

RESOLUTION NO. 2022-32444

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AUTHORIZING THE ADMINISTRATION TO ENGAGE IN NEGOTIATIONS WITH DI LIDO BEACH RESORT LLC OF A DEVELOPMENT AGREEMENT WHICH WOULD, AMONG OTHER TERMS, MEMORIALIZE THE FRAMEWORK FOR SUCH LINCOLN ROAD IMPROVEMENTS, AND FURTHER, DIRECTING THE ADMINISTRATION TO FURTHER ANALYZE ALL ASPECTS OF THE POTENTIAL PEDESTRIANIZATION OF THE 200 AND 300 BLOCKS OF LINCOLN ROAD, BETWEEN WASHINGTON AVENUE AND COLLINS AVENUE AND THE REDUCTION OF VEHICULAR TRAFFIC EAST OF COLLINS AVENUE.

**WHEREAS**, the City Commission desires to improve the pedestrian experience on the eastern end of Lincoln Road, linking the Beachwalk to the existing pedestrian mall; and

**WHEREAS**, Di Lido Beach Resort LLC, the owner of 1 Lincoln Road and 1671 Collins Avenue (the "Developer"), has proposed a renovation and expansion to the existing Ritz Carlton South Beach; and

**WHEREAS**, as part of its redevelopment plan, the Developer has proposed to design and engineer, subject to direction from, and approval by, the City, pedestrian improvements within the Lincoln Road right of way from Washington Avenue east to the City beachwalk (the "Proposed Lincoln Road Improvements"); and

**WHEREAS**, the Proposed Lincoln Road Improvements would contemplate the closure of Lincoln Road between Washington Avenue and Collins Avenue to vehicular traffic, the reduction of vehicular traffic on Lincoln Road east of Collins Avenue, and the replacement and relocation of existing transit infrastructure; and

**WHEREAS**, the improvements are intended to transform the 200-300 blocks of Lincoln Road into a robust pedestrian plaza and to allow for a more convenient connection for the public from the 100 block of Lincoln Road to the beachwalk; and

**WHEREAS**, the Developer has initially completed and presented to the City Administration conceptual plans and a preliminary traffic impact analysis, which, in part, shows that the proposed closure of the 200-300 blocks of Lincoln Road to vehicular traffic would have no significant traffic impacts on the adjacent streets; specifically Washington Avenue and Collins Avenue, from 16<sup>th</sup> to 17<sup>th</sup> Street; and

**WHEREAS**, at this early stage in the vetting process, a number of transportation-related items associated with the Proposed Lincoln Road Improvements require further study and analysis, including:

- Impacts to the existing key bus stops on the south and north sides of Lincoln Road between Collins Avenue and Washington Avenue and the need to develop a proper transit mitigation plan that would integrate a transit facility as part of the street reconfiguration or in close proximity;
- Completion, at the Developer's expense using an independent traffic engineer, of a traffic impact study in accordance with Miami-Dade County's "Traffic Flow Modification/Street Closure Procedures"
- Application to the Florida Department of Transportation and Miami-Dade County for review and approval of the proposed traffic flow modification/street closure.

**WHEREAS**, at each of their respective regular meetings, the City's Finance and Economic Resiliency Committee, Land Use and Sustainability Committee, and Public Safety and Neighborhood Quality of Life Committee heard presentations from the Developer, and recommended in favor of moving forward with further study and analysis the Proposed Lincoln Road Improvement; and

**WHEREAS**, the redevelopment of this portion of Lincoln Road will connect the city's two largest greenbelts and reinforce the pedestrian experience of Lincoln Road with enhanced connectivity extending from Alton Road on the west to the public Beachwalk on the east; and

**WHEREAS**, the Developer has prepared a conceptual plan of the proposed improvements and proposed terms of a Development Agreement to implement the project; and

**WHEREAS**, the Developer has indicated it would be solely responsible for all soft costs (including design, studies, permitting) and would like the City to bear all hard costs; and

**WHEREAS**, funding for the Proposed Lincoln Road Improvements has not been contemplated as part of the City's capital infrastructure priorities in the near to mid-term and, accordingly, the Commission would need to review, in consultation with the Administration, all potential funding options, including payment by the Developer of hard costs associated with the improvements in the 100 block of Lincoln Road; and

**WHEREAS**, the City Administration recommends that the Mayor and City Commission authorize the Administration to further study the Proposed Lincoln Road Improvements, explore funding options and engage in negotiations with the Developer on the Development Agreement.

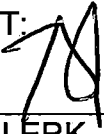
**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA,** that the Mayor and City Commission hereby authorize the Administration to engage in negotiations with Di Lido Beach Resort LLC of a Development Agreement which would, among other terms, memorialize the framework for such Lincoln Road improvements, and further, directs the Administration to further analyze all aspects of the potential pedestrianization of the 200 and 300 blocks of Lincoln Road, between Washington Avenue and Collins Avenue and the reduction of vehicular traffic east of Collins Avenue.

**PASSED and ADOPTED** this 14 day of December, 2022.



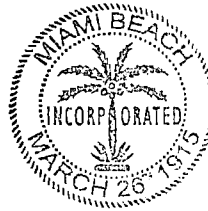
MAYOR

ATTEST:



CITY CLERK

DEC 16 2022



APPROVED AS TO FORM  
AND LANGUAGE  
AND FOR EXECUTION



City Attorney

12-2-22

Date

# MIAMI BEACH

## COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission  
FROM: Alina T. Hudak, City Manager  
DATE: December 14, 2022

SUBJECT: A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AUTHORIZING THE ADMINISTRATION TO ENGAGE IN NEGOTIATIONS WITH DI LIDO BEACH RESORT, LLC OF A DEVELOPMENT AGREEMENT WHICH WOULD, AMONG OTHER TERMS, MEMORIALIZE THE FRAMEWORK FOR SUCH LINCOLN ROAD IMPROVEMENTS, AND FURTHER, DIRECTING THE ADMINISTRATION TO FURTHER ANALYZE ALL ASPECTS OF THE POTENTIAL PEDESTRIANIZATION OF THE 200 AND 300 BLOCKS OF LINCOLN ROAD, BETWEEN WASHINGTON AVENUE AND COLLINS AVENUE AND THE REDUCTION OF VEHICULAR TRAFFIC EAST OF COLLINS AVENUE.

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### **RECOMMENDATION**

The Administration recommends that the Mayor and City Commission adopt the Resolution.

### **BACKGROUND/HISTORY**

On September 14, 2022, at the request of Vice-Mayor Alex Fernandez, the City Commission referred the subject discussion item (C4 AB) to the Land Use and Sustainability Committee (LUSC), the Public Safety Neighborhood and Quality of Life Committee (PSNQLC), and the Finance and Economic Resiliency Committee (FERC).

