, they have provided well

developed schematic drawings for an 8-story building, which exceed the minimum massing study requirements.

The Transportation and Mobility Department reviewed the applicant's proposal and has provided several recommendations. (see attached memo). It is noted that a more detailed review will be provided when a final site plan is submitted to the city for review.

Hazen and Sawyer reviewed the proposed amendments for impacts on the additional demands on the city's water and sewer system. In summary, the analysis finds that the potential FAR increase can be supported by the city's water infrastructure system. However, the increase in FAR will require improvements to the city's wastewater infrastructure system. (see attached letter and reference documents).

Zoning Map:



As indicated in the zoning map above, the subject property is located within the small CD-1 zoning district located near the western edge of Normandy Isle. The CD-1 district is surrounded by RM-1, Residential, Multifamily Low Intensity District, with a maximum FAR of 1.25 and maximum height of 55 feet. This RM-1 district also buffers the CD-1 district from the Residential Single Family home districts to the east. While the proposed increase in height is 35 feet for the CD-1 zoned property, it is only an increase of 20 feet compared to the surrounding RM-1 zoning district. As such, the increase in height is not expected to be out of character with the variety of heights found within the immediate area, which range from single story to 5-story buildings.

### **SUMMARY**

Staff is supportive of the proposed amendments to the Comprehensive Plan and Resiliency Code, as they will allow a tangible increase to the number of workforce housing units allowed on the

site, with a development that is not out of scale with the neighborhood.

**COMPREHENSIVE PLAN AMENDMENT AND REVIEW PROCESS**

The proposal requires an amendment to the Comprehensive Plan for the proposed increase in Density.

Under Section 163.3184(2), Florida Statutes, this amendment shall follow the expedited state review process for adoption of comprehensive plan amendments. This process requires a public hearing by the local planning agency (Planning Board), a public transmittal hearing before the City Commission, after which the amendment must be transmitted to several state agencies for a 30-day review period, and a final adoption public hearing before the City Commission. The amendment is effective 31-days after it is adopted if there are no appeals.

**RECOMMENDATION**

In view of the foregoing analysis, staff recommends that the Planning Board review the proposed ordinances amending the Comprehensive Plan and Land Development Regulations (LDR), and continue the application to the to the June 25, 2024 Planning Board meeting. Transmittal of the applications to the City Commission may only occur at a duly noticed second public hearing, after the conclusion of a community outreach meeting.

# MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, FL 33139, [www.miamibeachfl.gov](http://www.miamibeachfl.gov)

TRANSPORTATION & MOBILITY DEPARTMENT  
Tel: 305.673.7514

## MEMORANDUM

TO: Thomas R. Mooney, AICP, Director of City of Miami Beach Planning Department

FROM: Otniel Rodríguez, E.I., Assistant Director, City of Miami Beach Transportation and Mobility Department

DATE: April 11, 2024

SUBJECT: 1960 Normandy Drive - PB24-0650 and PB24-0651

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The Transportation and Mobility Department has completed a high-level review of the new application for the 1960 Normandy Drive project. The applicant submitted an initial Traffic Impact Study dated 02/16/24 for the proposed 1960 Normandy Drive project located at 1960 Normandy Drive in Miami Beach, Florida. The mixed-use development project will comprise of 120 workforce housing apartment units and 5,091 square feet of retail. There is an existing utility company's warehouse and office building which will be demolished as part of this proposed redevelopment.

### **Trip Generation and Trip Distribution**

The results of the trip generation analysis show that the proposed development will generate 786 net daily trips, 36 AM net peak hour trips, and 48 PM net peak hour trips. This takes into consideration the demolition of the existing office building and multi-modal and internal capture trip reduction. *The applicant needs to update the trip generation as there was an error with the site generated trip calculations for ITE Land Use Code 221.* The site generated trips for this land use appear to be less than what is being reported.

The trip distribution was based on the directional distribution of site-generated trips based on the cardinal distribution data for TAZ 625 from the Miami-Dade County 2045 Transportation Model and from the development's access to the surrounding roadway network. *The applicant needs to update the interpolated trip distribution percentages based on the buildout year of 2026. The back-up in the traffic study shows the interpolation through the year 2024.*



Figure 1 1960 Normandy Drive Trip Distribution

### **Site Circulation, Parking and Loading**

The main access for the project is through a 22-foot-wide, two-lane, two-way driveway connection to Normandy Drive. The two-lane, two-way east-west interior driveway narrows to 12 feet wide as it approaches Verdun Court from the east. This access connection is an egress only driveway connection at Verdun Court. There is a 12' wide ingress only access connection from the existing Everglades Court Alley. Note that the original access to and from the site has been changed since the original site plan was reviewed. With the proposed changes in access, all access for the second-floor parking garage will be by means of the north driveway connection to Normandy Drive while access to the ground floor is by two driveways that separate the ingress from the egress. The egress from the project site's ground floor is a direct connection to Verdun Court while the ingress is by means of the existing Everglades Court Alley. There are three proposed 10 x 20 loading spaces are located along the existing Everglades Court alley. The applicant needs to provide clarity on the planned future alley connection depicted on the site plan. There needs to be a more detailed description regarding the loading zone and proposed back-out parking in the alley. A detailed typical section of the geometry of the alley needs to be provided by the applicant.

