1915 • 2015
MIAMIBEACH

City Commission Meeting
SUPPLEMENTAL MATERIAL 1
City Hall, Commission Chambers, 3rd Floor, 1700 Convention Center Drive
April 29, 2015

Mayor Philip Levine
Vice-Mayor Jonah Wolfson
Commissioner Michael Grieco
Commissioner Joy Malakoff
Commissioner Micky Steinberg
Commissioner Edward L. Tobin
Commissioner Deede Weithorn

City Manager Jimmy L. Morales
City Attorney Raul J. Aguila
City Clerk Rafael E. Granado

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ATTENTION ALL LOBBYISTS

Chapter 2, Article VII, Division 3 of the City Code of Miami Beach entitled "Lobbyists" requires the registration of all lobbyists with the City Clerk prior to engaging in any lobbying activity with the City Commission, any City Board or Committee, or any personnel as defined in the subject Code sections. Copies of the City Code sections on lobbyists laws are available in the City Clerk's office. Questions regarding the provisions of the Ordinance should be directed to the Office of the City Attorney.

SUPPLEMENTAL AGENDA

R7 - Resolution

R7D A Resolution Expressing Support For Expediting The South Beach Component As The First Phase Of The Beach Corridor Transit Connection Project Which Proposes Light Rail Transit/Modern Streetcar Connectivity Between The City Of Miami And The City Of Miami Beach; And Directing The Administration To Work With The Local Transportation Partners (I.E., Miami-Dade Metropolitan Planning Organization, Florida Department Of Transportation, Miami-Dade Transit, And City Of Miami) To Expedite The South Beach Component As The First Phase Of The Beach Corridor Transit Connection Project; And Further Authorizing The Administration To Procure Any Environmental Studies Required For The Implementation Of A Light Rail Transit/Modern Streetcar System In South Beach As The First Phase Of The Beach Corridor Transit Connection Project.

(Sponsored by Mayor Philip Levine)
(Legislative Tracking: Transportation)
(Memorandum)

R9 - New Business and Commission Requests

R9A Washington Avenue Blue Ribbon Panel (WABRP) Presentation With Final Recommendations.
(Requested by Commissioner Joy Malakoff)
(WABRP Action Items / Recommendations 2015.04.01 & WABRP Recommendations 2015.04.29)

Condensed Title:

An Resolution of the Mayor and City Commission Of Miami Beach, Florida, Expressing Support For Expediting The South Beach Component As The First Phase Of The Beach Corridor Transit Connection Project Proposes Light Rail Transit/Modern Streetcar Connectivity Between The City Of Miami And The City Of Miami Beach; And Directing The Administration To Work With The Local Transportation Partners (I.E., Miami-Dade Metropolitan Planning Organization, Florida Department Of Transportation, Miami-Dade Transit, And City Of Miami) To Expedite The South Beach Component As The First Phase Of The Beach Corridor Transit Connection Project; And Further Authorizing The Administration To Procure Any Environmental Studies Required For The Implementation Of A Light Rail Transit/Modern Streetcar System In South Beach As The First Phase Of The Beach Corridor Transit Connection Project.

Key Intended Outcome Supported: Ensure Comprehensive Mobility Addressing All Modes Throughout The City/Enhance Pedestrian Safety Universally.

Supporting Data (Surveys, Environmental Scan, etc.):

Item Summary/Recommendation:

This item is sponsored by Mayor Philip Levine.

At the Special Commission Workshop on Transportation on March 18, 2015, Mayor Levine directed the Administration to identify local funding sources to implement a modern streetcar/light rail transit system in Miami Beach and, ultimately, connect Miami Beach to Downtown Miami. While the potential exists to pursue federal and state funding sources for this effort, a strong, local funding commitment is needed in order to qualify for other monies.

The City has been working in partnership with the Miami-Dade Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), Miami-Dade Transit (MDT), and the City of Miami as part of the ongoing Beach Corridor Transit Connection Study (formerly known as the Baylink Corridor Study). The study commenced in October 2013 and focuses on re-evaluating the Locally Preferred Alternative resulting from the 2004 Baylink Corridor Study which proposed a light rail transit/modern streetcar connection between Downtown Miami and Miami Beach via the MacArthur Causeway. A Technical Advisory Committee (TAC) comprised of staff from various municipal and transportation agencies and a Policy Executive Committee (PEC) comprised of elected officials from Miami-Dade County, City of Miami, and City of Miami Beach have been established to assist the study team in making key milestone decisions through the study process. Both the TAC and the PEC have endorsed the project moving forward and delivered through a Public-Private Partnership (P3). The study is anticipated to be completed in June 2015 after the MPO convenes the final Policy Executive Committee meeting to be held on May 4, 2015.

In order to connect Downtown Miami and Miami Beach via light rail transit, the current Beach Corridor Transit Connection study reaffirmed the MacArthur Causeway as the preferred corridor to link the two cities. Due to the inherent environmental and engineering challenges associated with implementing the portion of the alignment along the MacArthur Causeway, the consultant expects that the level of environmental documentation and coordination with the federal government that will be necessary as part of the NEPA process will be substantial, lengthy, and require an Environmental Impact Statement (EIS) to be conducted. The NEPA phase along is projected to cost approximately $10 million with each local participating agency contributing a portion of the cost. Based on the project schedule presented to the TAC and PEC by the consultant team, it is anticipated that the NEPA documents, design, and construction phases are estimated to take 6 – 9 years.

The South Beach portion of the Direct Connect alignment represents approximately 28% of the total cost, excluding a maintenance yard. If this ratio is used as an estimate of operating costs, the portion of operating costs for the Direct Connect alignment on South Beach would be approximately $7 million (28% of $22 million). Thus, the Administration estimates that the total annual availability payments for the Direct Connect alignment in South Beach would be about approximately $12 million - $17 million per year, depending on the level of availability of state funds (including operating cost). The Administration is evaluating funding sources for availability payments as part of the FY2015/16 budget process, including increasing parking fees for on-street parking. This amount, however, does not include the capital or operating costs of a maintenance yard that would need to be located in Miami Beach. The Administration is currently exploring options for siting a maintenance yard in South Beach in close proximity to the proposed streetcar alignment.

The Administration further recommends that the Transportation Department immediately proceed with developing a Request For Proposals for the development of an Environmental Assessment for a light rail transit/streetcar system in South Beach as the first phase of the Beach Corridor Transit Connection project.

THE ADMINISTRATION RECOMMENDS APPROVING THE RESOLUTION

Advisory Board Recommendation:

This item is sponsored by Mayor Levine.

Financial Information:

Source of Funds:		Amount	Account
	1		
OBPI	Total		

Financial Impact Summary: None.

City Clerk's Office Legislative Tracking:

Jose R. Gonzalez, P.E. X6768

Department Director	Assistant City Manager	City Manager
JRG	KGB	JLM

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

COMMISSION MEMORANDUM

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: April 29, 2015

SUBJECT: **A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, EXPRESSING SUPPORT FOR EXPEDITING THE SOUTH BEACH COMPONENT AS THE FIRST PHASE OF THE BEACH CORRIDOR TRANSIT CONNECTION PROJECT WHICH PROPOSES LIGHT RAIL TRANSIT/MODERN STREETCAR CONNECTIVITY BETWEEN THE CITY OF MIAMI AND THE CITY OF MIAMI BEACH; AND DIRECTING THE ADMINISTRATION TO WORK WITH THE LOCAL TRANSPORTATION PARTNERS (I.E., MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION, FLORIDA DEPARTMENT OF TRANSPORTATION, MIAMI-DADE TRANSIT, AND CITY OF MIAMI) TO EXPEDITE THE SOUTH BEACH COMPONENT AS THE FIRST PHASE OF THE BEACH CORRIDOR TRANSIT CONNECTION PROJECT; AND FURTHER AUTHORIZING THE ADMINISTRATION TO PROCURE ANY ENVIRONMENTAL STUDIES REQUIRED FOR THE IMPLEMENTATION OF A LIGHT RAIL TRANSIT/MODERN STREETCAR SYSTEM IN SOUTH BEACH AS THE FIRST PHASE OF THE BEACH CORRIDOR TRANSIT CONNECTION PROJECT.**

This item is sponsored by Mayor Philip Levine.