Di Lido Beach Resort LLC, the owner of 1 Lincoln Road and 1671 Collins Avenue (the "Developer"), has proposed a renovation and expansion to the existing Ritz Carlton South Beach. As part of its redevelopment plan, the Developer has proposed to design and engineer, subject to direction from, and approval by, the City, pedestrian improvements within the Lincoln Road right-of-way from Washington Avenue east to the beachwalk (the "Proposed Lincoln Road Improvements"). The Proposed Lincoln Road Improvements would contemplate the closure of Lincoln Road between Washington Avenue and Collins Avenue (i.e. 200 and 300 blocks of Lincoln Road) to vehicular traffic, the reduction of vehicular traffic on Lincoln Road east of Collins Avenue (100 block), and the replacement/relocation of existing transit infrastructure. The improvements are intended to transform the 200-300 blocks of Lincoln Road into a robust pedestrian plaza and to allow for a more convenient connection for the public from the 100 block of Lincoln Road to the beachwalk. Attached is the Community Renewal Program for the 100-300 blocks of Lincoln Road as prepared and proposed by the Developer.

At the November 14, 2022 FERC meeting, following a presentation by the Developer, the Committee discussed this item and passed a motion favorably recommending the item to the December 14, 2022 City Commission meeting. More specifically, the Committee recommended 1) that the Administration enter into negotiations with the Developer with regard to a development agreement to be approved by the City Commission at a later date; 2) a Commission resolution supporting the closure of the 200 and 300 blocks of Lincoln Road to vehicular traffic and the partial closure of the 100 block subject to certain conditions and approval of a traffic study; and 3) that the Administration work with the Developer on a maintenance agreement for the maintenance of the 100 block and the beachwalk.

At the November 18, 2022 LUSC meeting, the Committee discussed this item and passed a motion favorably recommending the item to the City Commission. The Committee recommended that the Administration 1) work with the Developer to finalize the traffic study and conduct the associated peer review; 2) verify the estimated construction costs; and 3) enter into negotiations with the Developer on the terms of a development agreement.

At the November 30, 2022 Public Safety and Neighborhood Quality of Life Committee meeting, the Committee discussed this item and passed a motion favorably recommending the item to the December 14, 2022 City Commission meeting. The Committee recommended that the Administration enter into negotiations with the Developer with regard to a development agreement and a maintenance agreement, and to finalize the traffic study.

### **ANALYSIS**

At this time, the Developer has prepared a conceptual plan of the proposed improvements, submitted a preliminary traffic study, and proposed terms of a Development Agreement to implement the project.

#### **Urban Design and Appropriateness**

The Developer's proposal herein contains a vision that could convert the 200-300 blocks of Lincoln Road into a robust pedestrian plaza. This could result in a public space transformation similar to that of the 1100 block of Lincoln Road in 2010. Additionally, the proposed enhancements at the eastern terminus of the 100 block of Lincoln Road would allow for a more appropriate connection to the beachwalk. Since the 100 – 300 blocks of Lincoln Road fall within a local historic district, approval from the Historic Preservation

Board will be required. While the proposed vision is noteworthy, a number of issues further detailed below must be addressed.

#### Transportation and Traffic Circulation

The concept proposed aligns with the City's adopted modal prioritization of "pedestrians first" and with the City's 2040 Comprehensive Plan strategic goal of becoming less car-centric. However, given the proposal would impact existing bus and trolley stops on Lincoln Road with historically high passenger activity, a transit mitigation plan will be essential to provide the appropriate transit accommodations as part of the proposal. At this time, the Developer's traffic engineer has submitted a preliminary traffic assessment to the City's Transportation and Mobility Department for review. The Transportation and Mobility Department has engaged a traffic engineering consultant to conduct an independent peer review of the developer's traffic impact study to ensure the County's process governing street closures is followed and to ensure the City's comments are addressed. Per the Developer's traffic engineer, a final draft traffic impact study is expected to be completed in 10-12 weeks. Once the final draft traffic study is submitted, the City's peer reviewer will require a few weeks to complete the review and the process is anticipated to generate technical comments regarding traffic circulation and transit accommodations which will need to be addressed by the Developer.

At this preliminary stage in the process, the following transportation-related items require further study and analysis:

1. Impacts to the existing key bus stops on the south and north sides of Lincoln Road between Collins Avenue and Washington Avenue and the need to develop a proper transit mitigation plan that would integrate a transit facility as part of the street reconfiguration or relocate in close proximity. Approval from the Miami-Dade County Department of Transportation and Public Works will be required for any changes to existing bus stops and routes.
2. Completion of a traffic impact study, at the Developer's expense, pursuant to the Miami-Dade County Traffic Flow Modification Procedure for street closures, including conducting a public hearing due to the proposed access management modifications. The Developer has initially completed and presented to the City Administration conceptual plans and a preliminary traffic impact analysis which is currently being reviewed by the City.
3. Review and approval of the traffic study and the design plans for the street closure will be required from both the Florida Department of Transportation and Miami-Dade County. A permit from Miami-Dade County Department of Transportation and Public Works will be required for the street closure.

#### Capital Costs and Funding

As noted in the preliminary cost estimates provided by the Developer (Attachment B), the estimated construction cost of the proposed improvements is approximately \$24.9 million. The City's Office of Capital Improvement Projects (CIP) is evaluating the cost estimates provided by the Developer who has indicated that it would be solely responsible for all soft costs (including design, studies, and permitting) and is requesting the City bear all hard costs. The proposed project is currently unfunded and the responsibilities of each party, including but not limited to financing, development, and maintenance, will need to be further discussed and vetted in detail through negotiation of a development agreement and brought to the City Commission for consideration.

#### SUPPORTING SURVEY DATA

In the 2022 Miami Beach Resident Survey, 81% of residents expressed concerns with pedestrian safety (vehicles not yielding to pedestrians) when crossing the street at an intersection; 25.1% of residents are dissatisfied with the length of wait time to cross; 8.4% are concerned about insufficient crossing time during walk phase; and 10.4% are dissatisfied with insufficient signage/poor signage. Over half of the residents surveyed (56.5%) walk as one of their primary modes of transportation within the City. Furthermore, 52.2% of residents surveyed expressed that capital projects that involve more walking/biking friendly streets, greenways, and paths are among the top three most important types of capital projects.

#### FINANCIAL INFORMATION

Funding for the proposed Lincoln Road Improvements has not been identified, appropriated, or contemplated as part of the City's Capital Improvement Plan as the project is not a capital infrastructure priority for the near to mid-term. Accordingly, the City Commission would need to review, in consultation with the Administration, all potential funding options, including payment by the Developer of hard costs associated with the improvements of the 100-300 blocks of Lincoln Road, as well as weighing the impacts of potentially reprioritizing capital funds.

#### **Amount(s)/Account(s):**

N/A

#### CONCLUSION

While the proposal is innovative and attractive in concept, more detail and analysis regarding traffic, circulation, transit mitigation are still needed, as more specifically noted herein. Additionally, the overall cost of the proposal has not been fully verified or contemplated as part of the City's Capital Budget or capital infrastructure priorities.

Should the City Commission desire that the Administration move forward with the potential pedestrianization of the 200 and 300 blocks of Lincoln Road, and the partial pedestrianization of the 100 block, as envisioned and proposed by the Developer, these key components will need to be further vetted through technical analysis and negotiations of a development agreement with the Developer in the coming months.

#### Applicable Area

**Applicable Area**

South Beach

**Is this a "Residents Right to Know" item, pursuant to City Code Section 2-14?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**Strategic Connection**

Mobility - Improve the walking and biking experience.

