

North Beach
Town Center
Central Core

UPDATE

MIAMIBEACH

Referral to Planning Board

- On July 2, 2018, City Commission referred the Comp. Plan and LDR amendments to the PB.
- Additionally, the City Commission requested that the Planning Board specifically discuss and provide recommendations on the following:
 - Building Height;
 - Parking;
 - Number of Hotel Units;
 - Co-living and Micro Units;
 - Affordable Housing Component; and
 - Public Benefits.

Ordinance Updates

- Incorporate non-substantive changes suggested by property owners
 - Does NOT include suggested modifications to further increase height and tower length.
- Allow for Clear Pedestrian Path to be delineated through the use of ground markers.
- Allow Clear Pedestrian Path for the 70th Street Alley/Class D Streets of one project to utilize 5 feet from the adjacent property
 - Results in a combined 10 foot Clear Path.
 - Facilitates activation of the Alley through outdoor cafes.

Ordinance Updates

- Require that non-conforming buildings that are incorporated into a unified development site be made conforming to the requirements of the new code
 - For those buildings that have existing certified long-term leases, the proposal allows for the modifications to that building to be phased-in upon expiration of the lease.
 - If a building is determined to be architecturally significant and significantly retained and restored, the non-conforming structure can remain.
- Intended to prevent FAR from being removed from a lot, thus preventing it from being brought in to conformance in the future.

Ordinance Updates

Residential and Hotel Room Limits:

- Clarify how credits for units are issued and how long they are valid.
- Allow for transfers between the regulated uses as long as the peak hour traffic impact is not increased pursuant to the Peak Hour Trip Rates as established by the ITE Trip Generation Manual.
- For reference, using current rates:
 - **10 hotel rooms ≈ 11 market rate apartments or 17 co-living, workforce, and affordable units.**

Ordinance Updates

Hotel Room Limits:

- Replace allowance for “*1,800 hotel rooms above what would have been permitted prior to the FAR increase,*” with an **overall limit of 2,000 hotel rooms**.
- Under **current regulations**, if developers decided to forego building residential units, and build out the full FAR of the district with hotel and retail uses only, the area could contain **approximately 8,410 hotel rooms**.
- Limit consistent with *Mobility Study* estimate that prior to FAR increase, only **131 hotel rooms** could have been built due to likelihood that FAR would be used to maximize residential uses.
 - Total new hotel maximum of **1,931 hotel rooms (131 + 1,800 rooms)**.
- Because of the amount of FAR available in the district, the hotel cap will ensure that sufficient FAR remains for the Town Center to have a full residential component.
- Recently approved hotel development on 72nd and Collins will contain approximately **187 hotel rooms**.
 - Approximately **1,813 hotel rooms** would remain after this project was completed with proposed regulations.

Mobility Study Limits on Uses

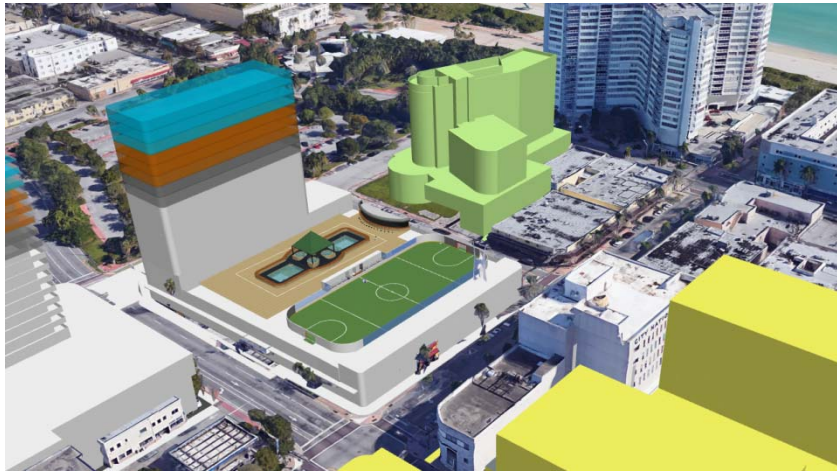
- Proposed Limit of residential uses ABOVE currently allowed density
 - 500 Apartment Units
 - 500 Co-living, Workforce and Affordable Units
 - **1,000 Units Total**
- **Current** maximum density/units per adopted Comp. Plan:
 - **TC-1: 150 units per acre** X 9.62 acres = 1,443 units
 - **TC-2: 100 units per acre** X 1.15 acres = 173 units
 - **TC-3: 60 units per acre** X 10.07 acres = 604 units
 - **Total: 20.83 acres = 2,162 units**
- **Proposed TC-C: 150 units per acre** X **20.83 acres** = **3,125 units.**
 - Increase potential of **963 units.**
- Proposed Limits provide for sufficient units to allow for ALL properties within the TC-C district to achieve the proposed maximum allowable density.
- Example: One (1) Acre property w/ current TC-3 zoning:
 - **Current** maximum density was 60 dwelling units an acre - Yields **60 units max.**
 - **Proposed** maximum density is 150 units – Yields **150 units max.**
 - Increase of **90 units.**
 - To max out at new capacity, **must consume 90 units from the pool of units.**

Public Benefits

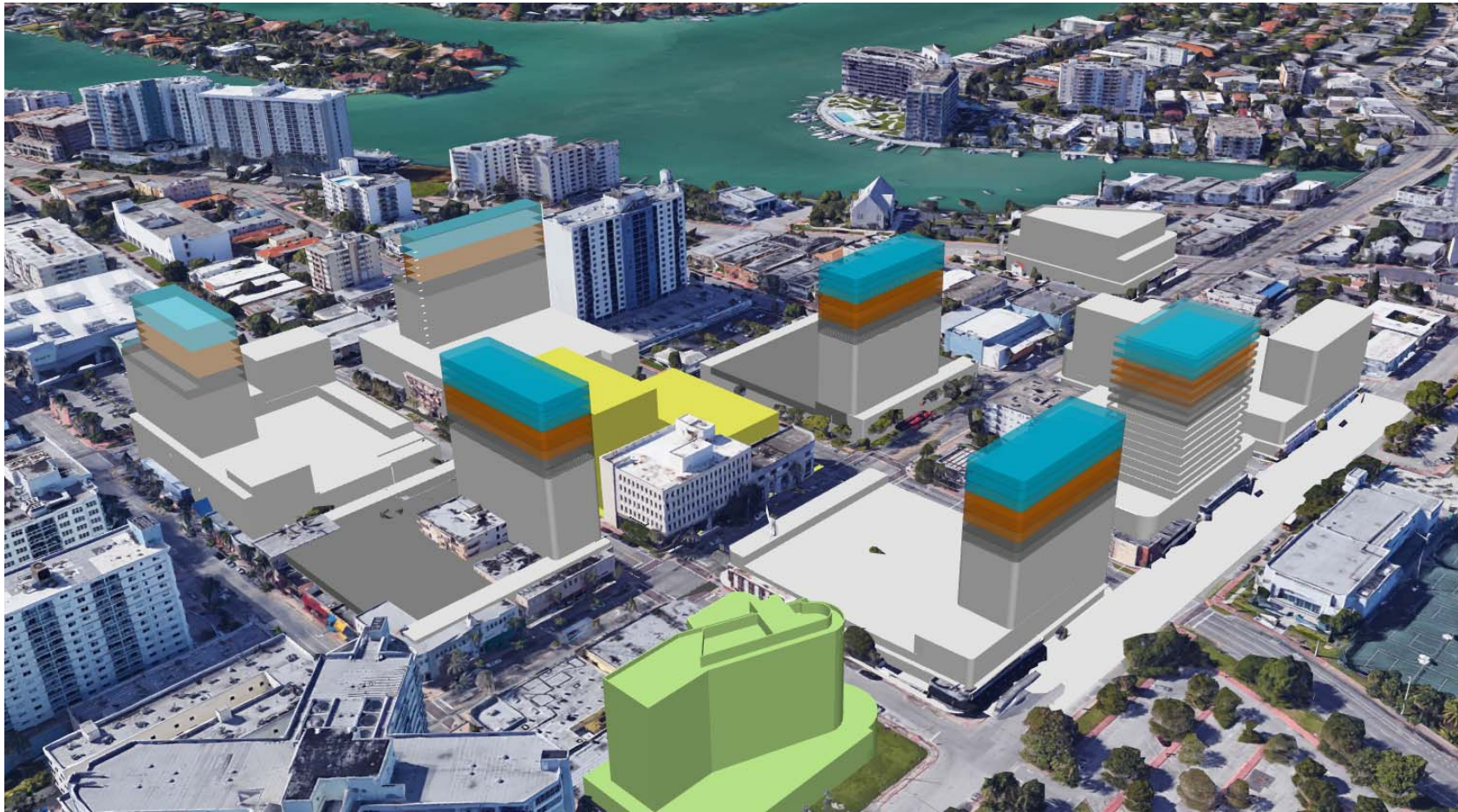
Possible Options:

- Pay a Fee per Square Foot
 - Incorporate Time-Limits for the use of this Option
- Providing On-Site Workforce or Affordable Housing
- Providing Off-Site Workforce or Affordable Housing in the City
- Achieving LEED Platinum Certification
- Provide a fully Sustainable Structure and Surplus Stormwater Retention and Reuse
- **Provide active recreation facilities open to the general public**

Active Recreation Facilities



Massing Study Tower Fronting 72nd Street



Massing Study Tower Fronting 72nd Street



Massing Study Tower Fronting 72nd Street





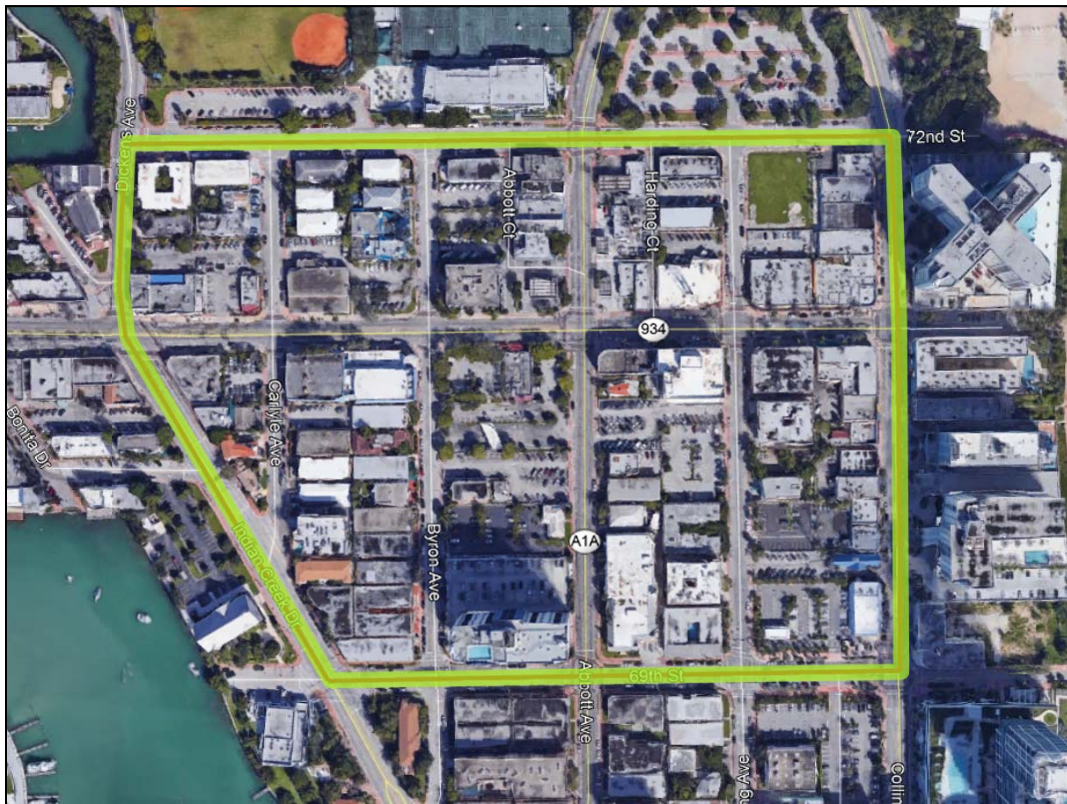
Any Questions?

