

# MIAMI BEACH

## PLANNING DEPARTMENT

### Staff Report & Recommendation

## PLANNING BOARD

TO: Chairperson and Members  
Planning Board

DATE: October 29, 2024

FROM: Thomas R. Mooney, AICP  for TRM  
Planning Director

SUBJECT: **PB24-0695. Washington Avenue Residential Plan – Comprehensive Plan Amendment.**

**PB24-0696. Washington Avenue Residential Plan – LDR Amendments.**

### **RECOMMENDATION**

Review the proposed ordinances amending the Comprehensive Plan and Land Development Regulations (LDR), and continue the applications to the November 26, 2024, Planning Board meeting. Transmittal of the applications to the City Commission may only occur at a duly noticed second public hearing, after the conclusion of a community outreach meeting.

### **HISTORY**

On May 15, 2024, at the request of Commissioner David Suarez, the Mayor and City Commission referred a proposal for establishing incentives for non-transient residential uses on Washington Avenue (C4 AA) to the Land Use and Sustainability Committee (LUSC) and the Planning Board. On June 10, 2024, the LUSC discussed the item, and recommended that the Planning Board approve the proposed ordinances, inclusive of the following amendments:

1. Incorporate adequate setbacks.
2. Provide minimum parking for service workers and building staff.
3. Limit the total amount of floor area that can be exempt for micro-mobility areas.
4. Limit the sunset provision to no more than 5 years.

Additionally, Commissioner Tanya K. Bhatt and Joseph Magazine were added as co-sponsors of the proposal.

On July 30, 2024, the Planning Board reviewed the proposed ordinances and continued each to the September 24, 2024, Planning Board meeting. On September 10, 2024, a public workshop was held after the first review of the Planning Board and additional input received from the participants.

On September 24, 2024, the ordinances were continued to a date certain of October 29, 2024, at

the request of the Commission sponsor, to consider modifications to the proposed incentives. Since an increase in the maximum floor area ratio (FAR) is being proposed, the process must restart at step 1.

### **PLANNING BOARD AND CITY COMMISSION REVIEW REQUIREMENTS**

The application submitted herein is in accordance with Section 7.1.10.2(a) of the LDR's, which requires the following 3-step process, prior to the review by the City Commission:

**a. Step One – Planning Board Preliminary Review.**

The Planning Board, at a duly noticed public hearing, shall perform an initial review of the proposed ordinance. Notice of the Planning Board preliminary review hearing shall be given in accordance with the applicable provisions in Chapter 2, Article IV of the Land Development Regulations. If the proposed ordinance involves less than ten (10) contiguous acres, the notice requirements for the preliminary Planning Board review shall also include a minimum 30-day mail notice for all properties within 375 feet of the properties subject to the proposed floor area or FAR increase, and a 30-day published notice.

Prior to the Planning Board's preliminary review stage, the Administration, either internally or with the assistance of an outside consultant, will perform an impact analysis of the proposed FAR increase; and such impact analysis shall include, but not be limited to, the following:

1. Calculation of the actual square footage increase for affected properties such as, for example, the maximum allowable square footage for residential, office, retail, hotel or other uses resulting from the FAR increase.
2. An infrastructure analysis regarding potential impacts on traffic/mobility, parking, water, sewer, resiliency, parks and open space, as well as any other area of concern identified by the City Commission or the Administration.
3. Massing studies, which illustrate the volume and location of the area associated with the proposed increase in FAR.

For private applications, the applicant shall be required to provide all data and exhibits related to the above noted impact analysis as part of the application submission. The findings of this impact analysis shall be presented to the Planning Board at the preliminary review stage.

**b. Step Two – Community Outreach Meeting:**

Subsequent to the Planning Board's preliminary review meeting, the City shall facilitate a public meeting for all affected stakeholders, in order to solicit additional input and feedback, as well as for City staff to address any outstanding issues or questions. A reasonable effort shall be made to ensure that such public meeting is held no later than 45 days from the date of the preliminary review by the Planning Board. Courtesy notice of the meeting shall be given by the applicable City department, in coordination with the Planning Department, in a manner consistent with the City's courtesy notices for other community meetings, workshops, or presentations.

**c. Step Three – Planning Board Transmittal:**

At a second duly noticed public hearing, which is separate and apart from the preliminary review hearing, the Planning Board shall consider and transmit the proposed ordinance to the City Commission with a recommendation. Notice of this transmittal hearing shall be given in accordance with the applicable provisions in Chapter 2, Article IV of the Land Development Regulations.