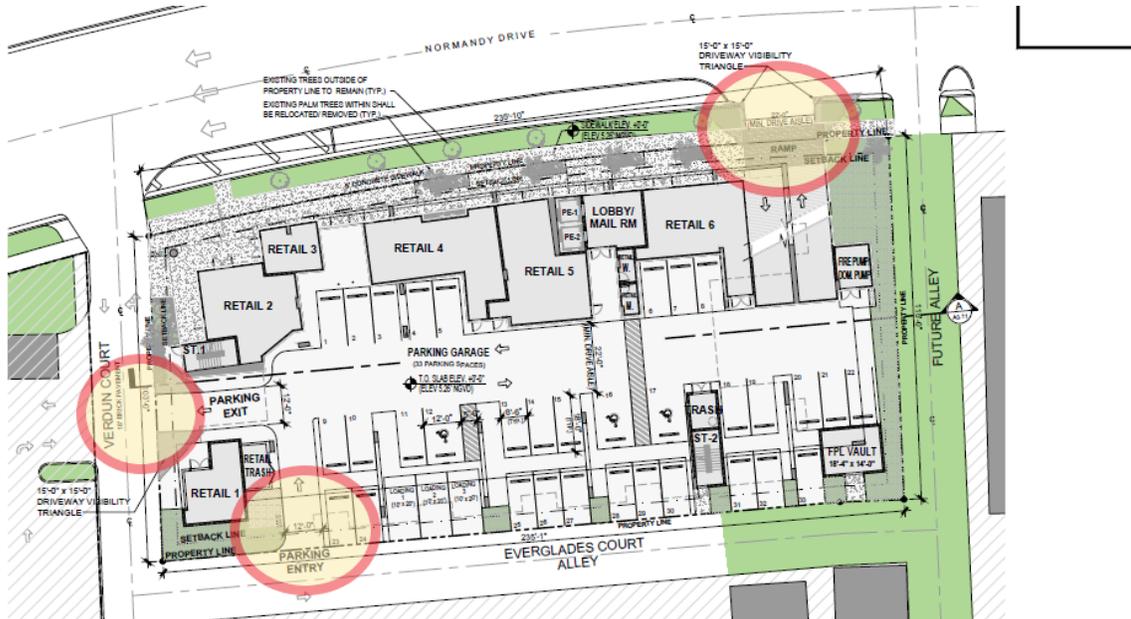


Figure 2 1960 Normandy Drive Site Plan

### **Level of Service (LOS) Analysis- Intersections**

The intersection capacity analyses included 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 2026 build scenario. The overall level of service at the intersections meets the LOS standard. However, there are movement approach LOS that fall below a LOS D at the following intersections:

- JFK Causeway at Treasure Drive (Signalized)
  - NBLT- LOS F, AM and PM peak hour
  - NBR- LOS E, PM peak hour
- Normandy Drive at Rue Versailles Dr. (Signalized)
  - SBR- LOS E, PM peak hour
- 71st Street at Bay Drive (East) (Signalized)
  - SBL- LOS E, AM and PM peak hour
  - NBL- LOS E, PM peak hour

The existing turn lane storage for each of the key dedicated turn lanes is sufficient to hold the 95<sup>th</sup> percentile vehicle queues at the key signalized intersections analyzed during the future AM and PM peak hour conditions. The following traffic operational issues were determined based on the applicants traffic analysis:

- Normandy Drive at Biarritz Drive
  - The WBL vehicle stacking at the Biarritz Drive intersection extends east through the Verdun Court intersection in the PM peak hour.
- 71<sup>st</sup> Street at Bay Drive East (Signalized)
  - The EBT and EBR vehicle stacking extends west through the Rue Vendome and Versailles Court/Rue Versailles Drive intersections in the AM and PM peak hour.

- The WBTR vehicle stacking extends east through the Bonita Drive intersection in the AM and PM peak hour.
- The SBL vehicle stacking extends north through the Marseilles Drive intersection in the AM and PM peak hour.

It is recommended that the applicant's traffic consultant evaluate signal timing optimization and coordination to mitigate these traffic operational deficiencies.

### **Level of Service (LOS) Analysis- Road Segment Link**

The road segment link analysis determined that the expected future roadway capacity along both Normandy Drive and 71 Street in the build-out year of 2026 is within the LOS standard of LOS D. Normandy Drive is forecasted to be at 50% capacity in the future traffic conditions in 2026. 71 Street is forecasted to be at 71% capacity in the future traffic conditions in 2026. *The applicant needs to update the Roadway Link Capacity Analysis by using the current FDOT 2023 Multimodal LOS Handbook.* These roadway link volumes were "grown" by applying the 1.36 percent annual growth factor calculated by the applicant.

### **Conclusion**

A more detailed traffic impact study peer review will be performed by the Peer Review Consultant when the applicant makes their site plan submittal to the City of Miami Beach.

