

OCEAN TERRACE NEIGHBORHOOD

URBAN DESIGN PLAN
WORKING GROUP MEETING 3

AUGUST 29TH, 2018

INITIAL MEETING WITH CLIENT TO COORDINATE SCHEDULES + DELIVERABLES

[APRIL 19TH - COMPLETED]

WORKING GROUP MEETINGS:

1ST MEETING: LISTEN ("WHAT ARE THE ISSUES")

[JUNE 12TH - COMPLETED]

2ND MEETING: FEEDBACK ("THIS IS WHAT WE HEARD")

- I.E. DRAFT URBAN DESIGN PLAN

[JULY 11TH - COMPLETED]

3RD MEETING: RECOMMENDATIONS ("THIS IS WHAT WE RECOMMEND")

- I.E. FINAL URBAN DESIGN PLAN

[AUGUST 29TH - TODAY]

CITY COMMISSION MEETING TO PRESENT THE FINAL URBAN DESIGN PLAN.

[ANTICIPATED SEPTEMBER, 2018];

INDIVIDUAL FOLLOW-UP MEETINGS WITH THE CITY PLANNING,
ECONOMIC DEVELOPMENT AND PUBLIC WORKS DEPARTMENTS

INDIVIDUAL MEETINGS WITH REPRESENTATIVES OF CITY OWNED
PROPERTIES LOCATED WITHIN THE STUDY AREA

INDIVIDUAL MEETINGS WITH CITY ELECTED OFFICIALS

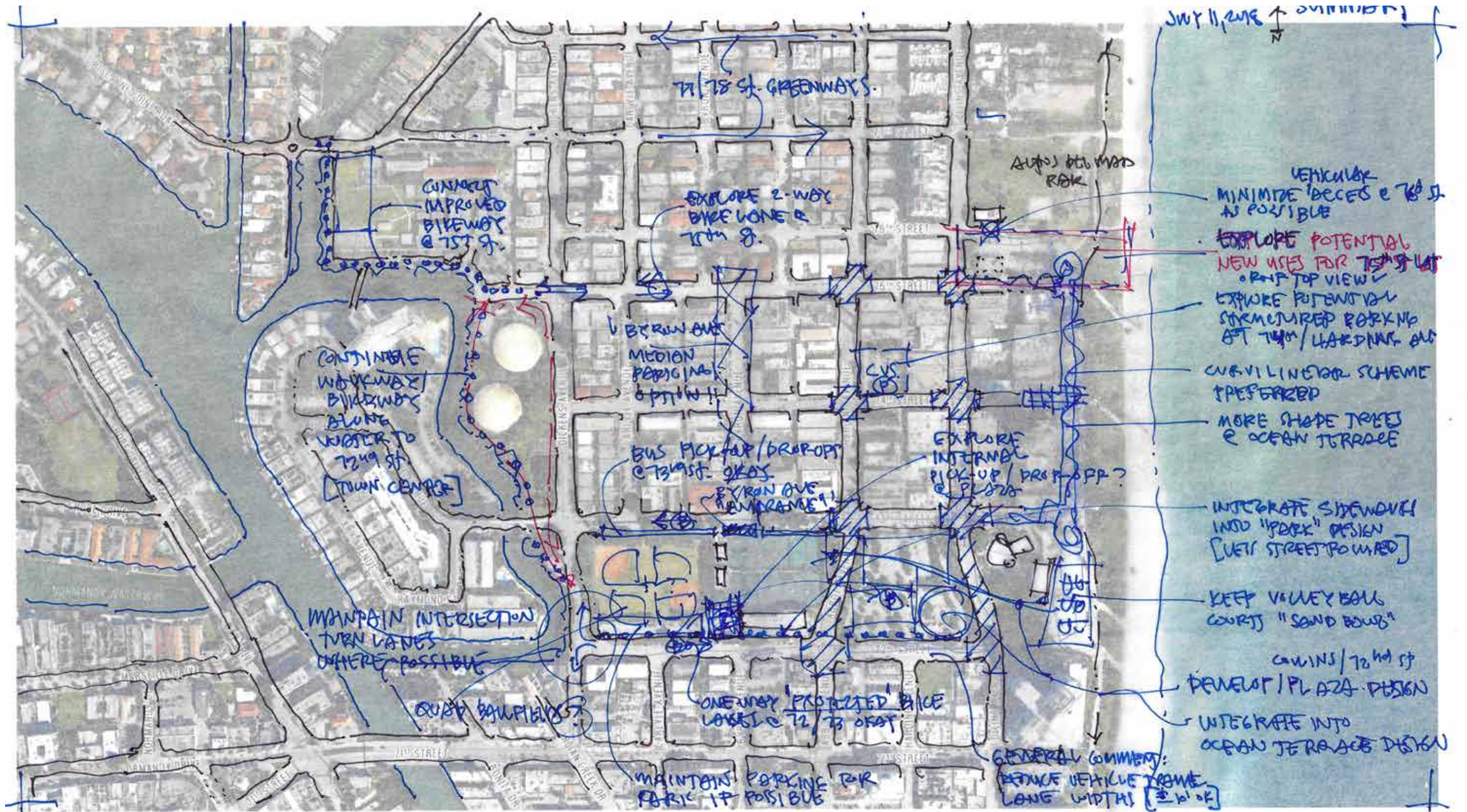
MEETINGS WITH OTHER CONSULTANT TEAMS

MEETING SUMMARIES:

JUNE 12TH - WORKING GROUP 1
JUNE 20TH - PARKS & RECREATION
JUNE 20TH - PLANNING
JUNE 20TH - BANDSHELL
JUNE 29TH - CIP
JUNE 29TH - TRANSPORTATION & PARKING
JULY 11TH - WORKING GROUP 2
JULY 19TH - TRANSPORTATION
JULY 19TH - NORTH SHORE YOUTH CENTER

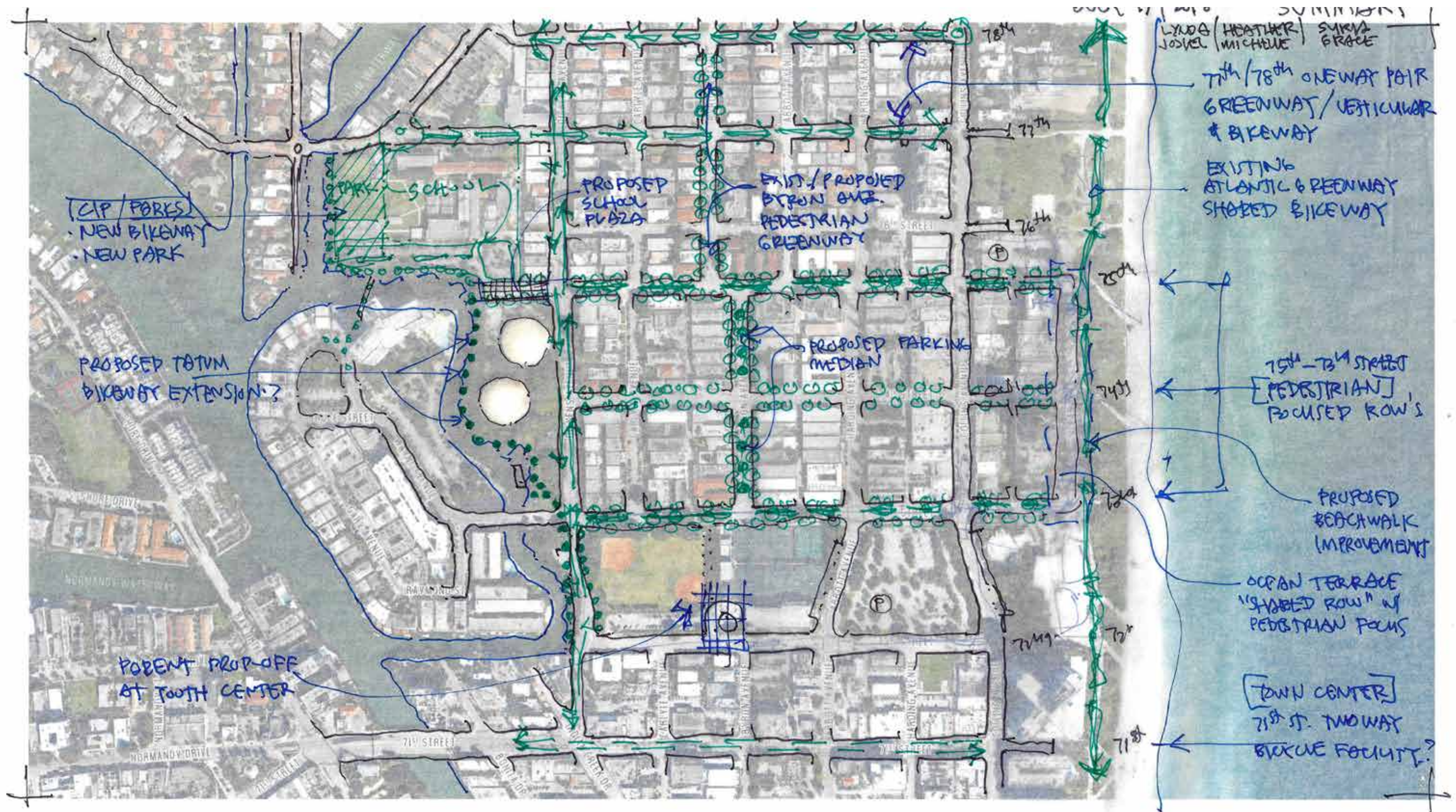
WHAT WE HEARD

WORKING GROUP 2 MEETING SUMMARY



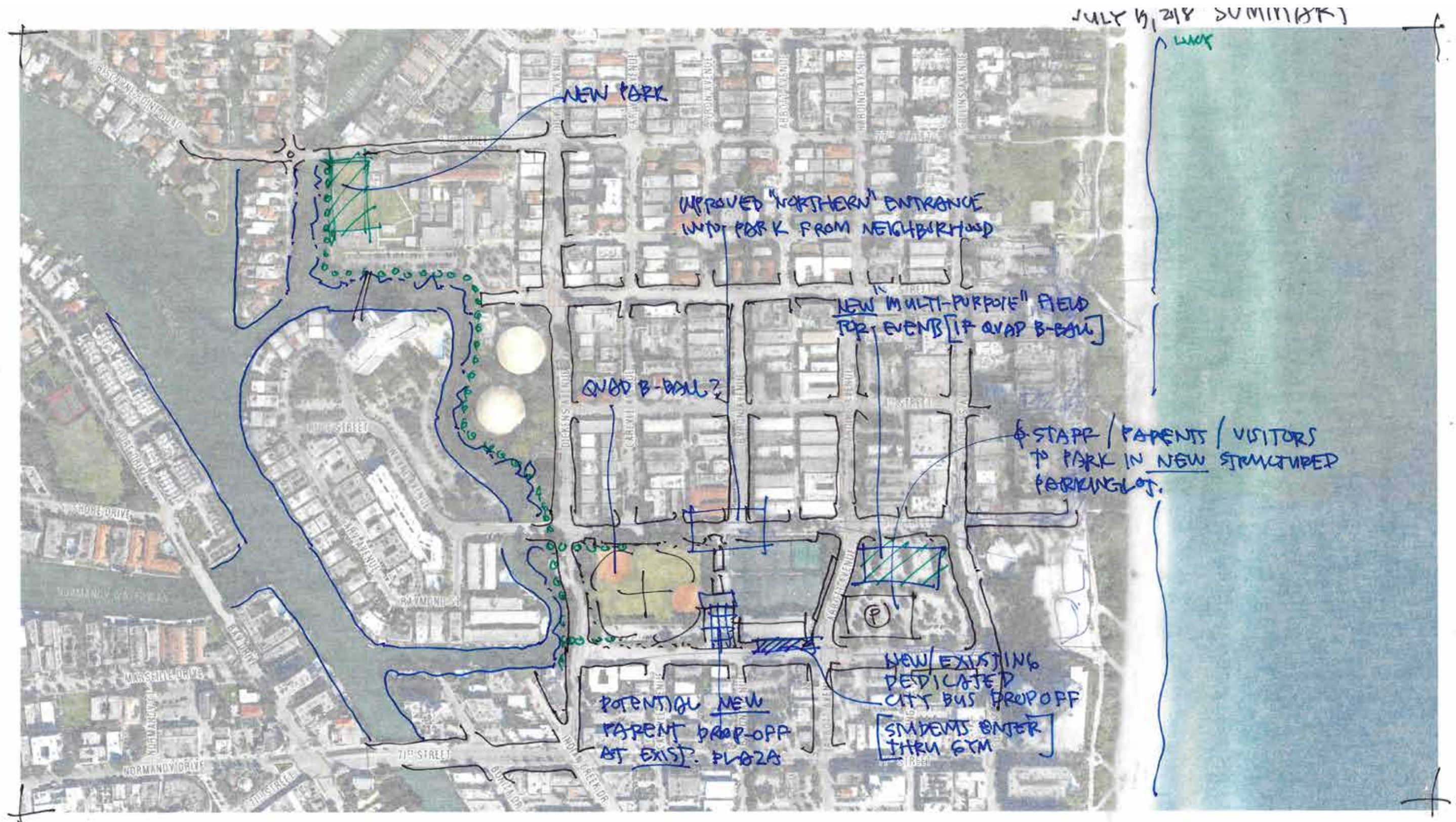
WHAT WE HEARD

TRANSPORTATION MEETING SUMMARY



WHAT WE HEARD

NORTH SHORE YOUTH CENTER MEETING SUMMARY



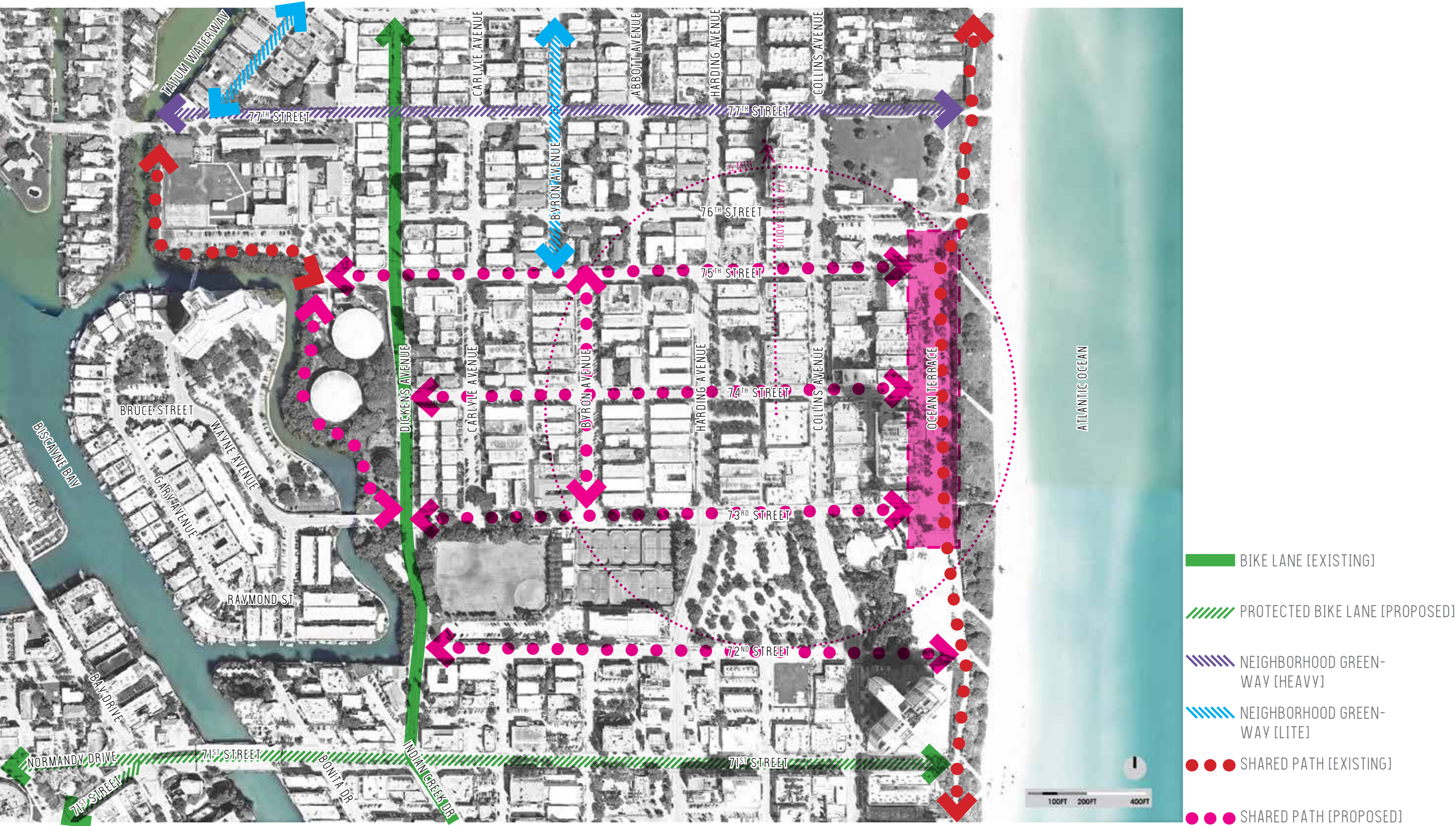
WHAT WE HEARD

EXCERPTS FROM SEVERAL CITY OF MIAMI BEACH MOBILITY PLANS [ADOPTED]



