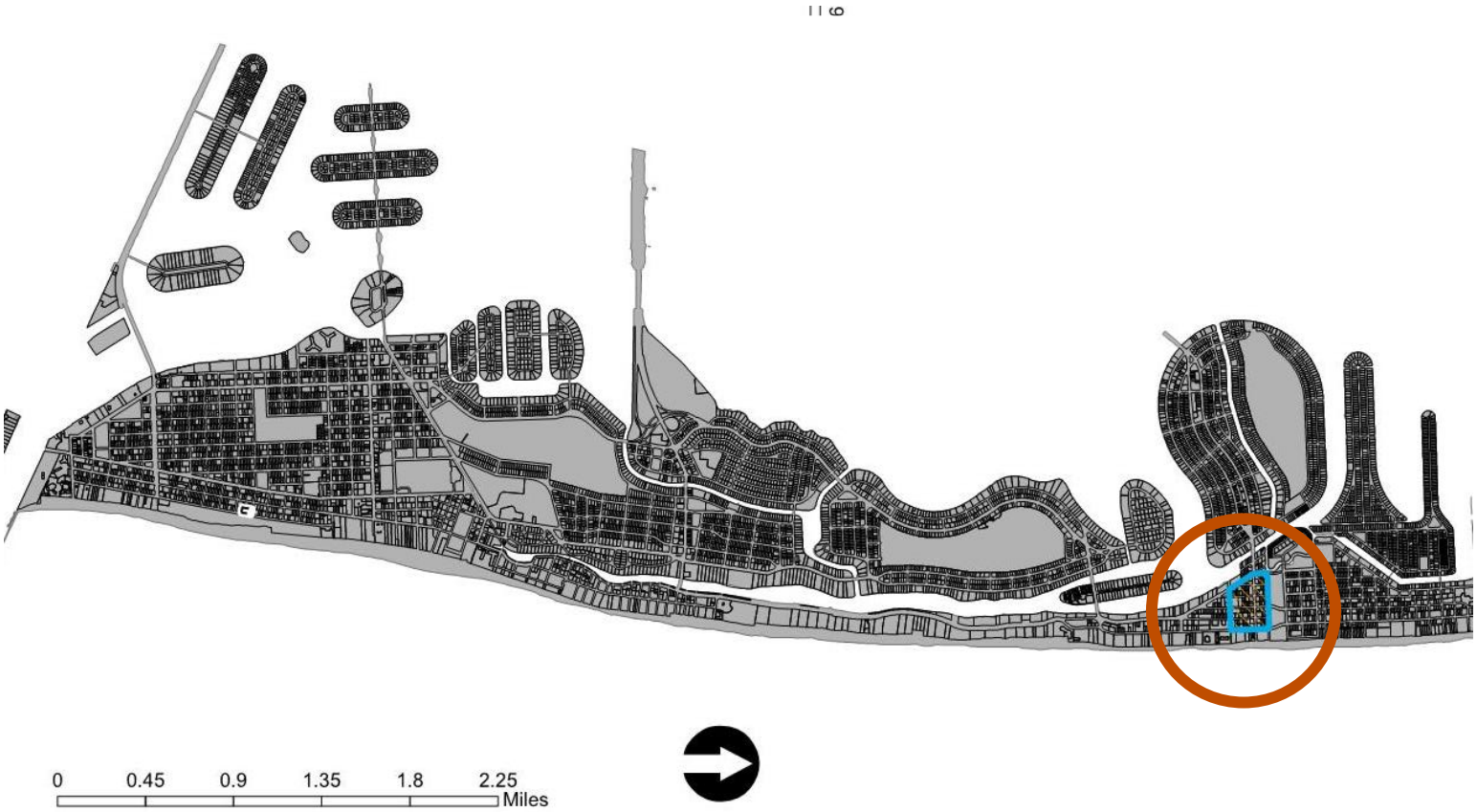
# North Beach Town Center Central Core

City of Miami Beach

# North Beach

- Master Plan:  Approved October 19, 2016
- Vote on FAR Increase to 3.5 in Town Center: Ballot Question Approved by Voters on November 7th, 2017
- TC FAR Overlay: On March 7, 2017 the Land Use and Development Committee directed staff to create an overlay to establish design guidelines in consideration of the increased FAR to create an vibrant, walkable core.