**Legislative Tracking**

Transportation and Mobility

**Sponsor**

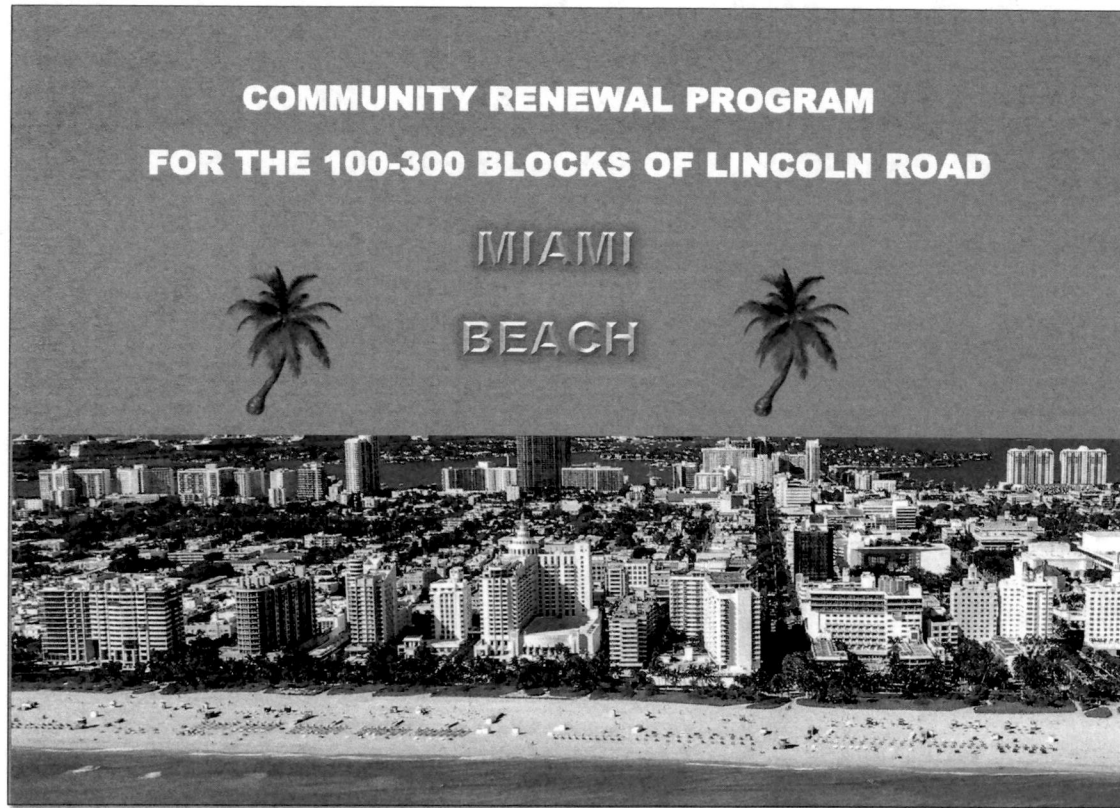
Commissioner Alex Fernandez

**ATTACHMENTS:**

**Description**

- RESOLUTION - Di Lido Beach Resort LLC Development Agmt
- ATTACHMENT A - Community Renewal Plan and Delivery Options
- ATTACHMENT B - Cost Estimate

**ATTACHMENT A**



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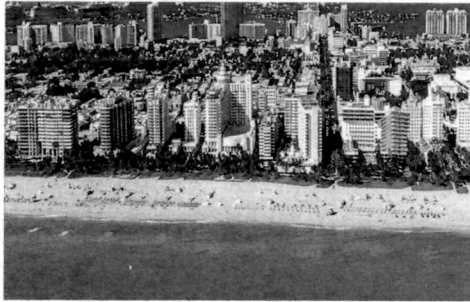
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## INTRODUCTION AND OBJECTIVES



connection of the city’s two major greenbelts, Lincoln Road and the beach walk.

We agreed with the Commissioner that a public-private partnership modeled after the successful 1111 LR redevelopment is the most expeditious and feasible vehicle to accomplish the goal of revitalizing the east end of Lincoln Road.

To this end, the developer has already spent significant sums having retained Kimley Horn and Raymond Jungles for traffic and landscaping work respectively to meet the conceptual objectives discussed with Commissioner Fernandez. The information herein outlines the process and initial ideas to effectuate the stated objectives.

**BACKGROUND**-Since 2021, SoBe Sky Development, affiliate of the owners of the Ritz Carlton and Sagamore hotels, had been looking at certain improvements on 100 LR in conjunction with its planned mixed -use residential project on the site of the Ritz Carlton-Sagamore hotels.

In 2022, the idea of revitalizing the blocks encompassing 100-300 LR came into focus in discussions with City Commissioner Alex Fernandez. The core of the discussions was correcting the derelict condition of this critical area.

The developer and the Commissioner agreed on the outline of a comprehensive plan to reduce crime, improve safety, and realize the



### GOALS AND OBJECTIVES

#### MICRO URBAN GOALS (NEIGHBORHOOD LEVEL)

- To restore a safe, upscale residential fabric with a sense of place to a district overbalanced with tourism
- To improve traffic flow and esthetics on the 100 block of Lincoln Road and to promote safe, pedestrian friendly access to the beach for residents and tourists
- To close 200-300 LR to vehicular traffic thereby extending the pedestrian experience over the entire length of Lincoln Road
- To redesign 200-300 LR in a manner that reinvigorates and increases business for those blocks with a pedestrian garden way and other unique features that can become an amenity for the entire city
- To eliminate the blight and crime currently affecting the subject area
- To create one of the longest continuous greenbelts in the United State by connecting the garden ways of the Lincoln Road Mall with the beach walk and provide residents and tourists with the ability to enjoy both the commercial and natural pedestrian experience of an “emerald necklace”
- To accomplish the above with sustainable environmental designs
- To provide a showcase for the arts

#### MACRO URBAN GOALS (CITY-WIDE LEVEL)

- To realize key goals of the 1981 Art Deco District Preservation and Development Plan commissioned by MDPL and funded by the city envisioning Lincoln Road as the connecting node of major activity areas between Ocean Dr. and the hotel district north of Lincoln Road.





## THE SUBJECT AREAS

The 100 block is the eastern most portion of Lincoln Road, and it is the city's most significant public access to the beach. Unfortunately, this gateway to the ocean has never fully realized its potential owing to a dated design. Traffic and life-safety issues exist relative to conflicting pedestrian-vehicular flow patterns.



200-300 LR lies at the eastern end of Lincoln Road between Washington and Collins Avenues. These blocks are plagued by a street culture of crime, prostitution, drug dealing, and homelessness. Additionally, vehicular traffic on these blocks impedes the pedestrian experience from the western portions of Lincoln Road to the beach.