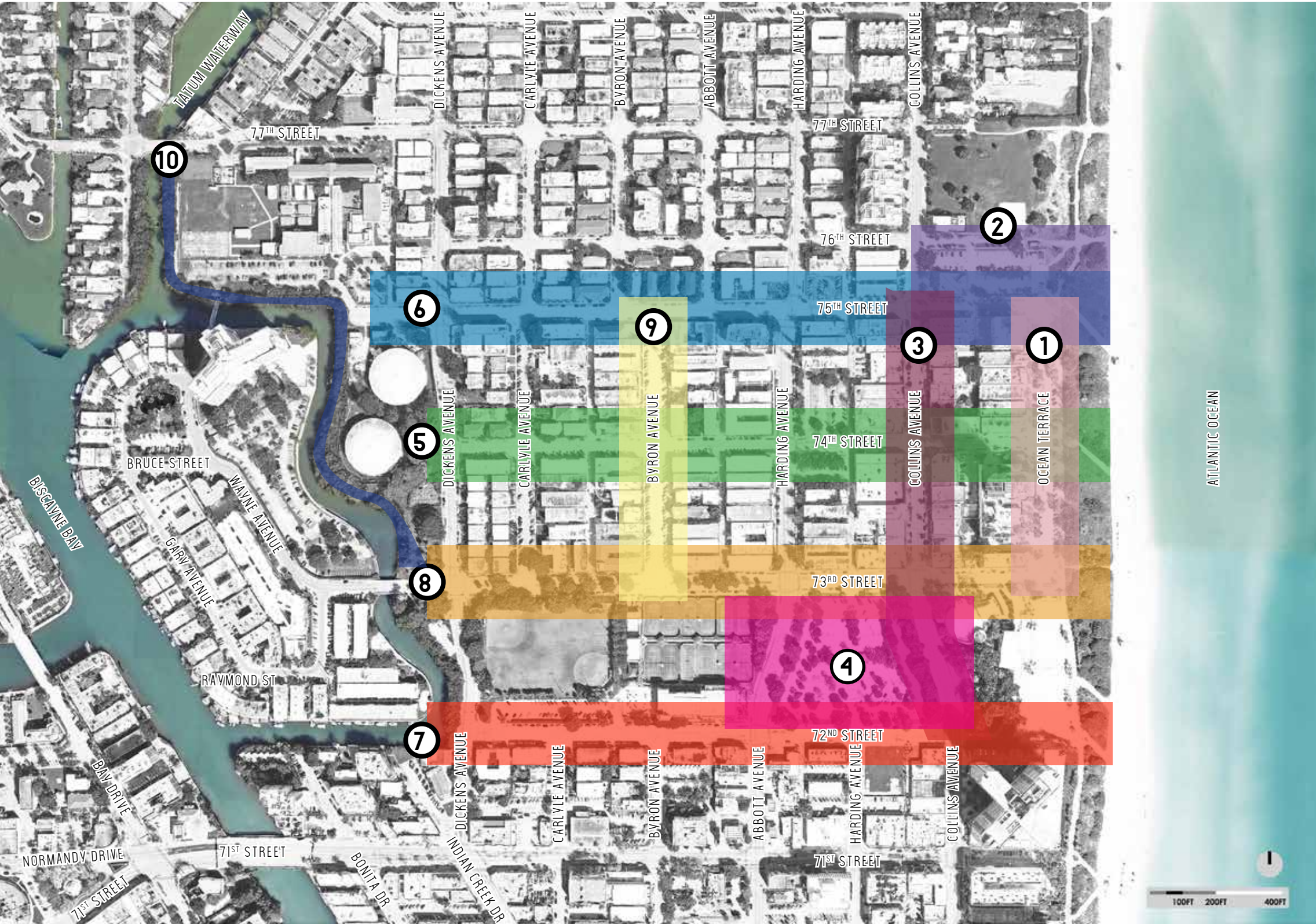
OCEAN TERRACE NEIGHBORHOOD

BICYCLE + PEDESTRIAN NETWORK [PROPOSED CONNECTIONS]



OCEAN TERRACE NEIGHBORHOOD

PROPOSED CONNECTIONS + ONGOING CITY INITIATIVES*



- 1 OCEAN TERRACE
- 2 LIBRARY & PARKING LOT
- 3 COLLINS AVENUE
- 4 NSYC TO BANDSHELL
- 5 74TH STREET
- 6 75TH STREET
- 7 72ND STREET*
- 8 73RD STREET*
- 9 BYRON AVENUE*
- 10 TATUM WATERWAY SHARED USE PATH*

* ONGOING CITY INITIATIVES

OCEAN TERRACE NEIGHBORHOOD PROPOSED CONNECTIONS

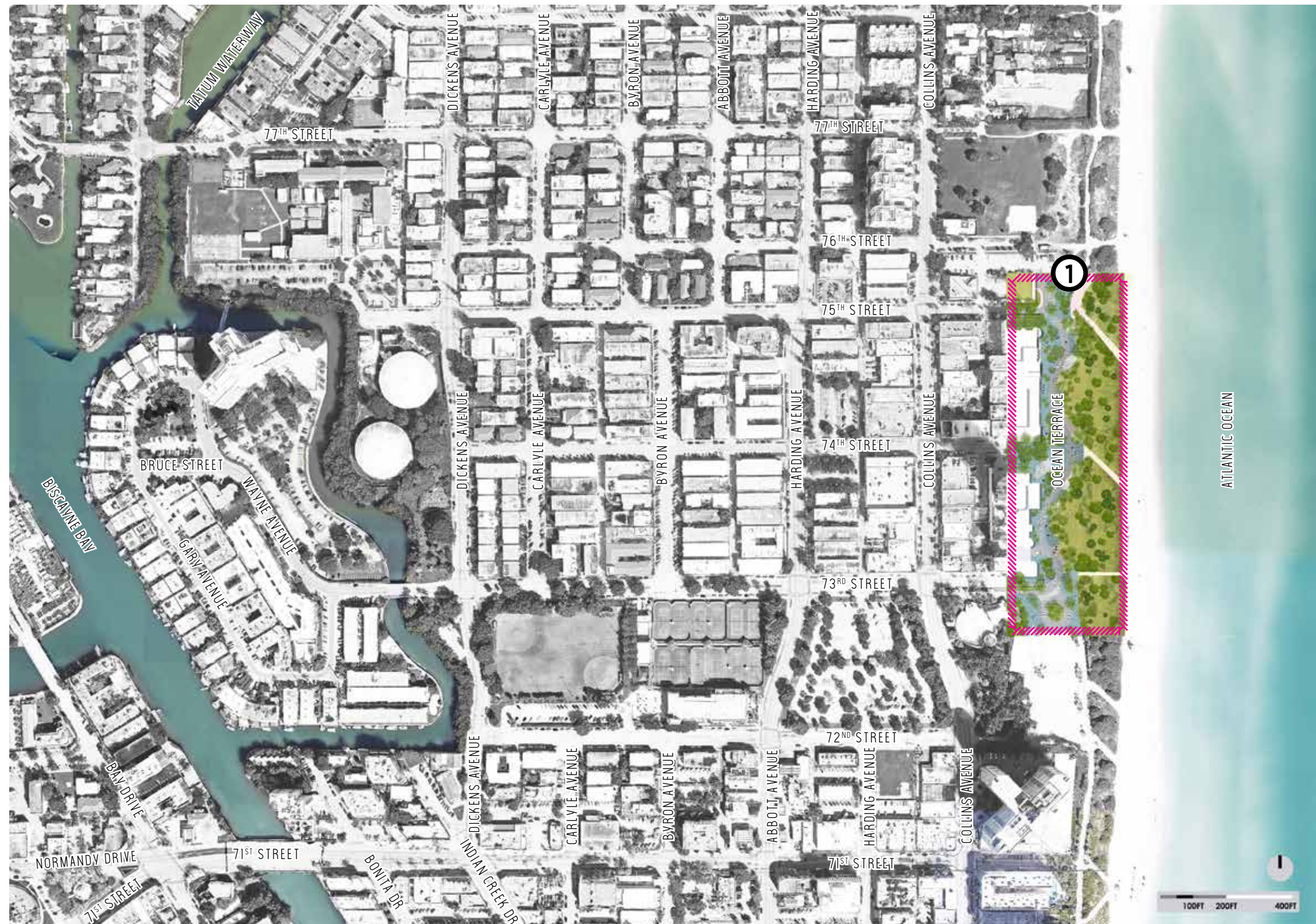


- 1 OCEAN TERRACE
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- 6 75TH STREET
- 72ND STREET*
- 73RD STREET*
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- TATUM WATERWAY
SHARED USE PATH*

* ONGOING CITY INITIATIVES

OCEAN TERRACE NEIGHBORHOOD

1 | OCEAN TERRACE [PROPOSED CONNECTION]

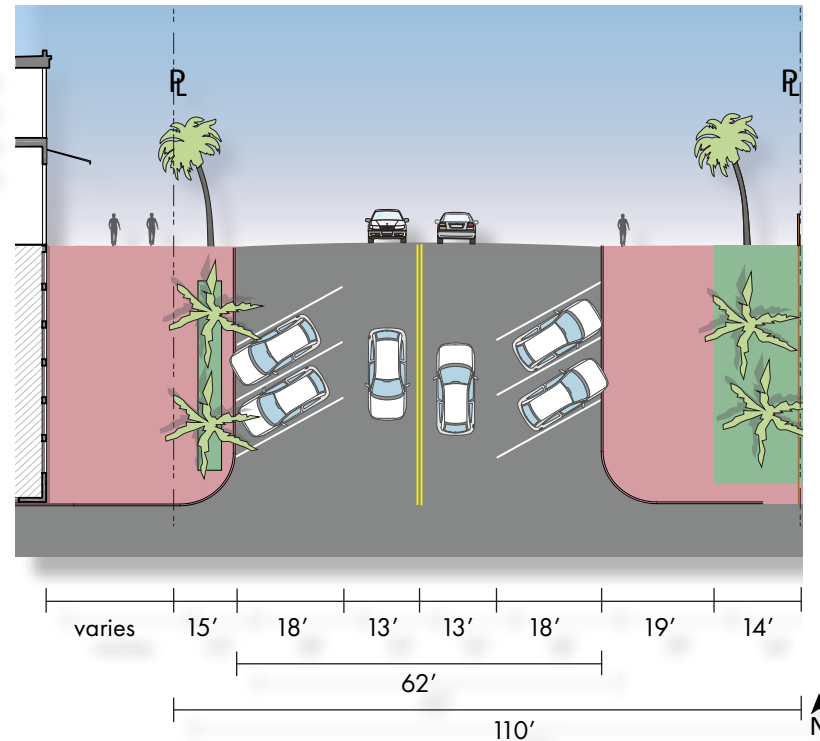


① | OCEAN TERRACE NOBE MASTER PLAN [ADOPTED]

Ocean Terrace

Existing Conditions

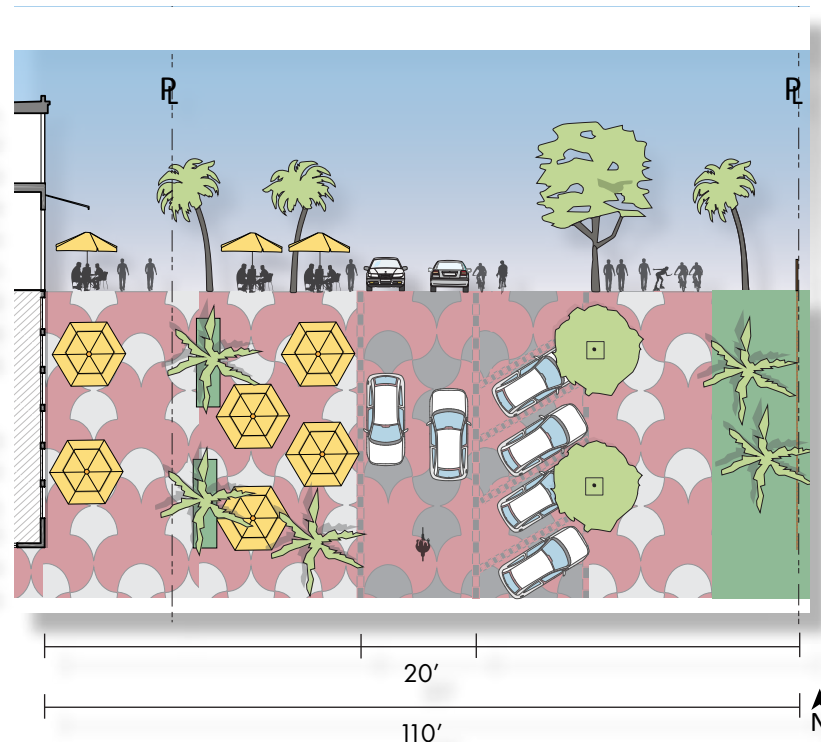
The existing condition of Ocean Terrace is one with angled parking on both sides of the street, few shade trees and a very wide pavement area to cross.



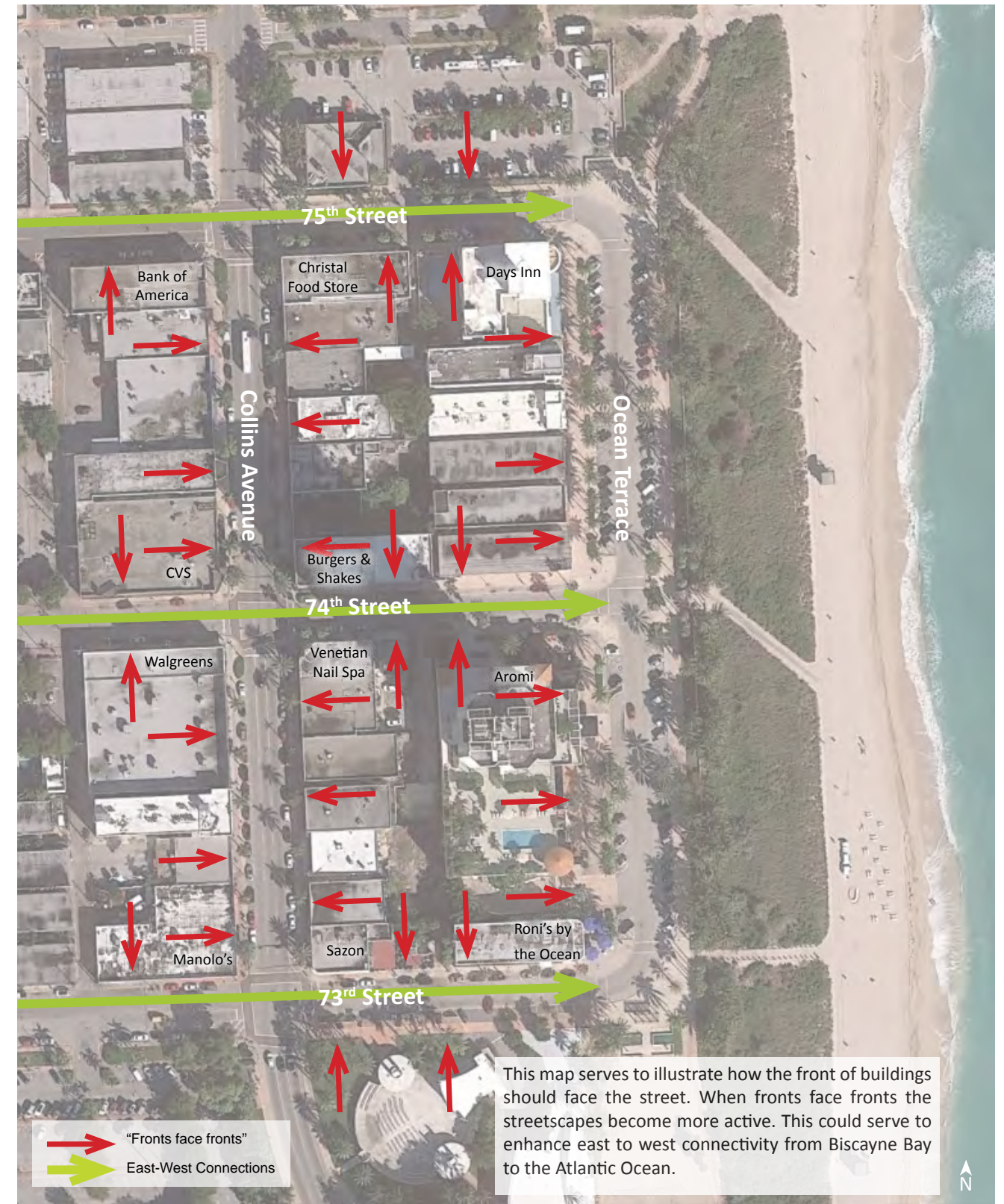
Shared Space

Designed as a curbsless shared space, Ocean Terrace can become an elegant public space in Miami Beach. The pavement design can subtly indicate primarily pedestrian space from space that cars may occupy. At certain key times, such as during festivals and street fairs, the street can be closed to cars completely with simple metal bollards.

What is key is that Ocean Terrace remain a street accessible to all with vehicular access, ample parking, bicycle lanes, sidewalks, and transit access. Residents will still need to maintain access to parking entrances located on Ocean Terrace.



