



## **MEMORANDUM**

**To:** Thomas Mooney, AICP  
Director, Planning Department  
City of Miami Beach

**From:** Rob Curtis, AICP

**Date:** May 18, 2017

**Re:** Terminal Island – Industrial and Residential Uses Compatibility

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## **INTRODUCTION**

The Curtis Group, Inc., has been asked to analyze existing examples of compatible industrial and residential uses immediately adjacent to each other. This analysis is undertaken in relation to the new 90 unit, 25 story multi-family residential building proposed by Miami Beach Port LLC on Terminal Island in the City of Miami Beach (the “Project”). Particular to this analysis is the compatibility of the proposed multi-family residential use with the United States Coast Guard Base (USCG) located 300-feet to the east across a channel.

Chapter 163, Florida Statutes, defines compatibility to mean a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use of condition is unduly negatively impacted directly or indirectly by another use or condition.

The following analysis provides evidence of compatibility between the existing and proposed uses on Terminal Island, as well as, numerous examples of industrial and residential mixed-use environments where these uses successfully coexist.

## **II. BACKGROUND**

### **Location of Terminal Island**

Located on the MacArthur Causeway, Terminal Island is a gateway to Miami Beach. The waterfront land on Terminal Island is unique and special. It is highly visible and is surrounded by both luxury residential uses and marine operations. Its location on the north side of Government Cut and is centrally located between Dodge Island (PortMiami) to the southwest, Star Island to the north, Fisher Island to the southeast, and the South of Fifth Neighborhood to the east. With the expansion of PortMiami, cargo operations have left Terminal Island and relocated to where waters are deeper and new cranes provided superior service.

## Existing Uses

In addition to the now vacant 3.71 acre cargo operation property, other uses on Terminal Island include, the 2.18 acre Fisher Island Ferry loading and parking area; 3.13 acre FPL substation; and,

2.16 acre City of Miami Beach fleet facility. The ±17.52 acre USCG Base is not part of Terminal Island and is separated and buffered from Terminal Island by a 300-foot channel.

## Proposed Development

The proposed redevelopment on Terminal Island consists of (i) a new 25 story residential building (±300 feet) with 90 multi-family dwelling units and associated amenities, including a mega-yacht moorage, (ii) a city facility consisting of ± 40,600 square feet of administrative offices, service bays, vehicle maintenance and warehousing facilities and other related facilities, and (iii) 395± parking spaces for the city's sole, permanent and exclusive use.

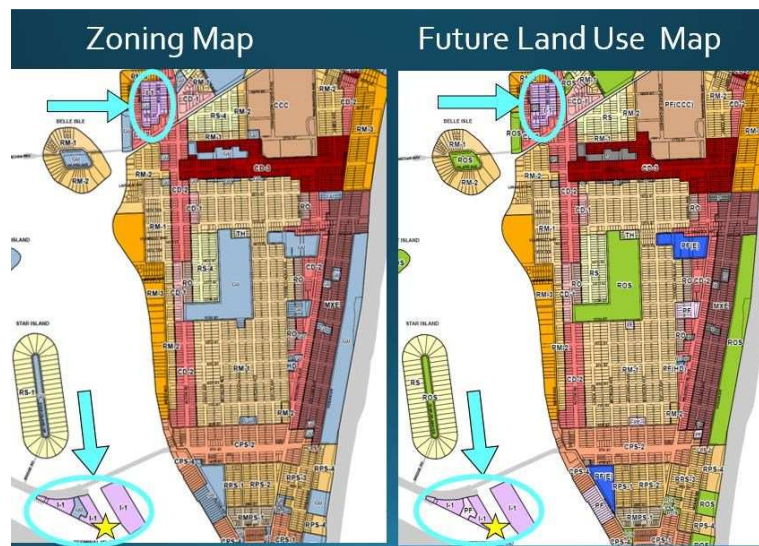
In addition, as a separate adjacent project, the Fisher Island surface parking lot is approved to be redeveloped as a parking garage for construction workers, island employees, and residents' staff.