## SOLVING THE PROBLEM—A PUBLIC-PRIVATE PARTNERSHIP

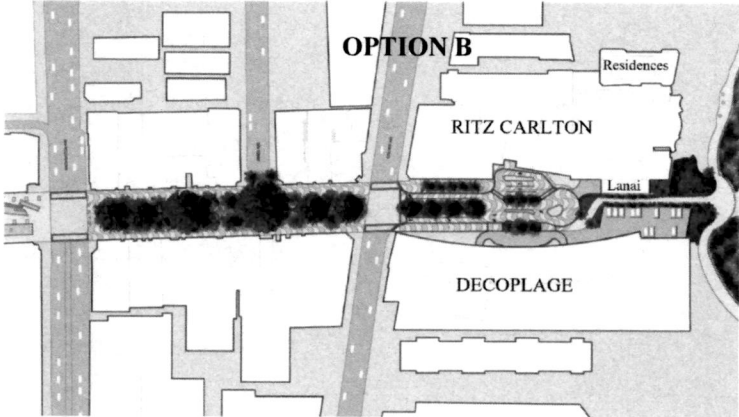
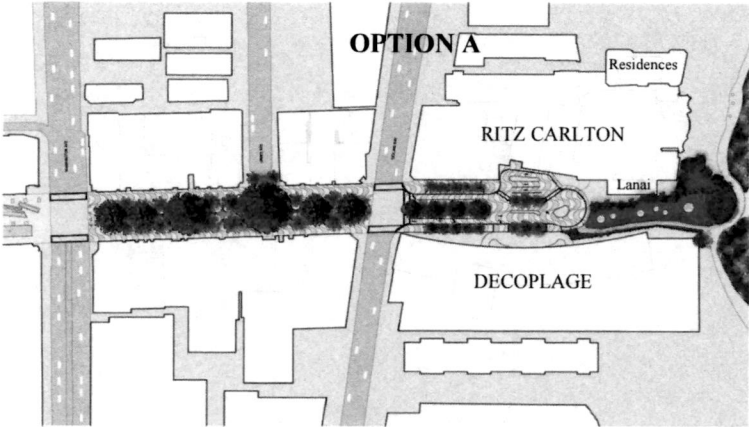
The revitalization of the subject areas remains a long-standing priority for the city, however, owing to various problems no effective solutions or investments have materialized. We now have a solution. The government and private stakeholders are engaged in a feasible revitalization plan to transform a troubled area into a showcase project for the city.

- The city and stakeholders wish to reduce crime, address life-safety issues, and improve the appearance of the east end of Lincoln Road in keeping with the esthetics of the Mall
- The city has a desire to improve traffic issues and the pedestrian experience in the 100 block of Lincoln Road and provide for a marquee entrance to the beach in line with the visions of Carl Fisher and Morris Lapidus
- The city has a desire to close 200-300 LR to vehicular traffic to become a pedestrian thoroughfare line with the rest of the Lincoln Road Mall
- Sobe Sky Development, LLC., which is an affiliate of the owners of the Ritz Carlton and Sagamore hotels, has agreed to support these initiatives and pay for the soft costs—plans, drawings, and consultant fees pursuant to a road closure and comprehensive plan encompassing improvements to 100-300 LR. The Developer will present a cost estimate to the city, which will detail the hard costs that the city will cover
- The various conditions related to the above will be reflected in a Road Closure Resolution and a Developers Agreement (DA) between the city and the developer
- The successful precedent for this undertaking is the road closure and development of 1111 Lincoln Road



### CONCEPTUAL PLANS

The descriptions and graphics below illustrate the landscaping and hardscaping possibilities enabled by improvements to 100 LR and conversion of 200-200 LR to a pedestrian mall. The 100 LR block will have two options A and B depending on certain land acquisitions still under negotiation. Both options would include alterations to medians and street lanes to improve traffic flow and pedestrian safety, beautification and enhanced landscaping of the beach entrance, relocation of the beach walk away from the Ritz loading dock, improvements by the developer to the Ritz Carlton arrival and loading areas, and a net reallocation/reduction of Ritz-Sagamore hotel rooms in favor of creating 38-40 residential units.



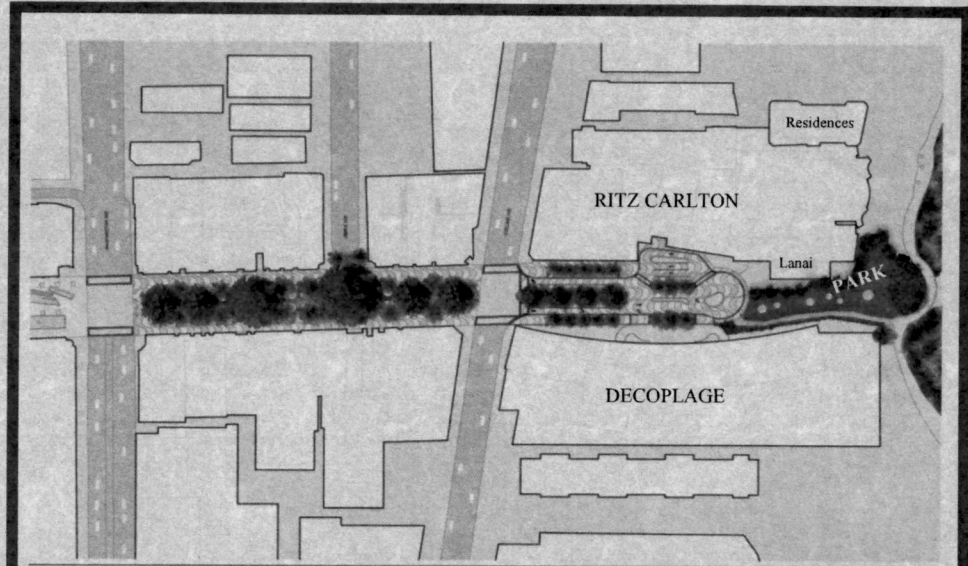


### 100 BLOCK OPTION A

#### THE DI LIDO-LAPIDUS MEMORIAL PARK

Di Lido-Lapidus Park is an opportunity to create a public amenity at the entry from Lincoln Road to the beach.