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Background

- o **Master Plan:** City Commission (CC) approved the North Beach Master Plan via *Resolution No. 2016-29108* on October 19, 2016.
- o **Referendum:** Vote approved a ballot question to increase the FAR in the Town Center to 3.5 on November 7th, 2017.
- o **TC FAR Overlay:** On March 7, 2017 the Land Use and Development Committee (LUDC) directed staff to create an overlay to establish design guidelines in consideration of the increased FAR to create an vibrant, walkable core.
- o **FAR Increase:** On May 16, 2018, the CC adopted the 3.5 FAR within the existing TC-1, TC-2, and TC-3 districts via *Ordinance No. 2018-4190*.
- o **TC FAR Overlay Proposal:** At the June 13, 2018, the LUDC, following a presentation and discussion of the ordinance, the LUDC voted to:
 - o Recommend that CC refer the Ordinance without LUDC recommendation to the Planning Board (PB); and
 - o The item was continued to July 31, 2018 so that the LUDC can consider the PB recommendation when making its recommendation to the CC.

North Beach Town Center – Central Core



Boundaries

- **North:** 72nd St.
- **East:** Collins Av.
- **South:** 69th St.
- **West:** Indian Creek Dr.
/Dickens Av.

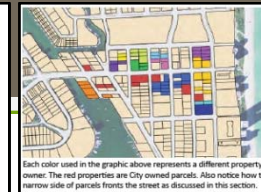
Location

- City of Miami Beach:
7.63 Sq. Miles
- NB Town Center
Central Core:
0.0512 Sq. Miles (0.67%)



PLAN NOBE

North Beach Master Plan



Why Has It Not Happened?

Economic Factors

A combination of factors have prevented the Town Center concept from realization. A worldwide economic downturn followed shortly after the adoption of the plan in 2007 and this stalled plan implementation. However, at the same time, other parts of the City saw development after the downturn. The reasons for the stall are more nuanced than macro-economics.

One impediment is that it is difficult to secure financing from banking institutions for mixed-use projects in North Beach. In order to secure private financing, the developer would have to ensure that the profits were high enough to benefit both the investor as well as himself. Although foreign buyers have flocked to South Florida in the last five years, purchasing units in cash, North Beach has not benefited from that type of investment. Those buyers are looking for amenities and other attractions that are currently not found in North Beach like ample dining, shopping, and access to the airport.

Town Center

The Town Center District runs from 69th Street to 73rd Street, from the ocean to Normandy Isle. Composed mostly of commercial and civic spaces, the Town Center is intended to be the center of activity for North Beach.

In December 2003, The North Beach Town Center Master Plan was completed after extensive public input, including a Public Charrette. The Master Plan envisions a revitalized Town Center along 71st Street stretching north to 72nd Street and south to 69th Street, with active street level retail, restaurant and cultural uses as well as significant new office and residential uses on upper floors. A public garage was recommended to provide adequate parking as street level parking was not sufficient to support envisioned activities. A second Charrette was held so that this document could be updated in 2007.

In July 2014, Shulman & Associates was commissioned with studying and modeling potential up-zoning and height increases within the Town Center as well as Ocean Terrace. The report was delivered in October 2014, and was a powerful tool as it enabled the City to visualize what different levels of additional FAR and height could look like.

In December 2014, the staff-authored North Beach Revitalization Strategies Plan was adopted by the City. This plan did not envision a major re-design of North Beach with expansive alterations to zoning, instead it outlines projects and programs that could potentially lead to a North Beach that will become more livable and vibrant. The document also contains recommendations for longer term efforts that will require additional study and planning, and much longer time frames for implementation.

Property Ownership and Physical Layout

One challenge in North Beach is the small size of lots in the Town Center, generally 50 by 100 feet deep. Excessive parking requirements - reflections of our history of over-reliance on one-person car trips - should be questioned; they make the small lots hard to use. Today's parking requirements, require parking to be built on site, which would turn ground floor spaces into parking rather than the retail that would encourage a walkable environment.

Traffic

71st Street sees rush hour and peak time congestion making it difficult to get around by car. The car-centric design of the roadway can also make walking and biking unpleasant, and even fatal. This restricts the number of visitors the area can accommodate.



The Town Center Vision

An active town center requires a balanced mix of transportation options, including efficient buses, a connected bike network, walkable streets, and a connected street network for all modes of travel, including cars. Therefore, a balanced and flexible transportation network with accommodations for all modes of travel is essential.

Revitalized and new efficient buildings will help to build enough critical mass of mixed-income residents and businesses to support new dining and shopping along 71st Street. In addition, more public uses and commercial amenities can be brought into the district so the Town Center becomes a destination in itself instead of a place people pass through to get somewhere else.

The Illustrative Plan for the Town Center district recommends one way for the Town Center to develop including revitalized street sections, buildings, and public spaces. It depicts street design concepts, proposed new shade trees, parking garages, pedestrian crosswalks, new and improved parks and open spaces, and locations for new infill buildings.

Plan NoBe 71st Street

Key Recommendations

Key

- a** Redevelop 71st Street into a walkable main street
- b** Front the street with new mixed use buildings
- c** Consider building one or more public parking garages
- d** Redevelop the Byron Carlyle Theater property
- e** Reimagine 72nd Street parking lot (see Better Utilize Public Lands for more information)

Key Recommendations

- Rebuild 71st Street as a walkable Main Street
- Encourage the consolidation of lots in the Town Center District, by reducing parking requirements.
- Ensure Design Guidelines include:
 - Setback new buildings ten additional feet from the property line along 71st Street to accommodate wider and active sidewalks.
 - Allow taller buildings up to 12 stories in the Town Center, provided that floors above the first four stories, fronting 71st Street, step back at least 25'.
- Create a Beach Plaza at the start of 71st Street.
- Utilize the Byron Carlyle Theatre site as a catalyst building project.
- Raise 71st Street to become resilient to sea level rise.

71st Street...A Walkable Main Street



A vision for a multimodal 71st Street at Byron Avenue



Turning 71st Street into a walkable main street will physically and psychologically transform the Town Center from an uninviting street to a vibrant environment where people will want to spend time.

The streetscape is re-designed to work not only for cars, but also for pedestrians, bicyclists and transit riders. An additional ten foot setback for new buildings (at key locations) accommodates wider sidewalks for outdoor dining. The center turn lane is eliminated to provide enough room for dedicated transit lanes, and a pair of separated bike lanes, or cycle tracks. The transit and bike lanes are separated from pedestrians with a row of street trees on one side of the street and on the other side by a lane of parallel parking and a low curb. New street trees provide shade and comfort for all users.

Traffic and congestion along 71st Street is further calmed by narrowing the travel lanes, and tightening curb radii at intersections. All of these changes still allow cars through, while signaling to drivers that they have entered a multi-modal environment where speeds are low, and cars are not the only priority. Slowing cars can help to encourage pedestrians and cyclists. Providing better transit brings more choices to more people.

First, the common perception of 71st Street must be changed, then people can use the street in new and better ways. Making 71st Street a place people want to be will help catalyze new private investment and redevelopment opportunities. Private investment follows public investment.

Plan NoBe 71st Street Steps

Building the 71st Street Vision

The transformation of 71st Street into a vibrant Town Center will happen over time. The following “change-over-time” illustrates one way that gradual transformation can occur, beginning with public investment that is followed by private development.

Existing Conditions

The aerial view looks northeast along 71st Street at the intersections with Abbott, Harding, and Collins Avenues all the way to the ocean. The street is an active arterial lined with buildings of heights varying from one to five stories, except for the Burleigh House, a residential tower by the ocean (which is seventeen stories). The building fabric is occasionally interrupted by empty and surface parking lots.

A Complete Town Center | Long Term

Retail, dining, and other storefront uses occupy the first floor, with higher floors dedicated to office space and/or residential uses. This creates more destinations and points of departure within the Town Center, giving priority to local trips over drive-through traffic and increasing pedestrian activity.

The architecture envisioned for the 71st Street corridor is in keeping with local precedents, including utilizing the MiMo aesthetic. Furthermore, the private market has responded to the challenge of sea level rise and climate change by designing new buildings to be taller at ground level, so as to resist sea level rise and be at a minimum LEED certified, which will reduce residential production of greenhouse gases.

The iconic MiMo structure at 301 71st Street is a landmark of the area, originally built to hold an electronic sign displaying the date and time. It now acts as a sculptural representation of the stylistic spirit of Miami Modern. The plan envisions this structure reclaimed as part of a new building on the same site, using a similar strategy to the identical structure which was preserved atop the Rockwell night club in South Beach.

Step 1 | Mid Term

A redesigned 71st Street creates an environment of controlled traffic with added accommodations for transit, such as dedicated bus lanes, separated bike lanes, and additional street trees creating a more pedestrian-oriented environment.

A separated and raised cycle track creates a safe and comfortable space for bicyclists. Between the sidewalk and the cycle track is a continuous planting strip which allows for the regular placement of street trees and landscaping to transform the sidewalk into a shaded and comfortable place for both pedestrians and bicyclists.

Step 2 | Mid Term

A catalyst project utilizing the public parking lot next to the Byron Carlyle Theatre helps to further reset the expectations for mixed-use development in the Town Center.

The portions of buildings closest to 71st Street should be limited to four stories, with any taller portions of the buildings setback, starting twenty-five feet from the sidewalk. This opens the street to the sky, allowing additional light and air, while still accommodating density. It also allows for rooftop terraces, which softens the transition between building and sky while adding value to the residential real estate.