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

cc: Rogelio Madan, AICP, Chief of Community Planning & Sustainability, City of Miami Beach



Hazen and Sawyer  
999 Ponce de Leon Blvd, Suite 1150  
Coral Gables, FL 33026 • 305.443.4001

April 8, 2024

Teresa Kaimrajh, P.E.  
Planning and Design Manager  
City of Miami Beach Public Works  
1700 Convention Center Drive  
Miami Beach, Florida, 33139

**Re: Ordinance 2024-4582 – Process for Future Increases in Floor-to-Area Ratio (FAR)  
Water and Sewer Impact Analysis  
1960 Normandy Drive**

Dear Mrs. Kaimrajh:

Hazen and Sawyer has reviewed the documents provided by the City of Miami Beach (City) for 1960 Normandy Drive, these are included in Appendix A. A preliminary analysis was performed on the impacts of the additional demands on the City’s water and sewer system due to the potential increase in Floor-to-Area Ratio (FAR) from 1960 Normandy Drive. This preliminary analysis is based on the information provided in Appendix A. Should there be any changes to the information provided, this preliminary hydraulic analysis will need to be updated/redone.

The results of this preliminary analysis indicate the following:

- The potential increase in FAR could be supported by the City’s water infrastructure system.
- The potential increase in FAR will require improvements to the City’s wastewater infrastructure system.

Please refer to Appendix B for details on this preliminary water and sewer analysis. A future complete water and sewer hydraulic analysis, once details of the development are defined and finalized, will indicate the specific improvements needed to the City’s sewer system.

A future complete water and sewer hydraulic analysis may conclude that the water and sewer infrastructure serving said development will require upgrades due to age and/or capacity issues, regardless of the conclusions reached in this FAR water and sewer impact analysis.

This analysis is preliminary and it is not intended for permitting or construction. A complete water and sewer hydraulic analysis will be required when the final design of the proposed development is complete and ready for permitting.

The assumptions made for connection to adjacent infrastructure are general and do not indicate approval to connect to specific main lines. Additional coordination with the City and other governing entities with jurisdiction are required once an agreement for water and sewer has been requested by the developer.

The City receives potable water from Miami-Dade County through four (4) interconnects that traverse four (4) main causeways to Miami Beach, and transmits sewer flows to Miami-Dade County for treatment via a force main that travels under Government Cut. The City's redevelopment and population growth is ultimately limited by the County's ability to provide potable water to the City and by the County's capacity to treat sewer flows received from the City.

Very truly yours,

A handwritten signature in blue ink that reads "Beth A Waters". The signature is written in a cursive, flowing style.

Beth A Waters, PE  
Senior Associate

Enclosure

cc: C. Ortega, PE

## **Appendix A – Reference Documents**

February 12, 2024

Aaron Osborne  
Miami Beach Public Works Department  
Engineering Division  
1700 Convention Center Drive  
Miami Beach, FL 33139

**RE: 1960 Normandy Drive**  
**Folio Number 02-3210-011-0370**  
**Mixed-Use Workforce Housing and Commercial Development**  
**Demand Flow Letter for Hydraulic Analysis**

Dear Mr. Osborne,

The owner of the property at the address 1960 Normandy Drive is proposing the construction of a mixed-use development consisting of 120 apartment units, 2,500 square feet of retail space, and 2,591 square feet of restaurant space. The developer would like to request a hydraulic analysis to be performed for the proposed water and sewer connections for the development. The demand calculations are provided below:

i. Commercial Water Demand:

Retail = 2,500 square feet @ 10 gpd/100 sq. ft =	250 gpd
<u>Restaurant = 2,591 square feet @ 100 gpd/100 sq. ft =</u>	<u>2,591 gpd</u>
<b>Total Commercial Demand =</b>	<b>2,841 gpd</b>

ii. Residential Water Demand:

<u>Apartment Units = 120 units @ 135 gpd/unit =</u>	<u>16,200 gpd</u>
<b>Total Residential Demand =</b>	<b>16,200 gpd</b>

iii. Fire Flow Demand:

Per NFPA 18.4.4.2, the square footage of the three (3) largest floors can be utilized for construction type I-B (II(222))

Fire Flow Building Area (Floors 1, 2, 3) = 57,252 SF

Minimum Required Fire Flow per Table 18.4.5.2.1: 2,500 gpm for 2 hours

NFPA 18.4.5.3.2 states that the required fire flow can be reduced by 75% if the building has automatic sprinkler with a minimum required flow of 1,000 gpm

$2,500 \text{ gpm} \times (100\% - 75\%) = 625 \text{ gpm} \rightarrow 1,000 \text{ gpm minimum}$

**Fire flow demand = 1,000 gpm for 2 hours**

iv. Irrigation Demand

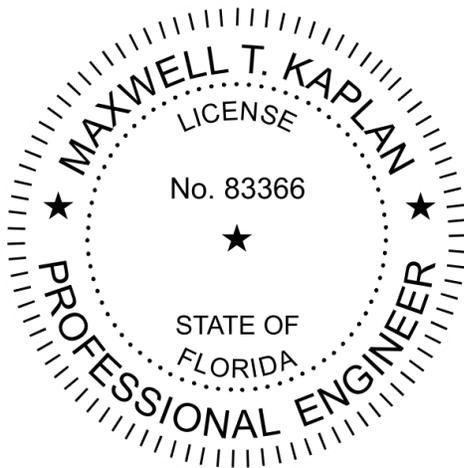
½" over Irrigated Area per day per IFAS recommendations

½" x 2,798 square feet (open space) = 116.58 cubic feet x 7.48 gallons/cubic foot =  
872 gallons per day

**Total Irrigation Demand = 872 gpd**

Should you have any questions, please do not hesitate to contact me at 954-202-7000 or mkaplan@thomaseg.com. Thank you for your time and kind consideration with regards to this matter.