## Existing and Proposed Use Compatibility

The existing and proposed development projects will define Terminal Island for the foreseeable future. It is likely the FPL substation and Fisher Island Ferry loading area will remain long term. Therefore the uses and there potential impacts are known. These uses can coexist in relative proximity to each other in a stable fashion over time such that no use of condition is unduly negatively impacted directly or indirectly by another use or condition.

## Comprehensive Plan

Terminal Island and the USCG Base are designated in the adopted City of Miami Beach 2025 Comprehensive Plan Future Land Use Map (FLUM) as Urban Light Industrial (I-U). The Sunset Harbour area is the only other area in the city designated on the FLUM as Urban Light Industrial (I-U).



## Zoning

The majority of Terminal Island is designated as Urban Light Industrial (I-1) and the portion owned by the city is designated as Government Use (GU) on the City's zoning map. The uses permitted in the City Zoning Code Urban Light Industrial (I-U) designation, which includes offices, main use parking garages, tailoring and dry cleaning, automobile service stations, and print shops, are generally compatible with residential uses. Specifically, the permitted I-U uses can coexist in relative proximity to residential uses in a stable fashion over time such that no use is unduly negatively impacted directly or indirectly other uses. This compatibility has been demonstrated in the Sunset Harbour area where two 26 story residential towers coexist with the surrounding light industrial uses which includes an immediately adjacent 439 space, 6 level parking garage similar to the approved Fisher Island parking garage adjacent to the proposed Project.

## Context and Height

Terminal Island is located: west of the tallest building on Miami Beach; adjacent to Government Cut frequented by enormous cruise and cargo ships; within view of PortMiami with its cargo cranes; and, west of the City of Miami Central Business District and Watson Island with proposed high rise hotel towers.

## Miami Beach

The height of the proposed building is consistently below the height of the buildings to the east on Miami Beach. The proposed 25 story, 90 unit residential building will be no more than 300 feet tall and will be below the building heights found south of Fifth Street and east of West Avenue including:

- Icon – 40 stories, 289 units;
- Murano Grande – 37 stories, 270 units;
- Yacht Club – 34 stories, 360 units;
- Murano Portofino – 37 stories, 189 units; and,
- Floridian – 32 stories, 334 units.

The proposed structure is approximately the same height as Bentley Bay at 25 stories but with almost half the number of dwelling units. Bentley Bay has 160 units compared to the proposed 90 residential dwelling units.

The image below shows the density of development looking east to west from Miami Beach to downtown Miami.