After transmittal to the City Commission, the review requires a similar 3-step process:

**a. Step One – First Reading Public Hearing:**

After transmittal of the ordinance by the planning board, the City Commission shall hold a first reading public hearing. Notice of the first reading shall be given in accordance with the applicable provisions in Chapter 2, Article IV of the Land Development Regulations. If the proposed ordinance involves less than ten (10) contiguous acres, the notice requirements for first reading shall also include a minimum 30-day mail notice for all properties within 375 feet of the properties subject to the proposed floor area or FAR increase, and a 30-day published notice.

**b. Step Two – Community Workshop:**

Subsequent to the approval of the ordinance at first reading, and prior to second reading, at least one additional community workshop, which is separate and apart from the first reading public hearing, shall be held. This additional community workshop shall be considered a courtesy meeting, and open to participation by all affected stakeholders, including residents, property owners, or businesses in the surrounding area that may be affected by the proposed floor area or FAR increase, as determined by the City Commission. Such community workshops may be held in a virtual, in-person or hybrid formats, at the discretion of the City Commission, and shall be noticed in a manner to be determined by the City Commission.

**c. Step Three – Second Reading / Adoption Public Hearing:**

After the community workshop described above, the City Commission shall hold a second reading public hearing to consider final adoption of the proposed ordinance. Notice of the second reading shall be given in accordance with the applicable provisions in Chapter 2, Article IV of the Land Development Regulations.

**REVIEW CRITERIA**

Pursuant to Section 2.4.2 of the Resiliency Code, in reviewing a request for an amendment to these land development regulations (LDRs), the board shall consider the following when applicable:

**1. Whether the proposed change is consistent and compatible with the comprehensive plan and any applicable neighborhood or redevelopment plans.**

**Partially Consistent** – The proposed LDR amendment is consistent with the goals, objectives, and policies of the Comprehensive Plan, as proposed to be amended.

**2. Whether the proposed change would create an isolated district unrelated to adjacent or nearby districts.**

**Consistent** – The proposed amendment does not create isolated districts.

**3. Whether the change suggested is out of scale with the needs of the neighborhood or the city.**

**Consistent** - The proposed ordinance amendment does allow for an increase in the scale of development for residential uses. The benefits to the neighborhood would outweigh the potential modest impacts of the additional height and intensity.

**4. Whether the proposed change would tax the existing load on public facilities and infrastructure.**

**Partially Consistent** – The proposed amendment could result in development that increases the load on public facilities and infrastructure due to the proposed change in floor area ratio (FAR). It is expected that the ordinance would result in a reduction in traffic as more people would be able to live and work in the City, as opposed to commuting from suburbs.

**5. Whether existing district boundaries are illogically drawn in relation to existing conditions on the property proposed for change.**

**Satisfied** – The boundaries of the overlay district are not illogically drawn.

**6. Whether changed or changing conditions make the passage of the proposed change necessary.**

**Consistent** – The loss of permanent residents and the desire to incentivize residential development makes passage of the proposed change necessary

**7. Whether the proposed change will adversely influence living conditions in the neighborhood.**

**Consistent** – The proposed ordinance amendment should not adversely affect living conditions in the neighborhood.

**8. Whether the proposed change will create or excessively increase traffic congestion beyond the levels of service as set forth in the comprehensive plan or otherwise affect public safety.**

**Partially Consistent** – The proposed change could allow for development that generates additional traffic from what is currently permitted, as the FAR is being increased. However, given that the City has seen a major increase in traffic due to workers commuting to job centers within the City from suburbs in single occupancy vehicles, the amendment has the potential to reduce traffic by allowing more residents to live in close proximity to their place of employment, as well as utilize alternative modes of transportation.

**9. Whether the proposed change will seriously reduce light and air to adjacent areas.**

**Partially Consistent** – The proposed change should not seriously reduce light and air to adjacent areas.

**10. Whether the proposed change will adversely affect property values in the adjacent**



**area.**

**Consistent** – The proposed change should not adversely affect property values in the adjacent areas.

- 11. Whether the proposed change will be a deterrent to the improvement or development of adjacent property in accordance with existing regulations.**

**Consistent** – The proposed change will not be a deterrent to the improvement or development of properties in the City.

- 12. Whether there are substantial reasons why the property cannot be used in accordance with existing zoning.**

**Partially Consistent** – While the property can be used in accordance with existing zoning, the proposed amendments will incentivize more residential units.

- 13. Whether it is impossible to find other adequate sites in the city for the proposed use in a district already permitting such use.**

**Not applicable.**

#### **COMPLIANCE WITH SEA LEVEL RISE AND RESILIENCY REVIEW CRITERIA**

Section 7.1.2.4 of the LDRs establishes the following review criteria when considering ordinances, adopting resolutions, or making recommendations:

- (1) Whether the proposal affects an area that is vulnerable to the impacts of sea level rise, pursuant to adopted projections.**

**Partially Consistent** – The proposal does affect areas that are vulnerable to the impacts of sea level rise in the long term.