Sincerely,



**2/12/2024**

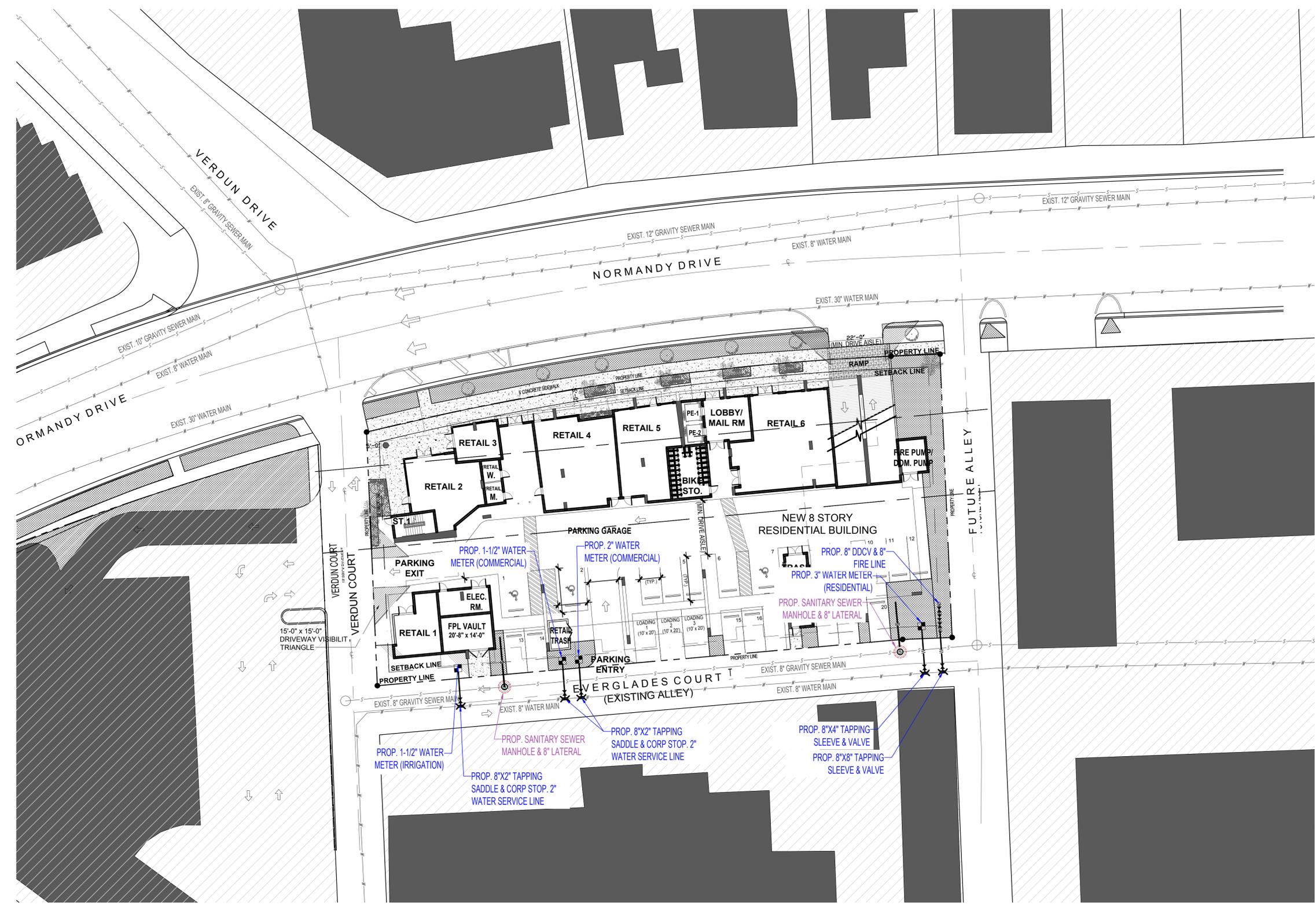
**Maxwell Kaplan, P.E.**

Florida Professional Engineer License No. 83366

Florida Business Certification of Authorization No. 27528

This item has been digitally signed and sealed by Maxwell T. Kaplan on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



**THOMAS**  
ENGINEERING GROUP

CIVIL ENGINEERS - PROJECT MANAGERS - LAND PLANNING - LANDSCAPE ARCHITECTS

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F: (772) 888-3189  
WWW.SUNSHINE811.COM

REV.	DATE	COMMENT	BY

**Sunshine 811**

Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.