Step 3 | Mid Term

Shopfronts instead of parking lots begin to fill in the gaps in the streetscape and attract pedestrians and activate the sidewalk. This avoids the blank walls and parking areas that create gaps and discontinuity in the pedestrian experience. Screening parking garages and surface lots from view on the street allows for an activated street scene.

Step 4 | Long Term

Non-historic, under-performing, one-story structures are being redeveloped over time, replaced by multi-story mixed-use, resilient and LEED certified or energy-efficient buildings that can better support a healthy town center.



Existing Conditions



Step 2



Step 4



Step 1



Step 3



A fully built-out Town Center could look like this

Plan NoBe Town Center Regulatory Changes

Town Center Design Review Standards and Parking

During the public meetings held as part of the Design Charrette in February 2016, some members of the community stated strongly that as new buildings are added, new parking solutions must come also, so as not to put an undue burden on the existing residents and businesses in the Town Center. Because the commercial lots are small, only 100 feet deep for most, and the ownership pattern from lot to lot is like a 'mosaic' of various owners, there is no additional room for surface parking lots.

Property owners who have planned parking structures on the Town Center's 100 foot deep lots have found that there is not an efficient way to build given that a normal parking aisle is 60 feet wide, and 24 more feet of depth is required for a ramp between levels. Most of the existing buildings were constructed when the City of Miami Beach did not have a requirement for off street parking spaces. Concern about parking, whether from the owner, the community, or from the development financiers, is one of the reasons no new redevelopment has taken place.

Regulatory Changes in Town Center

The following changes, related to the Town Center and parking, are recommended for local ordinances, including the Design Review Standards for the Town Center.

In order to stimulate redevelopment of the Town Center, the following changes are recommended to the land development regulations. The recommendations are arranged by topic in the subsequent text.

- Consider removing requirements tied to the provision of easements for alleys within the Design Review Standards for the Town Center zoning districts. The reasons for removing this provision is that implementing this requirement may cause the undesirable effect of cutting into the rear of older and possibly historic apartment buildings if the owners are planning on the re-purposing of those buildings.

In addition, the alley might interfere with the layout for an efficient parking garage as part of a redevelopment project. Further limiting the dimensional space for a parking deck makes it probable that no contributive new development will occur there, at least given current high parking requirements.

These alley requirements are in Section 3 of the Design Review Standards for the TC zoning districts and should be removed from the diagram in Section 1, Infill Regulation Plan.

- Consider removing parking requirements for projects less than 25,000 gross square feet and reducing parking requirements to 0.5 from the current 1.25 per dwelling unit for projects larger than 25,000 square feet.

- Remove the civic space requirements from the Design Review Standards for the TC zoning districts. If it is desired to have additional parking spaces and to have parking garages lined with usable space, the civic space requirement is further cutting into the small area left for leasable/sell-able area that pays for the new construction. Section 9 of the Design Review Standards contains a lot of required details that offer excellent guidance for the design of public spaces. It would be fine to leave them and require them if an applicant decides to provide an urban plaza, but remove the requirement that makes them mandatory for development sites over 20,000 square feet (refer to the *Town Center Design Review Standards*).

- As additional transit services and options are added to the neighborhood, consider reducing parking requirements further. For every new parking space that is added in the neighborhood there will be another car on the nearby roadways, at least two times per day, adding to congestion. To keep auto-traffic congestion from impeding the economy and diminishing the quality of life, make transit, walking and biking far more attractive and convenient than driving. If transit is fast, reliable and pleasant to use, more residents and patrons will use it as an option, especially if the frustration of searching for a parking space exceeds the comfort level of using transit. The future prospect of autonomously driven vehicles could have a substantial effect on places like North Beach, by eliminating the need for parking. Ride share programs such as Uber and Lyft are already reducing the need for employee parking at hotels in South Beach, as both employees and visitors opt out of driving or renting personal vehicles. It is recommended that this idea be re-visited in not longer than three years (2019).

- Land uses in the study area should be reviewed to determine what should be encouraged, allowed, or prohibited, to create an optimal mix of uses that both services local needs and retains local small businesses while attracting regional attractions. For instance, office uses would contribute to improving the local economy by adding additional patrons for local businesses. An increase in both daytime and nighttime occupants that would come from an increase in office and residential units respectively would help to create what is known as a 24-hour community, where there is a constant flow of people in the streets and patronizing businesses throughout the day.

- Currently for buildings with parking levels, only the first floor is required to have usable, habitable space along the street frontage. If that requirement extended to all floors, such as in the land development regulations for Miami and for the Downtown Kendall District in Miami-Dade County, the character of the streets and safety for pedestrians in Miami Beach would be better than with the existing rule.

NoBe Master Plan Height and FAR Recommendations

Height and Floor Area Ratio

During the public meetings throughout the February 2016 Charrette, the developers/property owners who participated explained why they had reservations about building in the Town Center. Some communicated that the current FAR requirement is too restrictive. When considering all of the comments, it is clear that the core issue is a 'disconnect' between the allowable FAR and the height limit. Both are utilized to limit the volume of a building. The floor area is a vague control that offers no sense of what the final form will be. Building height and the limits of the property's setbacks ultimately limit the maximum volume of the building.

To finance the construction of a building, the floor area is the commodity that provides the income. The parking does not. The architectural embellishments and landscaping of the grounds only add value to what is being sold or rented. Although the floor area taken up by the parking decks of the building does not count towards the FAR limit, to maximize the floor area and provide the required parking spaces, there is not enough space within the height limit to do so.

It is easy to be dismissive and simply say that there is no reason for a developer to maximize the potential. However, there are several additional requirements for development in North Beach, making it more difficult to develop. The additional requirements include:

- An extensive public review process that requires payment for the fees of architects, lawyers and other experts. The more meetings and revisions to the design, the more professional fees there are that must be paid by the developer. Miami Beach is known for its tough review process that requires many meetings and presentations for project approval.

- Purchase of additional properties to provide parking. Each of the neighboring owners of older apartment buildings are generating income for themselves from those buildings. Why should they sell theirs for a low price? It might be easier for the developer if negotiating a price with just one neighbor, but in some cases on the blocks along 71st Street, the lots of four to six individual property owners might be needed for a parking structure, each with a separate conception of their property's worth. With multiple negotiations, the cost of the land becomes higher.

- Developers often say that a project has to "pencil out." This means that the income generated by the sale or lease of the floor area has to exceed, by some amount of profit, the cost of the land, constructing the building, and all additional costs for design, approval process, and fees. The reason they say they are not building on 71st Street today is that the buildings don't "pencil out." If there are no new incentives or adjustments in existing regulations, it is unlikely that there will be new construction.

- Ensure Design Guidelines include:
 - Setback new buildings ten additional feet from the property line along 71st Street to accommodate wider and active sidewalks.
 - Allow taller buildings up to 12 stories in the Town Center, provided that floors above the first four stories, fronting 71st Street, step back at least 25'.

These recommendations can be implemented immediately:

- Regulatory Changes include:
 - Seek to increase residential parking options, potentially by use of strategically placed residential parking lots or structures in the North Beach neighborhoods.
 - Consider removing requirements tied to the provision of easements for alleys.
 - Consider removing parking requirements for projects less than 25,000 gross square feet, excluding restaurants and bars.
 - As additional transit services and options are added to the neighborhood, consider further reducing parking requirements.
 - In parking garages, consider requiring levels above the first-floor to be lined with habitable or leasable space.
 - Remove the civic space requirements from the Design Review Standards for the TC zoning districts.
 - Land uses in the study area should be reviewed to determine what should be encouraged, allowed, or prohibited, to create an optimal mix of uses that both services local needs and retains small businesses while attracting regional interests.
 - Consider increasing the height limit for properties within the Town Center.
 - Change the restrictions to enable larger buildings in the Town Center.
 - If the community is increasing the FAR, then at the same time the boundaries of the zones: TC-1, TC-2, and TC-3 could be combined into one 'Town Center (TC)' district.
 - Consider standardizing FAR limits for all lot sizes.
 - Consider using a Transfer of Development Rights (TDR) program to transfer surplus rights from historic properties to the Town Center; or alternatively consider the use of a Historic Preservation Fund to assist property owners with historic preservation or SLR adaptation.

Changes to Height and FAR

The following changes, related to height and FAR, are recommended for local ordinances, including the Design Review Standards for the Town Center.

- Consider increasing the height limit for properties within the Town Center. To begin with, height should be increased to 125 feet; this will allow a slender tower. Keeping the height lower will yield “boxy” buildings that block out a large portion of the sky as opposed to a smaller vertical portion of the sky.
- Change the restrictions to enable larger buildings in the Town Center. Since FAR is used as a massing limit that does not describe building form in any way, most communities that want more control over the form of future growth remove it as a criteria and use only limitations in height accompanied by setbacks on the ground, and vertical setbacks on upper floors. Based on the heights shown in the ‘North Beach: Town Centre District Intensity Increase Study’ conducted by Shulman + Associates in 2014, the community should consider using parameters based on this study. Heights could be increased to 12 stories maximum along 71st Street. If FAR must remain as a criteria in the zoning ordinance, then it should be increased to 3.5. A regulatory change of this kind will require a referendum.
- As an alternative to height as measured in feet, consider changing the height requirement as measured in the number of stories. A height limit measured in feet may penalize a developer who wants to provide luxury units with a higher floor to ceiling height. Other communities such as Miami and Miami-Dade County have ordinances that define a story as no taller than 14 feet, and then there is cap in the number of stories. If a building has a floor taller than that, it counts as two stories. Most codes that regulate height in this manner allow at least one story to have a higher floor to ceiling height to accommodate retail spaces on the ground floor.

NoBe Master Plan Height and FAR Recommendations

- If the community is increasing the FAR, then at the same time the boundaries of the zones: TC-1, TC-2, and TC-3 could be combined into one ‘Town Center (TC)’ district.

The primary difference between these zones is a variation in FAR and height limits, yet almost all of the other rules are the same, irrespective of a property’s TC designation. Given that some of the boundaries are very close together, simplifying the design parameters will save time for both applicants and the City. If the community still feels that there should be some variation in height based on geographic location, then a separate regulating map can be created to identify height limits within the combined Town Center District.

- Consider standardizing FAR limits for all lot sizes. In Sec. 142-737. (a), “Development Regulations”, of City’s Code of Ordinances, Chapter 142, Zoning Districts, Division 20, there is a table that specifies FAR limits. In TC-1, the FAR varies based on lot size. This is a system that rewards those who have aggregated multiple parcels and penalizes the small lot owner. If changes to the heights are modified, then this table will need to be adjusted accordingly. And, if the TC zones are consolidated, the table could be collapsed into a paragraph of text or into a smaller table.

- Consider using a TDR program to transfer surplus air rights from historic properties to the Town Center. This will require a revision to the City’s existing code of Ordinances, Sec. 118-222, “Transfer of Development Rights”, to list the Town Center as a receiving district.