- (2) Whether the proposal will increase the resiliency of the City with respect to sea level rise.**

**Consistent** – The proposal will increase the resiliency of the City with respect to sea level rise with new development that will comply with the City's resiliency requirements.

- (3) Whether the proposal is compatible with the City's sea level rise mitigation and resiliency efforts.**

**Consistent** – The proposal is compatible with the City's sea level rise mitigation and resiliency efforts.

#### **ANALYSIS**

The proposed amendments to the Land Development Regulations of the City Code (LDR's) and the Comprehensive Plan create tangible incentives for non-transient residential uses on Washington Avenue, from 5<sup>th</sup> to 16<sup>th</sup> Street. All such incentives would be predicated on the following:

- Non-transient, residential apartment units only.

- No residential unit shall exceed 1200 square feet in size.
- A minimum micro-mobility component within the interior of the structure, accessible by all residential units.
- The minimum lot size for an eligible project shall not be less than 13,000 square feet.

The proposed incentives include the following (**Note ~~striketrough~~ and underlining denote changes from the previously proposed ordinance**):

1. Parking Tier 2.c would be amended to eliminate the minimum off-street parking requirement for non-transient, residential projects. Additionally, a cap on the number of off-street parking spaces that may be provided within an eligible project shall not exceed 20% of the number of off-street parking spaces required under parking tier 1. **This limitation shall not apply to CD-3 zoned properties that have existing publicly accessible parking facilities on the same lot that were approved prior to January 1, 2024.**
2. The maximum FAR shall be increased from 2.0 to ~~3.0~~ **4.0 for C-PS2, RM-2 and CD-2 zoned properties and 3.25 for CD-3 zoned properties.** for non-transient residential projects.
3. The interior portions of a project dedicated to micro-mobility shall be exempt from the definition of floor area.
4. The maximum building height for non-transient residential buildings shall be increased from 50 feet to 75 feet and the current maximum height for hotels and transient residential shall be decreased from 75 feet to 50. Up to an additional 25 feet in building height may be permitted, not to exceed 100 feet, **for C-PS2, RM-2 and CD-2 zoned properties and up to an additional 75 feet in building height may be permitted, not to exceed 150 feet, for CD-3 zoned properties.** subject to the following:
  - a. Off-street parking shall be prohibited, **except for projects located within the CD-3 district that have existing publicly accessible parking facilities on the same lot that were approved prior to January 1, 2024.**
  - b. The project shall exceed minimum micro-mobility requirements, as well as participate in a public micro mobility network.
  - c. An ~~reduction or~~ elimination of the mobility fee, **for projects that have obtained a full building permit by September 1, 2032.**
  - d. A sunset provision for these incentives for projects that have obtained a full building permit by September 1, ~~2030~~ **2032.**
  - e. An enhanced and expedited process for the permitting of the project.
5. Maximum density increased **from (100-106 units per acre) to 175 units per acre.**

The above noted incentives seek to take advantage of the transit network on Washington Avenue, as well as promote and expand opportunities for micro-mobility options by future residents. It should be noted that a decrease or elimination of the existing parking requirement combined with an increase in FAR and/or height could potentially have the effect of increasing parking demand in the area as some residents may desire to utilize a vehicle despite the intended focus on micro-mobility.

As zoning in progress would initiate upon a favorable recommendation by the Planning Board, the proposed ordinance includes the following applicability section:

*The Ordinance shall not apply to properties fronting Washington Avenue that have an active land use board application, with a hearing file number, and where a notice to proceed to public hearing has been issued by the City no later than July 1, 2024.*

### **INFRASTRUCTURE IMPACTS**

Per section 7.1.10.3 of the LDRs, prior to the Planning Board Preliminary Review, the Administration will perform an impact analysis of the proposed FAR increase; and such impact analysis shall include but not be limited to, the following:

1. Calculation of the actual square footage increase for affected properties such as, for example, the maximum allowable square footage for residential, office, retail, hotel or other uses resulting from the FAR increase.
2. An infrastructure analysis regarding potential impacts on traffic/ mobility, parking, water, sewer, resiliency, parks and open space, as well as any other area of concern identified by the City Commission or the Administration.
3. Massing studies, which illustrate the volume and location of the area associated with the proposed increase in FAR.

To this end, the proposed FAR increases are intended to incentivize the replacement of transient uses as well as the development of new residential units to serve permanent residents along Washington Avenue. The proposed ordinances now contemplate an increase in FAR up to 4.0 and an increase in the residential density up to 175 units per acre; these intensity and density increases are considered in the analysis.