Check positive response codes before you dig!

PROJECT No.:	F240011
DRAWN BY:	JFV
CHECKED BY:	MTK
DATE:	02/08/2024
CAD I.D.:	F240011 SCHEMATIC UTILITY

PROJECT:

**1960 NORMANDY DRIVE**

FOR

**ALAN WASERSTEIN**

MIAMI BEACH  
FL

**THOMAS**  
ENGINEERING GROUP

6300 NW 31ST AVENUE  
FORT LAUDERDALE, FL 33309  
PH: (954) 202-7000  
FX: (954) 202-7070  
www.ThomasEngineeringGroup.com

MAXWELL T. KAPLAN  
LICENSE  
No. 83366  
STATE OF FLORIDA  
PROFESSIONAL ENGINEER

February 12, 2024  
FLORIDA BUSINESS CERT. OF AUTH. No. 27258

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY MAXWELL T. KAPLAN ON THE DATE ADJACENT TO THE SEAL.  
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

SHEET TITLE:

**SCHEMATIC UTILITY PLAN**

SHEET NUMBER:

**C-01**

## Appendix B – Analysis Details

This evaluation was based on the following:

- InfoWorks hydraulic sewer model developed and calibrated by Hazen under a previous task order, as described in *City of Miami Beach Sewer Transmission System Hydraulic Model Report* (Hazen, 2019)
- 2019 sewer wet weather flow (WWF) for existing conditions and 2045 WWF for improvement scenarios; flows are defined in the *City of Miami Beach Sewer System Master Plan* (Hazen, 2019)
- Miami-Dade County – Pump Station Capacity Estimator (<https://www.miamidade.gov/APPS/RER/PumpStationCapacityEstimator/>)
- InfoWater hydraulic water model developed and calibrated by Hazen under a previous task order, as described in *City of Miami Beach Water System Master Plan* (Hazen, 2019)

The scenarios described below were modeled to assess the impacts of the new development on the sewer distribution.

### *Sewer WWF at 2045 Peak Flow Conditions with Proposed Master Plan Improvements*

- WWF was simulated for all gravity manholes and sewers connected to the proposed new development under 2045 peak flow conditions. A total of two (2) model scenarios were developed with the most critical flow and network conditions (a) existing 2045 WWF and (b) existing 2045 WWF plus the proposed development flows.
- The new development is proposed to reside within the sewer Pump Station 21 collection basin, as such all additional flows added to Basin 21 after the development City of Miami Beach Sewer System Master Plan (2019) were considered.
- Peak flows are calculated based on 10 State Standards.

### *Sewer Pump Station Capacity Estimation*

- The development's impact on the receiving sewer pump station's runtime was analyzed using the Miami-Dade County – Pump Station Capacity Estimator online tool in which the sewer flows from the proposed development were input and the expected proposed pump station runtime were analyzed.

The scenarios described below were modeled to assess the impacts of the new development on the water distribution.

*Fire Flow at Maximum Day Demand 2045 with Proposed Master Plan Improvements*

- Fire flow scenario was simulated for all hydrants in the distribution system with concurrent maximum day demand for 2045 and the proposed demand for the new development. The fire flow simulations were run with (a) low WASH pressure (50 psi) with booster pump stations in operation and (b) with high WASH pressure (65 psi) and no booster pumps in operation. Maximum available fire flow from both these scenarios was considered and compared against the needed fire flow based on land use.
- The fire flows were analyzed with the hydraulic improvements proposed in the City of Miami Beach Water System Master Plan (2019) to verify that the available fire flow at the hydrants is adequate with the new development.
- Maximum day demand peaking factor of 1.27 was used for this analysis.

Search Criteria	
Sanitary Sewer Utility *	02 - CITY OF MIAMI BEACH
Pump Station Number *	0021
Proposed Projected Flow (GPD) *	19041 GPD <i>(Only numbers are allowed)</i>
Project will require, or is part of, a Sewer Extension *	No
<input type="button" value="Submit"/> <input type="button" value="Clear"/>	

**Pump Station Capacity Estimator Result**  
→ UNCONDITIONAL ALLOCATION ALLOWED ←

Search Criteria Detailed Result	
Sanitary Sewer Utility	02 - CITY OF MIAMI BEACH
Pump Station Number	0021
Proposed Projected Flow (GPD)	19,041 GPD
Project will require, or is part of, a Sewer Extension	No

Pump Station Downstream	Pump Station Owner	Pump Station Number	Moratorium Code	Projected NAPOT	Proposed Hrs (Δt)	Proposed Projected Hrs
Receiving PS	02	0021	OK	5.27	0.09	5.36
↓	02	0029B	OK	3.13	0.02	3.15
↓↓	02	0028B	OK	0.54	0.02	0.56
↓↓↓	30	CD	--	--	--	--

Treatment Plant Codes

- CD Central District Treatment Plant
- ND North District Treatment Plant
- SD South District Treatment Plant
- TP Homestead Treatment Plant
- AV Americana Village

Pump Station Acronyms

- GPD Gallons Per Day
- HAMA High Annual Monthly Average
- NAPOT Nominal Avg. Pump Operating Time
- MART Monthly Average Run Time