# CMB is 7.63 Square Miles



# North Beach Town Center is 0.0512 Square miles of 7.63 Square Miles that is the City of Miami Beach

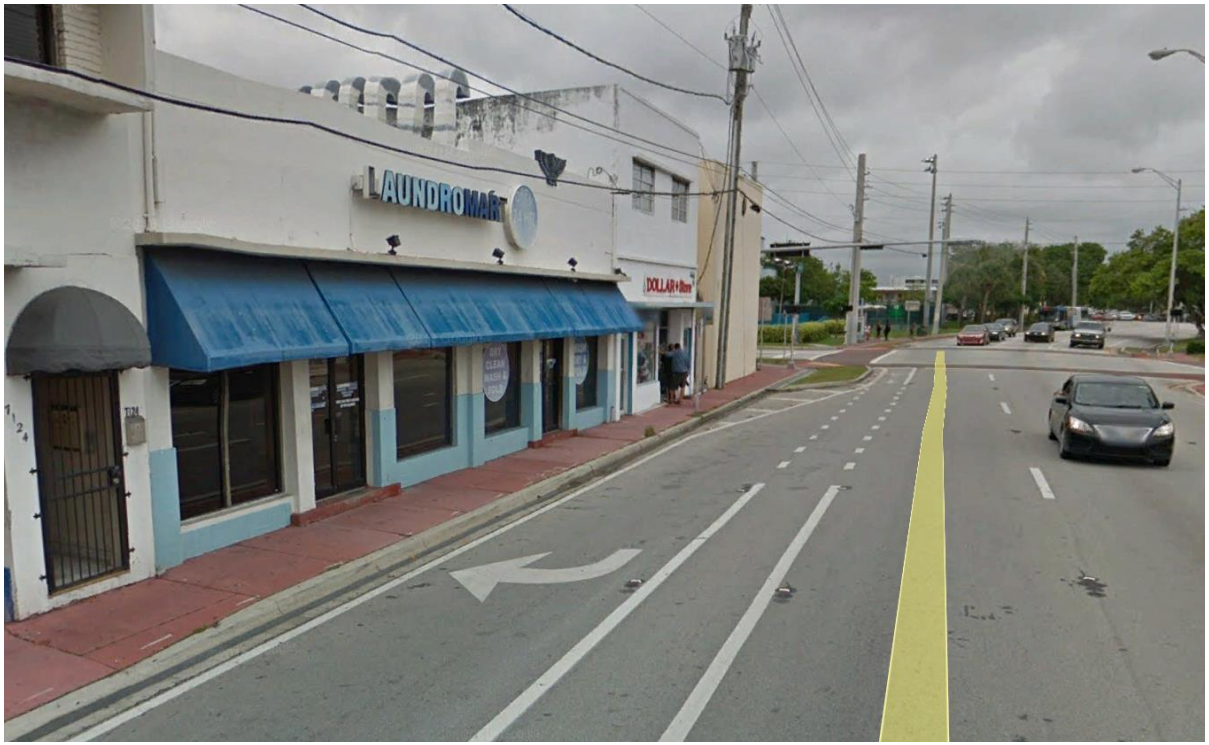
# Area and Ordinance Goals

A. "No Street Left Behind"
B. Spur and facilitate sustainable economic development, encourage diverse uses and expedite regulatory processes
C. Create mixed use/ co-live, live/work, allow for micro units
D. Realize a 70th street pedestrian Paseo
E. Enable added public benefits
F. Ensure centralized and off-street loading