- The City could consider attaching requirements for the use of a Transfer of Development Rights program. For instance, the City can create an inclusionary zoning mechanism, that would require a developer to allocate a certain percentage of units at below market-rate in exchange for the additional FAR, so as to increase the supply of affordable housing. This is one example of how a transfer of development rights might work; there are several other options. It is recommended that the exact system for implementing a transfer of development rights is studied further, in order to incorporate the system into local ordinances.

- The City could use a Historic Preservation Fund to sell bonus FAR to developers, and use those funds to fund grants to property owners to help restore historic elements of their buildings or help adapt the structures for SLR.

Commercial Design Requirements

Shopfronts

Create outdoor 'rooms' lined by storefronts for people to enjoy, specifically in the Town Center.

- Retail frontage storefronts, or shopfronts, should be functional and attractive. Projects within the Town Center should be designed so that 80% of the ground floor is built to the front setback line.
- The entrances to all shopfronts should be covered, either by an awning, canopy, second floor balcony, cantilevered eyebrows, arcade or colonnade, or by being inset into the main body of the building.
- Shopfront windows should not be made opaque by window treatments (excepting operable sunscreen devices within the conditioned space). Reflective (mirrored) and frosted glass should be prohibited on shopfronts.
- Storefront windows: the bottom sill should be no more than 24 inches above the sidewalk; top should be between 8 feet & 14 feet above the sidewalk.



Above: Shopfronts should include shade.

Facade Transparency

Building facades, specifically those that define the primary street edge, need to have a high degree of transparency.

- Transparency in building facades is essential for creating high quality street spaces, by adding visual interest for pedestrians, as well as safety and aesthetic appeal. A good rule of thumb is for the first story of a shopfront building to have a minimum of 70% of the façade consist of doors and windows. For residential or office uses, as well as upper stories on shopfront buildings, the amount of surface area devoted to doors and windows can be lower.
- Walls should not be placed behind windows. The intent of transparent facades is for people to be able to look inside a business.

Street Trees and Sidewalks

Street trees and wide sidewalks are critical street elements in any neighborhood.

All of the components of street design are important; however, street trees and sidewalks are basic urban infrastructure, and are necessary requirements for pedestrian activity. If there are places in the study area that are not wide enough to fit these elements within the public right-of-way, trees and sidewalks should be implemented through easements or as part of new development on private properties. In the Town Center, sidewalks should be a minimum of 10 feet wide; if dining is to be accommodated on the sidewalk, the minimum sidewalk width should be 20 feet.



Eyebrows & Canopies

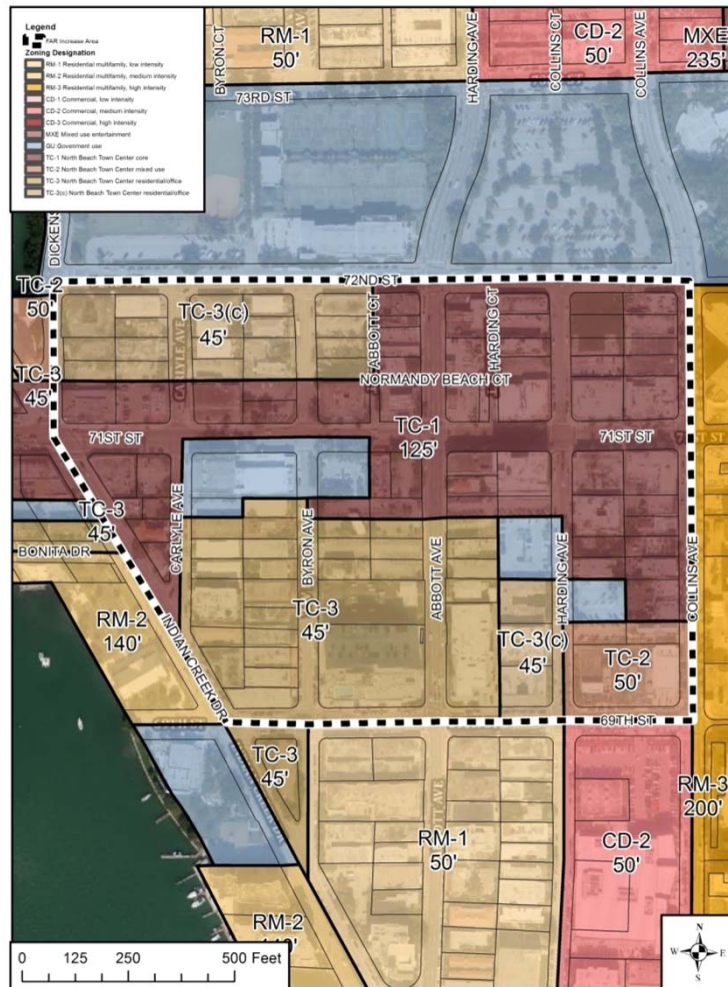
Eyebrows and canopies provide shade and shelter; they are also a distinct architectural feature of Miami Beach architecture.

- Minimum depth: 3 feet (measured perpendicular to the wall face).
- Recommended length: 75 to 100 percent of the building frontage on the ground level (eyebrows and canopies typically run along continuous lengths of the building facade).
- The above requirements apply to first floor canopies and eyebrows only.

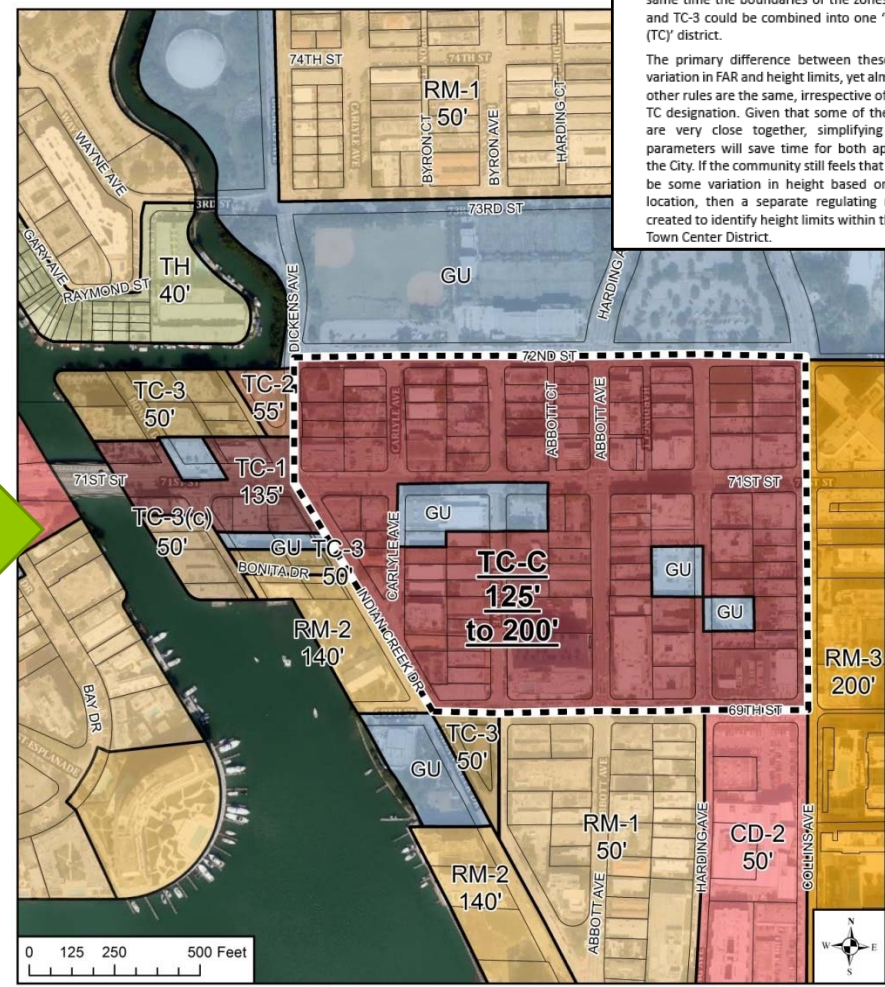
Ordinance Outline

- Allowable Uses and Review Requirements
- Development Regulations (height, unit size, density)
- Setbacks & Encroachments
- Street Classes and Façade Requirements
- Street Frontage and Tree Canopy Requirements
- Loading
- Public Benefit Menu
- Off Street Parking, Ride Share and Bicycle Facility Requirements

Existing and Proposed Zoning



Existing



Proposed

- If the community is increasing the FAR, then at the same time the boundaries of the zones: TC-1, TC-2, and TC-3 could be combined into one 'Town Center (TC)' district.

The primary difference between these zones is a variation in FAR and height limits, yet almost all of the other rules are the same, irrespective of a property's TC designation. Given that some of the boundaries are very close together, simplifying the design parameters will save time for both applicants and the City. If the community still feels that there should be some variation in height based on geographic location, then a separate regulating map can be created to identify height limits within the combined Town Center District.

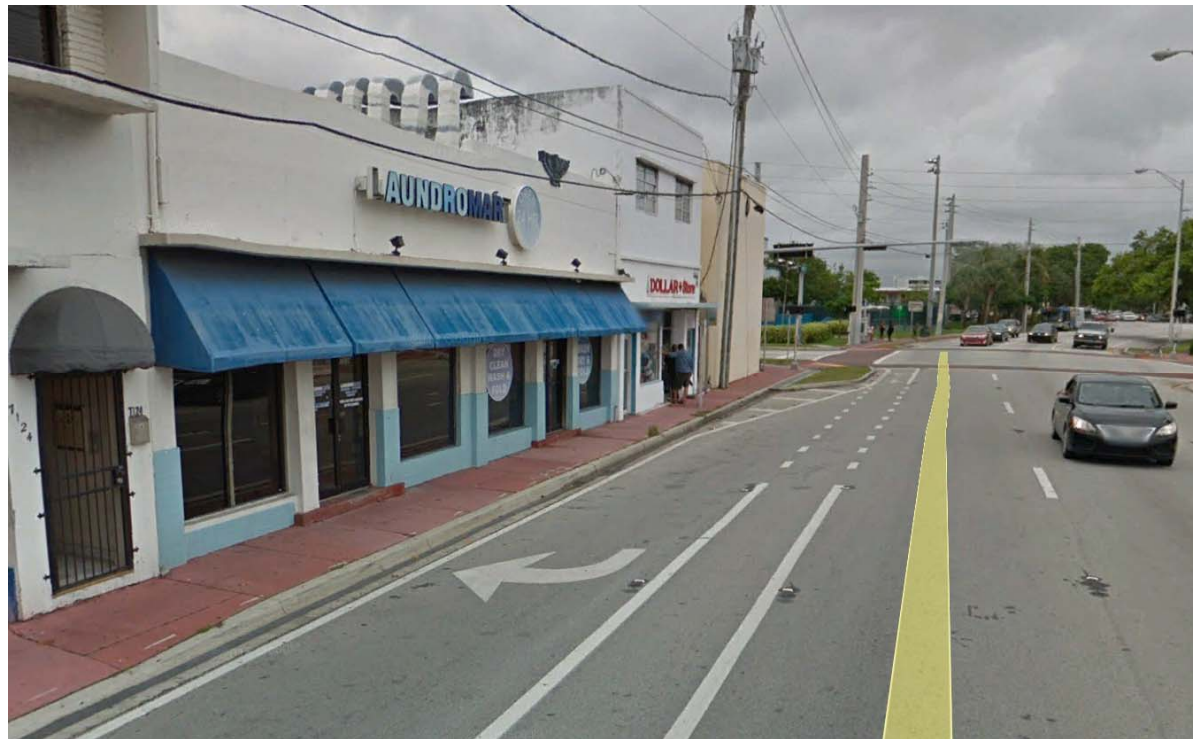
Area and Ordinance Goals

- “No Street Left Behind”
- Spur and facilitate sustainable economic development, encourage diverse uses and expedite regulatory processes
- Create mixed use development, live/work, allow for co-live micro units
- Facilitate pedestrian activity and alternative modes of transportation
- Realize a 70th street pedestrian Paseo
- Enable added public benefits
- Ensure centralized and off-street loading

“No Street Left Behind”

- Overlay will include zoning regulations that will ensure that the newly approved FAR is appropriately distributed within development sites in order to activate ALL street frontages.
- Regulations will prevent massing on a single frontage which creates a “back-of-house” condition on opposite street frontages.
- Regulations ensure appropriate pedestrian facilities that encourage walking.