FROM NOBE MASTER PLAN 2016



DRAFT

Chapter 2 | Five Big Ideas [2.11]

① | OCEAN TERRACE STREETSCAPE CONDITIONS [EXISTING]



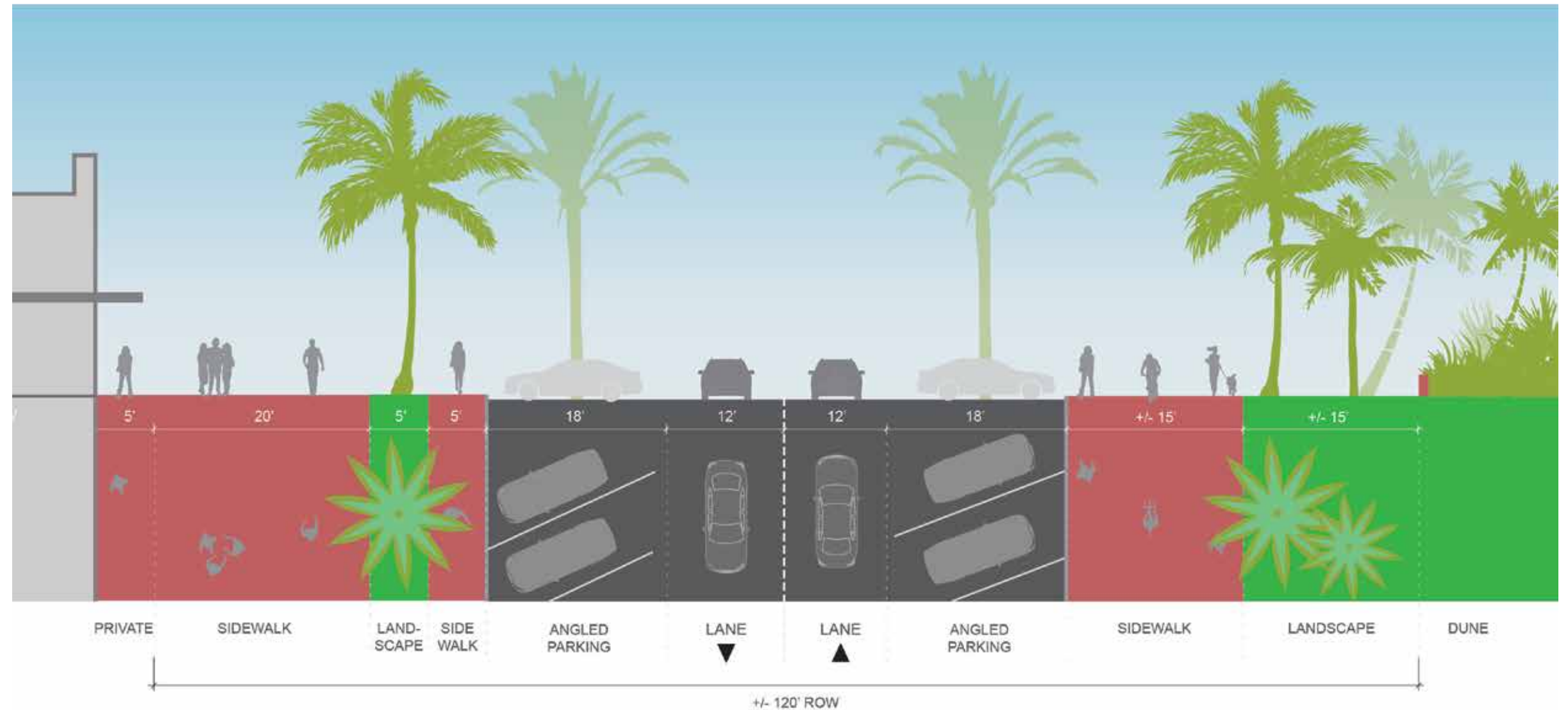
OCEAN TERRACE + 73RD STREET [LOOKING NORTH]



OCEAN TERRACE + 74TH STREET PLAZA [LOOKING NORTH]



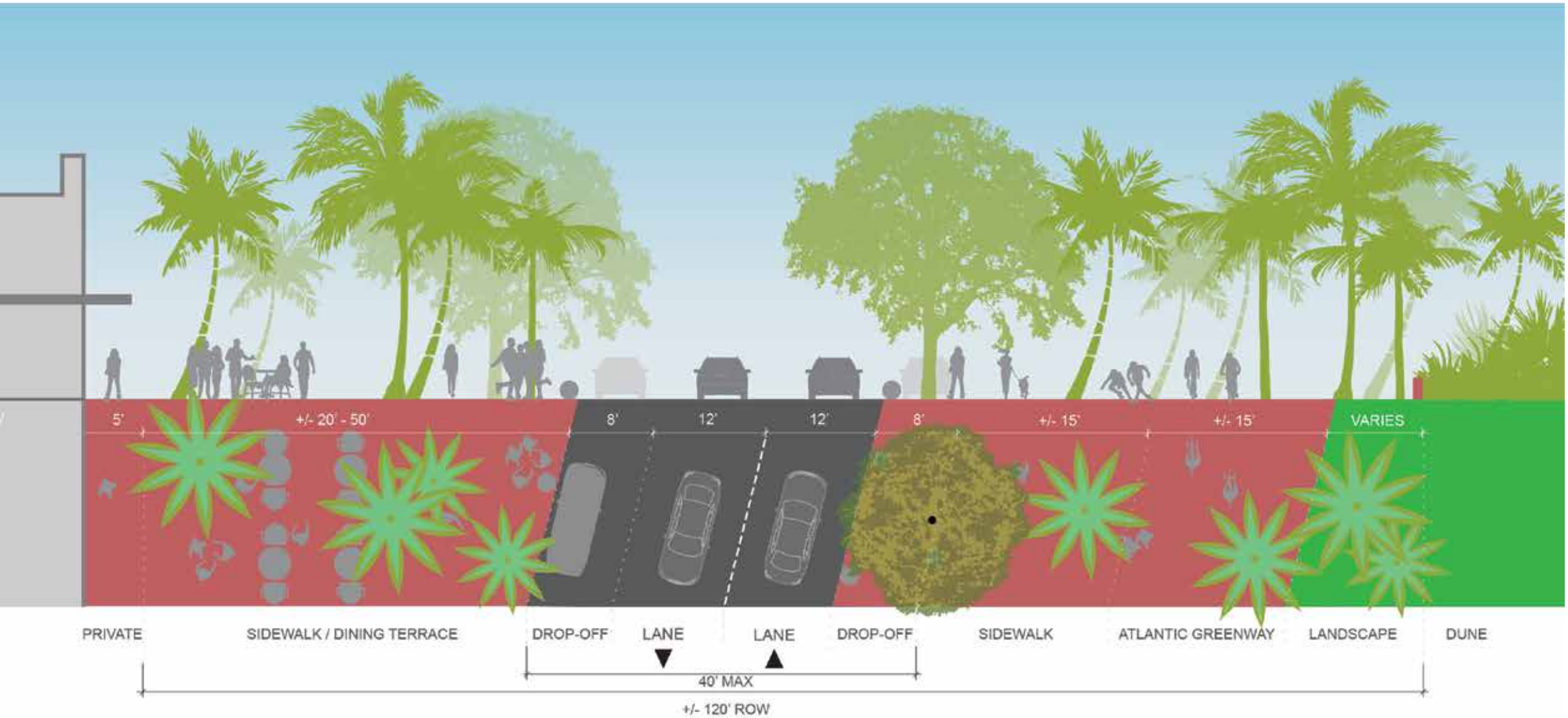
OCEAN TERRACE + BEACHWALK [LOOKING NORTH]



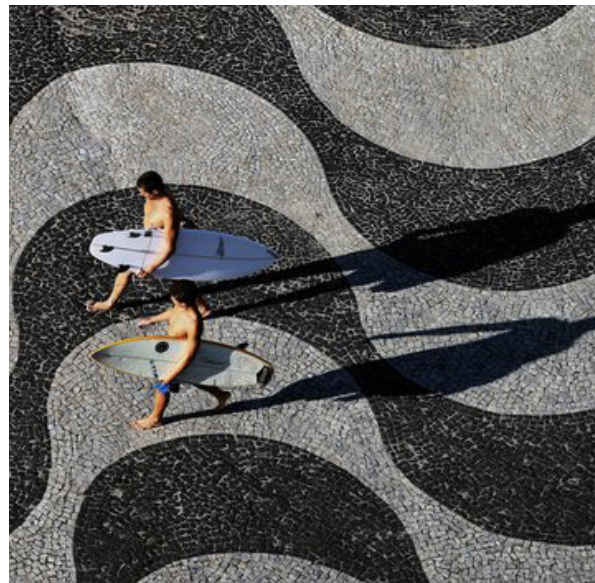
① | OCEAN TERRACE
STREETSCAPE CONDITIONS [PROPOSED]



PEDESTRIAN ORIENTED SHARED STREET



① | OCEAN TERRACE INSPIRATION IMAGES [CURVILINEAR]



① | OCEAN TERRACE
STREETSCAPE IMPROVEMENTS [PROPOSED]

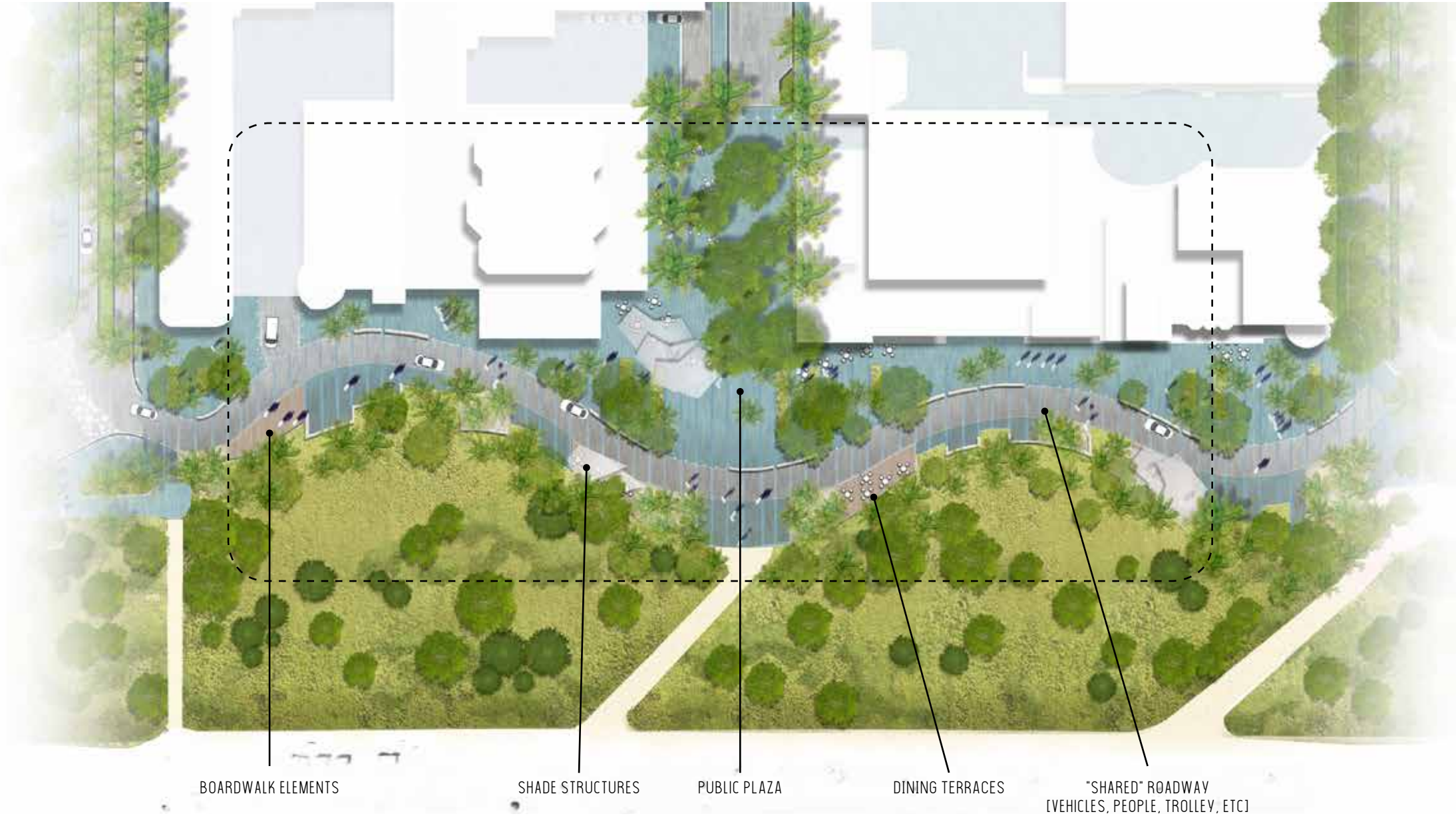
PEDESTRIAN ORIENTED SHARED STREET



① | OCEAN TERRACE @ 73RD STREET [PROPOSED]



① | OCEAN TERRACE
@ 74TH STREET [PROPOSED]



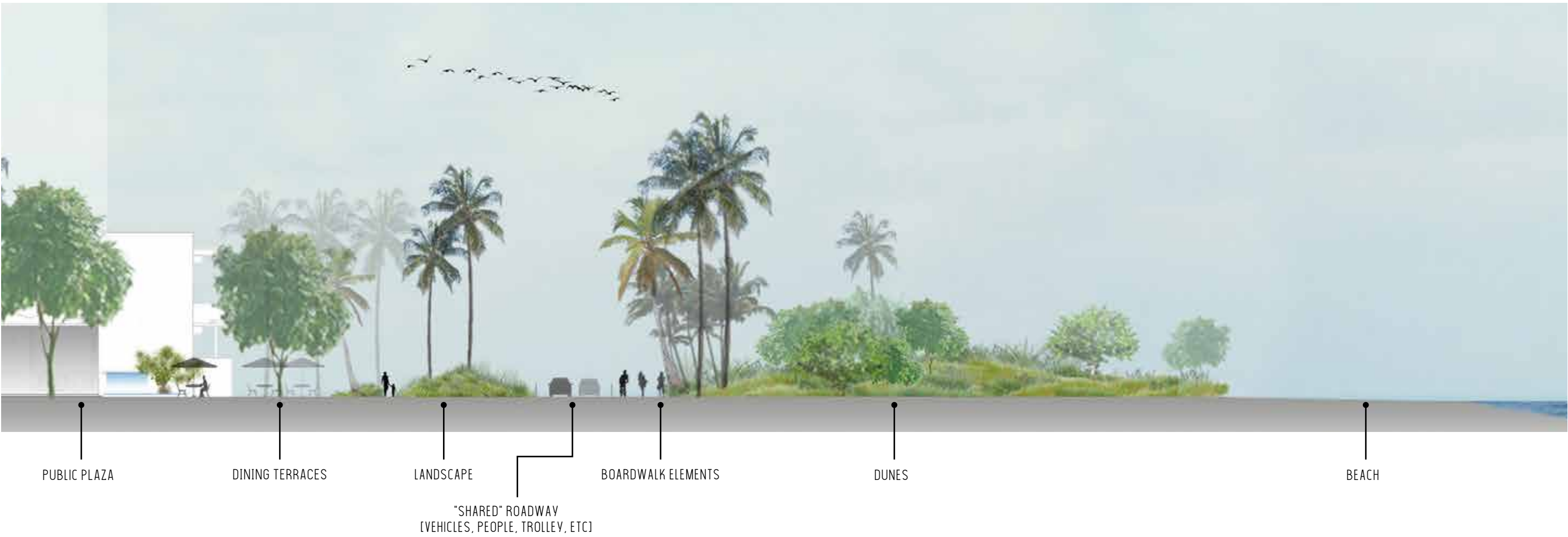
① | OCEAN TERRACE @ 75TH STREET [PROPOSED]



① | OCEAN TERRACE
WEST - EAST SECTION [PROPOSED]



SECTION @ OCEAN TERRACE



① | OCEAN TERRACE
WEST - EAST SECTION [PROPOSED]



SECTION @ 74TH STREET PLAZA



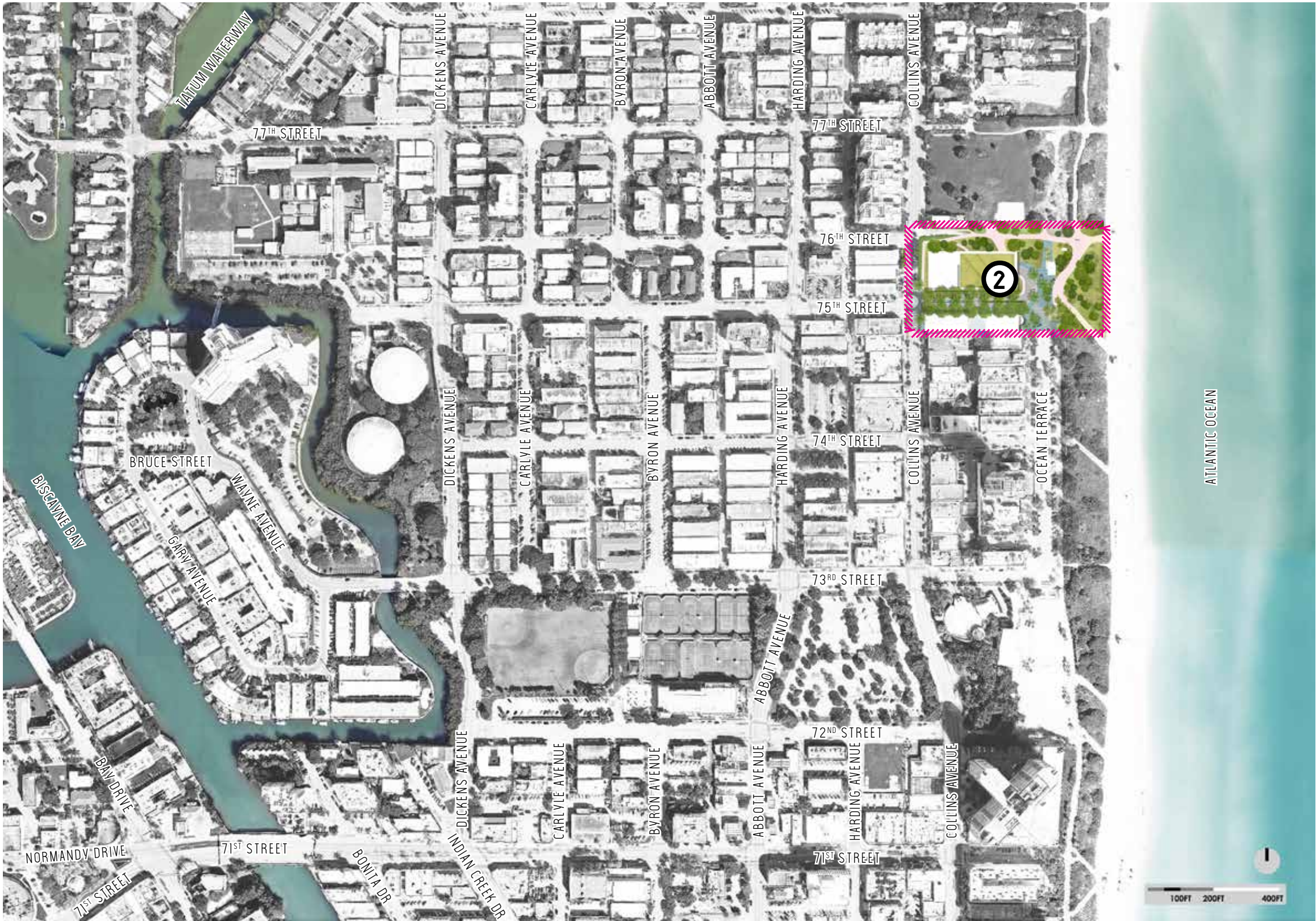
① | OCEAN TERRACE
VISUALIZATION @ 73RD STREET LOOKING WEST [PROPOSED]



① | OCEAN TERRACE
VISUALIZATION @ 73RD STREET LOOKING NORTH [PROPOSED]



2 | LIBRARY + 75TH STREET PARKING LOT [PROPOSED CONNECTION]



② | LIBRARY + 75TH STREET PARKING LOT

STREETSCAPE CONDITIONS @ 75TH STREET LOT [EXISTING]



COLLINS AVENUE + 76TH STREET LIBRARY *[LOOKING EAST]*



75TH STREET + COLLINS AVENUE *[LOOKING EAST]*



LIBRARY *[LOOKING EAST]*



OCEAN TERRACE + 75TH STREET *[LOOKING WEST]*



LIBRARY + 75TH STREET *[LOOKING EAST]*

North Shore Branch Library

One of the key recommendations made by North Beach stakeholders who participated in the Mayor’s Blue Ribbon Panel on North Beach in 2014 and 2015 was to “Relocate the library from its current location at 7501 Collins Avenue, to a more centrally-located and modern site in the Town Center” (cited from North Beach Revitalization Summary Report, November 20, 2014).