# A. “No Street Left Behind”

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

# Need for Wider Sidewalks



# What **NOT** to Do

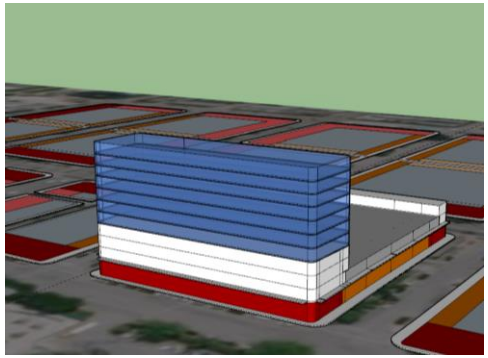
## Wall effect

Proposed limitations on tower width to prevent wall effect

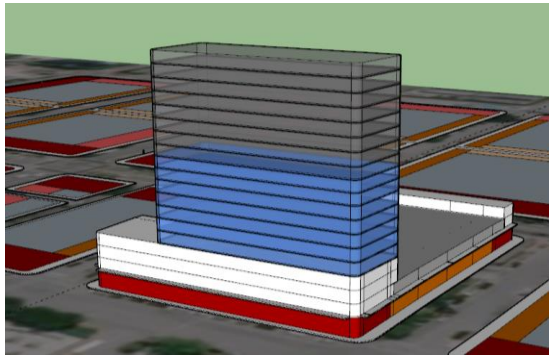
## Back House

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

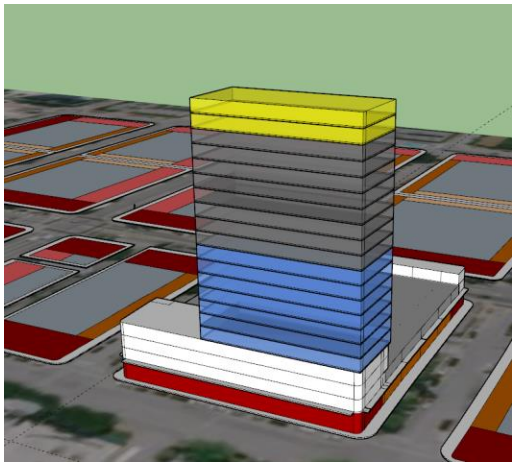
# Wall Effect and Height



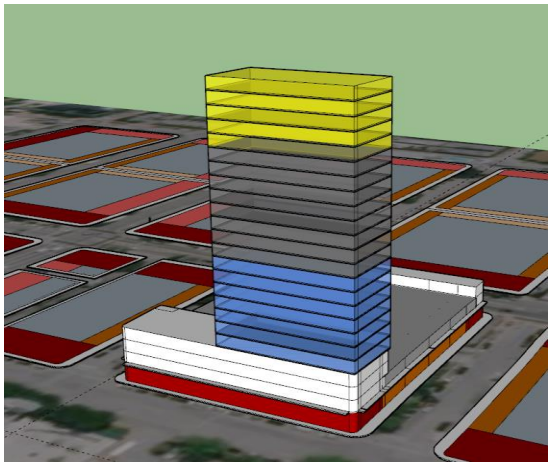
Tower Width: 225' – Height :125'
(wall effect, not desirable)



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



Tower Width: 140' – Height : 220'

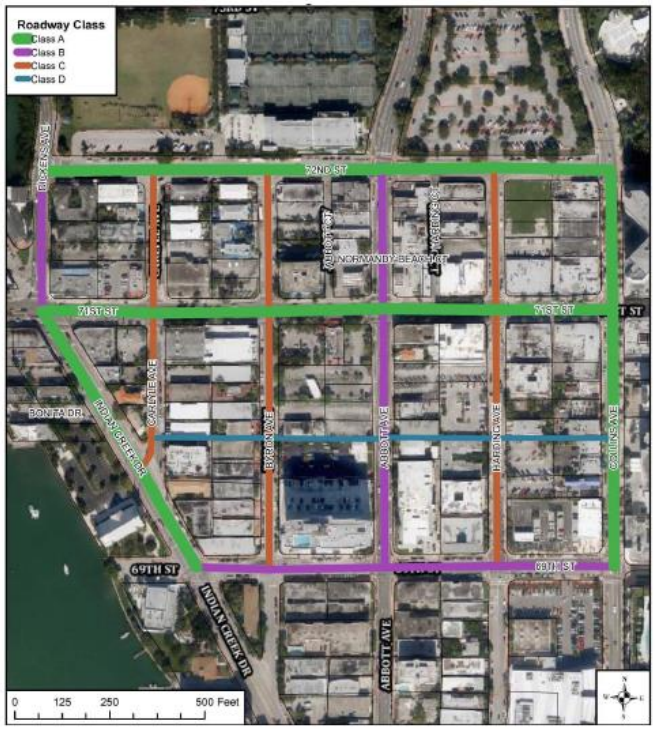


Tower Width: 124' – Height : 250'
(out of scale)

# Retail Space Not Visible from Street

Proposed regulations require Retail to be at Setback Line for maximum visibility

# Roadway Classes & Minimum Habitable Space



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

# "Appropriate Frontage on ALL Streets"

## Class A Streets

# "Appropriate Frontage on ALL Streets"
# Sample Architectural Screening for Parking

# Expedite Sustainable Economic Development and Encourage Diverse Uses

- Development and Use Approval processes are being reviewed to streamline the process and spur economic development within the overlay area.
  - Incorporate typical board order conditions into the code.
    - Loading hours and operations
    - hours of operation
    - noise attenuation
- Where appropriate, administrative review will be permitted and Board approval required for design and higher impact uses.
  - Remove 50,000 square foot building CUP requirement
  - Modify Neighborhood Impact Establishment (NIE) Thresholds