Need for Wider Sidewalks



- Requires a “**Clear Pedestrian Path**” of 10 feet on ALL frontages
- Can incorporate public sidewalk and setback areas
 - Free from all obstructions, including trees and sidewalk cafes

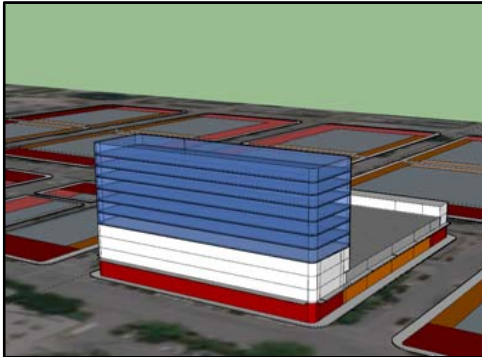
What **NOT** to Do

Wall effect

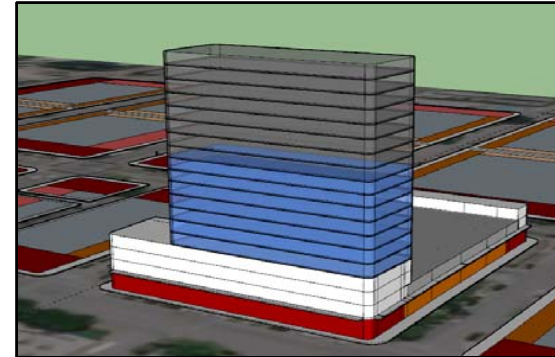


Proposed limitations on tower width of 165 feet for portions of towers within 50 feet of property line to prevent wall effect

Wall Effect and Height



Tower Width: 225' – Height :125'
(wall effect, not desirable)



Tower Width: 165' – Height : 200'
(Proposed)

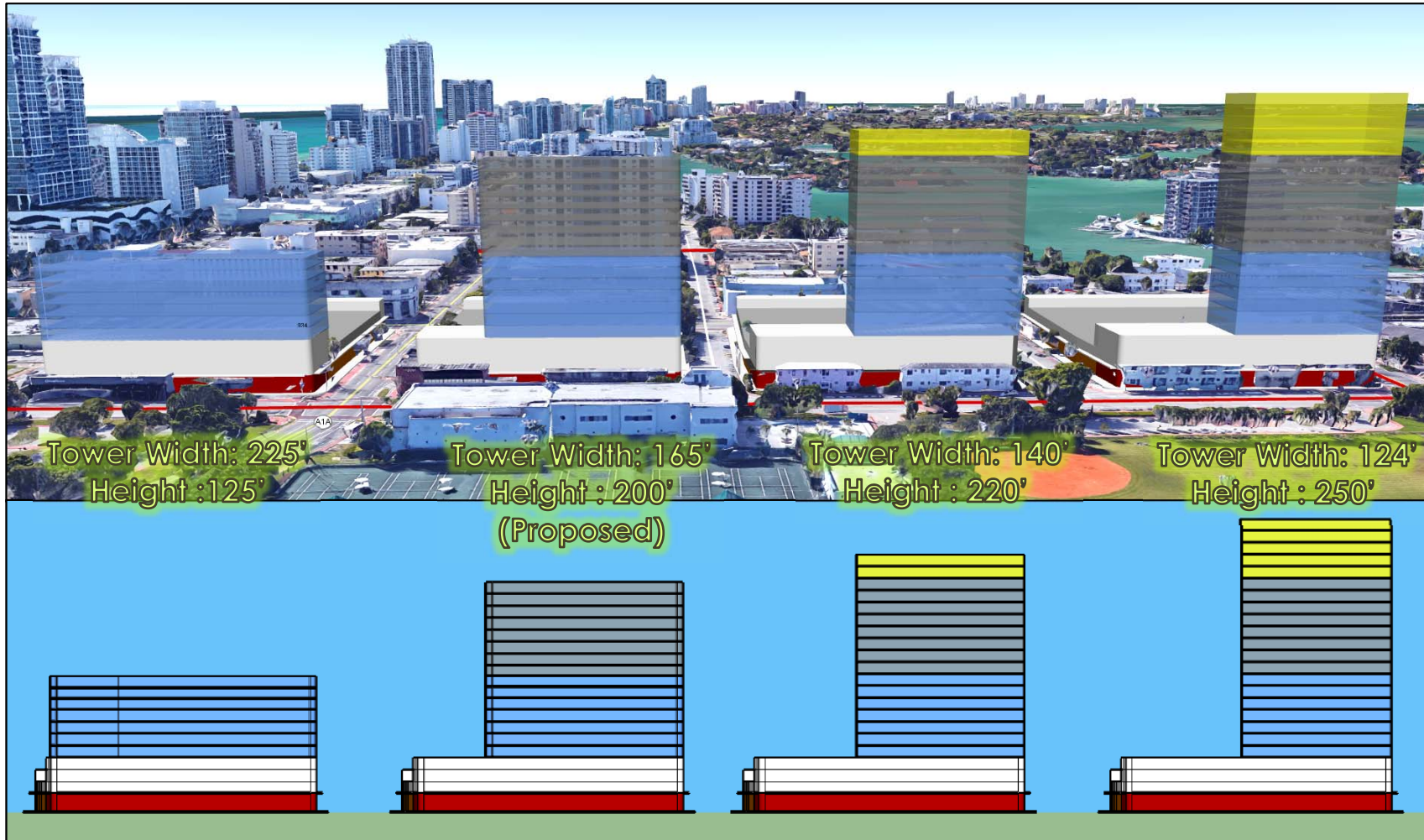


Tower Width: 140' – Height : 220'



Tower Width: 124' – Height : 250'
(out of scale)

Wall Effect and Height



Require Public Benefits to Exceed 125'

Detailed Recommendations Forthcoming

Possible Options:

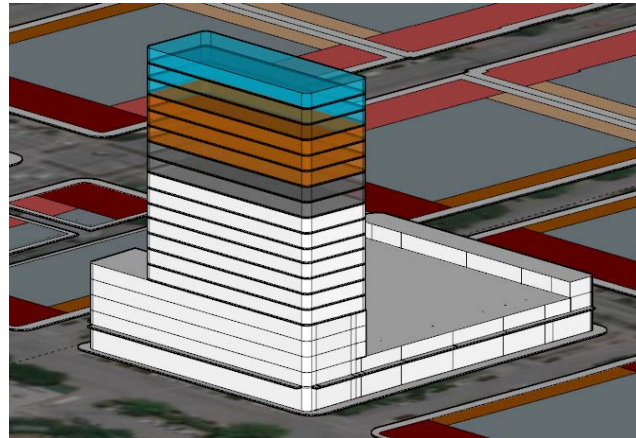
- Providing On-Site Workforce or Affordable Housing
- Providing Off-Site Workforce or Affordable Housing in the City
- Achieving LEED Platinum Certification
- Provide a fully Sustainable Structure and Surplus Stormwater Retention and Reuse

Maximum FAR Distribution

Without Public Benefits



With Public Benefits



- **(White)**
Up to 125 FT
~11 stories
- **(Gray)**
125-145 FT
~13 stories
- **(Orange)**
145-175 FT
~16 stories
- **(Turquoise)**
175-200 FT
~19 stories

Height Comparison



North Beach

Master Plan Scale Comparison

Scale Comparisons

The urban grids below, all drawn at the same scale for comparison, serve to put in context the overall scale and size of the study area. While North Beach is moderately dense, many of the buildings are detached but have narrow spaces between them.

Nearly all buildings in Miami Beach are street oriented; however, significant voids within the street grid of North Beach, present incredible opportunities for development or re-purposing of uses. The orientation of buildings to the street and short distances to the water contribute to the distinct walkable and compact character of the beach.



North Beach Town Center



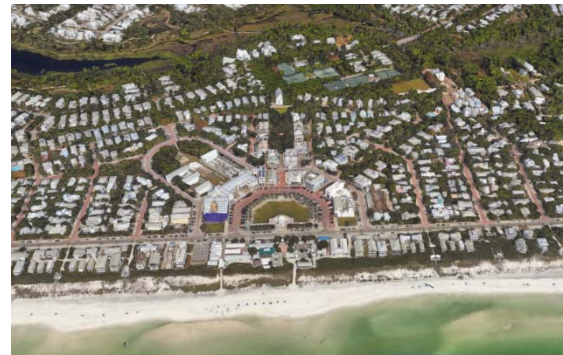
South Beach



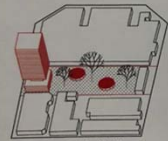
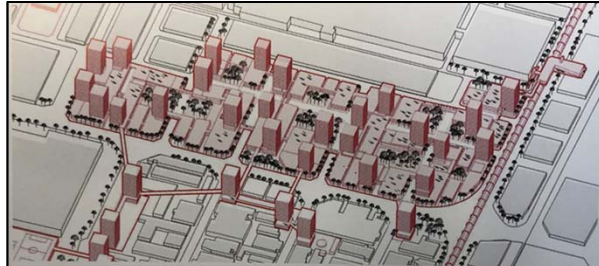
Seaside, Florida