A couple of questions arise: Where should the library be relocated? What should happen with the current library site?

Relocating the Library

The North Shore library’s proximity to the beach makes this public asset unique, as it is the only facility of its type located in such a desirable location, steps from the beach. However, one of the complaints about the current library facility is that it is out-dated and does not meet the functions or have the selection of books that one finds at larger regional facilities like the Miami Beach Regional Library in South Beach.

Town centers should host City offices, banks, post offices, and other public services. These types of institutions, both public and private, give a “center” its primacy. North Beach’s post office is currently located on 71st Street across from the Byron Carlyle Theater. If the Byron Carlyle Theater is one day to be redesigned, one of its potential new uses could be the creation of a ‘21st Century library’ that could consist of a media center and community space that would provide Wifi access and computers that could be used by local residents to access the Miami-Dade County Library System’s Online database.

Re-purposing the Current Library Site

It is important to note that the library site is a public facility owned by the City and that a portion of the current library is within the Coastal Construction Line. This line makes it difficult, if not impossible, for any buildings larger than the current footprint to be built. Any new uses would likely to be smaller in size. New buildings on the Coastal Construction Line are intended to have a lighter environmental footprint than what they replace.

New public uses could include outdoor dining under a public pavilion. South Point Park in South Beach includes a popular coffee and non-alcoholic frozen drink concession alongside a space that can be rented by members of the public for events. Similar low impact, community-serving, City-owned opportunities should be investigated.

Another public use to explore is an Ocean Rescue Station. The City of Miami Beach Ocean Rescue Division provides for the safe swimming and beach protection to all Miami Beach residents, visitors and tourists in designated areas. The responsibilities of Ocean Lifeguards include accident and drowning prevention, public education, citizen assist, search and recovery of lost children, basic life support, and swimmer rescues.

The Miami Beach Ocean Rescue Headquarters is located at 1001 Ocean Drive in South Beach. Ocean Rescue has three sub-stations located at South Pointe Park, 53rd Street and Collins Avenue and 79th Street and Collins Avenue.

The plan recommends establishing an advisory group to explore the possibilities for relocating the Library to the Town Center and re-purposing its current location for either public concessions, Ocean Rescue, a combination of the two, or some other appropriate use.



North Beach stakeholders would like to see the North Shore Library located at 7501 Collins Avenue relocated closer to the Town Center

Recommendations

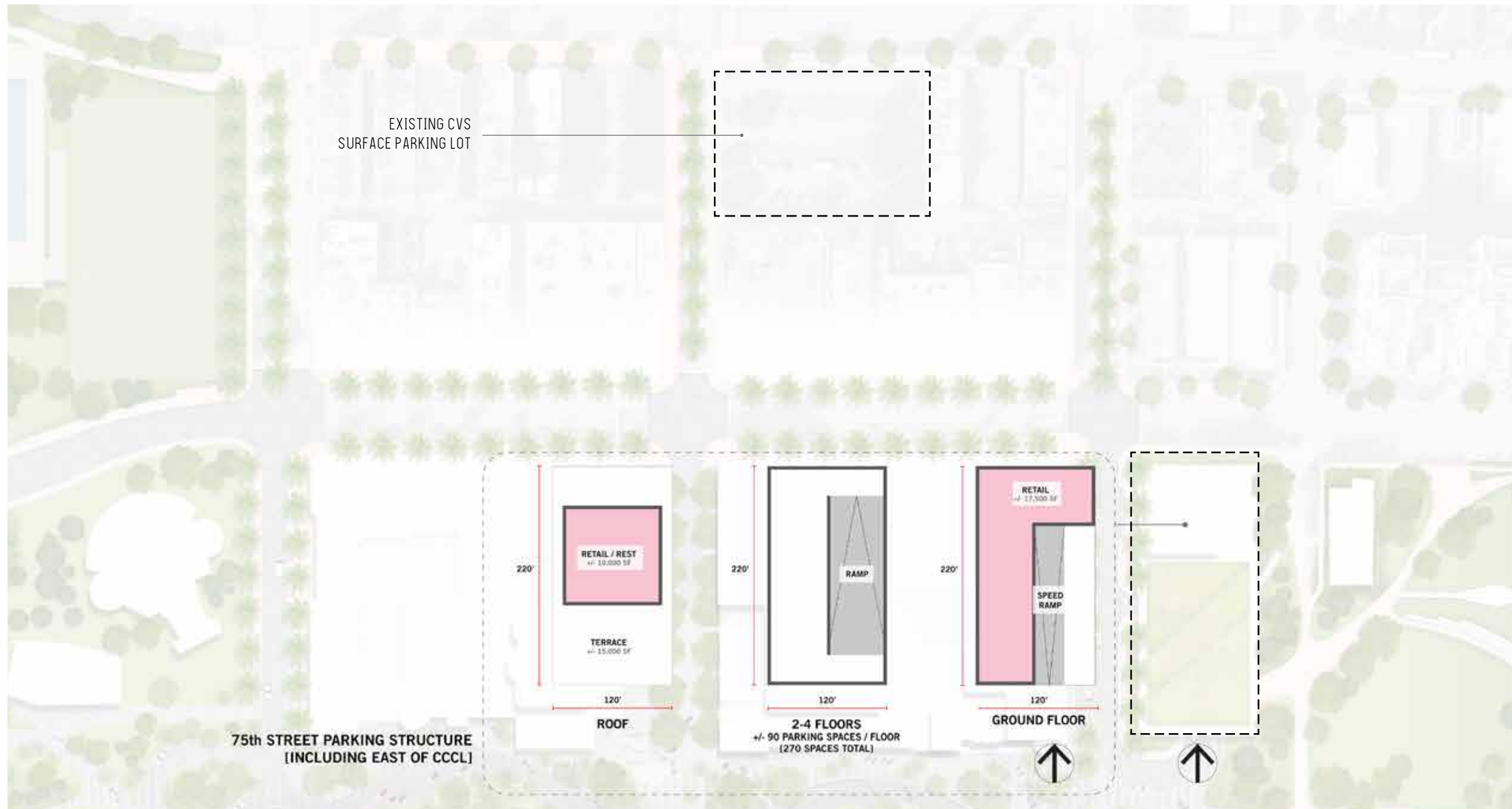
West Lots

- Make landscape and streetscape improvements on the West Lots.
- Issue a Request for Proposals to assess what the private market would be willing to build in the West Lots in accordance with plan principals.

North Shore Library

- Establish an advisory group to explore the possibilities for relocating the Library and re-purposing its current location.

② | LIBRARY + 75TH STREET PARKING LOT STRUCTURED PARKING OPTION [PROPOSED]



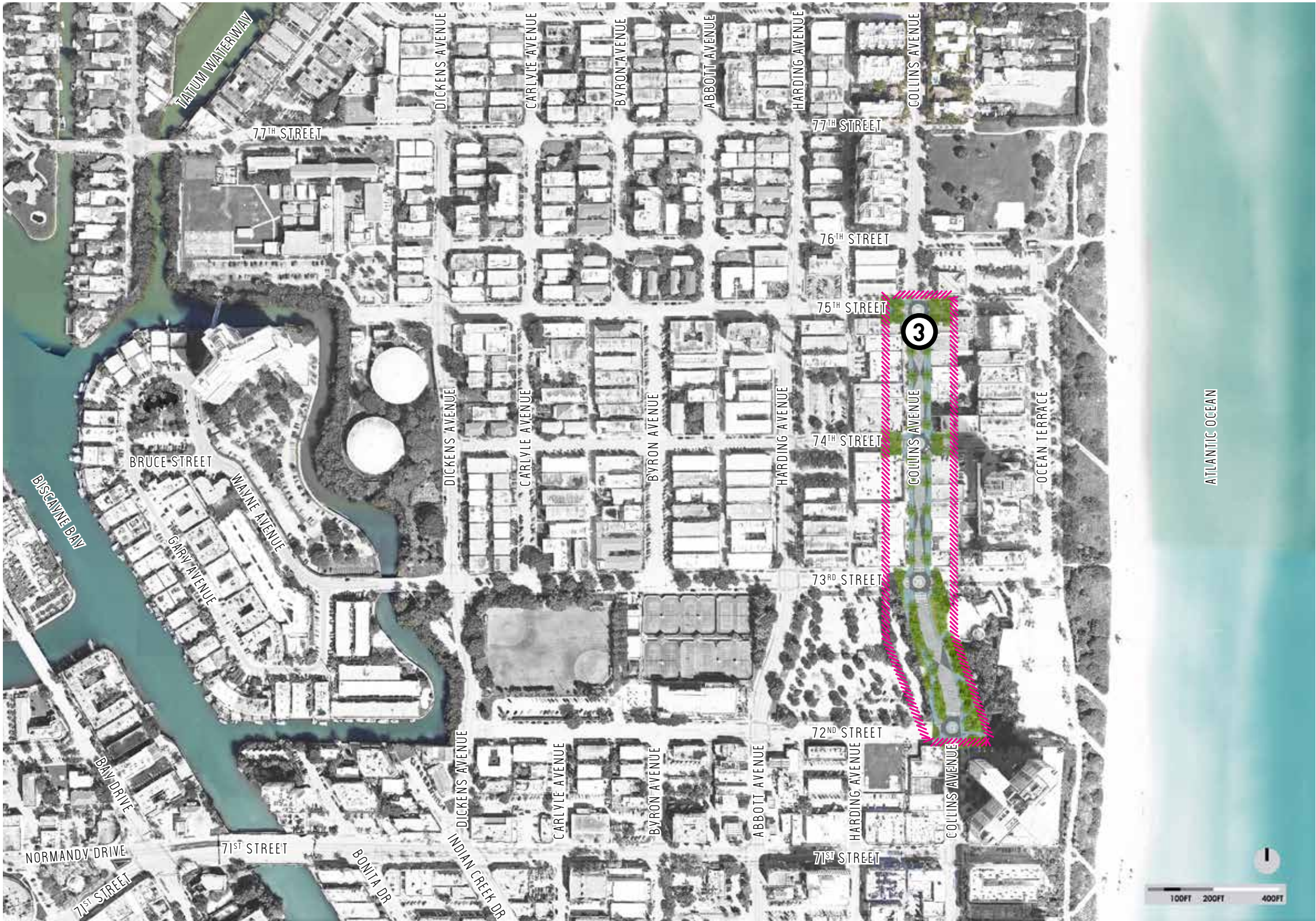
EXISTING

- LIBRARY BUILDING WITH PLAZA FRONTING COLLINS AVENUE
- THREE-BAY SURFACE PARKING LOT BETWEEN LIBRARY AND BEACH

PROPOSED

- RELOCATE LIBRARY USE TO 72ND STREET PROJECT (ONGOING CITY INITIATIVE)
- MAINTAIN PARKING AT THIS LOCATION (TO INCLUDE DISPLACED OCEAN TERRACE PARKING)
- REPLACE EXISTING BUILDING AND SURFACE PARKING LOT WITH A NEW STRUCTURED PARKING DECK (CCCL NOT A CONSTRAINT)
- PROVIDE NEW GROUND FLOOR RETAIL ALONG COLLINS AVE AND 75TH STREET
- PROVIDE NEW BEACH PATROL OFFICES AND PERHAPS BEACH MAINTENANCE FACILITIES
- PROVIDE INTEGRATED DESIGN CONNECTION BETWEEN ALTOS DEL MAR PARK AND OCEAN TERRACE

3 I COLLINS AVE - BTWN 72ND AND 75TH STREETS [PROPOSED CONNECTION]



③ | COLLINS AVE - BTWN 72ND AND 75TH STREETS
STREETSCAPE CONDITIONS [EXISTING]



COLLINS AVENUE + BANDSHELL [LOOKING NORTH]



COLLINS AVENUE + BANDSHELL [LOOKING NORTHEAST]



73RD STREET + COLLINS AVENUE INTERSECTION
[LOOKING NORTH]



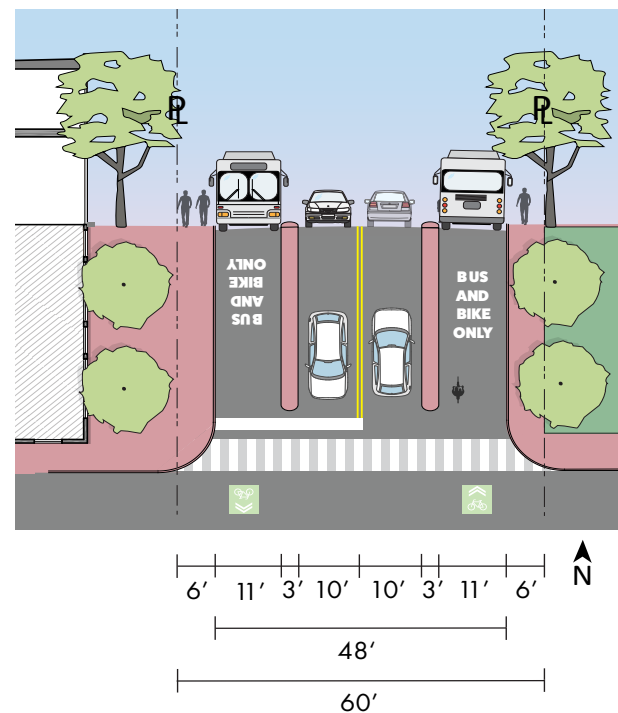
75TH STREET + COLLINS AVENUE [LOOKING EAST]



COLLINS AVENUE + 77TH STREET [LOOKING SOUTH]

③ I COLLINS AVE - BTWN 72ND AND 75TH STREETS MIAMI BEACH INTERMODAL HUB OPTION [ONGOING CITY INITIATIVE]