# Typical Board Order Conditions Planning Board

**PLANNING BOARD**
**CITY OF MIAMI BEACH, FLORIDA**

**PROPERTY:** [redacted]

**FILE NO.** PB 18-[redacted]

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

**LEGAL DESCRIPTION:** [redacted] Plat Book 2, Page 77, of the Public Records of Miami-Dade County, Florida.

**MEETING DATE:** [redacted] 2018

**MODIFIED CONDITIONAL USE PERMIT**

9. The Applicant agrees to the following operational conditions for all permitted and accessory uses and shall bind itself, lessees, permittees, concessionaires, renters, guests, users, and successors and assigns and all successors in interest in whole or in part to comply with the following operational and noise attenuation requirements and/or limitations. The applicant shall ensure through appropriate contracts, assignments and management rules that these restrictions are enforced and the applicant agrees to include the rules and regulations set forth in these conditions in any contract or assignment:

   a. All trash containers shall utilize rubber wheels, or the path for the trash containers shall consist of a surface finish that reduces noise, in a manner to be reviewed and approved by staff.

   b. Adequate air-conditioned and noise baffled trash room space shall be provided, in a manner to be approved by the Planning staff. Doors shall remain closed and secured when not in active use.

   c. Trash dumpster covers shall be closed at all times except when in active use.

   d. Delivery trucks shall not be allowed to idle in the loading areas.

   e. Delivery and trash trucks shall only be permitted to park in the designated loading bays.

   f. Deliveries and trash pick-ups only may only take place between 6:30 AM and 12:00 PM on weekdays and no earlier than 8:00 AM on weekends.

# Typical Board Order Conditions Design Review Board

**DESIGN REVIEW BOARD**
**City of Miami Beach, Florida**

MEETING DATE: [redacted], 2018

FILE NO: DRB18-[redacted])

PROPERTY: [redacted]

APPLICANTS: [redacted]

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

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

**ORDER**

g. The utilization of root barriers and Silva Cells, as applicable, shall be clearly delineated on the revised landscape plan. Silva Cells or approved equal should be provided under the adjacent hardscape areas for trees located in public and private property subject to the review and approval of the CMB Urban Forester. A minimum of 1,000 Cu. Ft of good quality planting soils shall be specified per tree or 800 Cu. Ft per tree when combined with other trees in the same general area.

h. The applicant shall verify, prior to the issuance of a Building Permit, the exact location of all backflow preventers and all other related devices and fixtures. The location of backflow preventers, Siamese pipes or other related devices and fixtures, if any, and how they are screened with landscape material from the right-of-way, shall be clearly indicated on the site and landscape plans, and shall be subject to the review and approval of staff.

i. The applicant shall verify, prior to the issuance of a Building Permit, the exact location of all applicable FPL transformers or vault rooms. The location of any exterior transformers and how they are screened with landscape material from the right of wall shall be clearly indicated on the site and landscape plans and shall be subject to the review and approval of staff.