RECOMMENDATION

The Administration recommends that this Resolution be approved.

BACKGROUND

At the Special Commission Workshop on Transportation on March 18, 2015, Mayor Levine directed the Administration to identify local funding sources to implement a modern streetcar/light rail transit system in Miami Beach and, ultimately, connect Miami Beach to Downtown Miami. While the potential exists to pursue federal and state funding sources for this effort, a strong, local funding commitment is needed in order to qualify for other monies.

As you are aware, the City has been working in partnership with the Miami-Dade Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), Miami-Dade Transit (MDT), and the City of Miami as part of the ongoing Beach Corridor Transit Connection Study (formerly known as the Baylink Corridor Study). The study commenced in October 2013

and focuses on re-evaluating the Locally Preferred Alternative resulting from the 2004 Baylink Corridor Study which proposed a light rail transit/modern streetcar connection between Downtown Miami and Miami Beach via the MacArthur Causeway. A Technical Advisory Committee (TAC) comprised of staff from various municipal and transportation agencies and a Policy Executive Committee (PEC) comprised of elected officials from Miami-Dade County, City of Miami, and City of Miami Beach have been established to assist the study team in making key milestone decisions through the study process. Both the TAC and the PEC have endorsed the project moving forward and delivered through a Public-Private Partnership (P3).

The study is anticipated to be completed in June 2015 after the MPO convenes the final Policy Executive Committee meeting to be held on May 4, 2015. Should the Policy Executive Committee identify a preferred alternative at its May meeting, the next steps would be as follows:

- Further analysis and refinement of the alternatives during the Project Development and Environment (PD&E) phase of the project.
- Establishing a Locally Preferred Alternative to be presented to the Miami City Commission, Miami Beach City Commission, and the Miami-Dade MPO Governing Board for adoption.
- Submission of the PD&E Study to the U.S. DOT for Location/Design Concept Acceptance (LDCA) and a Record of Decision, the final step in the PD&E process pursuant to the National Environmental Policy Act (NEPA).

At this time, the study recommendations focus on a Light Rail Transit (LRT)/modern streetcar system connecting Downtown Miami and Miami Beach via the MacArthur Causeway. Several new and emerging catenary-free or off-wire technologies for LRT are being evaluated, including ground-embedded rail and on-board battery storage. The recommended alignment within Miami Beach consists of the MacArthur Causeway, 5th Street, Alton Road, Washington Avenue, and 17th Street in order to establish a direct connection to the Miami Beach Convention Center and future route expansion along Collins Avenue to the Julia Tuttle Causeway connecting to Midtown Miami.

The Beach Corridor Transit Connection Project extending from the Miami Downtown Terminal to the Miami Beach Convention Center is currently listed as a Partially Funded project in the Adopted 2040 Miami-Dade MPO Long Range Transportation Plan (LRTP). The total estimated capital cost of this premium transit service project is approximately $532 million (2013) and the LRTP currently includes funding in the amount of approximately $147 million (year-of-expenditure) for preliminary engineering and right-of-way acquisition in the 2026 - 2040 horizon timeframe. No funding has been identified for project construction in the LRTP.

ANALYSIS

In order to connect Downtown Miami and Miami Beach via light rail transit, the current Beach Corridor Transit Connection study reaffirmed the MacArthur Causeway as the preferred corridor to link the two cities. Due to the inherent environmental and engineering challenges associated with implementing the portion of the alignment along the MacArthur Causeway, the consultant expects that the level of environmental documentation and coordination with the federal government that will be necessary as part of the NEPA process will be substantial, lengthy, and require an Environmental Impact Statement (EIS) to be conducted. The NEPA phase along is projected to cost approximately $10 million with each local participating agency contributing a portion of the cost. Based on the project schedule presented to the TAC and PEC by the consultant team, it is anticipated that the NEPA documents, design, and construction phases are estimated to take 6 – 9 years.

While a Public-Private Participation (P3) project delivery method would expedite the design and construction schedule of the project, the required NEPA documents would need to be completed by the local project sponsor and approved by the federal government (either Federal Highway Administration or Federal Transit Administration) for the project to remain eligible for federal funding, obtain LDCA and a Record of Decision, and advance to the construction phase.

As previously mentioned, both the TAC and PEC have endorsed the project moving forward as a P3 project with annual availability payments being made by the local public entity sponsoring the project to the Design/Build/Operate/Maintain/Finance firm (Concessionaire) over the agreed-upon concession period (typically 30 years). Based on the project costs presented by the study consultant, it is anticipated that as much as $54 million per year will be needed for availability payments for the entire project under a P3, of which $22 million are for annual operating cost payments and $32 million are for annual capital payments.

The consultant estimates that the portion of the project on South Beach represents approximately 28% of the total $532 million capital cost for the Direct Connection alignment (approximately $148 million) and estimates about $9 million in annual capital payments (28% of $32 million) for the Direct Connect alignment via 5th Street and Washington Avenue.

It is anticipated that FDOT's New Starts Program could potentially provide up to a 50l50 match for capital, reducing the City's annual capital payment to $4.5 million for the Direct Connect alignment option.

The South Beach portion of the Direct Connect alignment represents approximately 28% of the total cost, excluding a maintenance yard. If this ratio is used as an estimate of operating costs, the portion of operating costs for the Direct Connect alignment on South Beach would be approximately $7 million (28% of $22 million).

Thus, the Administration estimates that the total annual availability payments for the Direct Connect alignment in South Beach would be about approximately $12 million - $17 million per year, depending on the level of availability of state funds (including operating costs). The Administration is evaluating funding sources for availability payments as part of the FY2015/16 budget process, including increasing parking fees for on-street parking. This amount, however, does not include the capital or operating costs of a maintenance yard that would need to be located in Miami Beach. The Administration is currently exploring options for siting a maintenance yard in South Beach in close proximity to the proposed streetcar alignment.

It is important to note that advancing the South Beach component of the Direct Connect alignment of the Beach Corridor Transit Connection project would have no adverse effect on the broader Downtown Miami-Miami Beach Light Rail Transit project. In fact, expediting the South Beach portion as the first phase of the regional connectivity project will help build a ridership base and establish a framework for the regional rail system proposed in the comprehensive Beach Corridor Transit Connection project. It is important that the initial South Beach phase ensures compatibility with future phases of the overall connectivity project and that the environmental coordination and documentation is conducted in a manner which will ensure eligibility for federal funds for future phases of the project.

RECOMMENDATION

While the Administration recognizes that the full potential of the Downtown Miami-Miami Beach light rail transit connectivity project will not be realized until the MacArthur Causeway link is in

place, it is important to note that the causeway link is the most complex segment of the Beach Corridor Transit Connection project due to significant engineering and environmental challenges, and, as such, the causeway component will require extensive coordination with the federal government and many years of environmental impact studies.

In an effort to provide short-term relief to traffic congestion in South Beach, the Administration believes that it is in the best interest of the City to expedite the portion of the project that can be more easily implemented, specifically the South Beach component along 5th Street and Washington Avenue, as the first phase of the Beach Corridor Transit Connection project. This approach would allow the City to move forward with the implementation of a streetcar system in Miami Beach in a 3 – 5 year horizon while continuing to work with the Miami-Dade MPO and the other local transportation partners involved in the Beach Corridor Transit Connection Study to move forward on the broader light rail transit connectivity project, including the complex MacArthur Causeway link.