Collins Avenue at 71st Street
 Two-Way Travel & Dedicated Transit

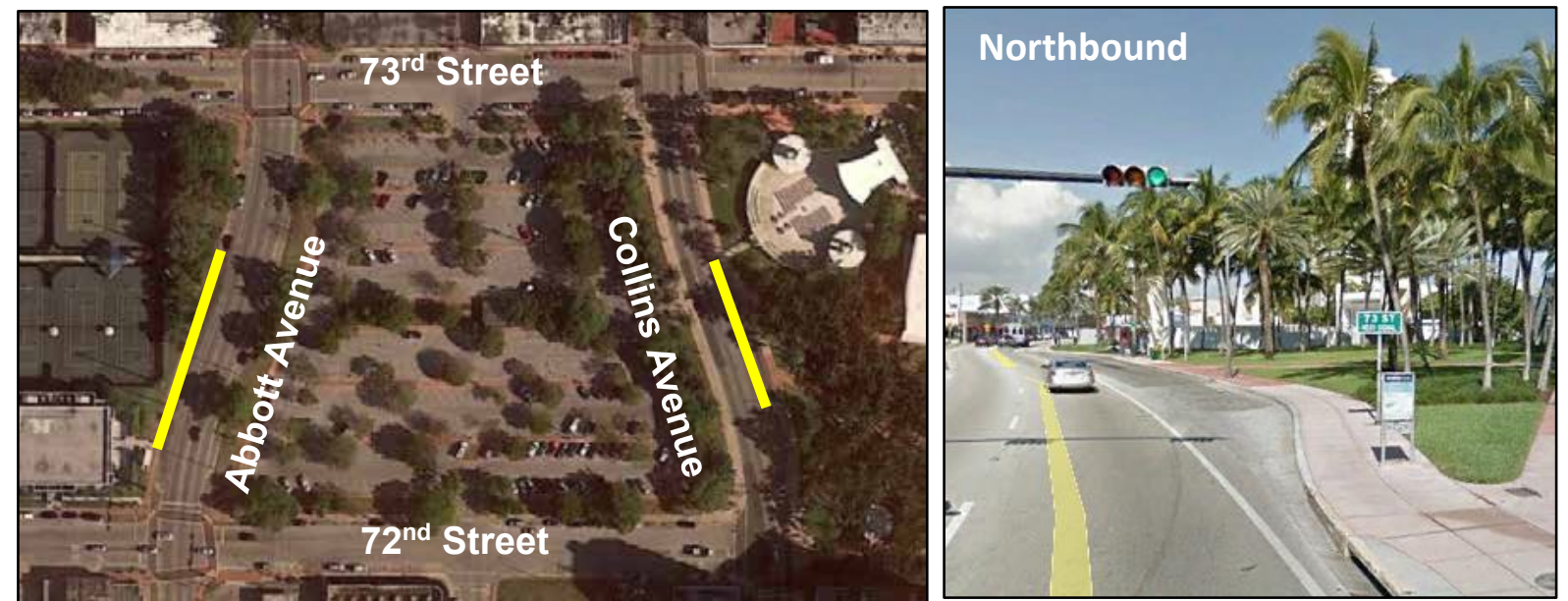


FROM NOBE MASTER PLAN 2016

Figure 14. Alternative A Site

Name: Harding Avenue/Collins Avenue Split Configuration (existing layout)

Aerial and Street View:

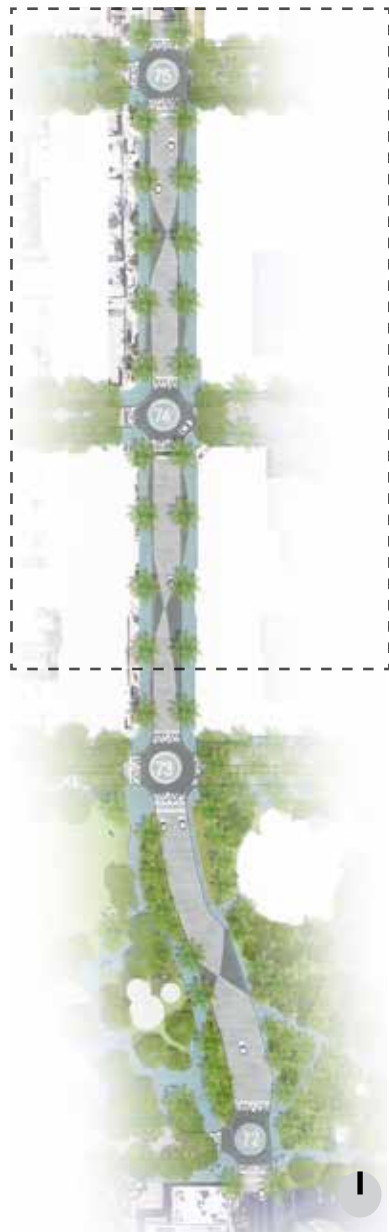


FROM MIAMI BEACH INTERMODAL HUBS FEASIBILITY STUDY 2018

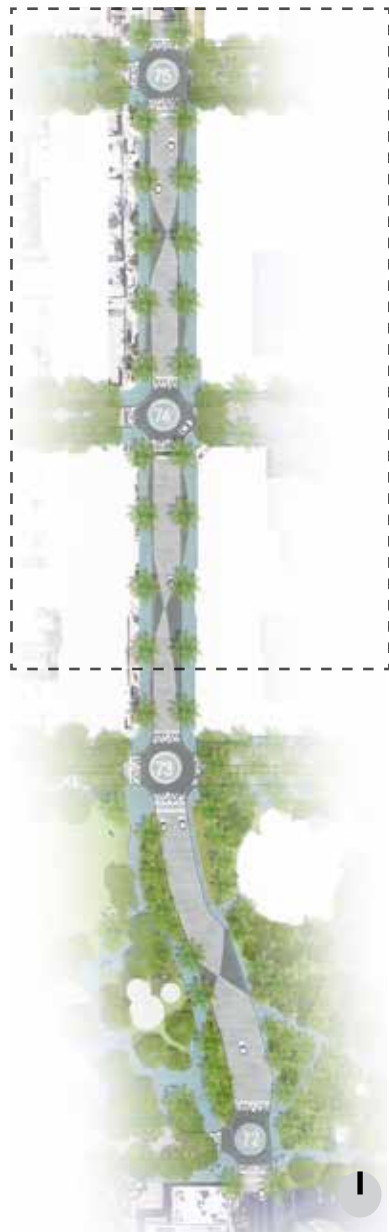
STATUS: PENDING COMMUNITY + COMMITTEE REVIEW

③ I COLLINS AVE - BTWN 72ND AND 75TH STREETS

POTENTIAL CHARACTER IMAGERY



③ I COLLINS AVE - BTWN 72ND AND 75TH STREETS
POTENTIAL CHARACTER IMAGERY



4 | YOUTH CENTER TO BANDSHELL [PROPOSED CONNECTION]



④ | YOUTH CENTER TO BANDSHELL STREETSCAPE CONDITIONS [EXISTING]



COLLINS + 72ND STREET *[LOOKING NORTH]*



72ND STREET LOT + ABBOT *[LOOKING WEST]*



73RD STREET + 72ND STREET LOT ENTRANCE *[LOOKING SOUTH]*

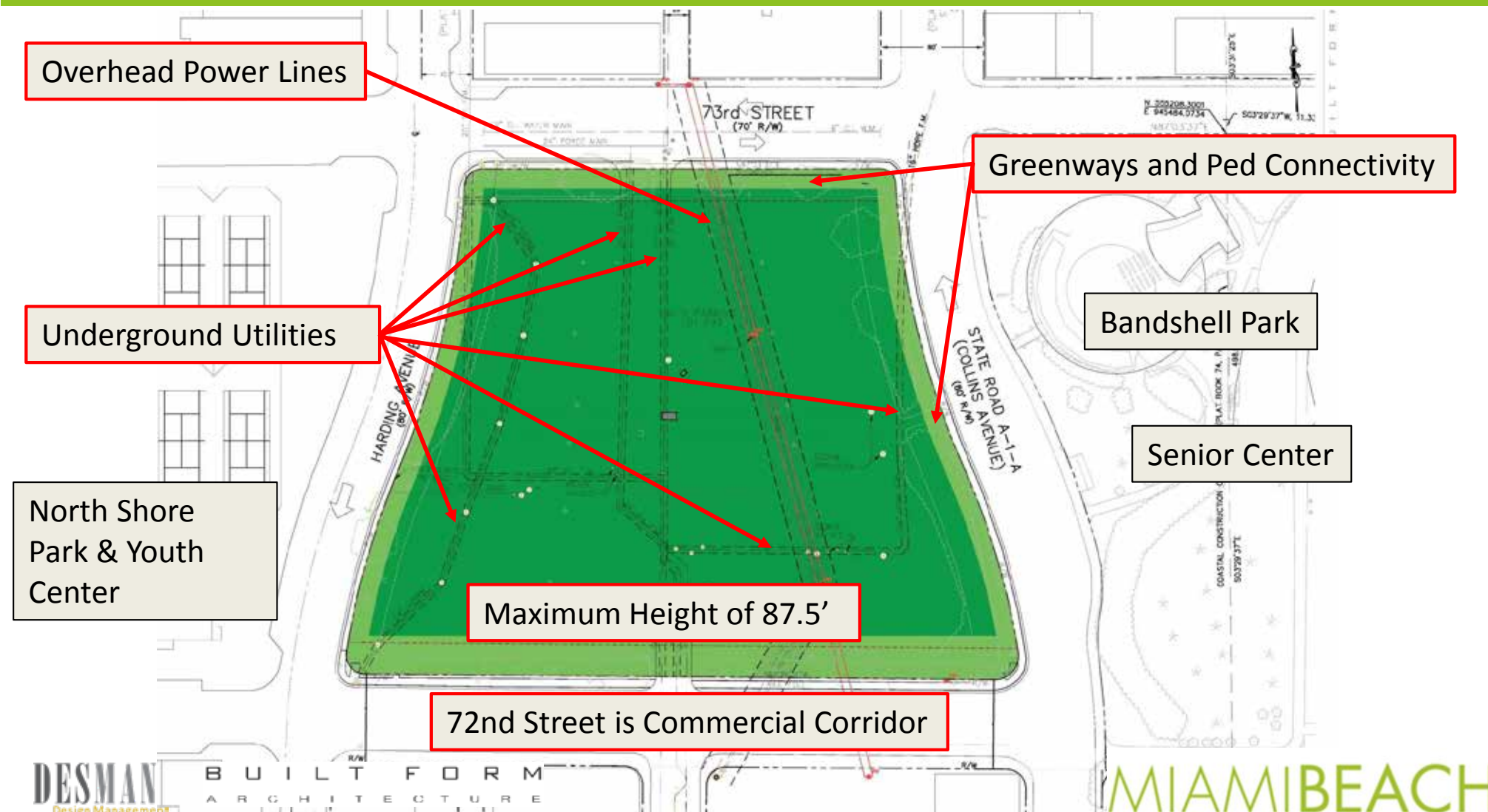


72ND STREET LOT + HARDING *[LOOKING NORTH]*



72ND STREET LOT + HARDING *[LOOKING WEST]*

Site Constraints



STATUS: IN COMMITTEE REVIEW

④ | YOUTH CENTER TO BANDSHELL PLAN NOBE [ADOPTED]



Mid-term Improvements



Long-term possibilities

General Recommendations

- a** Commercial kiosks activate the public space
- b** An all-wheels skate park offers an amenity to the neighborhood
- c** A recreational field can be used for a variety of sports including soccer
- d** A civic use such as a library, community center or other, further builds on the public uses on the adjacent blocks
- e** Green space serving the surrounding businesses and residences
- f** Compatible new buildings face the street and locates parking in the rear
- g** Street trees enhance the pedestrian environment
- h** Convert Collins Avenue to two-way traffic; include a dedicated bus lane and on-street parking

Mid-term Improvements

In the near future, on-demand car sharing and transit use are anticipated to increase. A balanced mix of transportation options, including efficient buses, a connected bike network, walkable streets and a connected street network for cars will further decrease the need for abundant parking at all hours. Self-driving vehicles may also further change the mobility needs of the community.

A parking strategy that accommodates current and future demand should be developed. The plan should balance on-street and off-street options, and provide for easy access and efficient use of space. The City can also require new development projects to prepare and implement a transportation demand management plan to reduce parking demand and greenhouse gas

emissions. These development standards and rules can reduce Vehicle Miles Traveled (VMT) and promote transit, car sharing, bicycle parking, and other VMT-reduction strategies.

As mobility options improve, and fewer parking spaces are required, the remaining spaces can be converted into additional green space, creating a complete public space within the Town Center. With improved pedestrian, cyclist, and trolley/transit facilities, on-street parking, smaller surface lots will provide ample parking options to meet existing demand, while encouraging foot traffic.

A bus transfer station could also be created using a small footprint within the parking lot. Such a facility could further encourage the use of mass transit over cars.

Long-term Possibilities

Someday, the city might also *consider* the option of constructing a mixed-use parking garage, with retail, commercial, and office or residential units lining the garage on all sides. The scenario illustrated here holds open the option of building a public parking garage as a last resort, in the distant future, should it ever actually prove necessary.

Site Options



DESMAN BUILT FORM
Design Management ARCHITECTURE

MIAMI BEACH

STATUS: IN COMMITTEE REVIEW

④ | YOUTH CENTER TO BANDSHELL
PROPOSED STREETSCAPE CONDITIONS



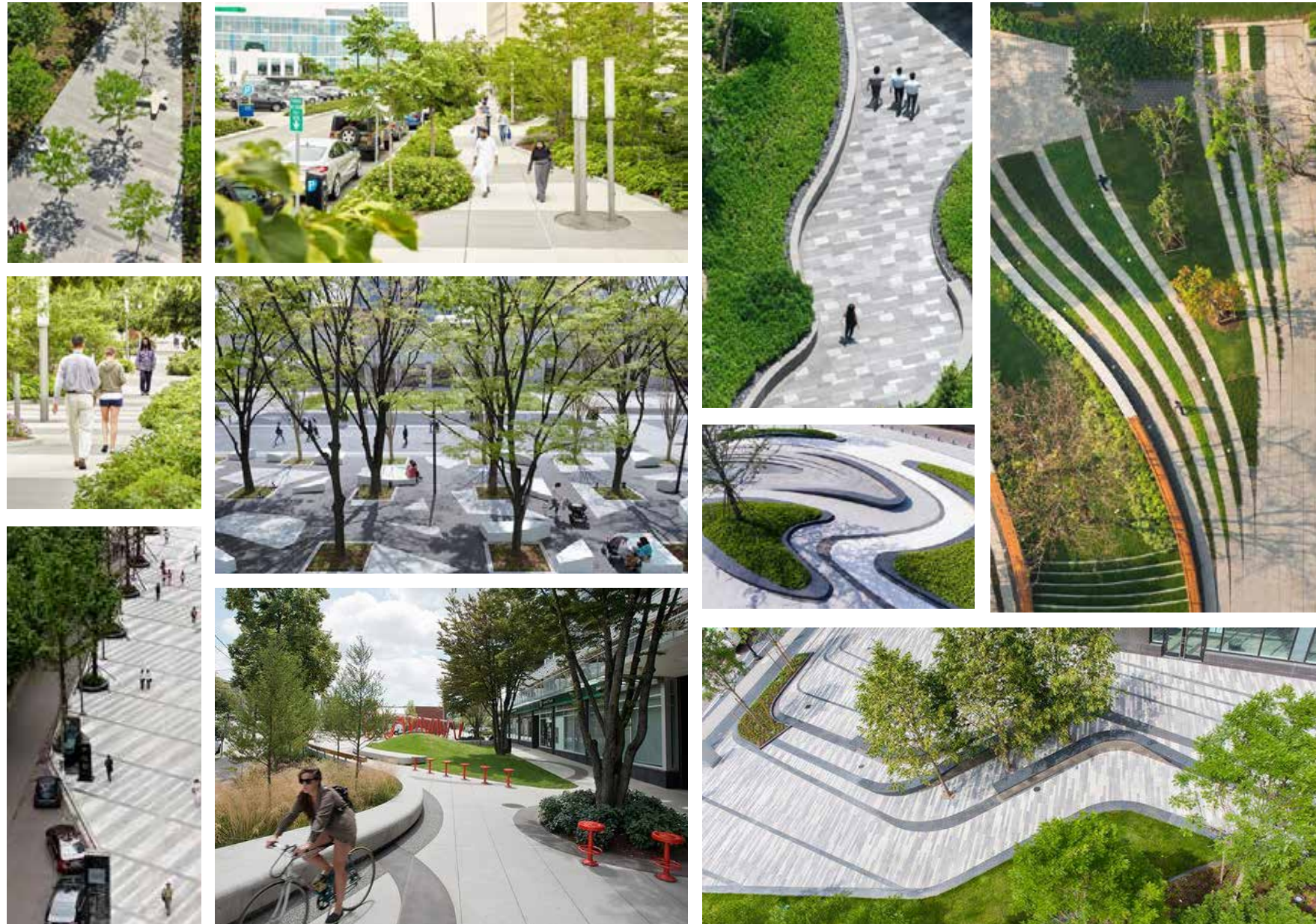
④ | YOUTH CENTER TO BANDSHELL
POTENTIAL CHARACTER IMAGERY | MULTI-USE FIELD + PLAYGROUND



MULTI-USE FIELD
[ONGOING CITY INITIATIVE]

INTEGRATED STREETScape +
ALL WHEELS PARK OR PLAZA
[ONGOING CITY INITIATIVE]

④ | YOUTH CENTER TO BANDSHELL POTENTIAL CHARACTER IMAGERY | PLAZA



4

I

YOUTH CENTER TO BANDSHELL

VISUALIZATION @ COLLINS & 72ND LOOKING NORTH [PROPOSED]