The analysis assumes that a minimum of 0.5 of the allowable FAR will be for ground floor commercial uses, that 15% of the FAR is for back of house uses, and that the number of units is maximized with the remaining FAR up to the allowable density. Any additional floor area that cannot be allocated to residential uses because of the FAR increase was allocated to commercial uses; specifically, 1/3 for retail and 2/3 for office uses.

Given that this amendment is not being proposed because of specific development proposals, it is difficult to predict the exact impacts of the FAR increase. For the purposes of this analysis, the difference in the maximum number of units that could be achieved for the affected area was compared to the maximum number of units that can be achieved if the proposed amendment is adopted. The impacts to infrastructure due to the potential increase was then quantified with the assumption that there are 2.5 people per residential unit.

The concurrency analysis included herein provides detailed information for each of the affected areas and is summarized hereto:

**Summary of Impacts (Note that the strikethrough numbers below indicate the potential increase with the previously proposed FAR increase to 3.0 and the underlined numbers indicate the potential increases with a 4.0 FAR.**

- Potential increase of ~~4,604~~ 2,462 residential units;
- Potential population increase of ~~4,040~~ 6,155 people;
- Potential increase of ~~938~~ 1,702 peak hour vehicle trips;
- Potential increase of ~~625,560~~ 987,216 gallons of potable water consumption per day;
- Potential increase of ~~561,400~~ 861,700 gallons of sanitary sewer transmission per day; and
- Potential increase of ~~5,113~~ 7,848 tons of solid waste collection per year.

The traffic impacts are analyzed utilizing data and assumptions from the Florida Department of Transportation (FDOT) Traffic Information tool. While an increase in peak hour vehicle trips is expected, the level of service should not be severely impacted. These impacts could potentially be offset by providing housing for the City's workforce, minimizing the need for long distance commuting and encouraging alternative modes of transportation.

Additionally, the standard Institute of Traffic Engineers (ITE) rate was used for the analysis, including reductions of 15% for transit use and 10% for mixed-use projects. However, there are no current rate reductions or rate ratios identified by ITE for residential projects that provide reduced off-street parking on site, or no off-street parking. Since these incentives are intended for users that either do not have a vehicle or can store their vehicle remotely and use micromobility for daily commutes, the Administration is researching additional trip reduction formulas that take into consideration reduced off-street parking.

Finally, projects will be required to pay mobility fees which can be used to make improvements to the transportation network.

With regards to parks levels of service, there is a deficiency in *basketball courts* and *tennis/pickleball courts*. As more units are built, there would potentially be a deficiency in *activity buildings for multiple uses*. As a result of these deficiencies, each development will be required to pay a proportionate fair-share mitigation fee to assist the City in providing these facilities, if they are not built prior. Alternatively, a developer could provide the necessary facilities. The level of service for recreation and open space acreage would continue to be met.

With regards to potable water consumption, on January 20, 2022, the City Commission adopted the City of Miami Beach 10-year Water Supply Facilities Work Plan and related amendments to the Comprehensive Plan. This plan was created with coordination with the South Florida Water Management District and Miami-Dade County Water and Sewer Department. The plan projects that water will be available for projected population increases. The population increases projected in the plan and water demand projections are below:

**Table 3: Population Projections**

	<b>2015</b>	<b>2016</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>
<b>Total</b>	92,472	93,490	97,563	102,654	107,745	112,836	117,927

*Source: 2015 TAZ Population Projections Update, County draft 2020 WSP***Table 4: City Water Demand Projections**

	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>
<b>Projected Population – Total residential + transient</b>	196,486	211,913	224,180	236,636	249,294	262,172
<b>Populations Equivalents Served</b>	158,885	171,760	181,474	191,377	201,483	211,809
<b>Water Demand (MGD) - Total (Annual Average Demand)</b>	24.7	26.7	28.2	29.8	31.4	33.0

*Source: CMB 2019 Water Master Plan*

Per the most recent US Census, the City's population is below the projections utilized for the water supply plan. Therefore, it can be estimated that there is sufficient water supply to accommodate the potential increase in residents that may be generated from the proposed amendment.

Regarding the impacts to potable water and sanitary sewer transmission infrastructure, it is likely that upgrades will be needed in proximity to future development sites. The specific upgrades are determined on a case-by-case basis as new developments are proposed due to the significant amount development details that are required to make these determinations. The Public Works Department is currently studying the water and sewer systems throughout the City.

Regarding solid waste collection, as the proposal would result in new multifamily developments, the solid waste collection would be handled by private providers. It would be the responsibility of each development to coordinate with the private provider and to ensure that the project's needs are met.