# C. Create Mixed Use/ Co-Live/ Live-Work/ Allow Micro Units

# Micro Units

Commonspace.com

# Common areas and Shared Amenities

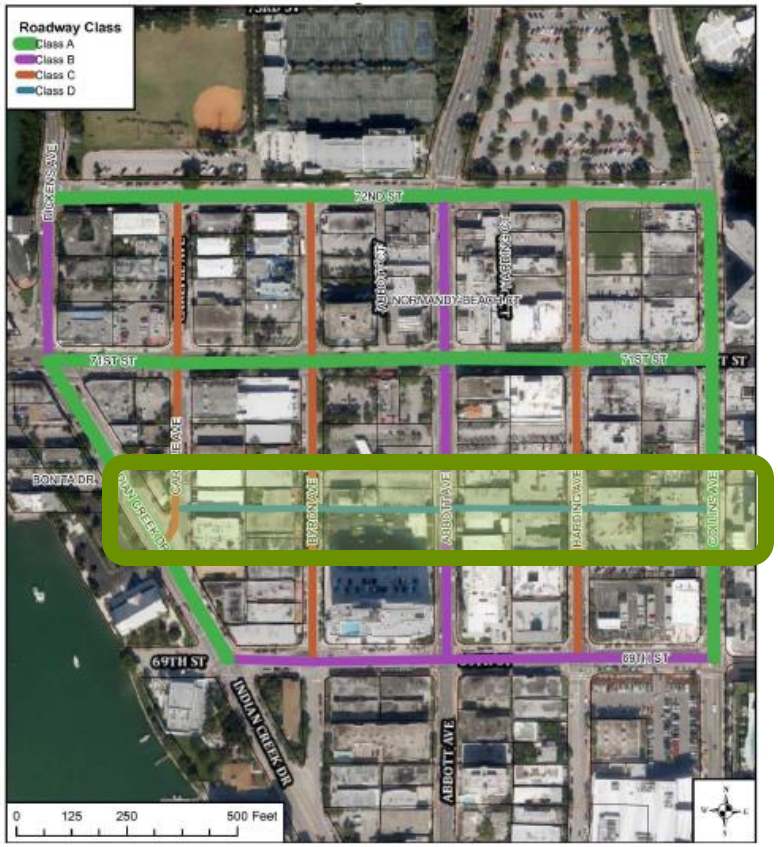
# Walk ups and Townhomes

# Loft Units / Live Work

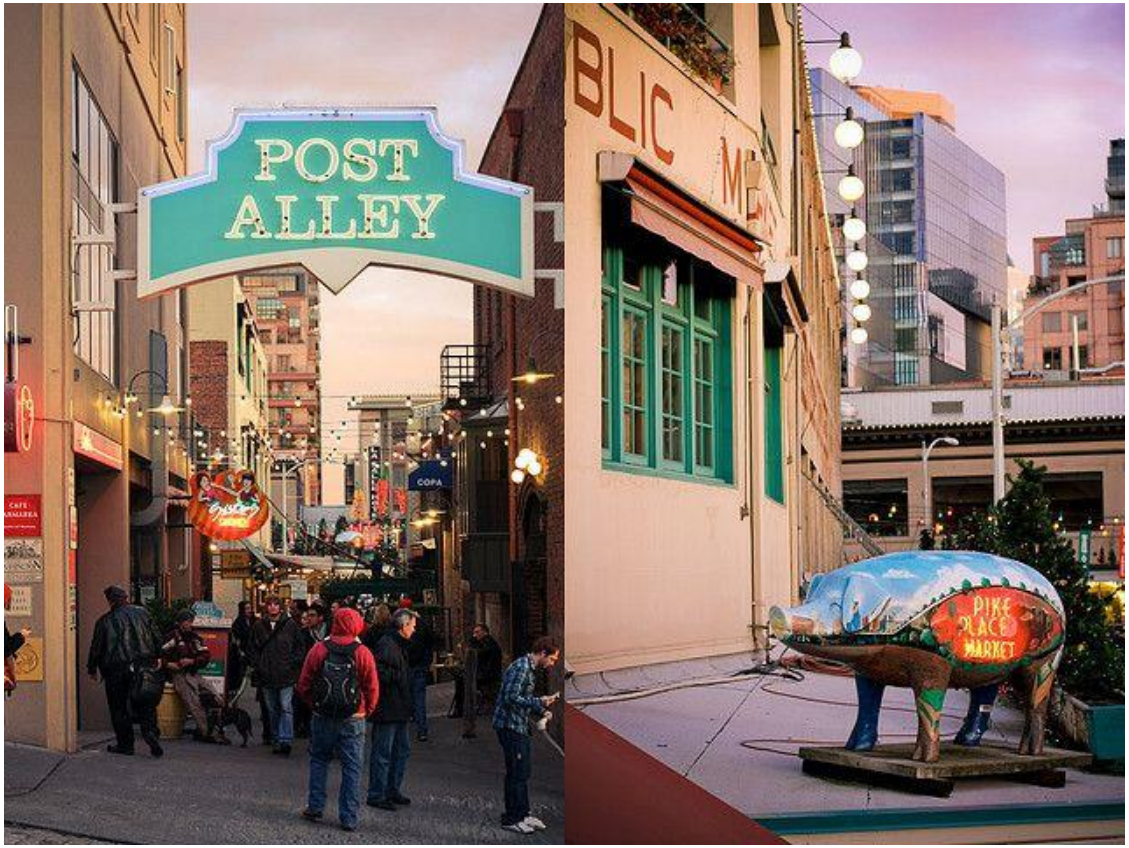
# Realize a 70th Street Pedestrian Paseo

- The distance between 69th Street and 71st Street is approximately 600'. These blocks are unusually long with no breaks for pedestrians to cut through. This is a less than optimal condition which can be alleviated by the creation of a Pedestrian Paseo as parcels redevelop and setbacks are established to create the break.
- Activation of alleys (paseos)allow for interesting and creative spaces in the urban fabric.