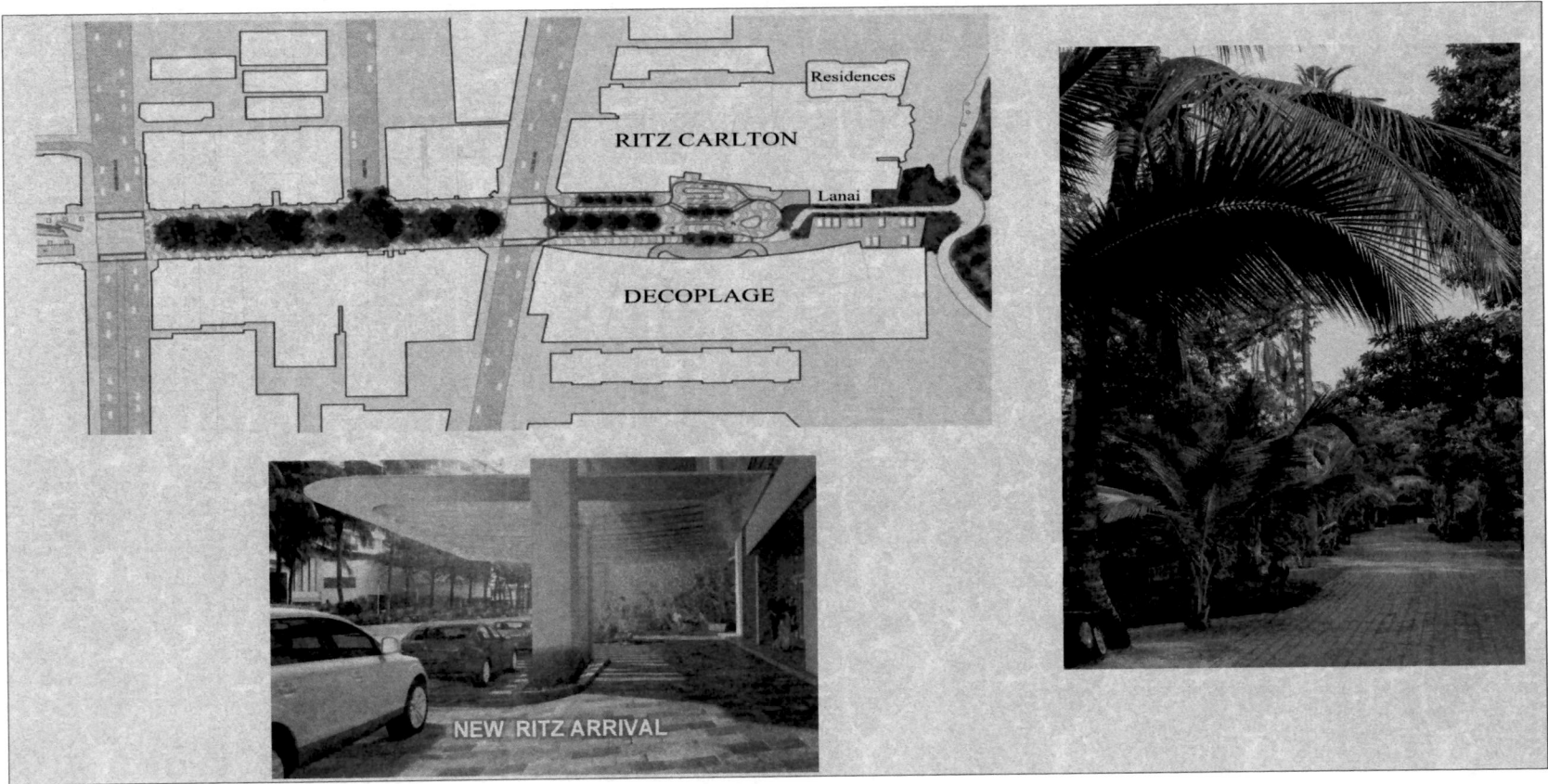
- **History** – The park will honor individuals who were instrumental in shaping Miami Beach. A half dozen plexiglass-covered displays would park depict historic graphics of the creation of Lincoln Road and the establishment of the city’s first residential community on the current location of the Ritz Carlton and DecoPlage. The contributions of people like Fischer, Collins, Lummus, Poletvitzky, Sirkin, and others would be memorialized. We will erect the unrealized Lapidus Arch in honor of Morris Lapidus, who reshaped modern Lincoln Road as well as being a contributing architect for several historically strategic hotels including the Di Lido, which is the present Ritz Carlton.
- **Functional** – The park will be a shaded space amenity, the only oasis of its kind along the entire beach walk. It will have limited concession to provide items like fresh juices, fruits, and water to serve pedestrians along the beach walk. Operators will also help keep undesirables away.
- **Esthetics** – We want to showcase selected native plantings and provide proper shade trees for a lush green effect accentuated by water features. Esthetic lighting will be emphasized at night.
- **Connectivity** – We want to extend the greenery and water features adorning the mall through 100-300 LR to create a continuous pronounced greenbelt connection to the lushness of the beach walk. experience. This will create one of the longest continuous greenbelts in the eastern U.S.





SOBE SKY  
DEVELOPMENT, LLC.

**100 Block Option B The DiLido-Lapidus Beachwalk** is the same as Option A but with enhanced landscaping along the beach entry walk instead of a park. As with Option A, it will include alterations to medians and street lanes to improve traffic flow and pedestrian safety, beautification and enhanced landscaping along the entire length of the beach access, relocation of the beach access from the Ritz loading dock, improvements by the developer to the Ritz Carlton arrival and loading areas, and a net reallocation/reduction of Ritz-Sagamore hotel rooms in favor of creating 38-40 residential units.





## SUMMARY OF DEVELOPER CONTRIBUTIONS TO 100 LR

- ASSEMBLE CONSULTANT TEAM
- PAY FOR ALL PLANS AND DESIGNS FOR LANDSCAPE, HARDSCAPE, AND ROAD REALIGNMENTS
- PROVIDE COST ESTIMATES TO THE CITY THROUGH THE VARIOUS DESIGN PHASES
- MANAGE BIDDING, CONTRACT NEGOTIATIONS, AND CONSTRUCTION OF THE PROPOSED IMPROVEMENTS FOR THE CITY
- CONTRIBUTE 20% UP TO \$5.0 MILLION TOWARD THE PURCHASE OF LAND REQUIRED TO EXECUTE OPTION A
- INVEST UP TO \$2.0 MILLION TO IMPROVE RITZ ARRIVAL AND LOADING AREAS TO COMPLEMENT REDESIGN OF RIGHT OF WAY FOR LIFE-SAFETY AND TRAFFIC MITIGATION



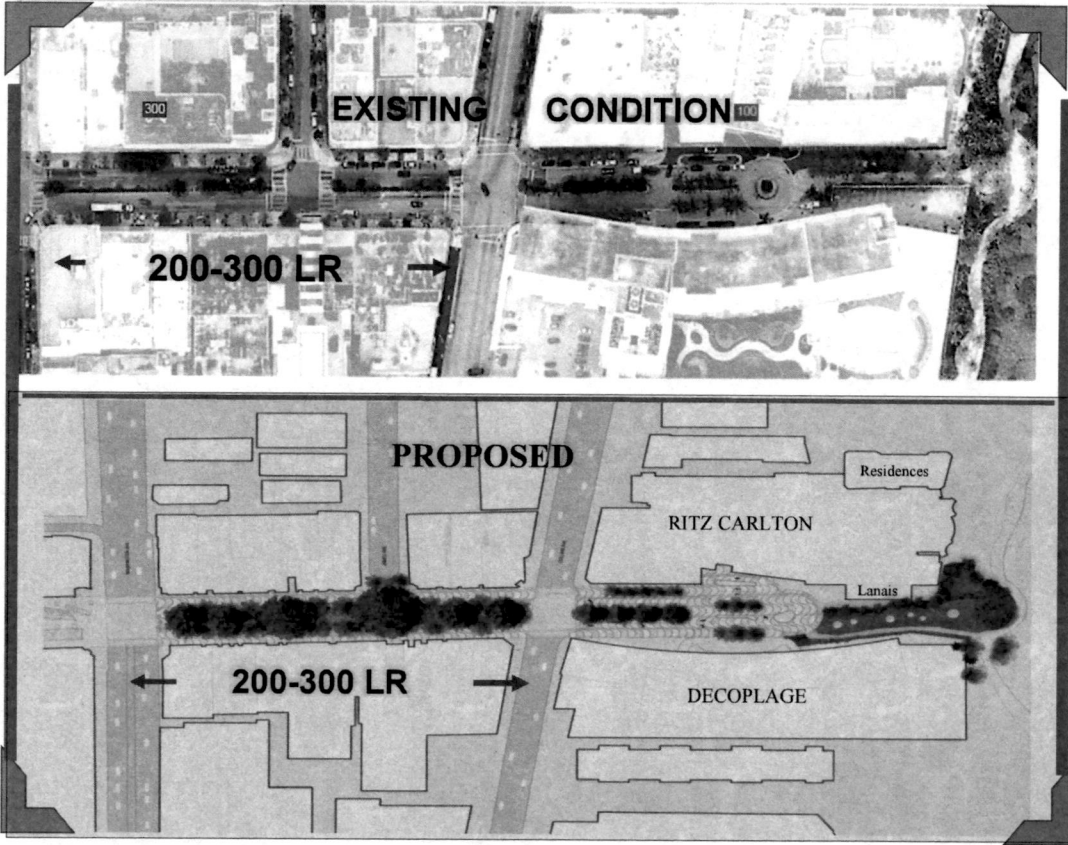


### 200-300 LR REVITALIZATION CONCEPT

The plan for 200-300 LR calls for a road closure to vehicular traffic and the construction of a landscaped pedestrian garden way consistent with the rest of the Lincoln Road Mall.