[illegible]

MIAMI BEACH

PLANNING DEPARTMENT

Comprehensive Plan and Zoning Amendment Concurrency Analysis

Date Prepared:	10/2/2024	Concurrency Management Area:	South Beach
Name of Project:	Washington Avenue Residential Use Incentives	Square Feet in the Amendment:	1,475,170
Address of Site:	Washington Avenue between 5th Street & 17th Street	Acreage in the Amendment:	33.87

Proposed FLUM Designation

Designation:

CD-2, CD-3, C-PS2, & RM-2

Maximum Density	Maximum FAR
175	4.0

	Residential (Units)	Hotel (Rooms)	Retail (SF)	Office (SF)	Industrial (SF)	Proposed Total
Peak Hour Trips Generated*	4,594	N/A	892	1,764	N/A	7,250
Residential Demand	14,725	0				14,725

\*Peak Hour Trips Calculated with ITE 9th Edition Trip Generation Manual Weekday PM Peak Hour Factors

Note: See "Washington Avenue Residential Use Incentive Area Property Calculations" table for assumptions

Existing FLUM Designation

Designation:

CD-2, CD-3, C-PS2, & RM-2

Maximum Density	Maximum FAR
150/106/100	2.0/2.25/2.75

	Residential (Units)	Hotel (Rooms)	Retail (SF)	Office (SF)	Industrial (SF)	Existing Total
Peak Hour Trips Generated*	2,674	N/A	775	1,533	N/A	4,981
Residential Demand	8,570	0				8,570

\*Peak Hour Trips Calculated with ITE 9th Edition Trip Generation Manual Weekday PM Peak Hour Factors

Transportation Analysis

New Trips Generated	Trip Allowances	Transit 15%	Alton Road/Washington Avenue Sub Area Capacity:	6,250 Trips
2,268.88 Trips		Pass-by 30% applied to retail	Existing Trips:	4,221 Trips
		Mixed-use 10%	Net New Trips Generated:	1,702 Trips
The City is a Transportation Concurrency Exception Area		Total 25%	Concurrent:	YES

Parks and Recreation Concurrency

Net New Residential Demand: 6,155 People

Parks Facility Type	Concurrent
Recreation and Open Space Acreage	YES
Swimming Pool	YES
Golf Course	YES
Basketball Court	NO
Tennis or Pickleball Court	NO
Multiple-Use Facility (park, picnic, sports)	YES
Designated Field Area (baseball, softball, soccer, etc.)	YES
Tot Lots or Playground	YES
Vita course	YES
Boat Ramp	YES
Outdoor Amphitheater	YES
Activity Building for Multiple Uses	NO

Required Mitigation to be determined at Building Permit Application

Potable Water Transmission Capacity

Proposed Max Demand:	2,503,125 Gallons Per Day
Existing Max Demand:	1,515,909 Gallons Per Day
New Max Demand:	987,216 Gallons

Concurrency to be determined at Building Permit Application

Sanitary Sewer Transmission Capacity

Proposed Max Demand:	2,061,500 Gallons Per Day
Existing Max Demand:	1,199,800 Gallons Per Day
New Max Demand:	861,700 Gallons

Concurrency to be determined at Building Permit Application

Solid Waste Collection Capacity

Proposed Max Demand:	18,774 Tons Per Year
Existing Max Demand:	10,927 Tons Per Year
New Max Demand:	7,848 Tons Per Year

Concurrency to be determined at Building Permit Application

Storm Sewer capacity

Required LOS: One-in-five-year storm event
Concurrency to be determined at Building Permit Application

Note:

This represents a comparative analysis of concurrency with maximum development potential of the site between the existing and proposed Future Land Use designations. Actual concurrency demands, required mitigation, and required capacity reservation will be determined at the time of Building Permit Application.

MASSING STUDIES

In accordance with 7.1.10.3(a)(3) above, updated massing studies, prepared by Arquitectonica, are attached. These updated studies include site plans, sections and perspectives, with views

along Washington Avenue showing potential development at a maximum height of 75 feet and 100 feet, as well as FAR options up to 4.0. The following properties were used for this study:

- 705–739 Washington Avenue
- 1260 Washington Avenue
- 1261 Washington Avenue
- 1359 Washington Avenue
- 930 Washington Avenue

**NOTE:** No development projects have been submitted for any of these sites, and they were used solely to illustrate the potential impact of the increase in building height and intensity, as proposed in the draft ordinances.

### **COMPREHENSIVE PLAN AMENDMENT AND REVIEW PROCESS**

The proposal requires an amendment to the Comprehensive Plan for the proposed increase in Density.

Under Section 163.3184(2), Florida Statutes, this amendment shall follow the expedited state review process for adoption of comprehensive plan amendments. This process requires a public hearing by the local planning agency (Planning Board), a public transmittal hearing before the City Commission, after which the amendment must be transmitted to several state agencies for a 30-day review period, and a final adoption public hearing before the City Commission. The amendment is effective 31-days after it is adopted if there are no appeals.