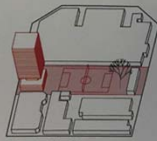
Barcelona, Spain



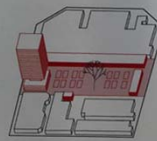
Barcelona



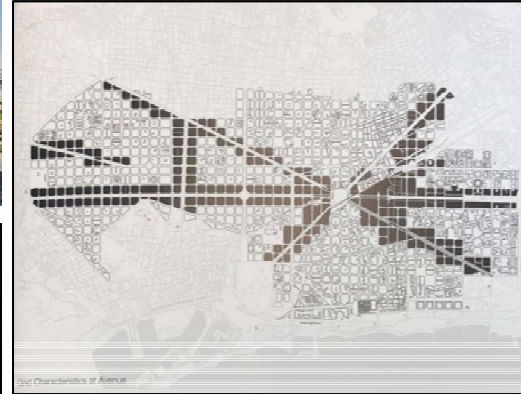
Temporary Activities



Sports Field



Square Plus (Corner Shops)



Plan		
Section		
FAR		
Open Space		
Parcelization		
Program		
Accessibility/ Public Space		



Paris



What **NOT** to Do

Back of House



Proposed required differing types of activation on all sides to prevent “back of house” condition

What **NOT** to Do

**Retail Space Not Visible
from Street**



**Require habitable space to be
located at the setback line**

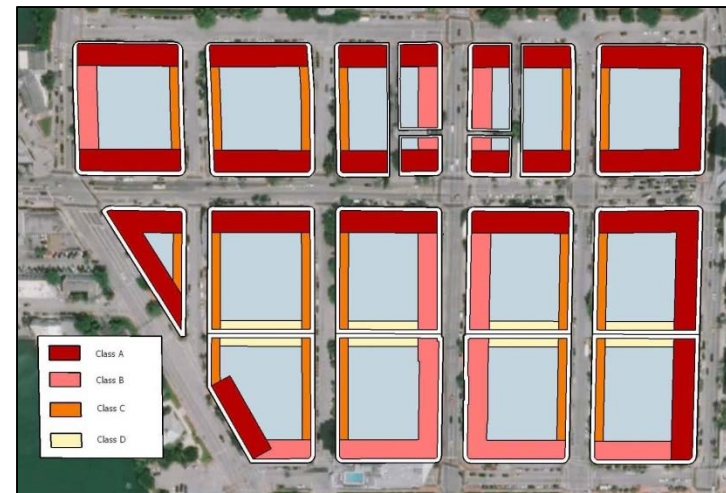
**Retail Space Not Deep
Enough to Be Viable**



**Require minimum depths of
habitable space**

Roadway Classes & Minimum Habitable Space

- Currently for buildings with parking levels, only the first floor is required to have usable, habitable space along the street frontage. If that requirement extended to all floors, such as in the land development regulations for Miami and for the Downtown Kendall District in Miami-Dade County, the character of the streets and safety for pedestrians in Miami Beach would be better than with the existing rule.



Class A (Red): 50' depth
 Class B (Pink): 45' depth
 Class C (Orange): 20' depth
 Class D (Yellow): 20' depth

Class A Streets



- Require a minimum of 3 floors of habitable space along the setback line
- Require Ground Floor Commercial Uses
- Require larger shade trees
- Prohibit Driveways and Utilities (unless only frontage)

Turning 71st Street into a walkable main street will physically and psychologically transform the Town Center from an uninviting street to a vibrant environment where people will want to spend time.

The streetscape is re-designed to work not only for cars, but also for pedestrians, bicyclists and transit riders. An additional ten foot setback for new buildings (at key locations) accommodates wider sidewalks for outdoor dining. The center turn lane is eliminated to provide enough room for dedicated transit lanes, and a pair of separated bike lanes, or cycle tracks. The transit and bike lanes are separated from pedestrians with a row of street trees on one side of the street and on the other side by a lane of parallel parking and a low curb. New street trees provide shade and comfort for all users.

Traffic and congestion along 71st Street is further calmed by narrowing the travel lanes, and tightening curb radii at intersections. All of these changes still allow cars through, while signaling to drivers that they have entered a multi-modal environment where speeds are low, and cars are not the only priority. Slowing cars can help to encourage pedestrians and cyclists. Providing better transit brings more choices to more people.

First, the common perception of 71st Street must be changed, then people can use the street in new and better ways. Making 71st Street a place people want to be will help catalyze new private investment and redevelopment opportunities. Private investment follows public investment.

71st Street...A Walkable Main Street



A vision for a multimodal 71st Street at Byron Avenue

- Currently for buildings with parking levels, only the first floor is required to have usable, habitable space along the street frontage. If that requirement extended to all floors, such as in the land development regulations for Miami and for the Downtown Kendall District in Miami-Dade County, the character of the streets and safety for pedestrians in Miami Beach would be better than with the existing rule.

Class B Streets



- Require a minimum of 1 floors of habitable space along the setback line
- Require Ground Floor Commercial or Residential Uses
- Require larger shade trees
- Prohibit Driveways and Utilities (unless only frontage or other is Class A)

Class C Streets



- Require a minimum of 1 floors of habitable space along the setback line
- Require Ground Floor Commercial or Residential Uses
- Driveways and Utilities are to be located on Class C Streets

Require Screening of Parking

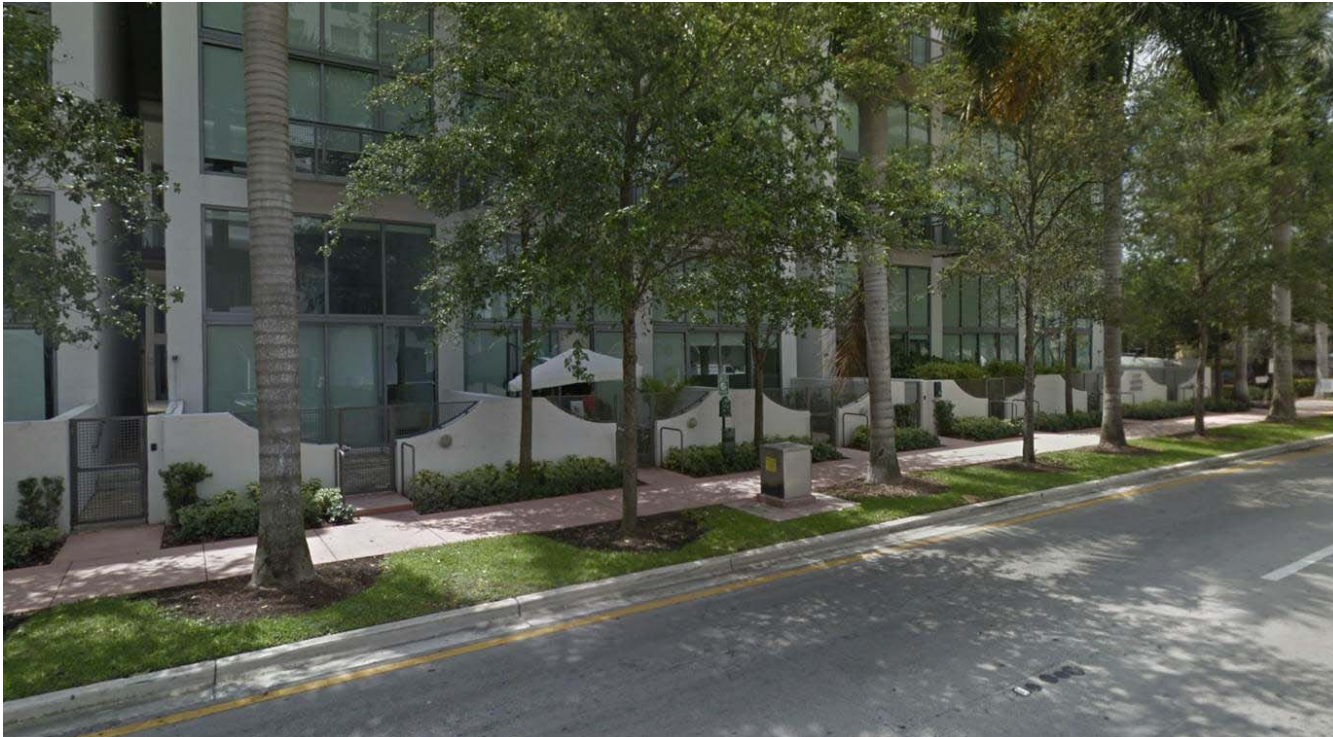
Sample Architectural Screening for Parking



All Parking Shall be screened from view of the Public ROW and Clear Pedestrian Paths