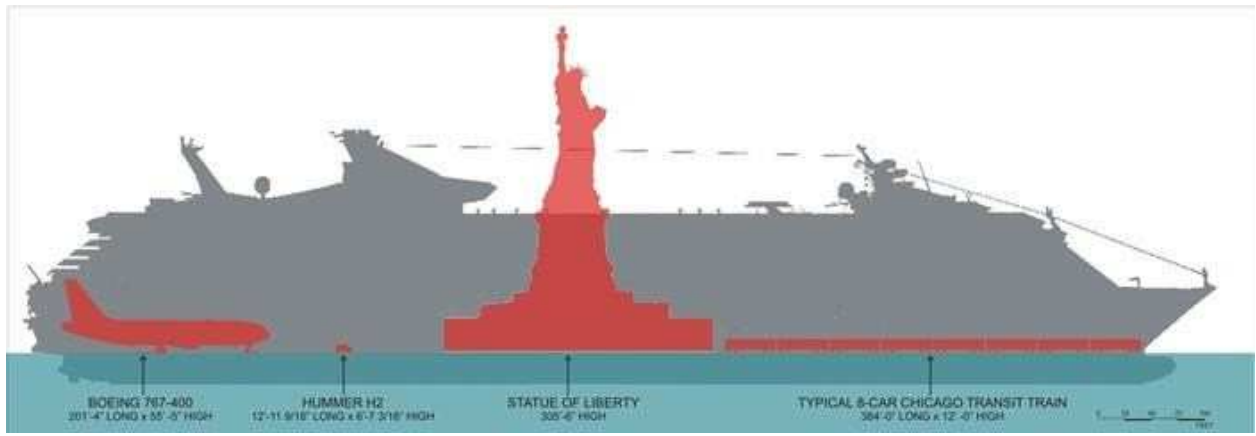
#### Government Cut and PortMiami

Terminal Island is directly adjacent to Government Cut and the shipping activity. The image below shows cruise ships at PortMiami with downtown Miami in the background.



In 2018, Royal Caribbean International, will bring the Allure of the Seas to PortMiami. Allure of the Seas is approximately 1,200-feet in length and 240-feet tall. The image below compares this ship to other familiar objects and landmarks. This illustrates the scale and magnitude of the vessels that will be passing Terminal Island and supports the appropriateness of the height and scale of the proposed Project.





The image below shows the 300-foot cargo cranes and downtown Miami in the background.



### Watson Island

The City of Miami approved development of two hotel towers with a total of 605 rooms, 221,000 square feet of retail, 1,700 parking spaces, and a 50 slip mega yacht marina on Watson Island. The image below shows the approved plan for Watson Island with Miami Beach in the background. The hotel tower on the left of the image is 375-feet tall and the tower on the right is 535-feet tall.



### **III. COMPATIBILITY OF USES**

#### **Local Examples of Mixed-Use Residential and Industrial**

There are many local examples of multi-family residential projects coexisting with light industrial uses. Below are a few examples including Sunset Harbour in Miami Beach, Fisher Island, and Village of Merrick Park in Coral Gables.

##### Sunset Harbour

These two residential condominium towers are part of a neighborhood with gyms, restaurants, nearby grocery store, marina and a waterfront park. The area also has light industrial uses including offices, a storage facility, warehouse and towing company. As shown in the image below, the two residential towers are directly adjacent to a 439 space, 6 level parking, similar to the approved Fisher Island parking garage abutting the subject Project.





**Multi-Family Residential**

**Parking Garage**



### Fisher Island

This high-end condominium community shares the island with substantial oil storage tanks and pumping facility.



### Village of Merrick Park

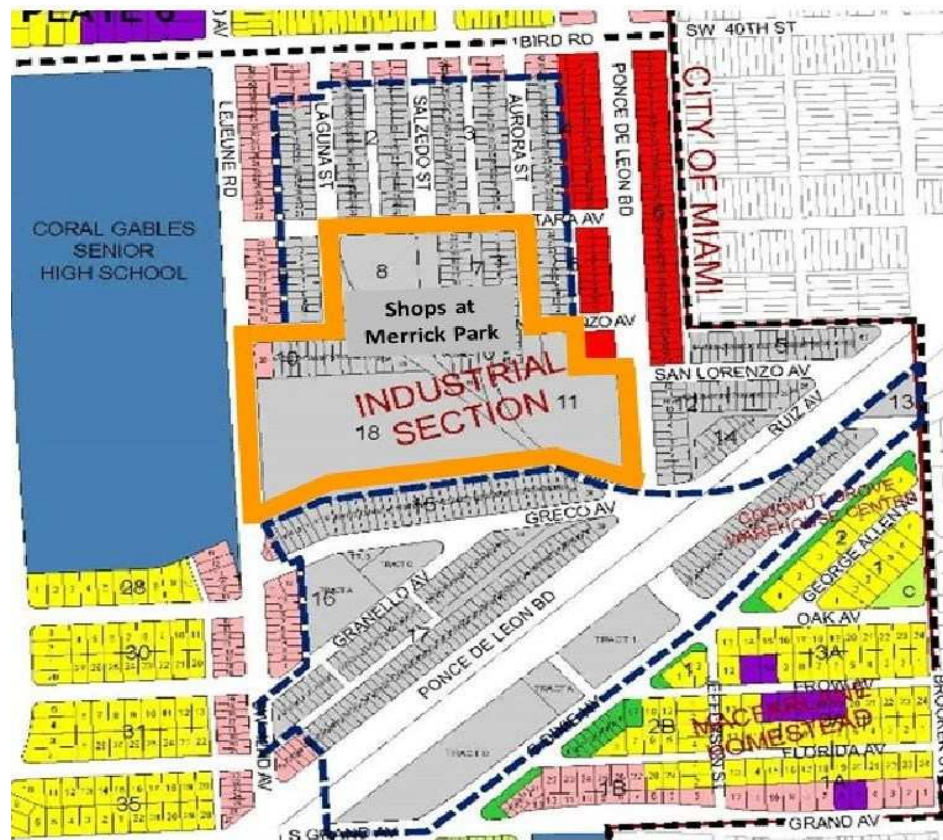
The boundary of the Village of Merrick is shown in the orange outline in the map below. This project opened in 2002 on the former site of the City of Coral Gables fleet maintenance facility