The Administration further recommends that the Transportation Department immediately proceed with developing a Request For Proposals for the procurement of the environmental studies required for a light rail transit/streetcar system in South Beach as the first phase of the Beach Corridor Transit Connection project.

Attachment: Map of Direct Connect Alternative of the Beach Corridor Transit Connection Study

JLM/KGB/JRG

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RESOLUTION TO BE SUBMITTED

WASHINGTON AVENUE VISION AND MASTER PLAN

WASHINGTON AVENUE BLUE RIBBON PANEL

Action Items . Recommendations

2015.04.01

YSCOVICH
ARCHITECTS

Agenda Item RGA
Date 4-29-15

WABRP RECOMMENDATIONS

Washington Avenue Master Plan: IMPROVING THE PUBLIC REALM

ITEM		RECOMMENDATIONS		ACTION ITEMS		PRIORITY
A	CITY SERVICES	A1	Safety and Security	(1)	**Enhance Policing** with dedicated foot patrol day and night and enforce aggressive panhandling and drinking from open container violations on sidewalks, alleys and bus benches	1
		A2	Freight Loading Zones (FLZ) Regulations - Adjustments / Expansion	(1)	**Revert to using existing alleyways** as freight loading zones.	1
		A3	Homelessness	(1)	**Expand Homeless Outreach Teams** to (2) two nights per week.	1
		A4	Sanitation and Cleanliness	(1)	**Add late afternoon hand pickup of litter** on sidewalks and in gutter.	1
		A5	Property Owners and Store Owners Responsibility	(1)	**Eliminate the sale of single beers. Encourage hand pickup of litter** in front of store during the day.	1

WABRP RECOMMENDATIONS

Washington Avenue Master Plan: IMPROVING THE PUBLIC REALM

ITEM		RECOMMENDATIONS		ACTION ITEM		PRIORITY
B	TRANSPORTATION, INFRASTRUCTURE AND GREENSPACE	B1.	CHANGE MINDSET: **PILOT PROJECT along WASHINGTON AVENUE (Interim)** **DURATION:** (1) One-year time to test all seasons and gauge success	(1)	**SCOPE A:** 5th Street North to 7th Street with (2) travel lanes in each direction w/sharrow for bikes	1
				(2)	**SCOPE B1:** between 7th Street and 15th Street with (1) travel lane in each direction, paralell parking, widened sidewalks/parklets and protected bike lane in both directions	1
				(3)	**SCOPE B2 (OPTION):** between 9th Street and 12th Street ONLY with (1) travel lane in each direction, paralell parking, widened sidewalks/parklets and protected bike lane in both directions	1
				(4)	**SCOPE C:** between 15th Street North to Lincoln Road with (2) travel lanes in each direction w/sharrow for bikes	1
		B2.	**Implement City's Future Transit Plan along WASHINGTON AVENUE**	(1)	**Incorporate City's Future Transit Plan to include Dedicated EBT or Light Rail System** and all required infrastructure Streetscape Improvements. *Note: Dedicated Lane only during peak hours, but otherwise shared.*	2
		B3.	**Implement PARKLETS Program for Washington Avenue**	(1)	Develop Criteria and Design Manual for **Washington Avenue PARKLETS Program including:** Location; Dimension; Uses; Design Elements Construction + Installation; Maintenance + Upkeep	1
				(2)	**Encourage outdoor sidewalk cafes in parklets. Waive cafe permit fee and parking impact fees** to be applicable to all outdoor cafes including in parklets for 5 years.	1

WABRP RECOMMENDATIONS

Washington Avenue Master Plan: IMPROVING THE PUBLIC REALM

ITEM		RECOMMENDATIONS		ACTION ITEMS		PRIORITY
B	TRANSPORTATION, INFRASTRUCTURE AND GREENSPACE	B4.	Implement Streetscape Enhancement Project ('Woonerf') and New Bus Hub at WASHINGTON AVENUE and LINCOLN ROAD	(1)	SCOPE A: Implement 'Woonerf' Design including New Streetscape, New Public Amenities and New Bus Hub on Lincoln Road, between Washington and Collins.	1
		B5.	Implement WASHINGTON AVENUE Public Greenspace Improvements	(1)	Improve Police Department & Old City Hall Outdoor Plaza for Public Use. Coordinate with Washington Avenue (WA) Center District Plan.	1
				(2)	Repurpose City's Parking Lot at NW corner of 10th Street and Washington Avenue for Public Use and/or for New Bike Station project. Connect to redesigned Old City Hall Outdoor Plaza and new Washington Hotel plaza.	2
		B6.	Integrate Wolfsonian Master Plan with Washington Avenue Master Plan	(1)	Integrate Wolfsonian-FIU Museum Expansion Plans including Museum's public plaza/courtyard project with Washington Ave 'Public Greenspace' Improvements in the WA Center District.	1

WABRP RECOMMENDATIONS

Washington Avenue Master Plan: IMPROVING THE PUBLIC REALM

ITEM		RECOMMENDATIONS		ACTION ITEMS		PRIORITY
B	TRANSPORTATION, INFRASTRUCTURE AND GREENSPACE	B5.	**Implement Multi-Modal East / West Connection along 11th STREET to support Washington Avenue's Center District**	(1)	**Implement Streetscape Improvements along 11th Street** between Washington Avenue and West Avenue.	2
				(2)	**Implement Future Transit Connection** along 11th Street between Alton Road and Ocean Drive.	2
		B7.	**Implement DREXEL and ESPANOLA Way PILOT PROJECT (Connection)**	(1)	**SCOPE: Pedestrian Connection along Drexel through Fienberg-Fischer School campus**, between Espanola Way and 14th Street.	2

WABRP RECOMMENDATIONS

Washington Avenue Master Plan: PLACEMAKING OPPORTUNITIES

ITEM		RECOMMENDATIONS		ACTION ITEMS		PRIORITY
C	PLACEMAKING OPPORTUNITIES	C1.	**Define WASHINGTON AVENUE Revitalization 'Districts' as part of City's 'Creative Class City' Master Plan VISION**	(1)	**Create Washington Ave 'District' designations for Programming, Branding and Marketing** purposes. Engage Branding / Marketing Consultant to assist with developing a Marketing Plan for Washington Avenue Revitalization.	1
		C2.	**NORTH GATEWAY District**	(1)	**Improve Tenancy and Cleanup/Maintenance** at 16th Street Garage / Anchor Shops.	1
				(2)	**Design and implement pedestrian connection between LINCOLN Road and WASHINGTON Ave** through 420 Lincoln building.	2
		C3.	**CENTER District**	(1)	**Study Feasibility of Relocating / Repurposing of City of Miami Beach Police Department** for P3 Redevelopment including use of Parking Garage for Public Use.	1
				(2)	**Integrate WASHINGTON AVE Master Plan and City's cultural destinations** (ie. Wolfsonian, Cinematheque, other) for programming/branding of WA Center District.	1

WABRP RECOMMENDATIONS

Washington Avenue Master Plan: PLACEMAKING OPPORTUNITIES

ITEM		RECOMMENDATIONS		ACTION ITEMS		PRIORITY
C	PLACEMAKING OPPORTUNITIES	C4.	Implement WASHINGTON AVENUE Districtwide Parking Plan	(1)	Study Feasibility of Repurposing of Police Department Parking Garage for Public Use.	1
				(2)	Issue RFP for P3 development of New Parking Garage between 9th and 14th Street.	1
				(3)	Implement public parking wayfinding system and improve signage and access to City's existing public parking garages	1
				(4)	Repurpose MDCPS Lot on NW corner of Washington Ave and 14th Street for P3 Development.	2
		C5.	Implement 'Art in Public Places' Program for WASHINGTON AVENUE	(1)	Identify and Study a "public space project" for Washington Avenue with program designed to "create, activate and improve public gathering places."	1
		C6.	City of Miami Beach Ongoing Master Planning Efforts for WASHINGTON AVE, North Beach and Lincoln Road	(1)	Integrate ALL ongoing master planning efforts as part of comprehensive + strategic Citywide vision (ie. "Creative City" idea....”).	1