EXISTING



PROPOSED



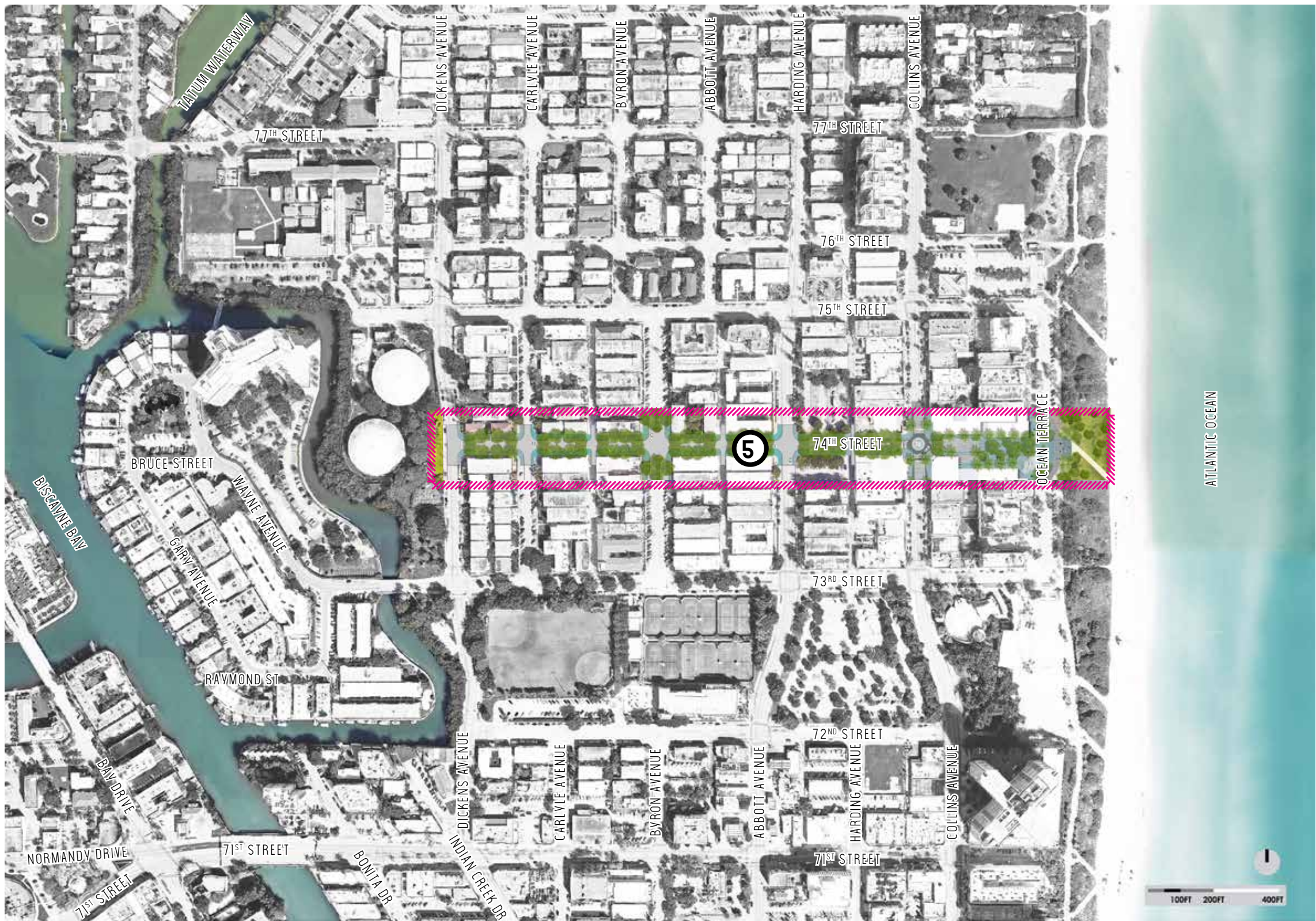
INTEGRATED STREETSCAPE +
PARK / PLAZA IMPROVEMENTS
[ONGOING CITY INITIATIVE]

CROSSWALK + ROADWAY
HARDSCAPE IMPROVEMENTS
[PROPOSED CONNECTION]
[MUST BE COORDINATED WITH FDOT]

OCEAN TERRACE NEIGHBORHOOD
HARDSCAPE IMPROVEMENTS
[PROPOSED CONNECTION]
[MUST BE COORDINATED WITH FDOT]

OCEAN TERRACE NEIGHBORHOOD

5 | 74TH STREET [PROPOSED CONNECTION]



5 | 74TH STREET

STREETSCAPE CONDITIONS [EXISTING]



74TH STREET + CARLYLE AVENUE [LOOKING WEST]



74TH STREET + BYRON AVENUE [LOOKING EAST]



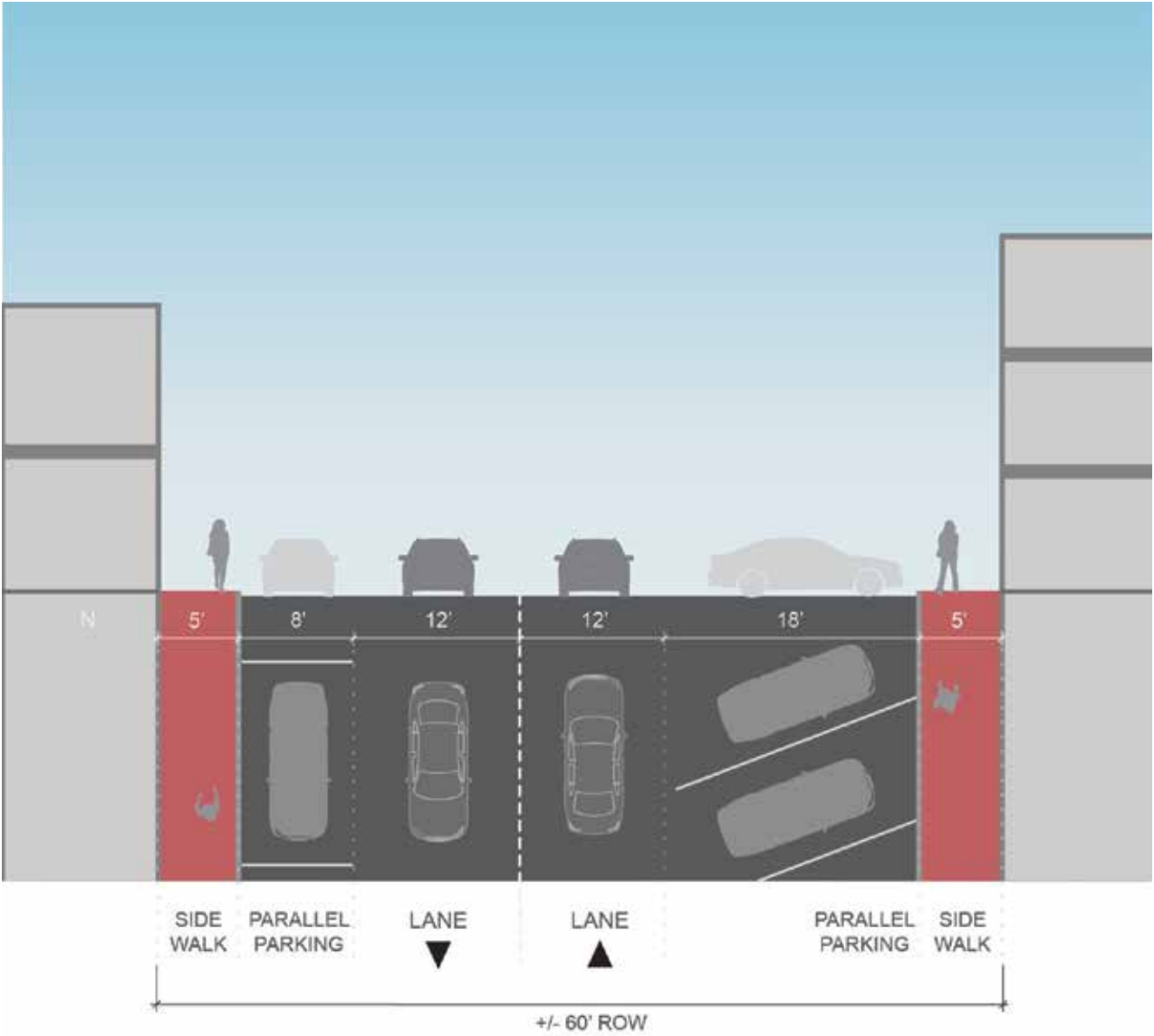
74TH STREET + BYRON AVENUE [LOOKING WEST]



74TH STREET + CARLYLE AVENUE [LOOKING WEST]

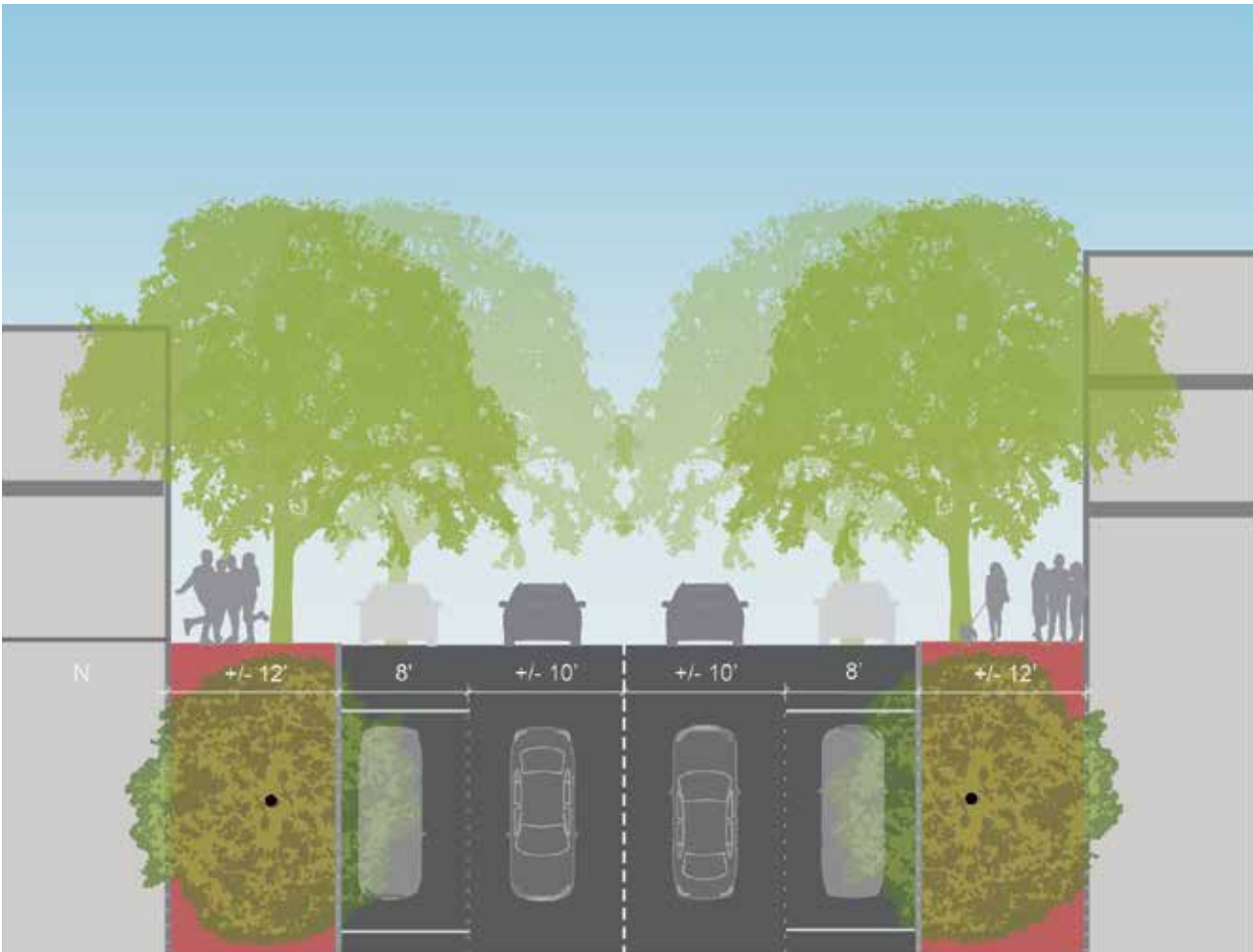


74TH STREET + LOT ALLEY [LOOKING WEST]





5 | 74TH STREET STREETSCAPE IMPROVEMENTS [CONCEPT]



6 | 75TH STREET

STREETSCAPE CONDITIONS [EXISTING]



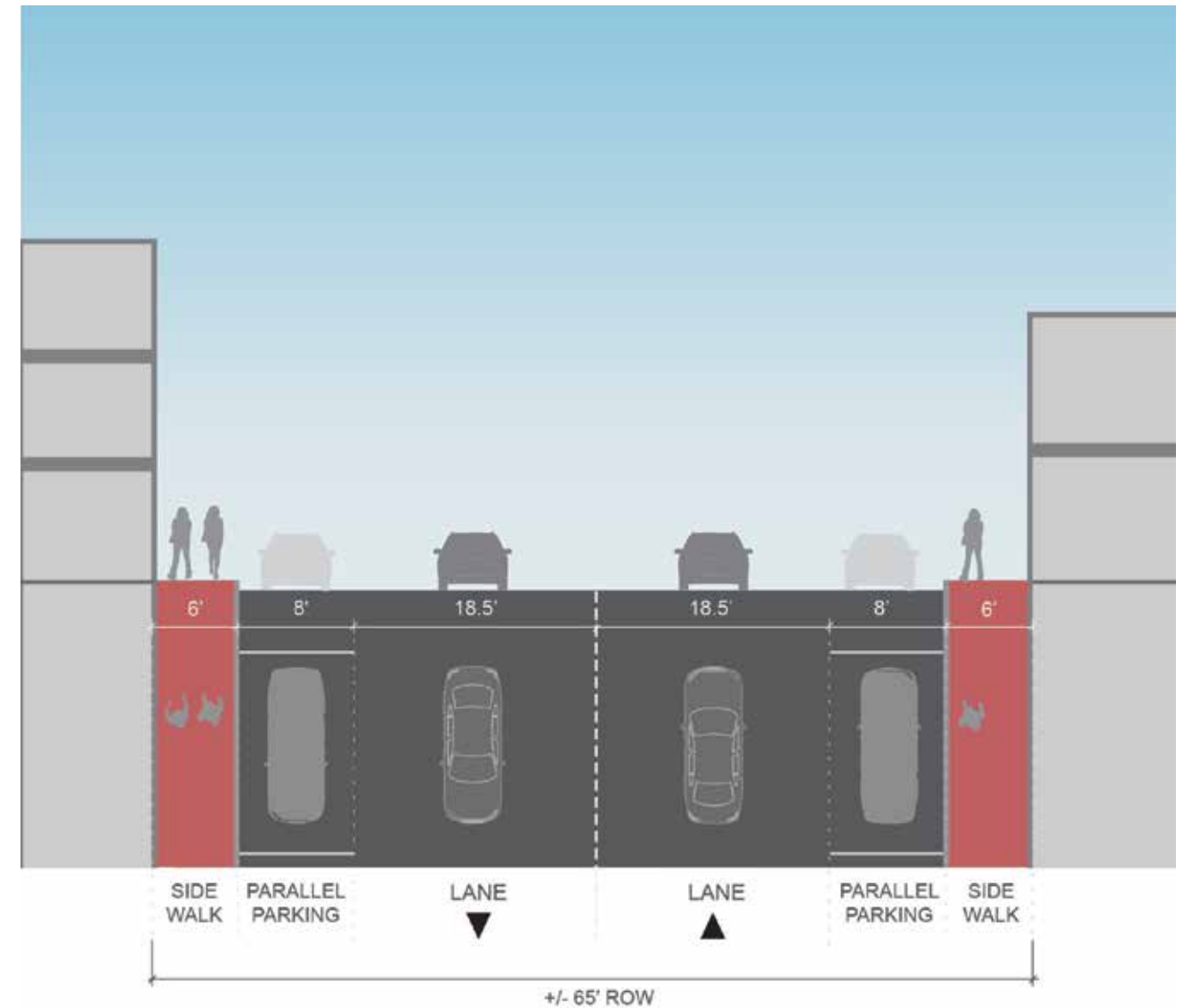
75TH STREET + DICKENS AVENUE [LOOKING EAST]



75TH STREET + DICKENS AVENUE [LOOKING WEST]



75TH STREET + BYRON AVENUE [LOOKING EAST]



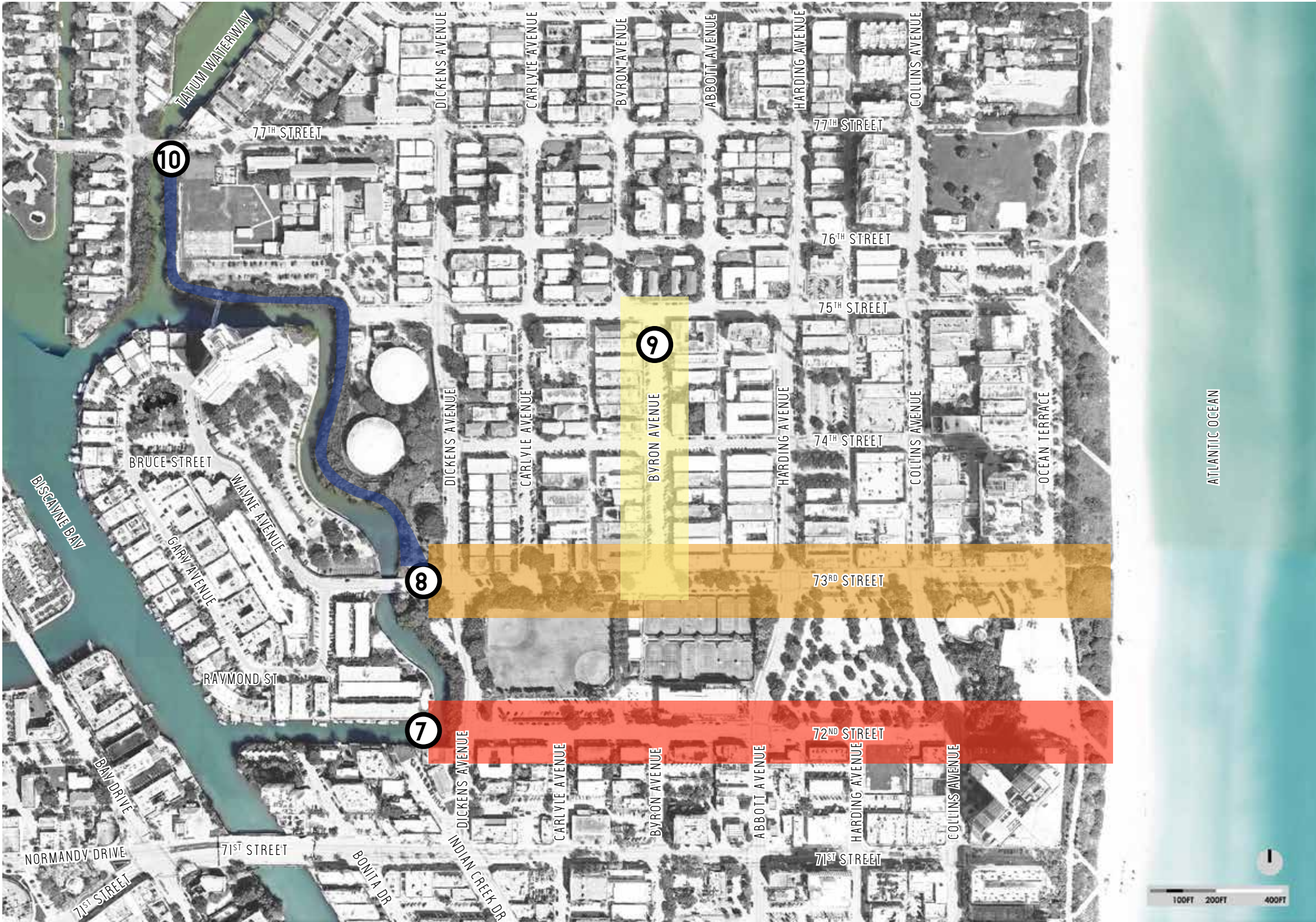


6 | 75TH STREET
STREETSCAPE IMPROVEMENTS [CONCEPT]