Miami Beach Port LLC

Terminal Island – Industrial and Residential Uses Compatibility



located in the Industrial Section of the city. Multi-family residential is located within the Village Merrick Park and throughout the City of Coral Gables Industrial Section.





**Village of Merrick Park**

### **Multi-Family Residential**

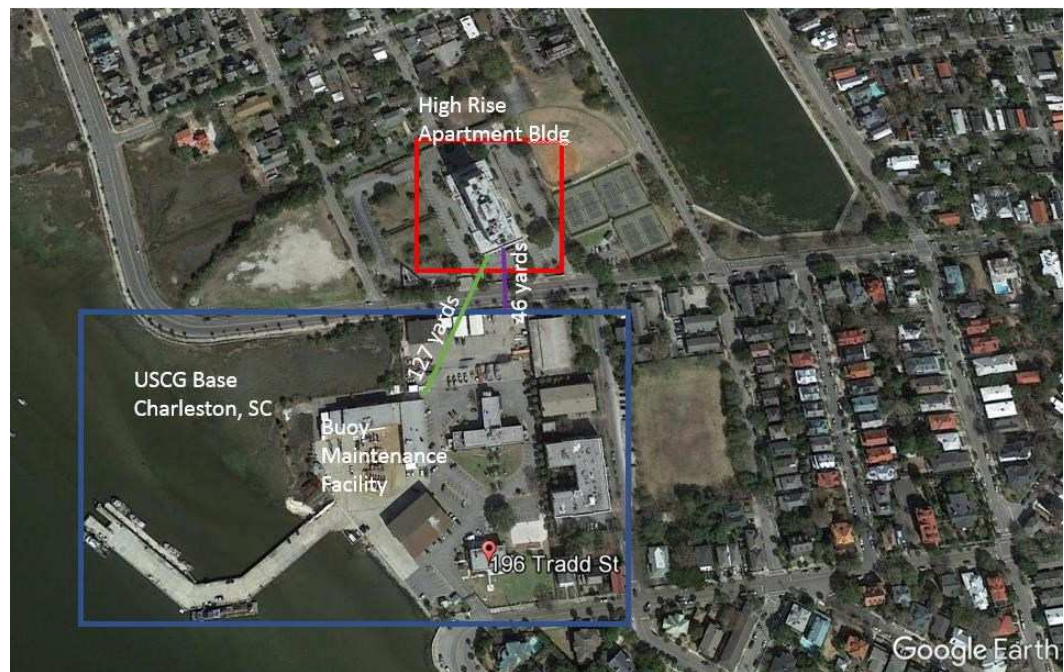
#### **Examples of USCG Facilities and Residential**

There are numerous examples throughout the United States of multi-family residential coexisting adjacent to US Coast Guard Bases and facilities. Below are some examples including Charleston, South Carolina, Battery Wharf in Boston, Marina del Sol in California and nearby facilities in Islamorada and Key West.