WABRP RECOMMENDATIONS

Washington Avenue Master Plan: REGULATORY OUTCOMES

ITEM		RECOMMENDATIONS		ACTION ITEMS		PRIORITY
D1.	ZONING Recommendations: Change Zoning Designation from CD-2 Medium Intensity Commercial to CD-2W Medium Intensity Commercial for Washington Avenue	1.	Development Regulations	(a)	Max Floor Area Ratio (FAR) = 1.5	1
					Max Building Height (feet): 55' (except 75' for lots equal to or greater than 200 feet frontage).	
					Max # of Stories: 5 (except 7 for lots equal to or greater than 200 feet frontage).	
				(b)	The Panel deadlocked 2-2 on a vote to increase FAR to 2.75. Chairman Saul Gross and Brian Falk voted against the FAR increase. Lyle Stern and Eric Lawrence voted in favor. All votes of the WABRP on other issues were unanimous.	
				(c)	FAR Bonus Provision: Modify existing FAR Bonus Provision to allow 0.5 FAR bonus for office in mixed use building provided it does not require a referendum.	1
		2.	Uses: Main Permitted Uses, Conditional Uses and Accessory Uses	(a)	Residential Use to be allowable Main Permitted Use. Limit FAR to 2.0 and provide parking per code w/o Impact Fee reduction.	1
				(b)	Encourage Active Rooftop Uses at 2nd level and above.	1
				(c)	New Entertainment Uses such as clubs and dance halls to have maximum frontage not to exceed 25 feet at street level.	1
				(d)	Encourage outdoor sidewalk cafes. Waive cafe permit fee.	
		3.	Setback Requirements	(a)	Pedestal and Tower - Front Setback: 0' at ground level; minimum 5' to 15' above ground level; 40' above 35 feet in height.	1

WABRP RECOMMENDATIONS

Washington Avenue Master Plan: REGULATORY OUTCOMES

ITEM		RECOMMENDATIONS				PRIORITY
D1	**ZONING Recommendations:** **Change Zoning Designation from CD-2 Medium Intensity Commercial to** **CD-2W Medium Intensity Commercial for Washington Avenue**	4.	**Parking**	(a)	**Residential:** Parking to be provided as required by code without impact fee reduction option	1
				(b)	**Hotel:** No parking required. For **Accessory Uses:** Provide minimum required parking per code	1
				(c)	**Office:** (1) One space per 500 square feet	1
				(d)	Notwithstanding the above, **to incentivize small office developments**, for projects on lots equal to or less than 200 feet frontage, **no parking requirement or parking impacts fee for offices.**	1
				(e)	**Retail:** No parking requirement for existing use; (1) One space per 300 square feet for new development;	1
				(f)	**For outdoor sidewalk cafes: Waive parking impact fees** to be applicable to all outdoor cafes including in parklets.	
				(g)	**The above recommended required parking reductions would sunset after 5 years.**	1

WABRP RECOMMENDATIONS

Washington Avenue Master Plan: REGULATORY OUTCOMES

ITEM		RECOMMENDATIONS				PRIORITY
D2	Design Guidelines	1.	Uses	(a)	**Encourage Street-level Retail and Outdoor Sidewalk Cafes**	1
		2.	Integrated Guidelines: Building and Facade Articulation Standards	(a)	**Maximum Building Length**: Along Washington Avenue, no plane of a building may continue uninterrupted for greater than 100 feet. **Building 'Offset'**: Interrupted means an offset of 5' minimum in depth for parking garage with liner; 25 feet minimum in depth for all other uses; Offset widths to total 20% of entire building frontage	1
				(b)	**Building Orientation:** Main building 'axis' should be oriented East / West	1
				(c)	**Provide a physical separation between building towers** (overbuilds) greater than 200' in length and above 35 feet in height from ground floor	1
D3	Additional Zoning Tools	1.	Provisions	(a)	**Creation of CRA to fund improvements**	1

WABRP RECOMMENDATIONS

Washington Avenue Master Plan: IMPLEMENTATION & MANAGEMENT

ITEM		RECOMMENDATIONS		ACTION ITEMS		PRIORITY
E	IMPLEMENTATION AND MANAGEMENT	E1.	**Implement WASHINGTON AVENUE MASTER PLAN by Establishing a "Washington Avenue Community Redevelopment and Revitalization Area" Pursuant to the Florida Community Redevelopment Act, [F.S. 163.330-463]"**	(1)	**Designate the proposed Washington Avenue Revitalization District as a COMMUNITY REDEVELOPMENT AREA (CRA)** pursuant to Chapter 163, Florida Statutes in order to implement a comprehensive revitalization program utilizing tax increment funding as authorized in Chapter 163, Florida Statutes.	1
		E2.	**Establish a WASHINGTON AVENUE "Leadership Task Force"**	(1)	**Create a Washington Avenue TaskForce** to report regularly to City Council and the community on the following: • PLAN Implementation Progress; • To assist Implementation by coordinating activities of the PLAN and working with City Agencies as well as • To provide mechanisms for continuing advocacy, problem solving, leadership and action;	1

WABRP RECOMMENDATIONS

Washington Avenue Master Plan: IMPLEMENTATION & MANAGEMENT

ITEM		RECOMMENDATIONS		ACTION ITEMS		PRIORITY
E	IMPLEMENTATION AND MANAGEMENT	E3.	**Engage a Consultant to develop an integrated set of Design Guidelines for WASHINGTON AVENUE**	(1)	**Develop a comprehensive set of design standards that provide for enhancement and preservation of existing assets and perpetuate the character of those assets through new development.** At a minimum, the guidelines should address historic preservation and adaptive reuse; street character; uses; setbacks, building and facade articulation standards; etc.	1
		E4.	**Engage a Consultant to develop a comprehenisve WASHINGTON AVENUE Parklets Manual** stating goals, policies, process, procedures and guidelines for creating parklets along Washington Ave.	(1)	**Develop a Washington Avenue PARKLETS MANUAL including guidelines and recommendations for preferred location, dimensions, uses** (ie. outdoor cafe/dining; public plazas / seating; bike parking; outdoor art and sculpture; other uses); **design elements; construction and installation; maintenance and upkeep. *See http://pavementtoparks.sfplanning.org.***	1
		E5.	**Engage a Consultant to develop a detailed design for the "Woonerf" STREETSCAPE PROJECT & NEW BUS HUB at Washington Avenue and Lincoln Road**	(1)	**Develop detailed designs for the "Woonerf" STREETSCAPE PROJECT and New Bus Hub** at Washington Avenue and Lincoln Road for implementation. See also Action Item B4.(1).	1

WABRP RECOMMENDATIONS

Washington Avenue Master Plan: IMPLEMENTATION & MANAGEMENT

ITEM		RECOMMENDATIONS		ACTION ITEMS		PRIORITY
E	IMPLEMENTATION AND MANAGEMENT	E6.	Establish a WASHINGTON AVENUE "Creative District Alliance"		Create a community-based organization to provide essential services and networking opportunities to local artists and creative individuals and organizations and businesses. Role: Advocacy, collaboration, marketing, professional development, and capacity building to sustain all aspects of cultural development.	
		E7.	Implement a Retail and Cultural Strategy for WASHINGTON AVENUE	(1)	Develop a Washington Avenue Marketing and Audience Development Plan for proposed Districts. See also Action Item C1.(1).	1
				(2)	Implement a Washington Avenue Tourism Marketing Plan to include a broader range of 'branding' retail and destination offerings	1
		E8.	Establish Partnerships with area Universities and Colleges as well as cultural institutions	(1)	Engage local Universities, Colleges and the Wolfsonian-FIU to assist with Washington Avenue Master Plan Implementation	1