OCEAN TERRACE NEIGHBORHOOD

ONGOING CITY INITIATIVES*



- OCEAN TERRACE
- LIBRARY & PARKING LOT
- COLLINS AVENUE
- NSYC TO BANDSHELL
- 74TH STREET
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- 72ND STREET*
- 73RD STREET*
- BYRON AVENUE*
- TATUM WATERWAY SHARED USE PATH*

OCEAN TERRACE NEIGHBORHOOD

7 | 72ND STREET [ONGOING CITY INITIATIVE]



MASSING DIAGRAM TOWN CENTER [ONGOING CITY INITIATIVE]

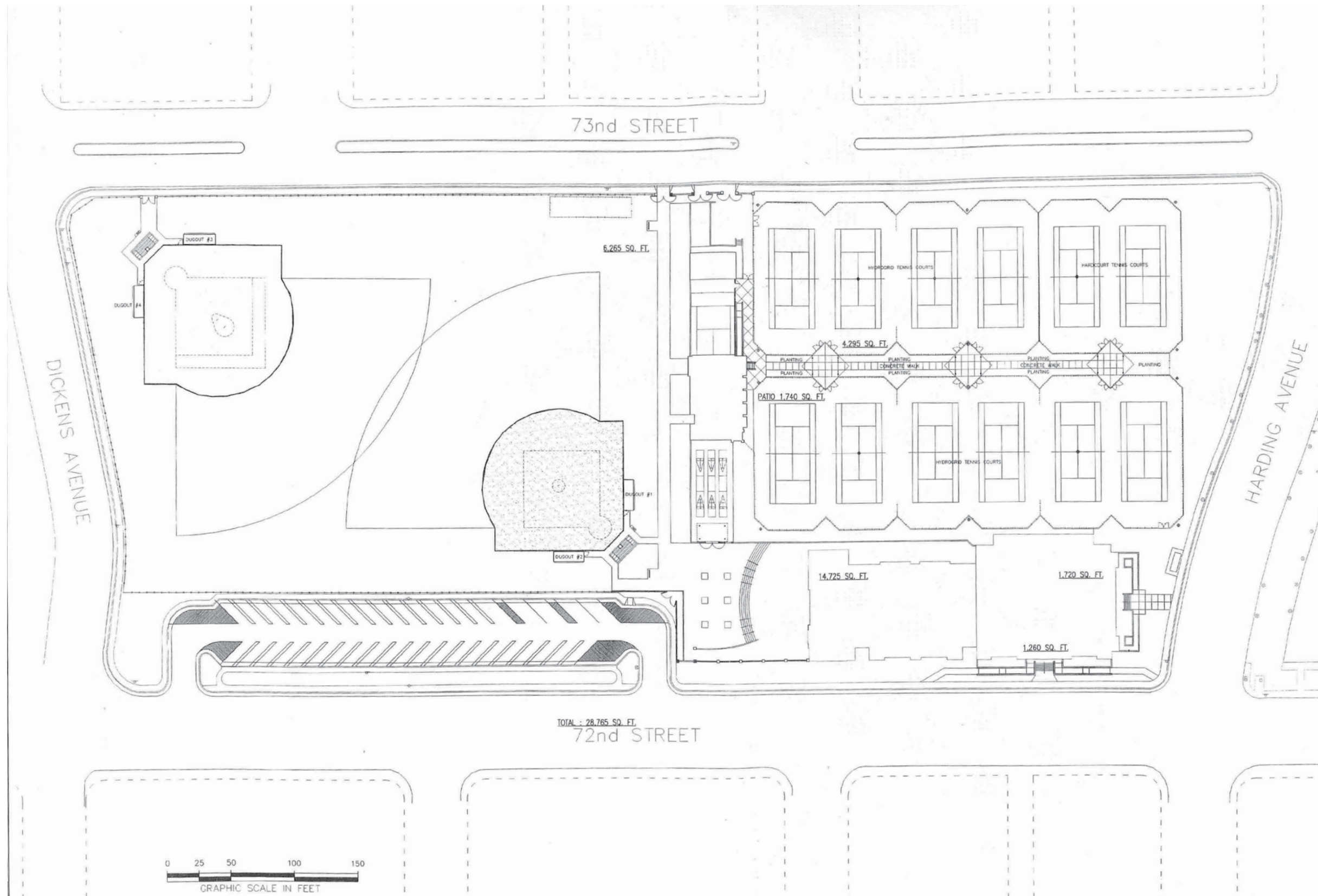


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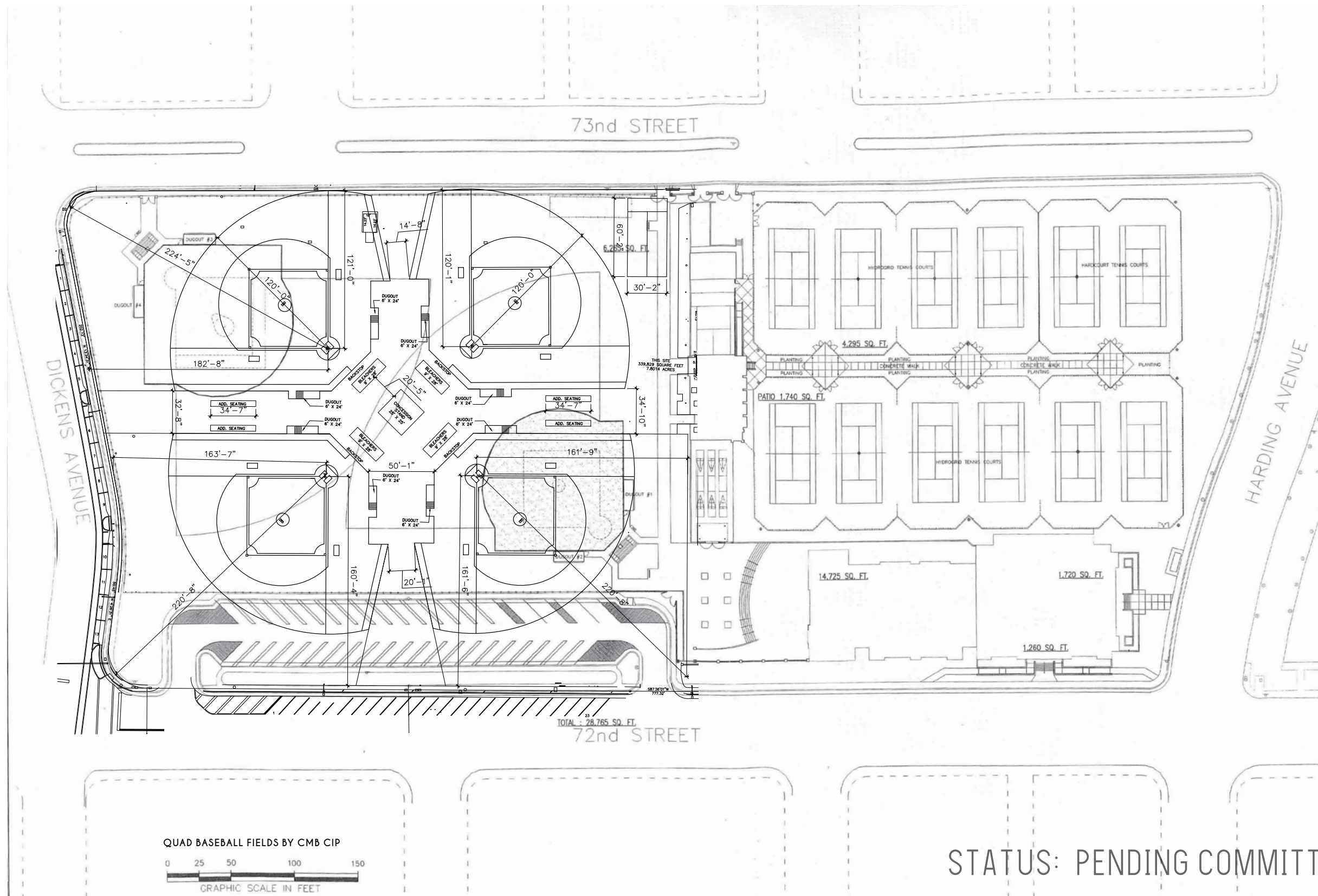
FROM TOWN CENTER GUIDELINES REPORT

STATUS: PENDING COMMISSION ADOPTION

7 | 72ND STREET
NORTH SHORE YOUTH CENTER [EXISTING]



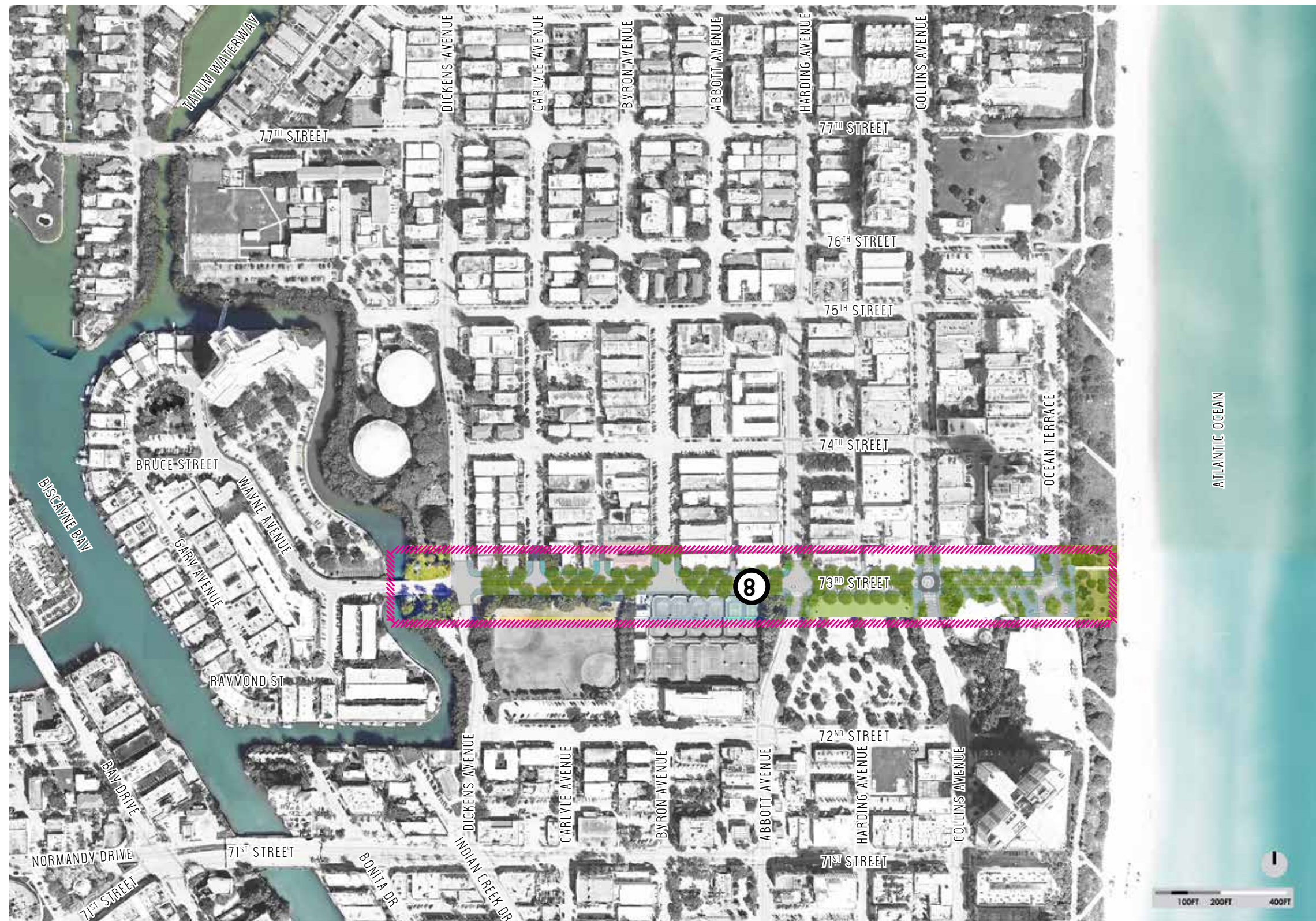
POTENTIAL QUAD BASEBALL FIELDS [ONGOING CITY INITIATIVE]



STATUS: PENDING COMMITTEE REVIEW

OCEAN TERRACE NEIGHBORHOOD

8 | 73RD STREET [ONGOING CITY INITIATIVE]



8 | 73RD STREET STREETSCAPE CHARACTER IMAGES



EXISTING



73RD STREET + BYRON (LOOKING EAST)



73RD STREET (YOUTH CENTER ENTRANCE)



73RD STREET + CARLYLE (LOOKING WEST)

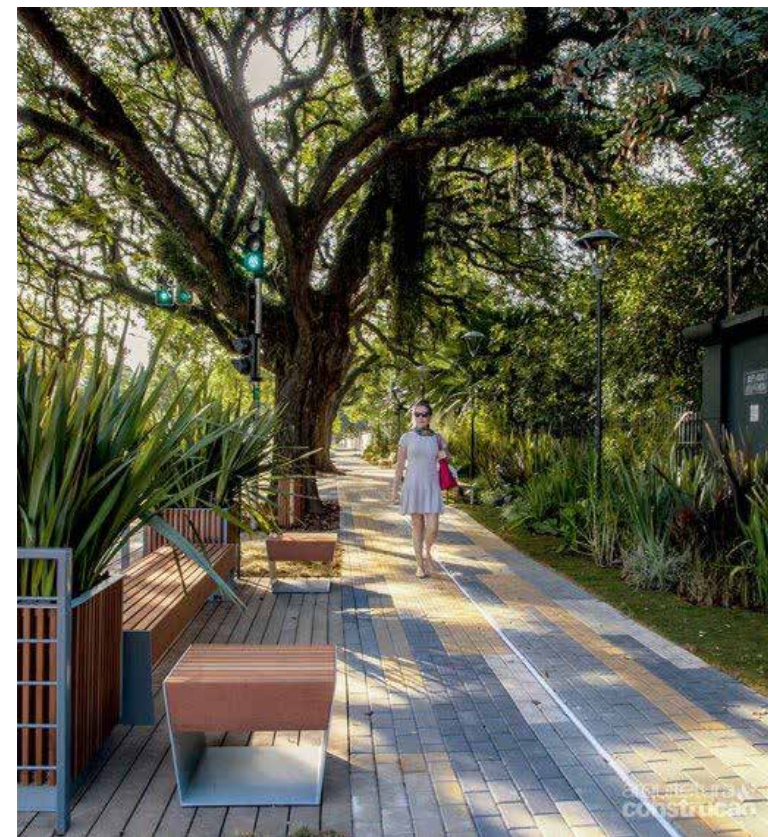


73RD STREET + DICKENS AVENUE (LOOKING EAST)