Moratorium Codes

- AC Approved And Corrected
- AH Approved And Corrected - HAMA Limited
- AM Absolute Moratorium - NAPOT Above 10. Plan Submitted
- CH Conditional Moratorium - HAMA Limited
- CM Conditional Moratorium
- CN Conditional Moratorium - New Collection System
- DE Decommissioned - Removed
- FH No Allocations - Last Mart > 10 Hrs. HAMA Limited
- FN No Allocations - Last Mart > 10 Hrs.
- IM Initial Moratorium
- IN Incomplete - Information Missing
- OH OK - HAMA Limited
- OK OK
- RM Restricted Moratorium
- TH No Allocations - Due To High Hours With HAMA
- TM Temporary Moratorium

[For Additional Moratorium Code Details Select this Link](#)



### Legend

- Water Main
- Sewer Gravity Main
- Sewer Manhole
- 1960 Normandy Footprint

Note: Water Main/Gravity Main lines are labeled as "Diameter(Year Installed)"

N

0    45    90    180 Feet

**NORMANDY ISLES OVERLAY DISTRICT – WORKFORCE HOUSING  
COMPREHENSIVE PLAN AMENDMENT**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CITY OF MIAMI BEACH YEAR 2040 COMPREHENSIVE PLAN, BY AMENDING GOAL RLU 1: LAND USE; OBJECTIVE RLU 1.1: ESTABLISHMENT OF FUTURE LAND USE CATEGORIES; POLICY 1.1.8: LOW DENSITY COMMERCIAL (CD-1) PROVIDING FOR ADDITIONAL DENSITY WHERE NEW CONSTRUCTION PROPOSES WORKFORCE HOUSING; PROVIDING FOR INCLUSION IN THE COMPREHENSIVE PLAN; TRANSMITTAL; 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 area of the Normandy Isles neighborhood, south of Normandy Drive, north of 71 street and bordered by Verdun Court on the west and an alley to the east, which is immediately east of lot 9 in Block 36 of "Isle of Normandy, Miami View Section, Part Three", according to the Plat thereof recorded in Plat Book 40 at Page 33 of the Public Records of Miami-Dade County, Florida (the "Subject Area"), contains an unusual and inconsistent pattern of zoning as a result of gradual change from the residential character of adjacent residential multifamily ("RM-1") zoning; and

**WHEREAS**, certain properties in the Normandy Isles neighborhood, south of Normandy Drive, north of 71 Street, remain designated as commercial zoning while the surrounding neighborhood has changed; and

**WHEREAS**, the proposed zoning regulations applicable to the Subject Area will allow for increased Floor Area Ratio ("FAR") to reflect the unique opportunity for addressing a substantial need for Workforce Housing within the City of Miami Beach; and

**WHEREAS**, the proposed zoning regulations applicable to the Normandy Isles Overlay District will not impact the surrounding properties and will promote and foster additional workforce housing projects throughout the City; and

**WHEREAS**, the amendments set forth below are necessary to accomplish all of the above objectives; and

**WHEREAS**, these regulations will ensure that the public health, safety and welfare will be preserved.

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

**SECTION 1.** The following amendments to the City’s 2040 Comprehensive Plan Future Land Use Element are hereby adopted:

**RESILIENT LAND USE AND DEVELOPMENT ELEMENT**

\* \* \*

**GOAL RLU 1: LAND USE**

\* \* \*

**POLICY RLU 1.1.8 LOW INTENSITY COMMERCIAL (CD-1)**

\* \* \*

*Density Limits:* 60 dwelling units per acre. Where an application for development proposes new construction in the Normandy Isles Overlay District and all proposed dwelling units are for workforce housing, such a development shall be permitted to allow for additional density, up to a density of 120 units per acre. In addition, the density bonus in Policy RLU 1.2.5 shall also be applicable to the proposed new construction in the Normandy Isles Overlay District.

*Intensity Limits:* a floor area ratio of 1.0 for commercial; 1.25 for residential or mixed use. Where an application for development proposes new construction in the Normandy Isles Overlay District and all proposed dwelling units are for workforce housing, such a development shall be permitted to have a maximum floor area ratio of 3.5.

*Commercial Uses:* certain commercial uses shall be prohibited, such as, check cashing stores, occult science establishments, package stores, souvenir and t-shirt shops, and tobacco/vape dealers. Commercial uses shall be accessory to main residential uses.