##### USCG Base Charleston, South Carolina

The image below shows high-rise residential approximately 380-feet from the USCG Base in Charleston, South Carolina.







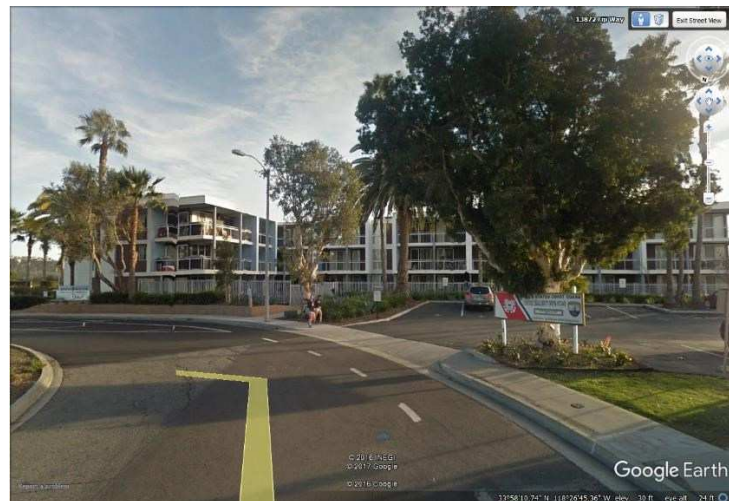
## Battery Wharf, Boston

The USCG Base at Battery Wharf in Boston, shown below, is adjacent to mixed-use development including office, retail and multi-family residential development.



### Marina Del Sol USCG, California

This USCG Base is directly abuts the Breakwater Apartment Community which includes 225 dwelling units with 1, 2, and 3 bedroom units ranging in rent from \$3,200 to over \$5,000 per month.





## US Coast Guard Islamorada, Florida



## US Coast Guard Sector Key West, Florida



## IV. CONCLUSION

The proposed application does not create a use or condition that causes undue negative impact directly or indirectly to other uses or conditions in the area. The 300-foot channel between the proposed project and USCG Base provides a significant buffer between the uses. Furthermore, to ameliorate any concerns that future condo owners will complain about the operations at the USCG base, all proposed Project condo owners will be required to execute a waiver in favor of the USCG to allow the USCG to continue to conduct its operations on the USCG Base without encroaching or depriving any adjacent project property owners of the use of their property due to noise, vibrations, fear, anxiety, fumes, residue and other related impacts that the USCG operations may cause. The applicant is also proffering a Nuisance Easement in favor of the USCG, which will allow the Base's use to continue in an uninterrupted manner in the vicinity of, over, and around the Terminal Island parcel. Therefore, even though the uses are compatible, the waiver and Nuisance Easement will ensure future residents acknowledge the USGC Base



proximity and use; and, guarantee the Project's residents shall not interfere with the Base's use or operation and further ensure that the uses can coexist in a compatible manner.

Furthermore, it is important to understand that Miami Beach Port, LLC will not automatically be allowed to develop the Project with residential uses following approval of the proposed text amendments. After the approval of the proposed text amendments to create the opportunity to seek the conditional use approval, Miami Beach Port, LLC will be required to file an application to seek approval of a site plan and conditional use permit at a public hearing before the City's Planning Board. A conditional use permit requires a public hearing approval and may be approved only if certain criteria are satisfied. Section 118-191 of the City's Land Development Regulations provides that "special review of conditional uses is required not only because these are generally of a public or semi-public character and are essential and desirable for the general convenience and welfare of the community, but also because the nature of the uses and their potential impact on neighboring properties, requires the exercise of planning judgement as to location and site plan." The conditional use review process requires that Miami Beach Port, LLC would need to address any identified impacts of its project with appropriate design and mitigation, which will, in turn, protect the interests of both the Project and the area property owners.