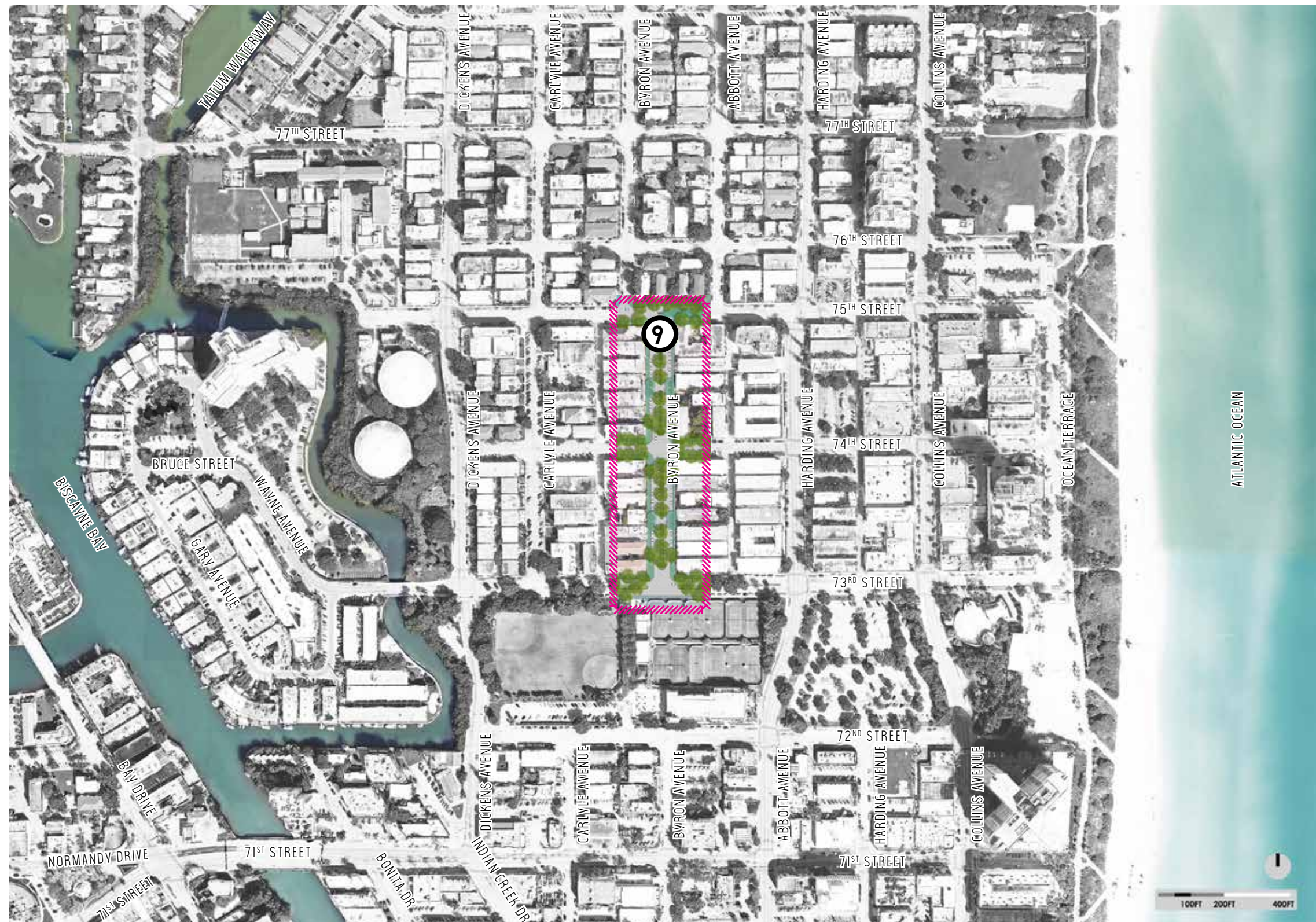
73RD STREET + BYRON (LOOKING EAST)

CONCEPTUAL



OCEAN TERRACE NEIGHBORHOOD

9 | BYRON AVENUE [ONGOING CITY INITIATIVE]



9 | BYRON AVENUE
STREETSCAPE CHARACTER IMAGES



EXISTING



73RD STREET • BYRON AVENUE *[LOOKING SOUTH]*



73RD STREET • BYRON AVENUE *[LOOKING NORTH]*



CONCEPTUAL

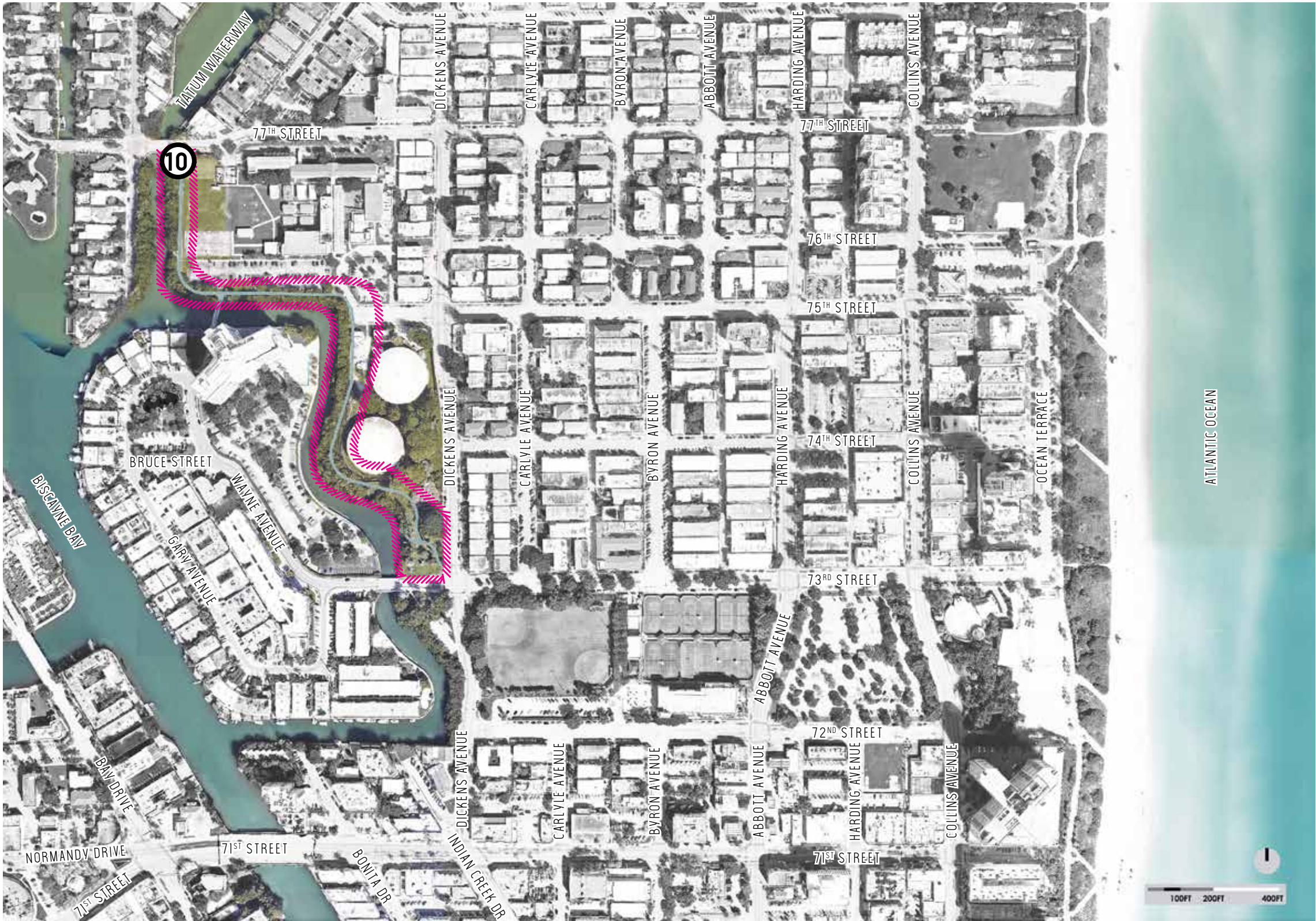


74TH STREET • BYRON AVENUE *[LOOKING NORTH]*



74TH STREET • BYRON AVENUE *[LOOKING SOUTH]*

10 | TATUM WATERWAY SHARED USE PATH [ONGOING CITY INITIATIVE]



10 | TATUM WATERWAY SHARED USE PATH
WALKWAY CONDITIONS [EXISTING]



TATUM WATERWAY WALKWAY [LOOKING WEST]



TATUM WATERWAY WALKWAY + BISCAVNE ELEMENTARY
SCHOOL PARK [LOOKING SOUTH]



TATUM WATERWAY WALKWAY [LOOKING SOUTH]



TATUM WATERWAY WALKWAY + PARKVIEW PEDESTRIAN
BRIDGE [LOOKING SOUTH]



TATUM WATERWAY WALKWAY + PARKVIEW PEDESTRIAN
BRIDGE [LOOKING EAST]

10 | TATUM WATERWAY SHARED USE PATH SCHOOL / CITY PARK / FIELD [ONGOING CITY INITIATIVE]

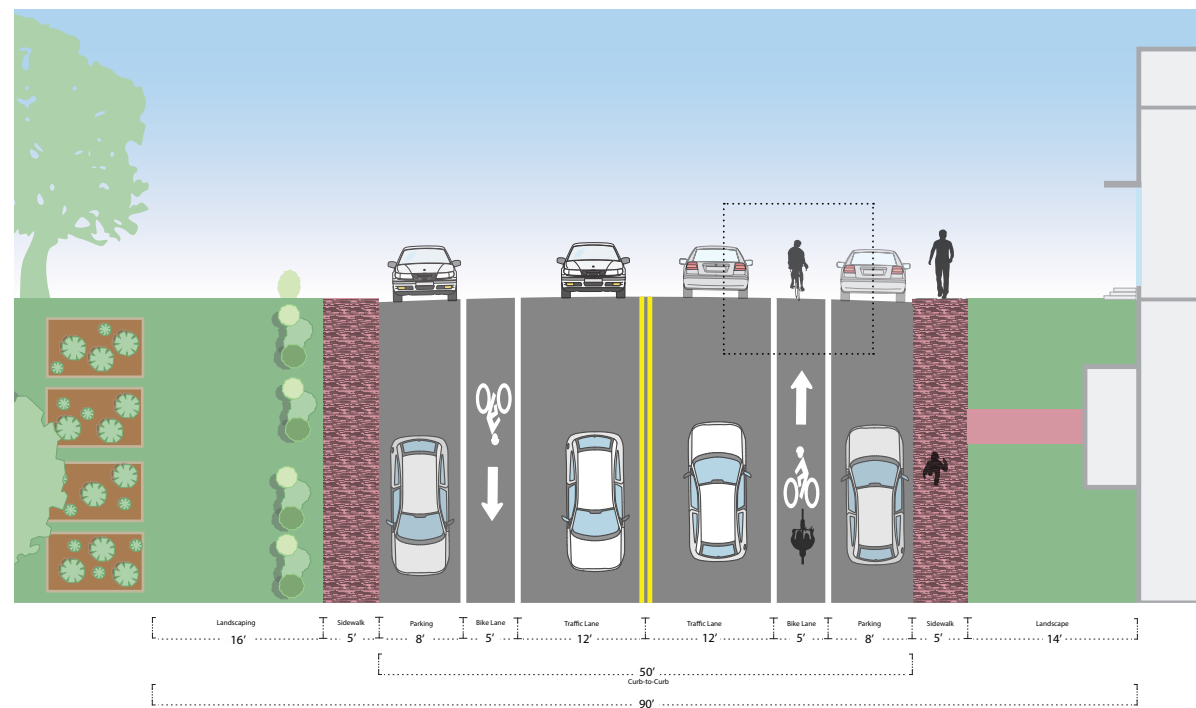


10 | TATUM WATERWAY SHARED USE PATH MIAMI BEACH BICYCLE MASTER PLAN [ADOPTED]

DICKENS DRIVE / PARK VIEW ISLAND PARK

| STREET DATA | |
|------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| Public Right-of-Way Width | 90' |
| Pavement Width | 50' typical |
| Project Limits | Dickens Between 72nd and 77th Streets |
| Project Length | 1,800' or 0.35 Miles |
| Posted Speed Limit | 30 mph |
| Daily Volume | NA |
| Predominant Land Use | Compact Urban |
| Predominant Development Pattern | 1 - 2 Residential Buildings |
| Bicycle / Pedestrian trip generator(s) (parks, paths, bike shop, etc.) | Park View island Park, Community Garden, Biscayne Elementary , North Shore Park |
| Impact on modeshare | low |
| Upcoming Public Works Project | Yes |

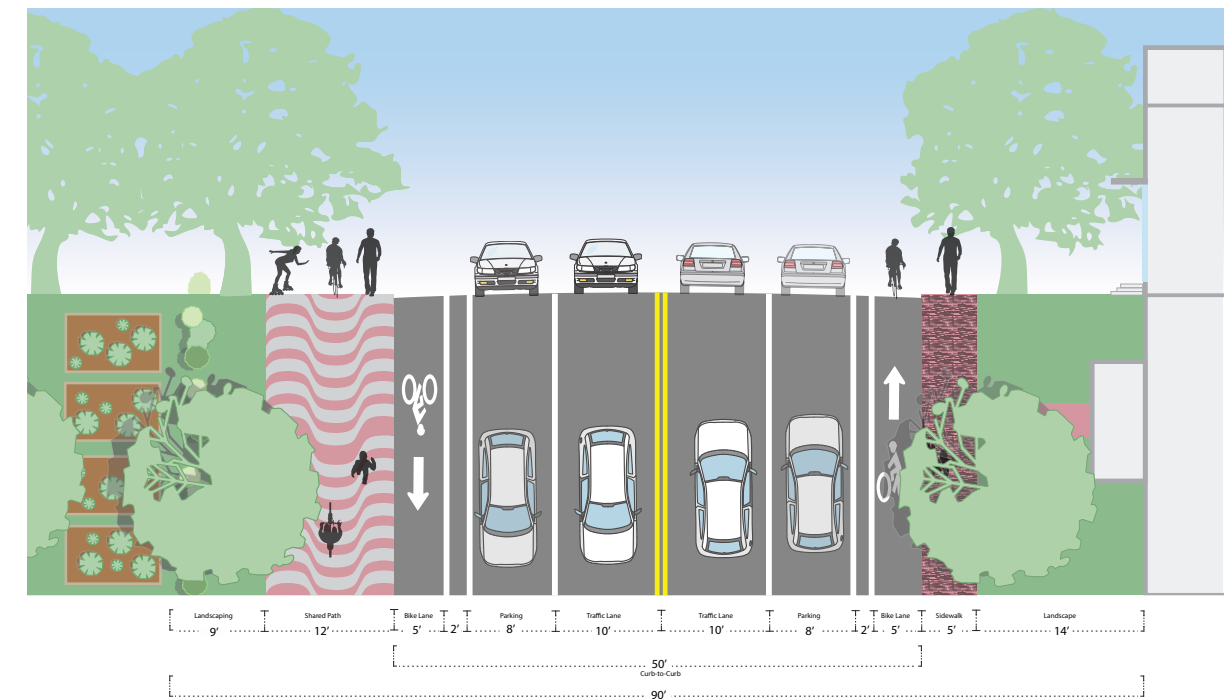
EXISTING CONDITIONS



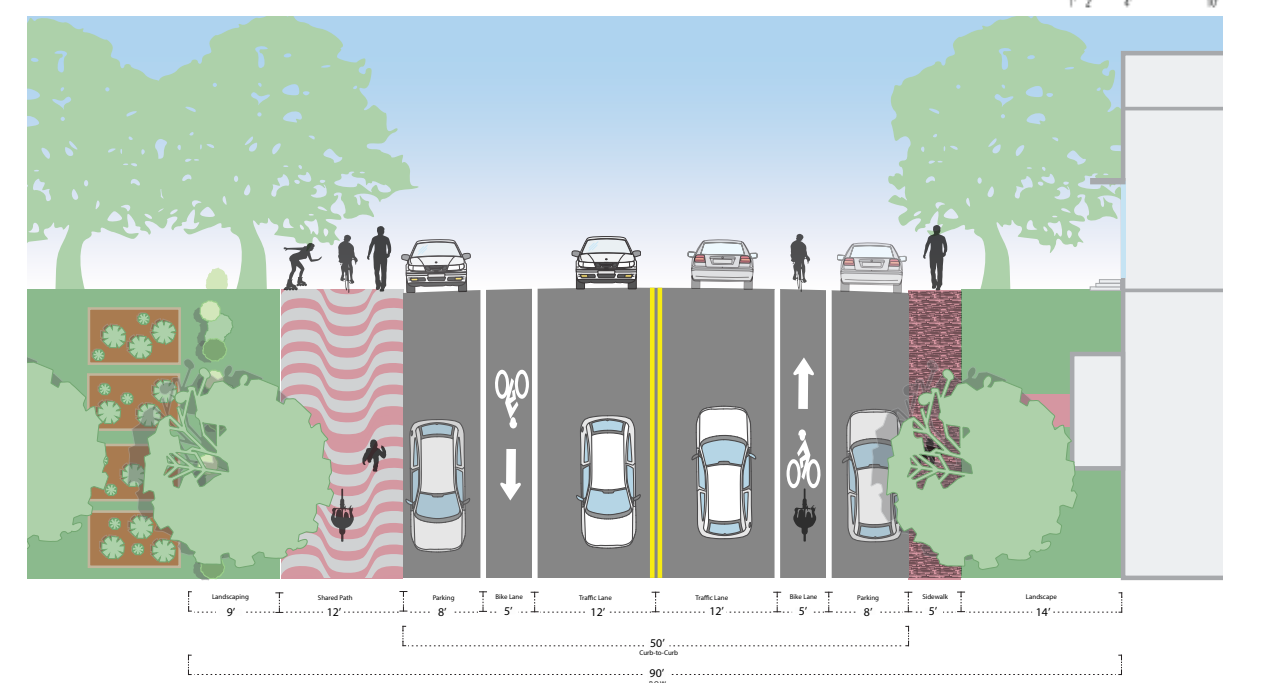
Refer to figure 3.18 of the street design guide for additional information.

DICKENS DRIVE / PARK VIEW ISLAND PARK

SHARED PATH AND PARKING PROTECTED BIKE LANE



SHARED PATH AND CONVENTIONAL BIKE LANE



OCEAN TERRACE NEIGHBORHOOD
ONGOING CITY INITIATIVES AND PROPOSED CONNECTIONS PLAN



OCEAN TERRACE RECOMMENDATIONS

VISUALIZATION OF OCEAN TERRACE NEIGHBORHOOD



A photograph of a tropical city street. In the foreground, there are several tall palm trees and lush greenery. A paved walkway runs along the street, with a person riding a bicycle. In the background, a tall, modern, multi-story building with a grid-like facade stands prominently. To its right, a lower, historic-style building with a light-colored facade and many windows is visible. The sky is blue with some white clouds.

THANK YOU!

NEXT STEPS

COORDINATION AMONGST CITY OF MIAMI BEACH PLANNING, HISTORIC PRESERVATION, PARKING, & TRANSPORTATION DEPARTMENTS
AND THE FLORIDA DEPARTMENT OF TRANSPORTATION