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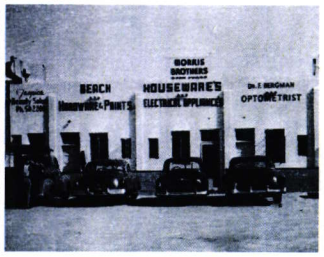
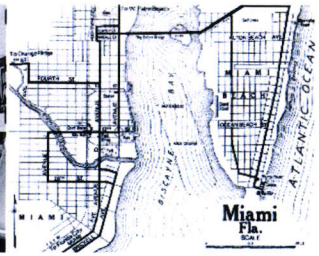
WASHINGTON AVENUE VISION AND MASTER PLAN





WASHINGTON AVENUE BLUE RIBBON PANEL
Recommendations

2015.04.29

ZYSCOVICH
ARCHITECTS

GOALS & OBJECTIVES

SUMMARY

1. **Study and envision** Washington in a **transformational light**

2. **Preserve** the historical, architectural and cultural character of **Washington Avenue as City's "*Main Street*"**

3. Provide for **redevelopment, adaptive reuse and infill** resulting in economic vitality for the betterment of the community and the City as a whole

4. **Create commercial development opportunities** that provides quality goods and services to neighborhood residents and tourists alike

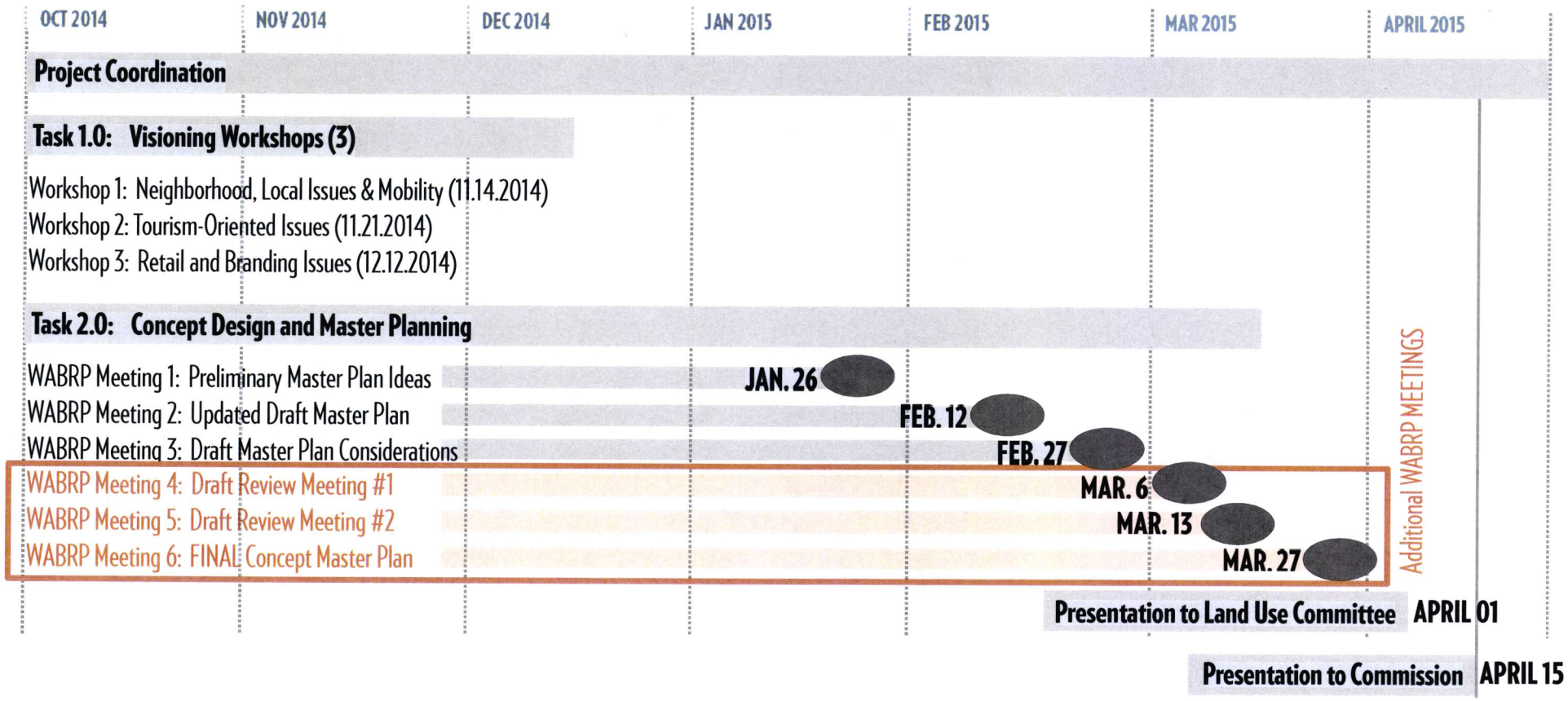
5. Allow for a **high level of mobility** for pedestrians, cyclists, automobiles and public transit; and

6. Plan for **quality public spaces and beach access** to capitalize on the corridor's location and surrounding environs.

STUDY AREA

- Historic Grid - walkable pedestrian environment
- One-mile Corridor from Lincoln Road to 5th Street*
- Twenty-five City Blocks
- Typical Block Size is 280' by 400'
- 100'-0" Public Right-of-Way (Same as Lincoln Road)
- Most Landmark Buildings front Washington Avenue
- +/- 100 Historic Properties along Flamingo Park Historic District (+/- 87 contributing historic properties)
- Handful of Major Landowners
- Walk along Lincoln Road from Alton to Washington is 3/4 mile distance
- North / South - Ocean / Collins / Washington

PLANNING PROCESS



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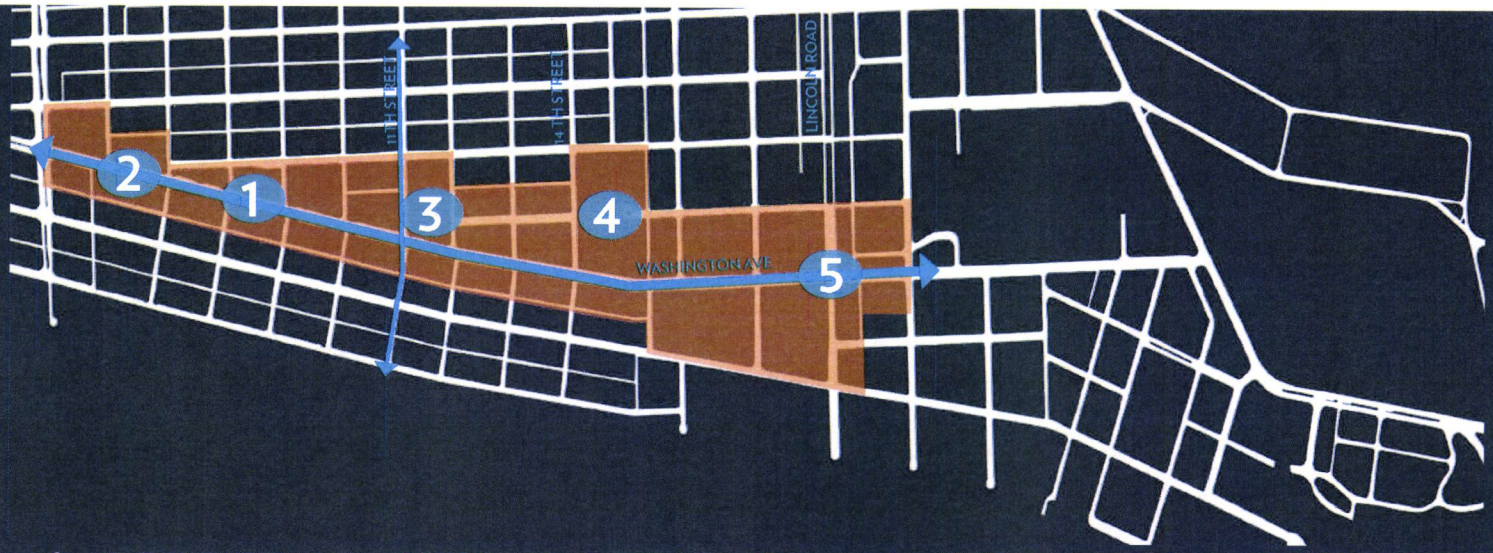
VISION:

Washington Avenue as the MAIN STREET of Miami Beach where residents and tourists can enjoy unique boutiques, ethnic restaurants, convenient services, edgy nightlife and cultural experiences, all within our walkable low scale historic architecture.