\* \* \*

**MAPS SERIES**

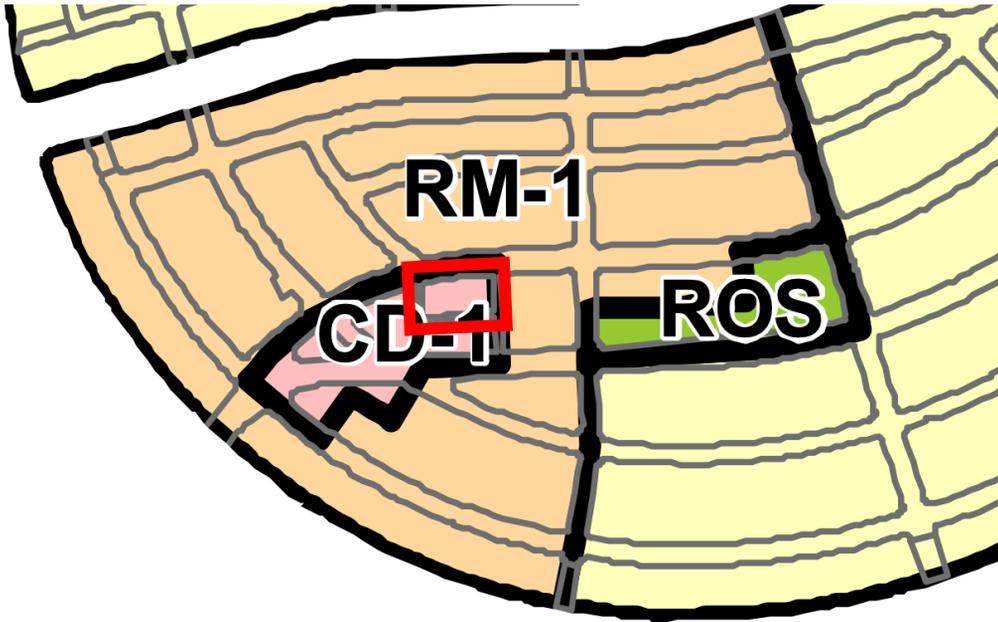
\* \* \*

**2040 FUTURE LAND USE MAP**

The 2040 Future Land Use Map shall be amended to include the “Normandy Isles Overlay District.” The overlay regulations of this section shall apply to the following property, further identified and outlined in the excerpt of the 2040 Future Land Use Map below:

**Lots 1, 2, 3, 4, 5, 6, 7, 8, and 9 in Block 36 of "ISLE OF NORMANDY, MIAMI VIEW SECTION, PART THREE", according to the Plat thereof recorded in Plat Book 40**

at Page 33 of the Public Records of Miami-Dade County, Florida.



**SECTION 2. REPEALER.**

All ordinances or parts of ordinances and all section and parts of sections in conflict herewith are hereby repealed.

**SECTION 3. CODIFICATION.**

It is the intention of the City Commission, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code of the City of Miami Beach as amended; that the sections of this ordinance may be renumbered or relettered to accomplish such intention; and that the word "ordinance" may be changed to "section" or other appropriate word.

**SECTION 4. SEVERABILITY.**

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

**SECTION 5. EFFECTIVE DATE.**

This Ordinance shall take effect ten days following adoption.

**PASSED and ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

**ATTEST:**

\_\_\_\_\_  
Rafael E. Granado, City Clerk

First Reading:  
Second Reading:

Verified by: \_\_\_\_\_  
Thomas R. Mooney, AICP  
Planning Director

**DEVELOPMENT REGULATIONS FOR THE  
NORMANDY ISLES OVERLAY DISTRICT**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE RESILIENCY CODE OF THE CITY OF MIAMI BEACH, BY AMENDING CHAPTER 7, "ZONING DISTRICTS AND REGULATIONS," ARTICLE 3. "OVERLAY DISTRICTS" BY INCORPORATING SECTION 7.3.10 ENTITLED "NORMANDY ISLES OVERLAY DISTRICT" TO PROVIDE DEVELOPMENT REGULATIONS FOR THOSE PROPERTIES SOUTH OF NORMANDY DRIVE, NORTH OF 71 STREET AND BORDERED BY VERDUN COURT ON THE WEST AND AN ALLEY IMMEDIATELY EAST OF LOT 9 IN BLOCK 36 OF "ISLE OF NORMANDY, MIAMI VIEW SECTION, PART THREE", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 40 AT PAGE 33 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; 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 area of the Normandy Isles neighborhood, south of Normandy Drive, north of 71 street and bordered by Verdun Court on the west and an alley immediately east of lot 9 in Block 36 of "Isle of Normandy, Miami View Section, Part Three", according to the Plat thereof recorded in Plat Book 40 at Page 33 of the Public Records of Miami-Dade County, Florida (the "Subject Area"), contains an unusual and inconsistent pattern of zoning as a result of gradual change from the residential character of adjacent residential multifamily ("RM-1") zoning; and

**WHEREAS**, certain properties in the Normandy Isles neighborhood, south of Normandy Drive, north of 71 Street, remain designated as commercial zoning while the surrounding neighborhood has changed; and

**WHEREAS**, the proposed zoning regulations applicable to the Subject Area will allow for increased Floor Area Ratio ("FAR") to reflect the unique opportunity for addressing a substantial need for Workforce Housing within the City of Miami Beach; and

**WHEREAS**, the proposed zoning regulations applicable to the Normandy Isles Overlay District will not impact the surrounding properties and will promote and foster additional workforce housing projects throughout the City; and

**WHEREAS**, the amendments set forth below are necessary to accomplish all of the above objectives; and

**WHEREAS**, these regulations will ensure that the public health, safety and welfare will be preserved.

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

SECTION 1. Chapter 7, "Zoning Districts and Regulations", Article 3. "Overlay Districts", is amended to add Section 7.3.10, as follows:

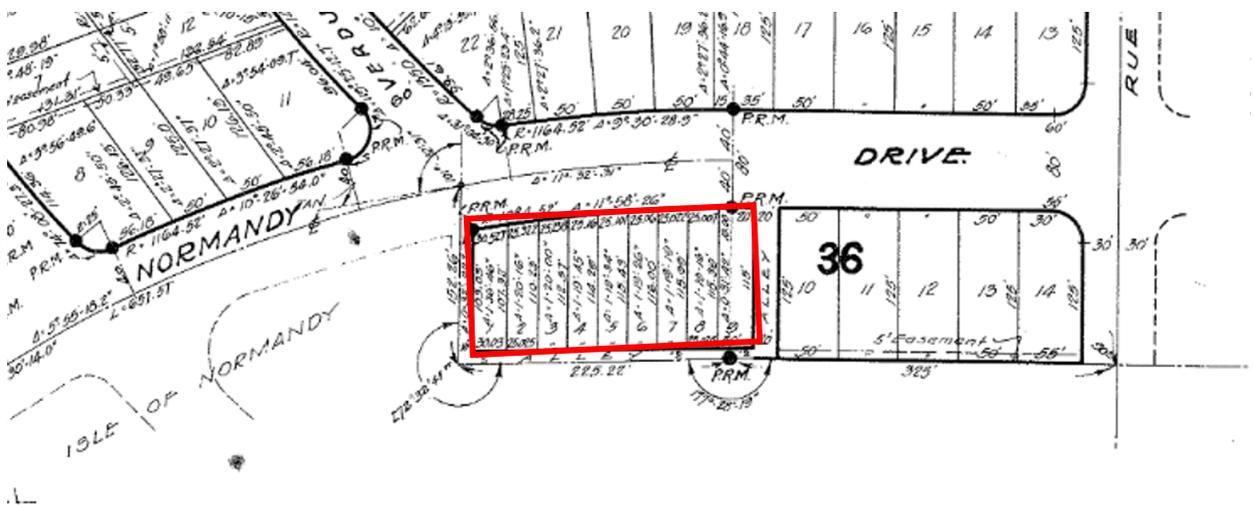
\* \* \*

**Sec. 7.3.10 – Development Regulations for the Normandy Isles Overlay District**

**a. Location and Purpose (Normandy Isles Overlay District).**

The overlay regulations of this section shall apply to the following property, further identified in the map below:

Lots 1, 2, 3, 4, 5, 6, 7, 8, and 9 in Block 36 of "ISLE OF NORMANDY, MIAMI VIEW SECTION, PART THREE", according to the Plat thereof recorded in Plat Book 40 at Page 33 of the Public Records of Miami-Dade County, Florida.



**b. Development Regulations.**

Notwithstanding the development regulations contained in Section 7.2.10, the following regulations shall govern proposed development within the boundaries of this overlay district:

- (1) An applicant who is proposing that all of the units within a proposed development be workforce housing units, as defined in chapter 58, article VI of the General Ordinances, is entitled to the benefit of the following regulations:
  - a. Maximum zoned FAR: 3.5
  - b. Height: 75 feet

- c. Off-street parking requirements: there shall be no off-street parking requirements for any neighborhood serving, ground floor commercial use, provided that the square footage of any one commercial use does not exceed 2,000 square feet.
- d. Density Limits: 60 dwelling units per acre. Where an application for development proposes new construction in the Normandy Isles Overlay District and all proposed dwelling units are for workforce housing, such a development shall be permitted to allow for additional density, up to a density of 120 units per acre. In addition, the density bonus in Policy RLU 1.2.5 shall also be applicable to the proposed new construction in the Normandy Isles Overlay District.
- e. Intensity Limits: a floor area ratio of 1.0 for commercial; 1.25 for residential or mixed use. Where an application for development proposes new construction in the Normandy Isles Overlay District and all proposed dwelling units are for workforce housing, such a development shall be permitted to have a maximum floor area ratio of 3.5.
- f. Commercial Uses: certain commercial uses shall be prohibited, such as, check cashing stores, occult science establishments, package stores, souvenir and t-shirt shops, and tobacco/vape dealers. Commercial uses shall be accessory to main residential uses.

## **SECTION 2. REPEALER.**

All ordinances or parts of ordinances and all section and parts of sections in conflict herewith are hereby repealed.

## **SECTION 3. CODIFICATION.**

It is the intention of the City Commission, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code of the City of Miami Beach as amended; that the sections of this ordinance may be renumbered or re-lettered to accomplish such intention; and that the word "ordinance" may be changed to "section" or other appropriate word.

## **SECTION 4. SEVERABILITY.**

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

## **SECTION 5. EFFECTIVE DATE.**

This Ordinance shall take effect ten days following adoption.

**PASSED and ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

**ATTEST:**

\_\_\_\_\_  
Rafael E. Granado, City Clerk

First Reading:  
Second Reading:

Verified by: \_\_\_\_\_  
Thomas R. Mooney, AICP  
Planning Director