Walkup and Townhome Units

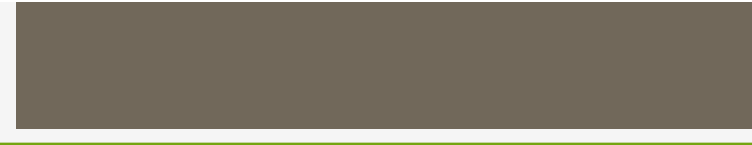


Ground Floor Residential Uses
Permitted on B, C, and D Streets Only

Realize a 70th Street Pedestrian Paseo

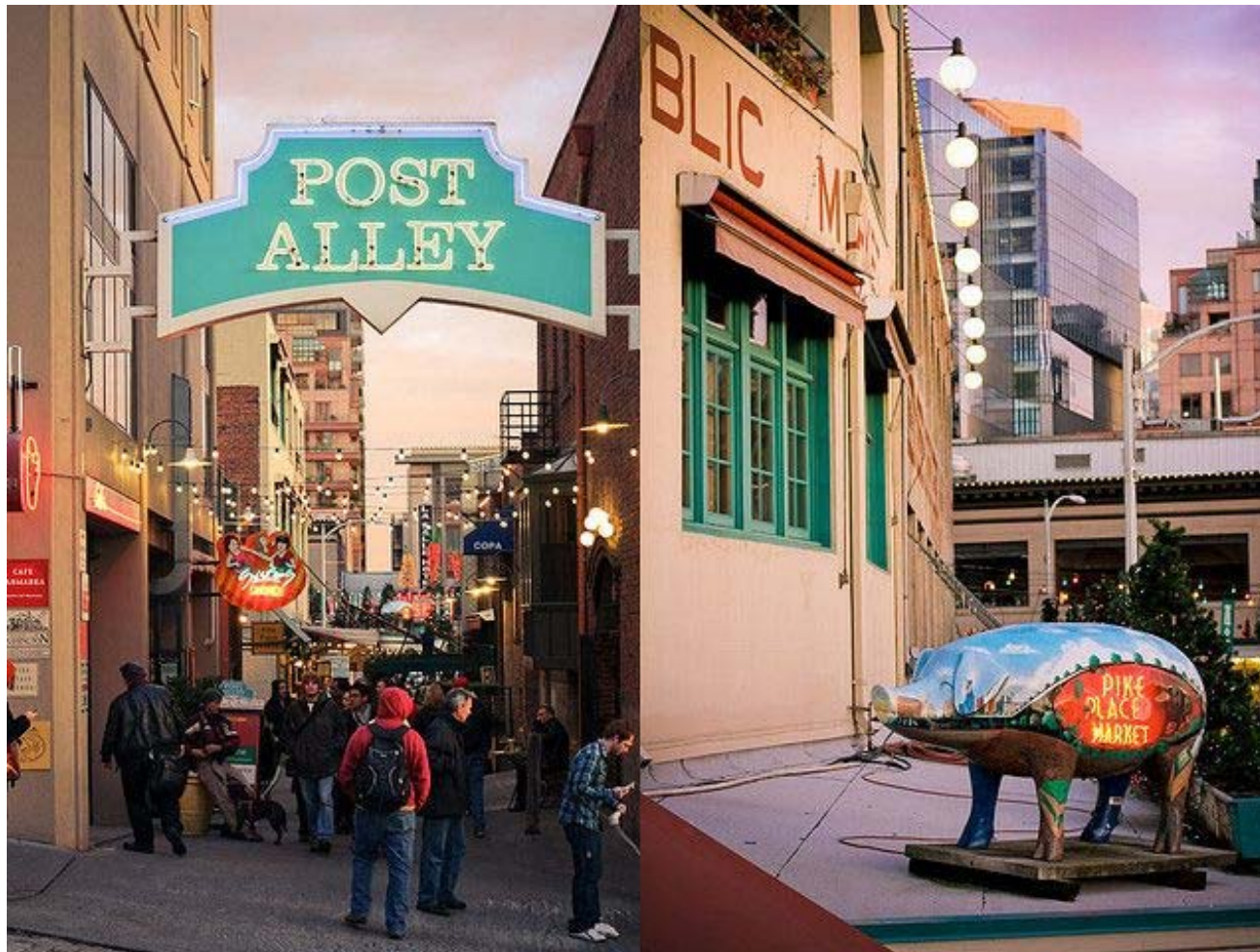
- The distance between 69th Street and 71st Street is approximately 601'. These blocks are unusually long with no breaks for pedestrians to cut through.
- This is a less than optimal condition which can be alleviated by the creation of a Pedestrian Paseo as parcels redevelop and setbacks are established to create the break.
- Activation of alleys (paseos) allow for interesting and creative spaces in the urban fabric.





- Implements the 70th Street Paseo concept.
- As properties redevelop, they must provide 10' Setback from interior property line.
 - 20' total provided for alley
- Requires 25% of the frontage to include habitable space.
- Allows for cross-access bridges between buildings on opposite sides of the alley.

Paseo - Seattle, Washington



Paseo - Seattle, Washington



Paseo - Quebec, Canada



Expedite Sustainable Economic Development & Encourage Diverse Uses

It is easy to be dismissive and simply say that there is no reason for a developer to maximize the potential. However, there are several additional requirements for development in North Beach, making it more difficult to develop. The additional requirements include:

- Development and Use Approval processes are being reviewed to streamline the process and spur economic development within the overlay area.
 - Incorporate typical board order conditions into the code.
 - Loading hours and operations
 - hours of operation
 - noise attenuation
 - Double door vestibules
- Where appropriate, administrative review will be permitted and Board approval required for design and higher impact uses.
 - Remove 50,000 SF building CUP requirement
 - Instead require CUP for Retail and Commercial Establishments over 25,000 SF
 - Limit of 2 RETAIL Establishments over 25,000 SF (Does not include Grocery Stores)
 - Modify Neighborhood Impact Establishment (NIE) Thresholds
 - An alcoholic beverage establishment or restaurant, not also operating as an entertainment establishment or dance hall from an occupant content of 300 or more persons to an area of 10,000 square feet or greater of areas accessible by patrons; or
 - An entertainment establishment or dance hall, from an occupant content of 200 or more persons to an area of 5,000 square feet or greater of areas accessible by patrons.
- Allow for “Artisanal Retail” and 2 “Neighborhood Fulfillment Centers” to accommodate a changing economy

- An extensive public review process that requires payment for the fees of architects, lawyers and other experts. The more meetings and revisions to the design, the more professional fees there are that must be paid by the developer. Miami Beach is known for its tough review process that requires many meetings and presentations for project approval.

Typical Board Order Conditions

Planning Board

PLANNING BOARD CITY OF MIAMI BEACH, FLORIDA

PROPERTY:

[REDACTED]

FILE NO.

PB 18-[REDACTED]

IN RE:

The applicant, [REDACTED] Conditional Use approval for the construction of a new 8-story mixed-use development exceeding 50,000 square feet including a mechanical parking garage pursuant to Section 118, Article IV and Section 130, Article II of the City Code.

LEGAL
DESCRIPTION:

[REDACTED] Plat Book 2, Page 77, of the Public
Records of Miami-Dade County, Florida.

MEETING DATE:

[REDACTED] 2018

MODIFIED CONDITIONAL USE PERMIT

9. The Applicant agrees to the following operational conditions for all permitted and accessory uses and shall bind itself, lessees, permittees, concessionaires, renters, guests, users, and successors and assigns and all successors in interest in whole or in part to comply with the following operational and noise attenuation requirements and/or limitations. The applicant shall ensure through appropriate contracts, assignments and management rules that these restrictions are enforced and the applicant agrees to include the rules and regulations set forth in these conditions in any contract or assignment:
- a. All trash containers shall utilize rubber wheels, or the path for the trash containers shall consist of a surface finish that reduces noise, in a manner to be reviewed and approved by staff.
 - b. Adequate air-conditioned and noise baffled trash room space shall be provided, in a manner to be approved by the Planning staff. Doors shall remain closed and secured when not in active use.
 - c. Trash dumpster covers shall be closed at all times except when in active use.
 - d. Delivery trucks shall not be allowed to idle in the loading areas.
 - e. Delivery and trash trucks shall only be permitted to park in the designated loading bays.
 - f. Deliveries and trash pick-ups only may only take place between 6:30 AM and 12:00 PM on weekdays and no earlier than 8:00 AM on weekends.

Typical Board Order Conditions Design Review Board

DESIGN REVIEW BOARD City of Miami Beach, Florida

MEETING DATE: [REDACTED], 2018

FILE NO: DRB18-[REDACTED]

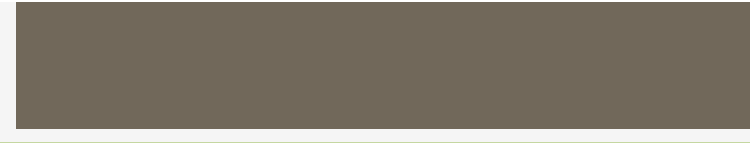
PROPERTY: [REDACTED]

APPLICANTS: [REDACTED]

LEGAL: [REDACTED]
according to the Plat thereof, as recorded in Plat Book 21, Page 54, of the
Public Records of Miami-Dade County, Florida.

IN RE: [REDACTED]
[REDACTED] other design modifications and
variances to reduce the required front setback for a monument sign and to
exceed its maximum area, to exceed the maximum allowable projection in
required yards and to eliminate the required distance separation from
structural columns to the drive aisles. This item will also require a
modification to a previously approved Conditional Use application to be
reviewed and approved by the Planning Board.

ORDER

- 
- g. The utilization of root barriers and Silva Cells, as applicable, shall be clearly delineated on the revised landscape plan. Silva Cells or approved equal should be provided under the adjacent hardscape areas for trees located in public and private property subject to the review and approval of the CMB Urban Forester. A minimum of 1,000 Cu. Ft of good quality planting soils shall be specified per tree or 800 Cu. Ft per tree when combined with other trees in the same general area.
 - h. The applicant shall verify, prior to the issuance of a Building Permit, the exact location of all backflow preventers and all other related devices and fixtures. The location of backflow preventers, Siamese pipes or other related devices and fixtures, if any, and how they are screened with landscape material from the right-of-way, shall be clearly indicated on the site and landscape plans, and shall be subject to the review and approval of staff.
 - i. The applicant shall verify, prior to the issuance of a Building Permit, the exact location of all applicable FPL transformers or vault rooms. The location of any exterior transformers and how they are screened with landscape material from the right of wall shall be clearly indicated on the site and landscape plans and shall be subject to the review and approval of staff.

Create Micro-units/ Co-Live Units



6. *The City Regulates the Size of Units to Reduce Construction and Housing Costs*

The concept of reducing the minimum size of apartments has been around for a long time. Reducing the minimum size of units can make them more affordable to build and rent. Units in big cities have typically been smaller due to the need to create more housing on smaller parcels of land.

Micro-units, which are small apartments typically around 200 to 300 square feet and include a small living/bedroom area, bathroom, and kitchenette, emerged in the early 2000s as a way to provide affordable housing for younger people in cities such as San Francisco and Seattle. Seattle has seen an increase in micro-units and allows apartments as small as 220 square feet.

The micro-unit trend has swept the country with many cities and developers exploring variations of the strategy. In West Palm Beach, a developer has submitted plans for a 12-story downtown apartment building with 400 units of about 450 square feet or half the size of a typical one-bedroom unit.