1 WASHINGTON AVENUE

PUBLIC INFRASTRUCTURE INVESTMENTS

- INTERIM 'PILOT PROJECT' VS LONG TERM IMPROVEMENTS - (IE. PAINT FIRST, FOLLOW WITH IMPLEMENTING ALL INFRASTRUCTURE IMPROVEMENTS UNDER CIP OR CRA AS FUNDING BECOMES AVAILABLE)
- SIDEWALKS 'PAVEMENT TO PARKS' PROGRAM - INTRODUCING "PARKLETS"
- OPPORTUNITY FOR PARKING P3'S WITHIN CENTER DISTRICT ZONE
- ENHANCE EAST / WEST CONNECTION ALONG 11TH STREET

2 SOUTH END GATEWAY

CATALYST PROJECT: PRIVATE INVESTMENT

- USES - HOTEL, OFFICE AND RETAIL
- RESIDENTIAL USES (?)
- PRESERVATION OF EXISTING HISTORIC BUILDINGS
- ADDRESS PARKING NEEDS VS. CODE REQUIREMENTS - CONSIDER OPTIONS

3 CENTER DISTRICT

NEW CULTURAL DISTRICT

- RELOCATION OF POLICE DEPARTMENT
- REUSE POLICE DEPT. PARKING GARAGE FOR PUBLIC USE
- NEW ARTS / FILM / VIDEO / TECHNOLOGY INCUBATOR
- THE WOLFSONIAN - EXPANDED ARTS & CULTURE PROGRAMMING
- NEW CIVIC PARK / BIKE STATION AT MUNICIPAL PARKING LOT (AT CORNER OF 10TH & WASHINGTON, ACROSS FROM THE WOLFSONIAN)

4 DREXEL & ESPAÑOLA

DREXEL AS LOCAL PEDESTRIAN CONNECTOR

- PEDESTRIAN CONNECTION ALONG DREXEL BETWEEN ESPAÑOLA WAY AND 14TH STREET
- 1/2 MILE WALK BETWEEN FIU MBUS URBAN STUDIOS, NEW WORLD CENTER SOUNDSCAPE PARK AND CINEMATHEQUE

5 NORTH END GATEWAY

CATALYST PROJECT: PRIVATE INVESTMENT

- CONNECT WASHINGTON TO LINCOLN ROAD VIA "WOONERF" PUBLIC STREETSCAPE IMPROVEMENTS (IE. T-SHAPED AREA AT WA / LINCOLN INTERSECTION, TOWARDS COLLINS - UP TO JAMES)
- CREATE NEW BUS HUB ON LINCOLN, EAST OF WASHINGTON
- PROVIDE PUBLIC ACCESS VIA DIAGONAL CONNECTOR BETWEEN LINCOLN ROAD AND WASHINGTON AVENUE THRU 420 LINCOLN BLOCK

CATALYST
LINCOLN ROAD
14TH STREET
11TH STREET
WASHINGTON AVE
1
2
3
4
5

PLACEMAKING OPPORTUNITIES

1 WASHINGTON AVENUE

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VISION AND MASTER PLAN

COMPREHENSIVE PACKAGE OF **RECOMMENDATIONS** BY THE MAYOR'S **WA BLUE RIBBON PANEL** FOCUSED ON FIVE SPECIFIC CATEGORIES:

1. SERVICES
2. TRANSPORTATION, INFRASTRUCTURE & GREENSPACE
3. PLACEMAKING OPPORTUNITIES
4. REGULATORY CHANGES
5. IMPLEMENTATION

VISION AND MASTER PLAN

8 MAIN IDEAS FOR WASHINGTON AVENUE REVITALIZATION:

1. Washington Avenue PILOT PROJECT FOR ONE YEAR
2. City to issue and RFP TO PROPERTY OWNERS between 9th and 13th Streets to buy their air rights and build a municipal garage of 275+ spaces above existing ground floor retail
3. Redesign the CONNECTION from LINCOLN ROAD to WASHINGTON AVENUE as a new gateway destination and create a NEW BUS HUB on Lincoln Road

4. **RELOCATE THE POLICE STATION TO THE CITY CENTER** (near a re-built City Hall on the west side of the P Lot) and re-purpose the police station as a 100,000 sf office building with the 419 parking space garage available to the general public.

5. **INCENTIVES FOR DEVELOPMENT** that don't include increasing FAR: Raise the maximum allowable height to 75 feet for larger projects and eliminate for five years the parking impact fee for new hotels and new small office buildings.

6. **IMPROVE DELIVERY OF CITY SERVICES** to make Washington Avenue safe and clean: dedicated police foot patrols; enhanced homeless outreach; afternoon litter pick up.

7. **CREATE A FUNDING MECHANISM FOR STREETSCAPE IMPROVEMENTS** by expanding down Washington Avenue the CRA that currently covers City Center.

8. **ESTABLISH A WASHINGTON AVENUE TASK FORCE** to monitor City progress in implementing the Master Plan ideas and provide guidance to the City throughout the process.

VISION AND MASTER PLAN

1. WASHINGTON AVENUE PILOT PROJECT FOR 1-YEAR

a) Expand the sidewalks into the existing parking lane to make room for outdoor cafes, establish guidelines for parklets and waive sidewalk café fees.

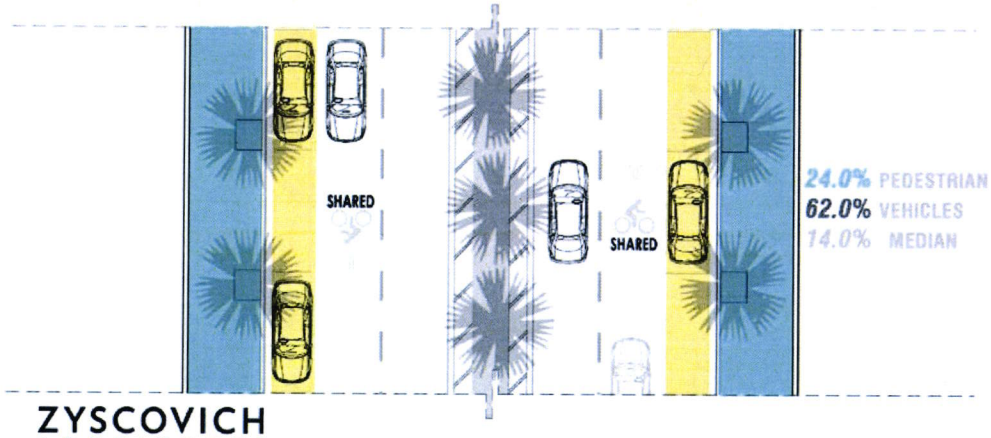
b) Bring a protected bike lane to both sides of the street.

c) Move the on street parking over one lane. Bus stops and freight loading zones are located in this parking lane just as they are now. One lane remains for cars traveling in each direction, same as Collins Avenue.

d) Embrace Washington Avenue as a main transit street for a bi directional trolley or bus rapid transit connecting downtown and the Convention Center.

e) Establish a trolley dedicated to Washington Avenue running from the Convention Center to 5th Street or South Pointe Park.