### **PUBLIC OUTREACH SUMMARY**

Following the Planning Board's preliminary review meeting on July 30, 2024, a public meeting was held on September 10, 2024, via Zoom, for all affected stakeholders, to solicit additional input and feedback. The following is a link to the meeting: <https://youtu.be/wzk0viU1NUE>

The meeting was well attended, and approximately (11) speakers had comments and questions regarding the proposal. The following is a general summary of the comments, questions and feedback received:

- **Impact on Residents and Crime:** Increasing the number of full-time residents in the Entertainment District could reduce crime and support local businesses, as areas with more residents tend to have fewer police calls and better local business support.
- **Micromobility and Business Viability:** Concerns were expressed that requiring 50% of ground-floor space to be dedicated to micromobility might negatively impact existing businesses and the overall vibrancy of Washington Avenue and that its impact on current and potential businesses needs further review.
- **Property Ownership and Development:** Questions were raised about whether property owners will need to sell or partner with developers to add residential units, especially if they



are financially strained. Concerns were also expressed regarding how existing businesses will be affected during redevelopment.

- **Tree Preservation and Building Design:** The preservation of existing trees and careful planning regarding building placement was discussed, as well as the desire to avoid tall structures that could overshadow the neighborhood. Aerodynamic and temperature studies were suggested to ensure redevelopment supports pedestrian and environmental goals.
- **Building Height and Lot Size:** There was discussion regarding tall buildings on small lots, with suggestions to maintain design guidelines to avoid overwhelming the street. Additionally, there were some proposals to increase height limits to attract developers, but caution to balance redevelopment with existing entertainment venues.
- **Unit Size and Parking:** Concerns were expressed regarding the proposal to limit unit sizes to 1,200 square feet and reduce parking requirements. Some participants contended that these measures may not address housing affordability effectively and might discourage potential residents, while others supported the approach as it promotes middle-income housing and reduces the need for parking.
- **Traffic and Transportation:** Concerns were raised about how adding residential units might impact traffic, even with incentives for micromobility. However, it is noted that measures to encourage alternative transportation could mitigate these concerns.
- **Ground Floor Usage:** Support was expressed for ground floor spaces to be used for various purposes, including retail and restaurants, but upper floors must be exclusively residential.
- **Historical Context and Planning:** There was a request for more detailed planning, including visualizations and stakeholder input, to ensure that the redevelopment aligns with the historic context and addresses past concerns effectively.
- **Support for Food and Beverage Businesses:** Support was expressed for food and beverage businesses and improving the permitting process to foster a vibrant street life.

Another community outreach meeting will be scheduled prior to the second meeting of the Planning Board. It is anticipated that this meeting will take place the first week of November. Following the second hearing before the Planning Board (transmittal hearing), which is anticipated to take place on November 26, 2024, the ordinances will be set for First Reading at the City Commission.

### **PROPOSAL SUMMARY**

Staff is supportive of the proposed amendments to the Comprehensive Plan and the LDR's, as they provide tangible incentives for the development of non-transient residential uses on the Washington Avenue corridor. As shown on the attached massing illustrations, potential future development is not expected to be out of scale with the established context of the neighborhood. Additionally, there are minimum setback requirements set forth in the LDR's, and all new proposals will require a rigorous certificate of appropriateness review from the historic preservation board.

The additional increase in FAR is intended to jump start residential development along Washington Avenue, and the timeframe to utilize the incentives is limited. Although residential use has been permitted on Washington Avenue for decades, including an existing .5 FAR bonus for residential uses, there has been little interest among private developers, to date, in pursuing non-transient residential projects. The goal of the proposed incentives is to create opportunities for aggregating enough parcels to make a residential project feasible.

**RECOMMENDATION**

Staff recommends the Planning Board review the proposed ordinances amending the Comprehensive Plan and LDR's and continue the review of the ordinances to the November 26, 2024, Planning Board meeting. Transmittal of the applications to the City Commission may only occur at a duly noticed second public hearing, after the conclusion of a new community outreach meeting.