Allow Micro-Units/Co-living units with a minimum of 375 sq. feet

- Require 20% of the floor area for amenities for residents

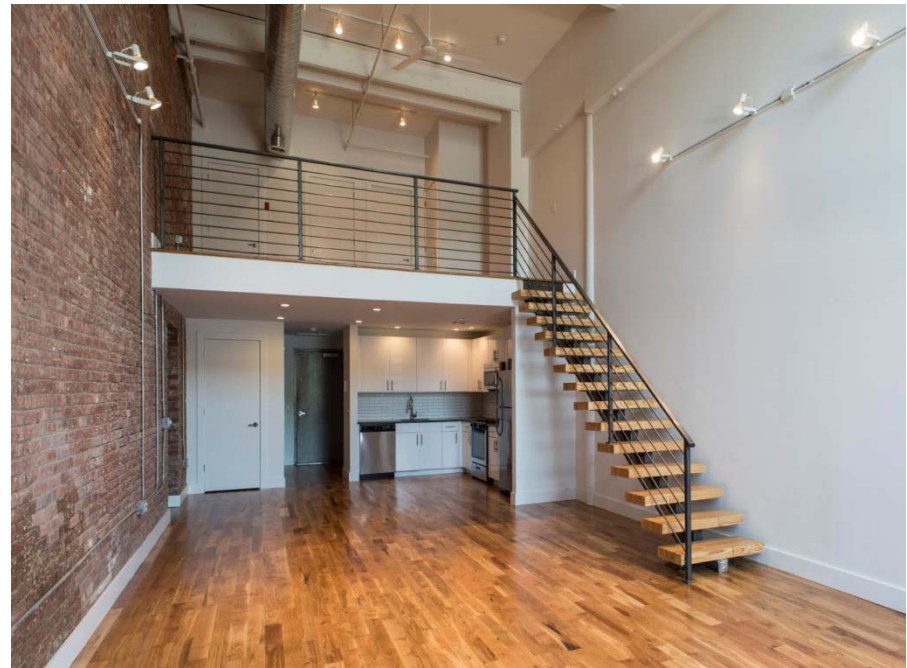
Typical Co-Living Floor Plan

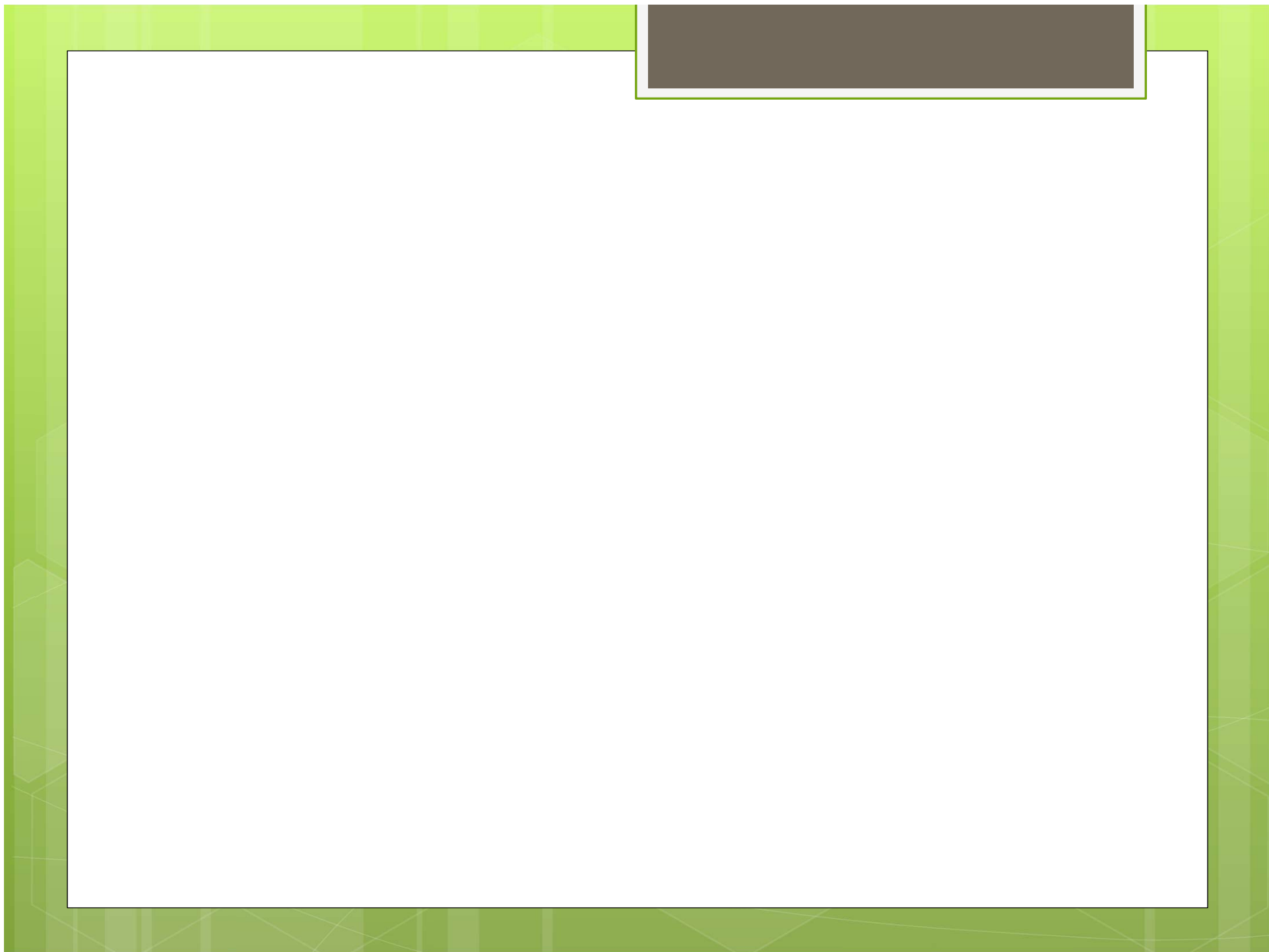


Common areas and Shared Amenities



Live-Work Units





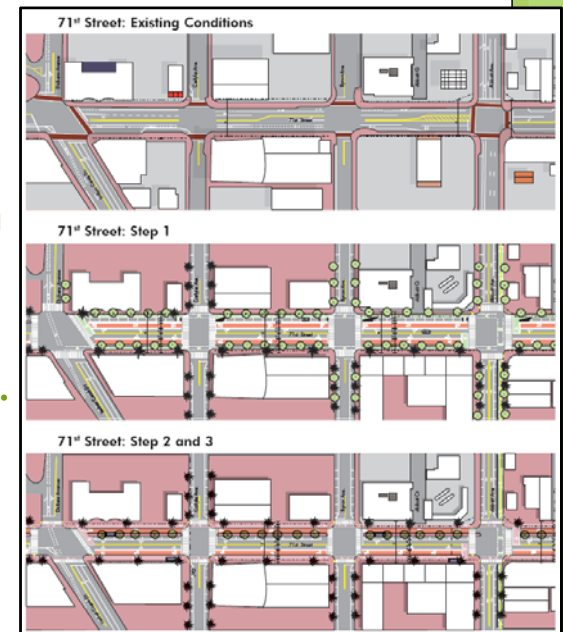
Encourage Centralized and Off-Street Loading



Mobility Study Update

- Continue to implement projects in Transportation Master Plan
- Reduce parking requirements and encourage centralized parking areas.
- Require facilities to encourage biking such as bicycle parking.
- Require facilities to encourage walking such as wider and more comfortable sidewalks.
- Require transit oriented development (TOD).
- Regulate uses due to increased FAR to minimize vehicle use.

- Land uses in the study area should be reviewed to determine what should be encouraged, allowed, or prohibited, to create an optimal mix of uses that both services local needs and retains local small businesses while attracting regional attractions. For instance, office uses would contribute to improving the local economy by adding additional patrons for local businesses. An increase in both daytime and nighttime occupants that would come from an increase in office and residential units respectively would help to create what is known as a 24-hour community, where there is a constant flow of people in the streets and patronizing businesses throughout the day.



Mobility Study Update

- Create an ideal mix of uses that encourages walking and mass transit use while minimizing single occupancy vehicle use. Units below are over and above the development capacity prior to the adoption of the FAR increase approved on November 7, 2017:

- Hotels to 1,800 room
- Apartments over 1,000 square feet to 200 units
- Apartments under 1,000 square feet to 300 units
- Co-living, workforce, & affordable housing to 300 units

• As additional transit services and options are added to the neighborhood, consider reducing parking requirements further. For every new parking space that is added in the neighborhood there will be another car on the nearby roadways, at least two times per day, adding to congestion. To keep auto-traffic congestion from impeding the economy and diminishing the quality of life, make transit, walking and biking far more attractive and convenient than driving. If transit is fast, reliable and pleasant to use, more residents and patrons will use it as an option, especially if the frustration of searching for a parking space exceeds the comfort level of using transit. The future prospect of autonomously driven vehicles could have a substantial effect on places like North Beach, by eliminating the need for parking. Ride share programs such as Uber and Lyft are already reducing the need for employee parking at hotels in South Beach, as both employees and visitors opt out of driving or renting personal vehicles. It is recommended that this idea be re-visited in not longer than three years (2019).

Estimated Maximum Capacity Before FAR Increase*

Hotel Units	131
Residential Units	1,662

Additional Capacity with FAR Increase

Hotel Units	1,800
Residential Apartment Units	500
Residential Workforce / Co-Living	500

Estimated Total Units Available

Hotel	1,931
Cumulative Residential Units	
Units	2,662

* Estimated Capacity Before FAR Increase assumes a program where 0.5 of available FAR is for Retail, Average area per unit of 800 SF, and remainder of FAR divided between hotel and office uses. Individual calculations will be necessary for each project

Mobility Study Update

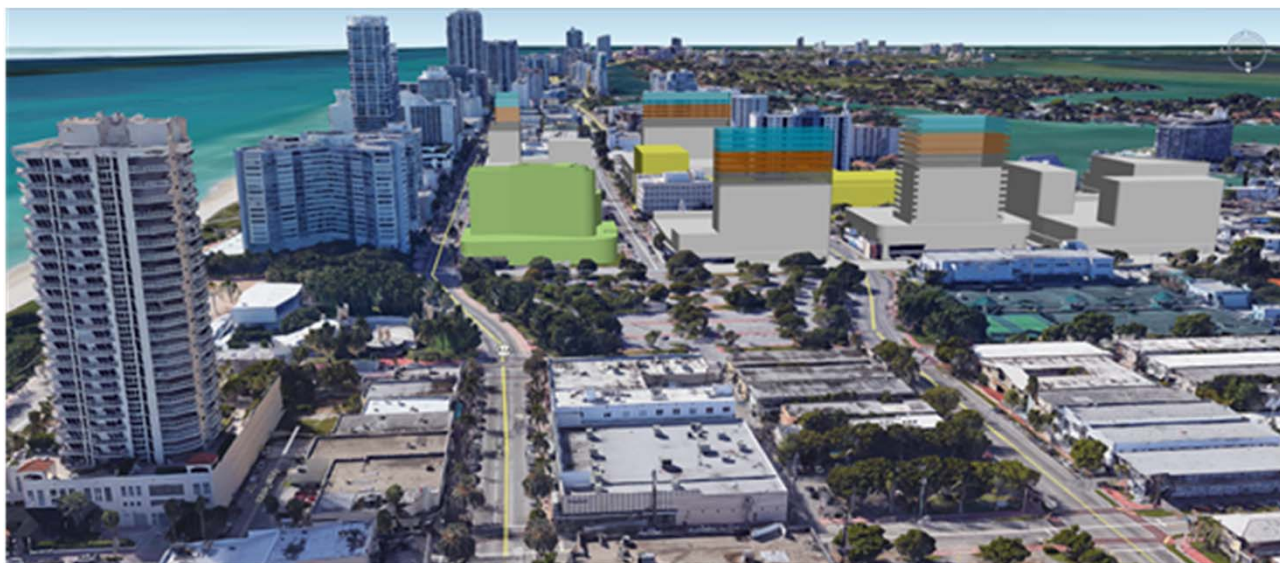
Excerpts from the Executive Summary:

- ...Results indicate auto mode travel will be reduced by 15% from 68% in 2017 to 53% in 2040...
- ...The traffic impact analysis based on the adjusted modal splits provided by the MAA model that indicated a shift from cars to multimodal trips resulted in generally improved traffic conditions in 2035 compared to Master Plan projections.
- ...Whereas 6 of the 8 evaluated segments where projected in the TMP to operate at failing condition in 2035, only two segments are now projected to operate at failing conditions.
- ...The analysis (MMA) indicated a 15% shift from the personal car to multimodal trips which resulted in generally improving conditions in 2025 compared to TMP projections, even after accounting for the increased FAR.

Massing Study











thank you!