EXISTING



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PROPOSED INTERIM / PILOT PROJECT

- (1) ONE LANE ONLY FOR VEHICULAR TRAVEL NORTH/SOUTHBOUND
- PROTECTED BIKE LANE + PARALLEL PARKING ON BOTH SIDES
- EXTENDED SIDEWALKS ON EAST + WEST SIDE

PHOTO: SAN FRANCISCO (SIMILAR - FOR ILLUSTRATIVE PURPOSES ONLY)

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PILOT PROJECT (INTERIM): WASHINGTON AVENUE WITH MEDIAN

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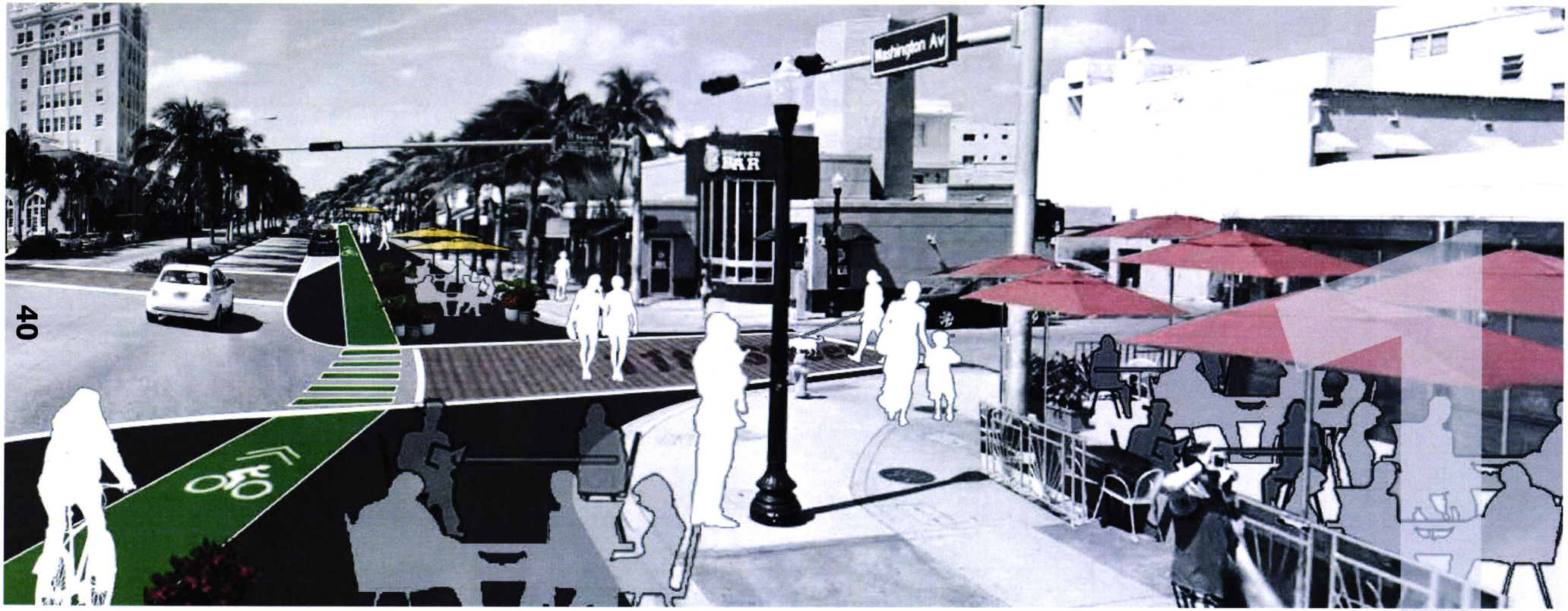

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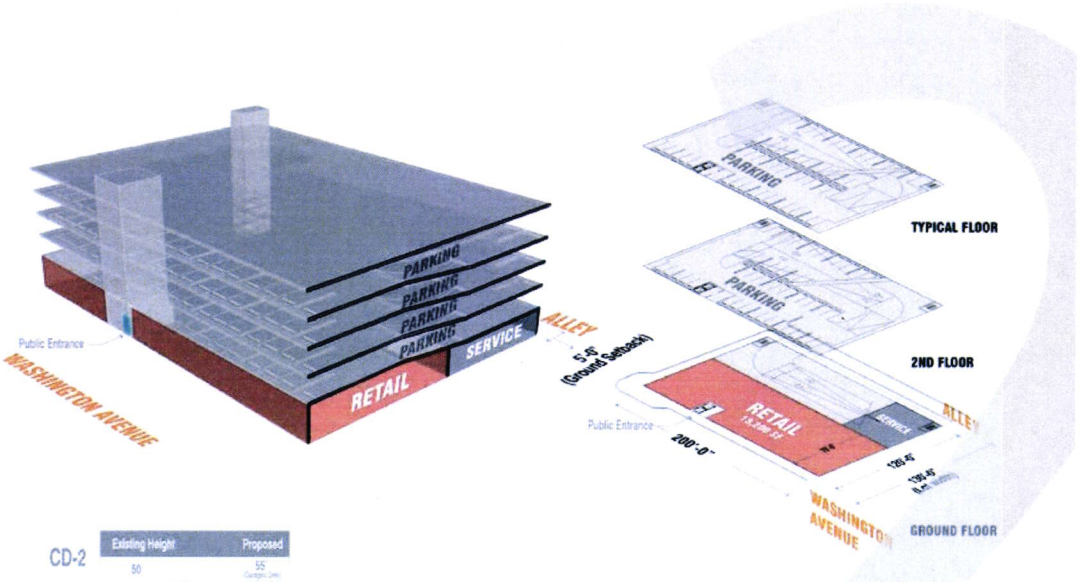
VISION AND MASTER PLAN

2. RFP FOR PURCHASE OF AIR RIGHTS TO BUILD MUNICIPAL PARKING GARAGE BETWEEN 9TH & 13TH



VISION AND MASTER PLAN

3. REDESIGN THE CONNECTION BETWEEN LINCOLN ROAD AND WASHINGTON AVE

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VISION AND MASTER PLAN

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NORTH GATEWAY DISTRICT PROJECT:
"WOONERF" Project + NEW BUS HUB AT WASHINGTON AND LINCOLN ROAD