# 70th Paseo
# Cross Pedestrian Connectivity



# Paseo - Seattle, Washington



# Paseo - Quebec, Canada

# Enable Added Public Benefits Detailed Recommendations Forthcoming.

Possible Options:

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

# Encourage Centralized and Off-Street Loading

# Mobility Study Update

- Create an ideal mix of uses that encourages walking and mass transit use while minimizing single occupancy vehicle use. Units below are over and above the development capacity prior to the adoption of the FAR increase approved on November 7, 2017:
  - Hotels to 1,800 room
  - Apartments over 1,000 square feet to 200 units
  - Apartments under 1,000 square feet to 300 units
  - Co-living, workforce, & affordable housing to 300 units

| Estimated Maximum Capacity Before FAR Increase | | Additional Capacity with FAR Increase | | Estimated Total Units Available | |
|---|---|---|---|---|---|
| Hotel Units | 131 | Hotel Units | 1,800 | Hotel | 1,931 |
| | | Residential Apartment Units | 500 | Cumulative Residential Units | |
| Residential Units | 1,662 | Residential Workforce / Co-Living | 500 | Units | 2,662 |

# Mobility Study Update

- Reduce parking requirements and encourage centralized parking areas.
- Require facilities to encourage biking such as bicycle parking.
- Require facilities to encourage walking such as wider and more comfortable sidewalks.
- Require transit oriented development (TOD).

# Mobility Study Update

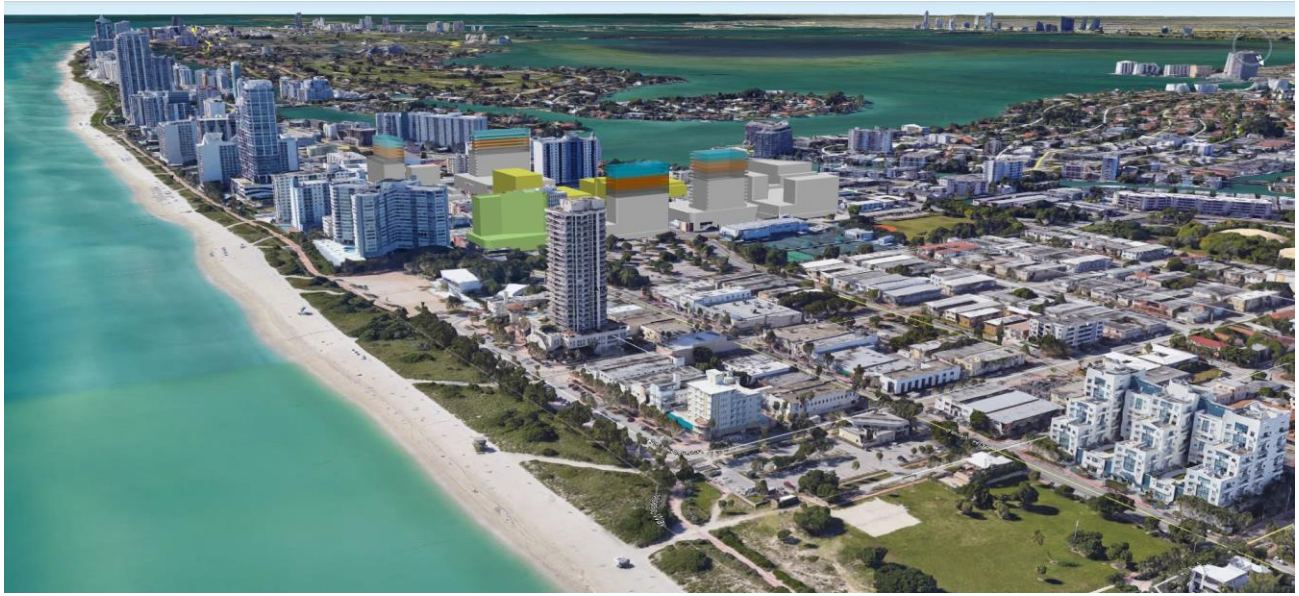
Excerpts from the Executive Summary

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

# Ordinance Outline

A. Allowable Uses and Review Requirements
B. Development Regulations (height, unit size, density)
C. Setbacks & Encroachments
D. Public Benefit Menu
E. Façade and Street Classes
F. Street Frontage and Tree Canopy Requirements
G. Loading
H. Off Street Parking, Ride Share and Bicycle Facility Requirements

# Massing Study



thank you!