We are also examining design features to help further activate the street for increased foot traffic such as overhead shelters, rotating art exhibits, and small coffee-pastry stations for people to gather.

The improvements described herein should significantly increase the volume of pedestrians as well as the quality of potential visitors. As the crime and seediness of the area are eliminated, these blocks should enjoy a demographic comparable in volume and quality to the rest of the mall.





## SUMMARY OF DEVELOPER CONTRIBUTIONS TO 200-300 LR

- ASSEMBLE CONSULTANT TEAM
- PAY FOR ALL PLANS AND DESIGNS FOR LANDSCAPE AND HARDSCAPE FEATURES
- PROVIDE COST ESTIMATES TO THE CITY THROUGH THE VARIOUS DESIGN PHASES
- MANAGE BIDDING, CONTRACT NEGOTIATIONS, AND CONSTRUCTION MANAGEMENT OF THE PROPOSED IMPROVEMENTS FOR THE CITY



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## 300 200-300 LR VISUALS

### 200-300 LR EXISTING CONDITION





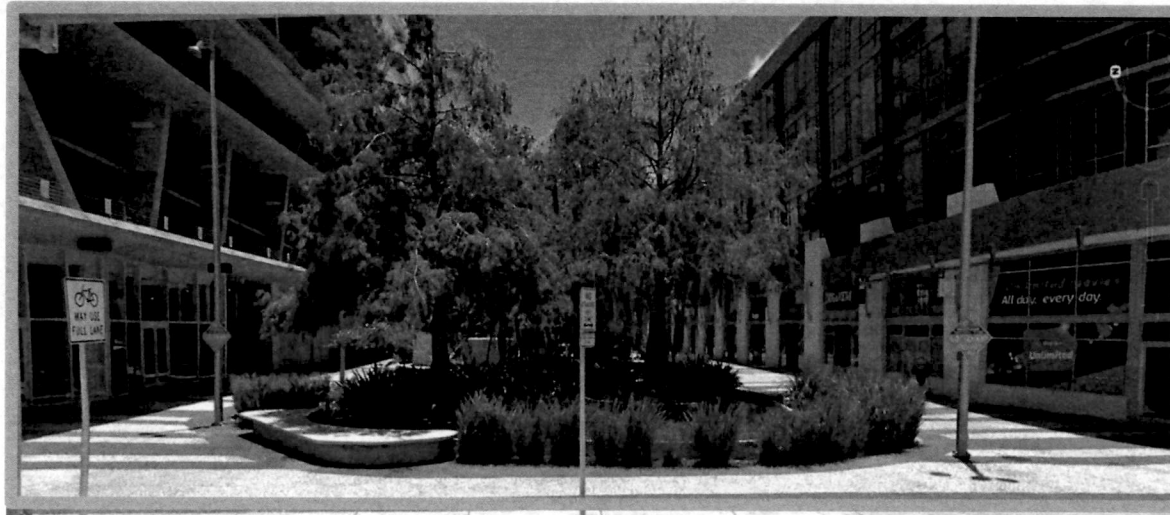


**200-300 LR PROPOSED CONDITIONS BASED ON EXAMPLES  
OF JUNGLES 1111 LR PROJECT**



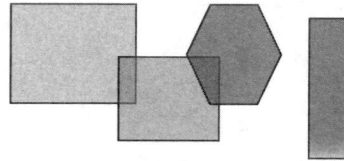
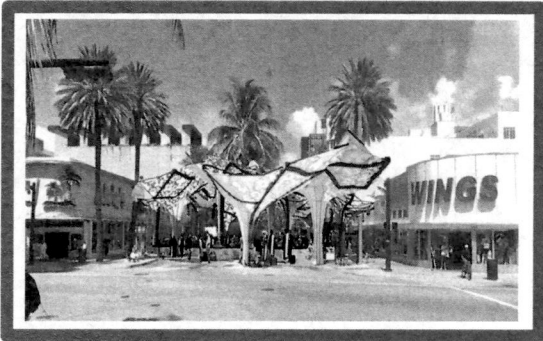


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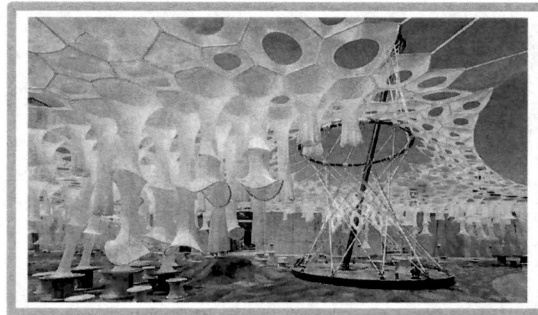
## RELATED ARCHITECTURAL AND ENVIRONMENTAL DESIGN OPTIONS



Design features can be both iconic and promote environmental sustainability. Overhead structures or canopies can provide architectural distinction and act as collectors for storm water to be fed into cisterns for runoff control and gray water reuse for landscape maintenance.



The shaded areas beneath the structures can be gathering places displaying artwork with small mobile stations serving coffee and pastries to activate the area with an ambiance similar to the mall and help businesses along the street.

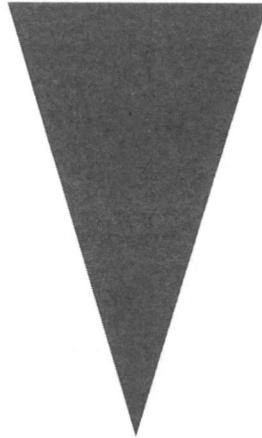
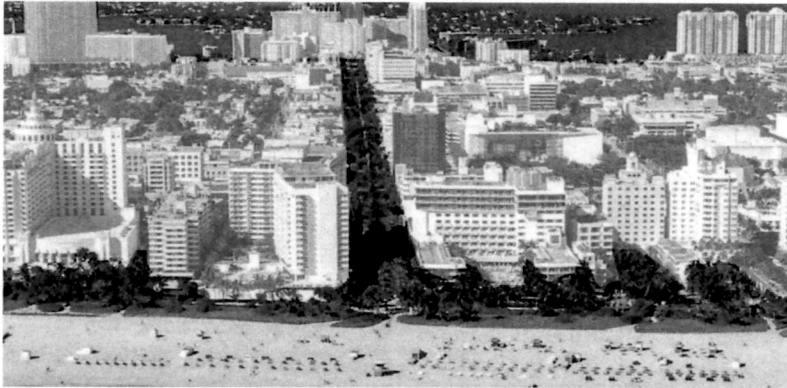
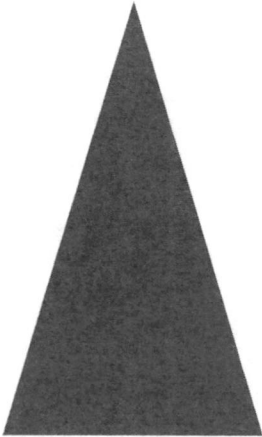




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DEVELOPMENT, LLC.