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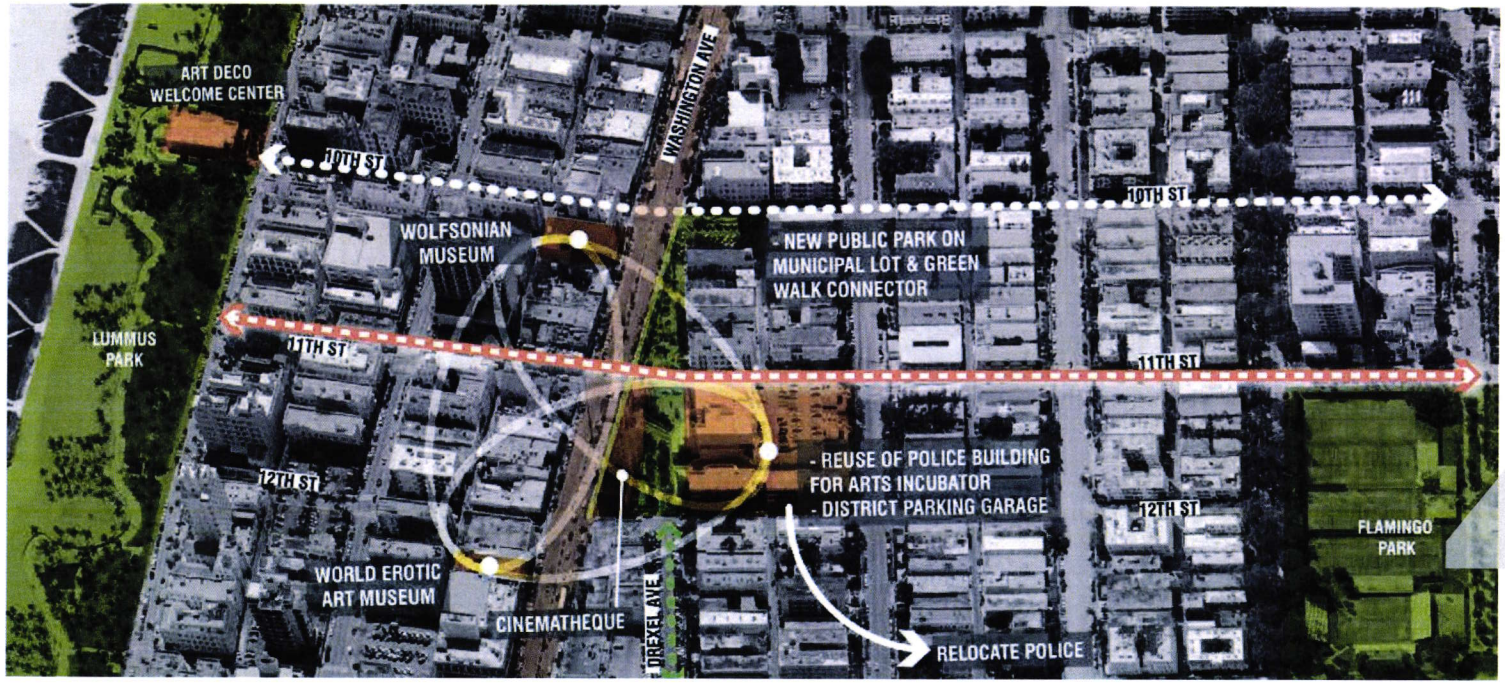
VISION AND MASTER PLAN

4. RELOCATE THE POLICE STATION TO CITY CENTER

REPURPOSE EXISTING BUILDING FOR OFFICE & PUBLIC PARKING



CENTER DISTRICT

4

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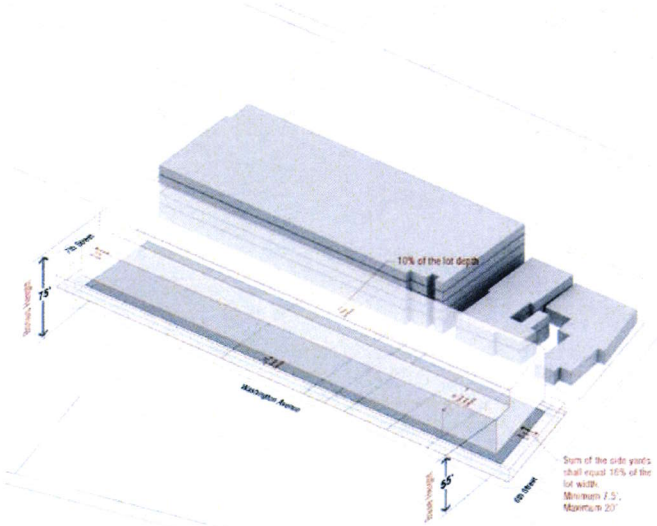

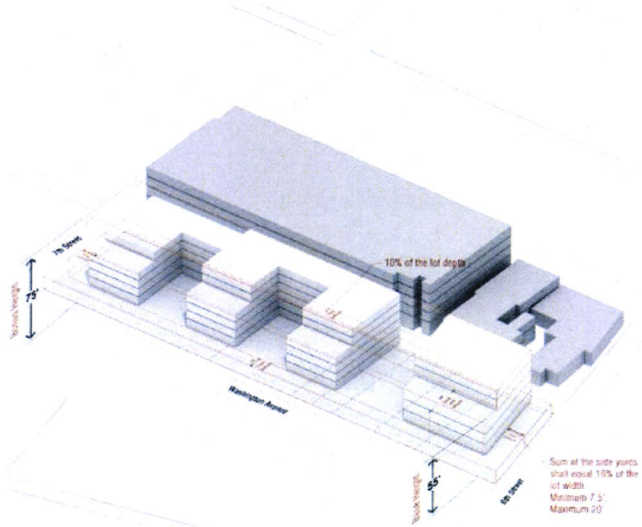

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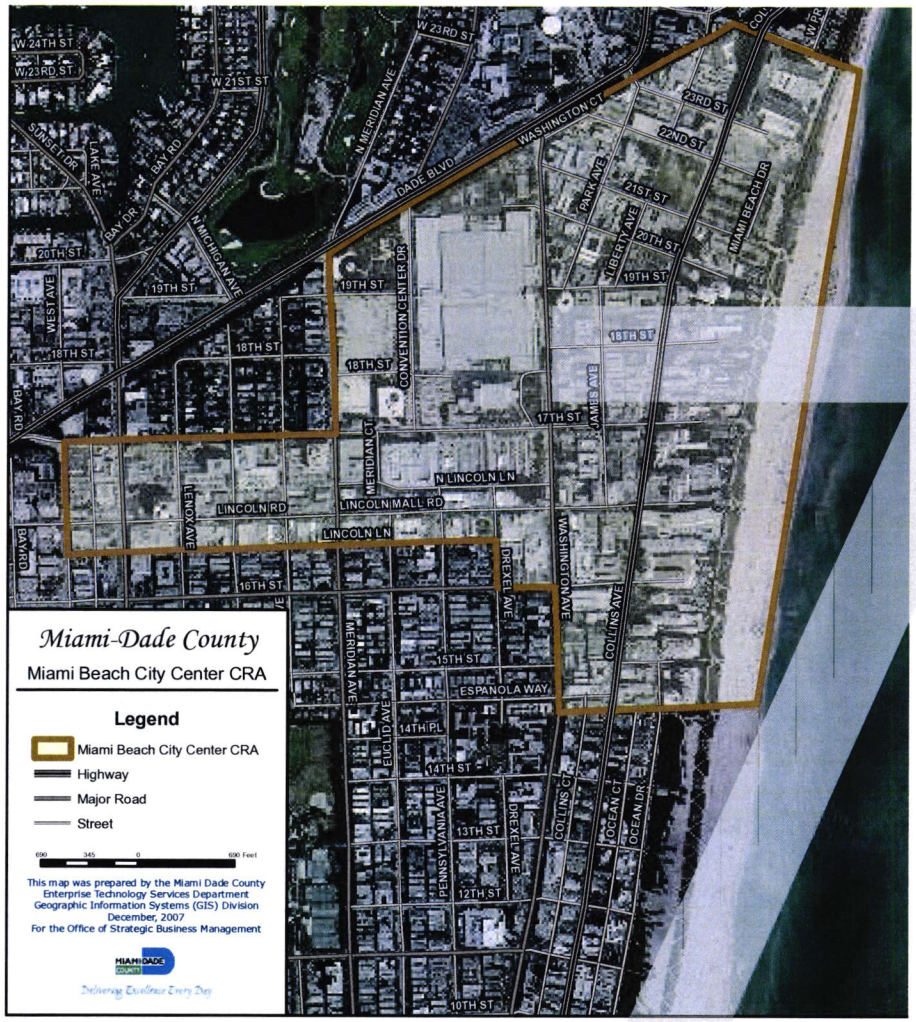

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