**CONNECTING THE GREENBELTS  
LINCOLN ROAD AND THE BEACH WALK**

**One of the longest green and shade thoroughfares in the Eastern U.S.**





## MACRO SCALE URBAN GOALS

The information presented so far has been related to the revitalization of the east Lincoln Road neighborhood and environs.

### Realization of a Major Urban Goal

However, the central location of the subject Revitalization Area and the unique character mix of its land uses will allow the realization of a city-wide goal articulated in 1981 in the **ART DECO DISTRICT PRESERVATION AND DEVELOPMENT PLAN** formulated under the auspices of MDPL and the City of Miami Beach. **That goal is the promotion of the area from 15<sup>th</sup> St. running north between Collins and Washington Avenues to the Art Deco Hotel District bounded by 20<sup>th</sup> St. as the connecting node for major activity areas, particularly Ocean Drive and the Lincoln Road Mall.**

### Land Use Analysis

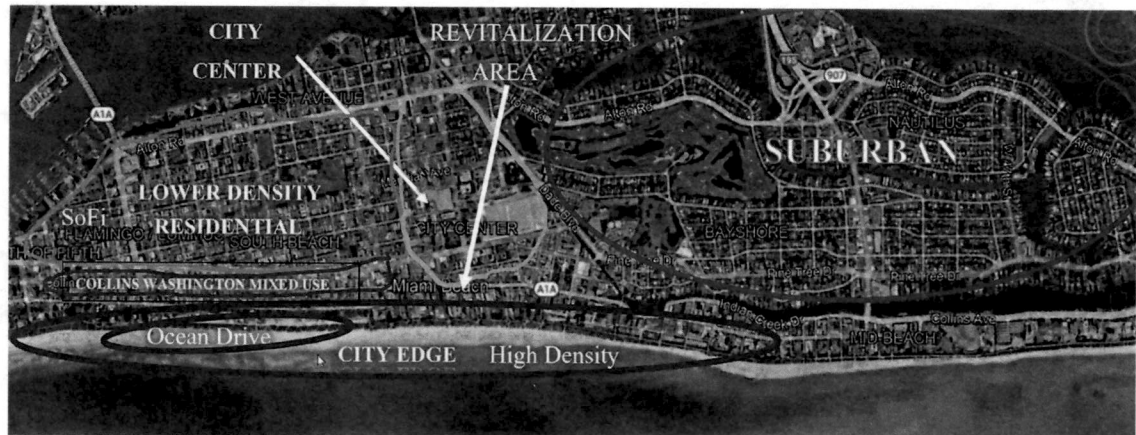
Our city must be viewed holistically as a fabric woven from many threads. The graphic shown here analyzes the City of Miami Beach into component parts based on land use characteristics, which in turn define character and function.

We see that the subject Revitalization Area of east Lincoln Road occupies a geographically central location as part of the larger city center. The city center is not merely defined by geography, however. It contains most of the city's governmental and cultural institutions, the convention center, our best hotels, lower density residential areas and, of course, the city's commercial spine, Lincoln Road. The city center is the convergence of all these

elements in a proximity found nowhere else. It is truly the unrealized connecting node for the entire city identified in the Art Deco Preservation Plan. Unfortunately, the derelict character of 200-300 LR has thwarted the realization of this earlier urban revitalization effort, hence the need for preservation through renewal and activation of east Lincoln Road as a dynamic contributor to the upscaling of the city. Over time, this will trigger new investment radiating north and south along Collins and Washington Avenues.

### A Word About Preservation

We focus a great deal on architectural preservation but *architectural preservation is dependent on community preservation and revitalizing land uses*. The city's Preservation Ordinance states "**The general purpose of these regulations is to protect and encourage the revitalization of sites and districts within the city having special historic, architectural or archeological value to the public.**" This wisely recognizes that no social or economic incentives exist to preserve architecture in blighted or derelict sites and districts. A community must thrive for its architecture to thrive. Restoring the public infrastructure of our district is the goal of this initiative, and it creates the sound economic platform necessary to enhance future architectural preservation efforts.





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**PROGRAM FOR REVITALIZATION  
OF LINCOLN ROAD  
DELIVERY AREA PLAN**



**MIAMI  
BEACH**

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## INTRODUCTION



The city of Miami Beach has approached us with the desire to reduce crime and blight and connect the eastern three blocks of Lincoln Road with the aesthetic character of the Lincoln Road Mall. As the owners of the Ritz Carlton and Sagamore hotels, we readily agreed not only to assist the city, but to pay front end costs for the planned revitalization of 100-300 LR.

These blocks have the reputation of being a derelict zone of crime and homelessness. They have been neglected and fallen behind progress all around us. The Lincoln Road BID has just received \$55 million to upgrade the Mall. The properties on Collins Ave. north of 17<sup>th</sup> St. already enjoy a better environment and reputation. When the Convention Center Hotel opens it will shift the center of activity even more northward reducing property values as our neighborhood falls into further neglect.

Our only solution to upgrade and compete with surrounding areas is a public-private partnership to act now while city government is prone to solve the life-safety and aesthetic problems. This would entail closure of the 200-300 blocks to traffic and creating a pedestrian garden way such as was done at the 1100 block of Lincoln Road pictured above.

To accomplish this we need to address delivery and loading alternatives for the properties related to the proposed road closure. Possible delivery points are shown in the graphics enclosed.

### INITIAL ASSUMPTIONS—

South Side 200-300 LR-- there are five properties on the south side of the 200/300 block, Four of them are served by the private drive that begins at Collins and runs westward. TD Bank and WeWork in the westernmost property will have the least delivery demands and can be served by a loading zone on Washington Avenue.

North Side 200-300 LR-- the properties between James Avenue and Collins Avenue can be served by a loading zone on James Avenue. The properties located between James Avenue and Washington Avenue are currently served by an alley that begins on James Avenue and terminates at Washington Avenue or we can propose adding new loading zones along Washington Avenue.

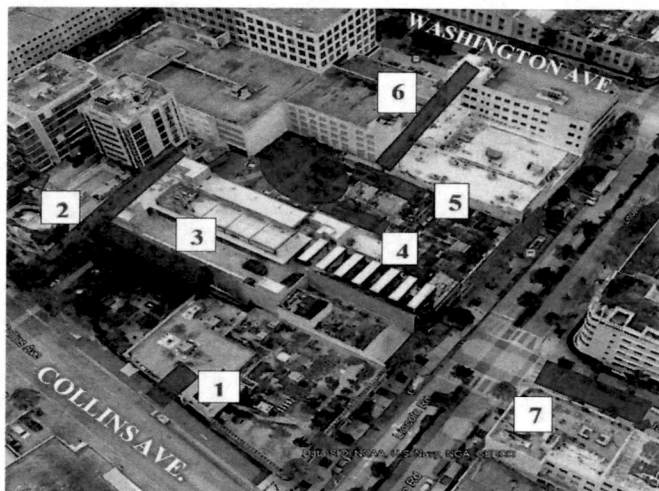
The graphics below illustrate the areas by which all the properties along 200-300 LR can be serviced for deliveries.





SOBE SKY  
DEVELOPMENT, LLC.

### 200-300 LINCOLN ROAD SOUTH SIDE DELIVERIES



### SOUTH SIDE GROUND LEVEL VIEWS KEYED TO MAP

AREA 1



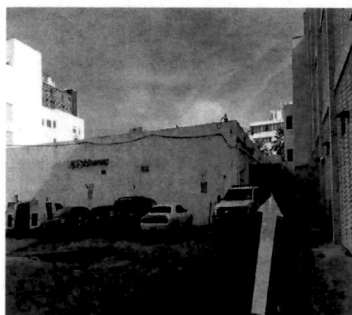
AREA 2



AREA 3



AREA 4



AREA 5



AREA 6

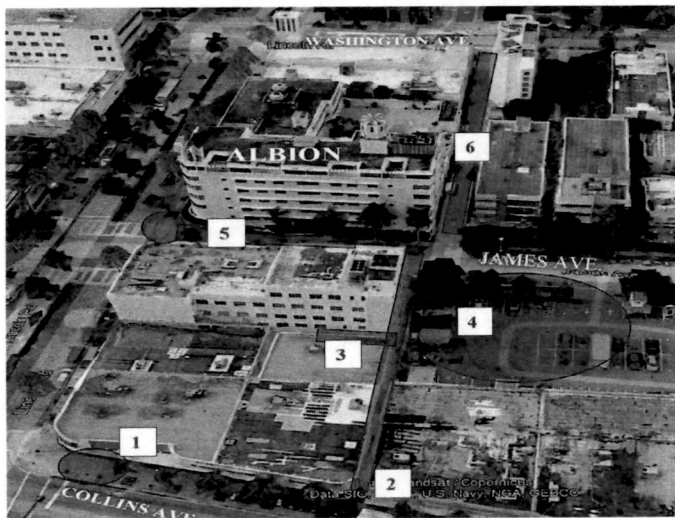






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DEVELOPMENT, LLC.

### 200-300 LINCOLN ROAD NORTH SIDE DELIVERIES

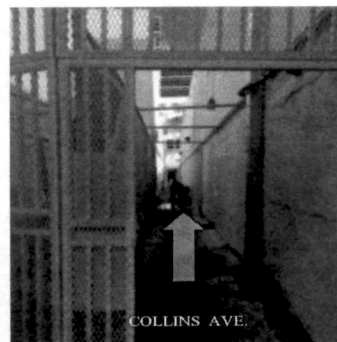


#### NORTH SIDE GROUND LEVEL VIEWS KEYED TO MAP

AREA 1



AREA 2



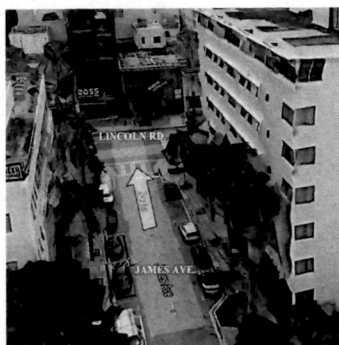
AREA 3



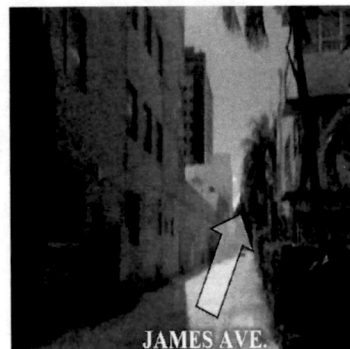
AREA 4



AREA 5



AREA 6



# ATTACHMENT B

PLANNING PHASE	X	
PROJECT NAME: 0		Date: 10.26.22
	PROJECT NO:	0
	Construction Duration	24 months
<b>A. CONSTRUCTION COST</b>		
A.1 New Const.: _____ SPx _____ /SF.....=		0
A.2 Renovation: _____ 0 SFx \$ _____ - /SF.....=		\$ 0-
A.3 Demolition: .....=		\$ 1,416,955-
A.4 Built In Equipment - Escalators, Elevators, Moving Walks, etc. =		\$ 0-
A.5 Civil Work - Roads, Aprons, Utilities, etc.		
A.5.1 Stormwater.....=		\$ 790,909-
A.5.2 Water.....=		\$ 0-
A.5.3 Above Ground.....=		\$ 13,369,911-
A.6 Environmental Remediation .....=		\$ 0-
A.7 SUBTOTAL A.1 Thru A.6 .....=		\$ 15,577,775-
Cost Source (i.e. Est. resource book, A/E Est., Past Project or other) Supporting Documents Must be Attached if Available		
A.8 Permitting Allowance % of A.7 .....=	(Not in Estimate) 1.25%	\$ 194,722-
A.9 TOTAL CONSTRUCTION : A.7 + A.8 + A.9 .....=		\$ 15,772,497-
B. FURNISHINGS, FIXTURES AND EQUIPMENT (MOVEABLE) .....=		\$ 0-
<b>C. ART IN PUBLIC PLACES (APP)</b>		
(A.1 + A.4) X 100% X 2%.....=		\$ 0-
(Applies to New Construction, Renovations with a value greater than \$250K) (Excludes Infrastructure Improvement Projects (water/sewer/stormwater) CMB Code 82-536)		
<b>D. OTHER COSTS</b>		
Professional Fees (DCP) .....=		\$ 0-
Design (% of Construction).....=	0	\$ 0-
CA Services (% of construction).....=	6%	\$ 1,086,198-
LEED Commissioning Agent (if applicable)=		\$ 0-
Constructability, Cost, Value Engineering (If applicable)		\$ 0-
Surveys and testing % of A.7 .....=		\$ 0-
Public Information Officer Services		\$ 0-
RPR Services or CE&I Services (1 FTE).....=		\$ 0-
TOTAL OTHER COSTS .....=		\$ 3,267,578-
PROJECT COST SUBTOTAL		\$ 22,550,347-
E. PROJECT CONTINGENCY .....=	5%	\$ 959,475-
- CIP Fee @ % of Project Cost.....=	6.50%	\$ 1,455,703-
- GOB CM 1.5% charges based on total GOB Project amount (Only applies to GOB Projects)		\$ 0-
TOTAL FEES.....=		\$ 2,415,178-
GRAND TOTAL =		\$ 24,965,525-
<b>F. REMARKS:</b> (Include any comments, exceptions, assumptions made in the estimate) 1.25% Permit Fee has been applied to this document but not included in estimate.		
<b>Note to Project Manager:</b> Please be advised that each line item must be evaluated to determine if the cost is applicable to the project. If the cost is not applicable where there is a formula, then you must remove it. If a cost does apply and there is no formula, then it is a field that needs your estimated or actual cost input. You can apply the formula to the cell or type in amount.		