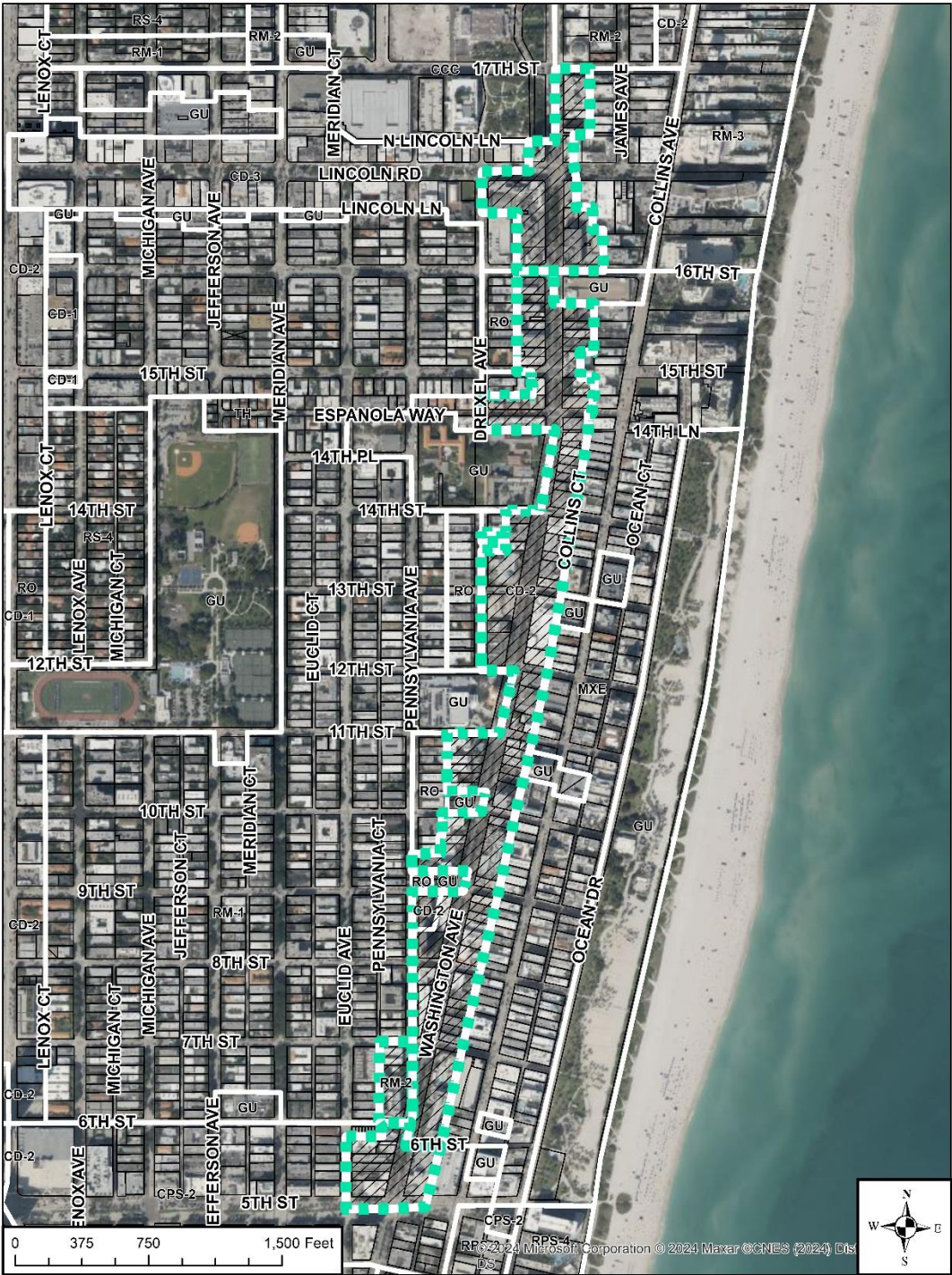


Future Land Use Map:

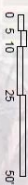




Aerial Map:





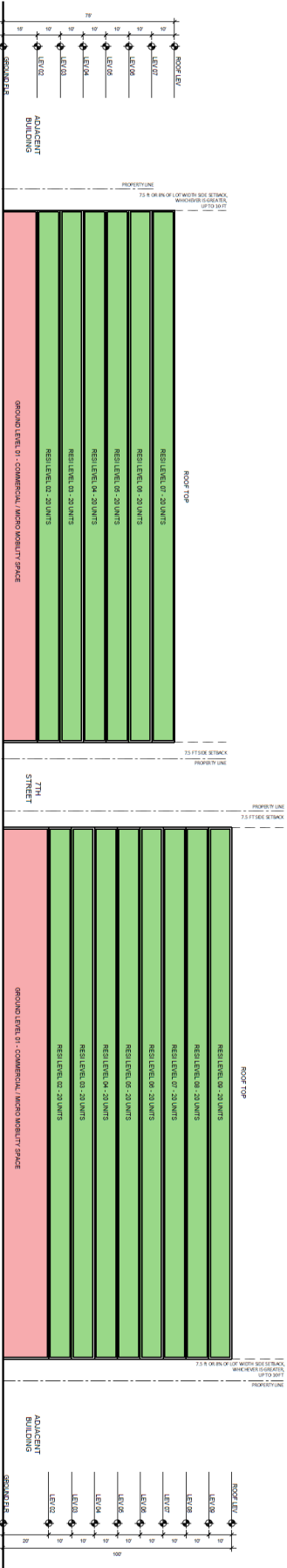








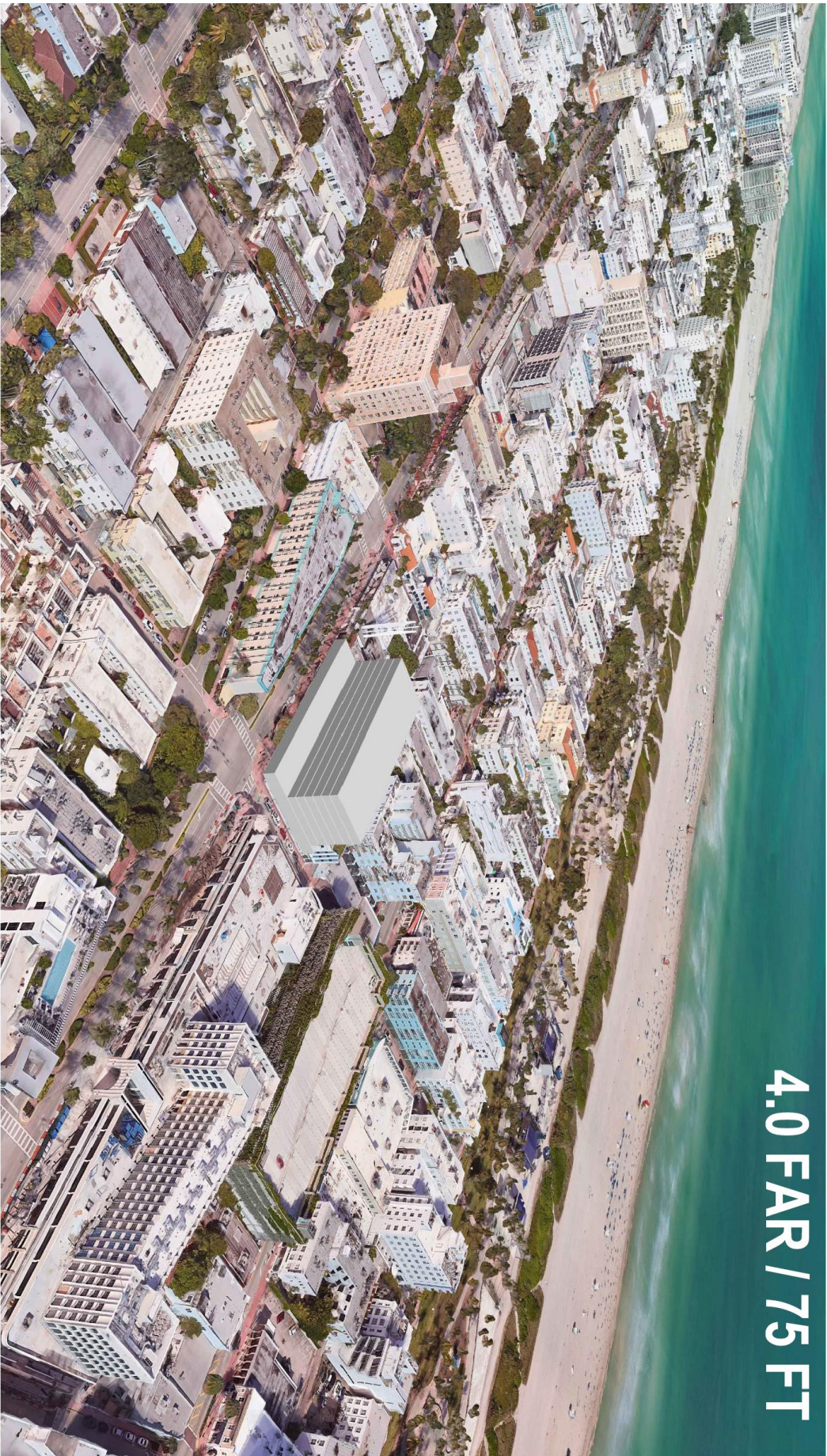












4.0 FAR / 75 FT

**ARQUITECTONICA**  
2900 Oak Avenue, Miami, FL 33133  
772.332.1313

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739 - 705 WASHINGTON AVE

MIAMI BEACH, FL, 33139

MASSING

DATE:

10/04/2024

**A402**



## 4.0 FAR / 100 FT

## ARQUITECTONICA

2900 Oak Avenue, Miami, FL 33133  
T: 305.572.8182

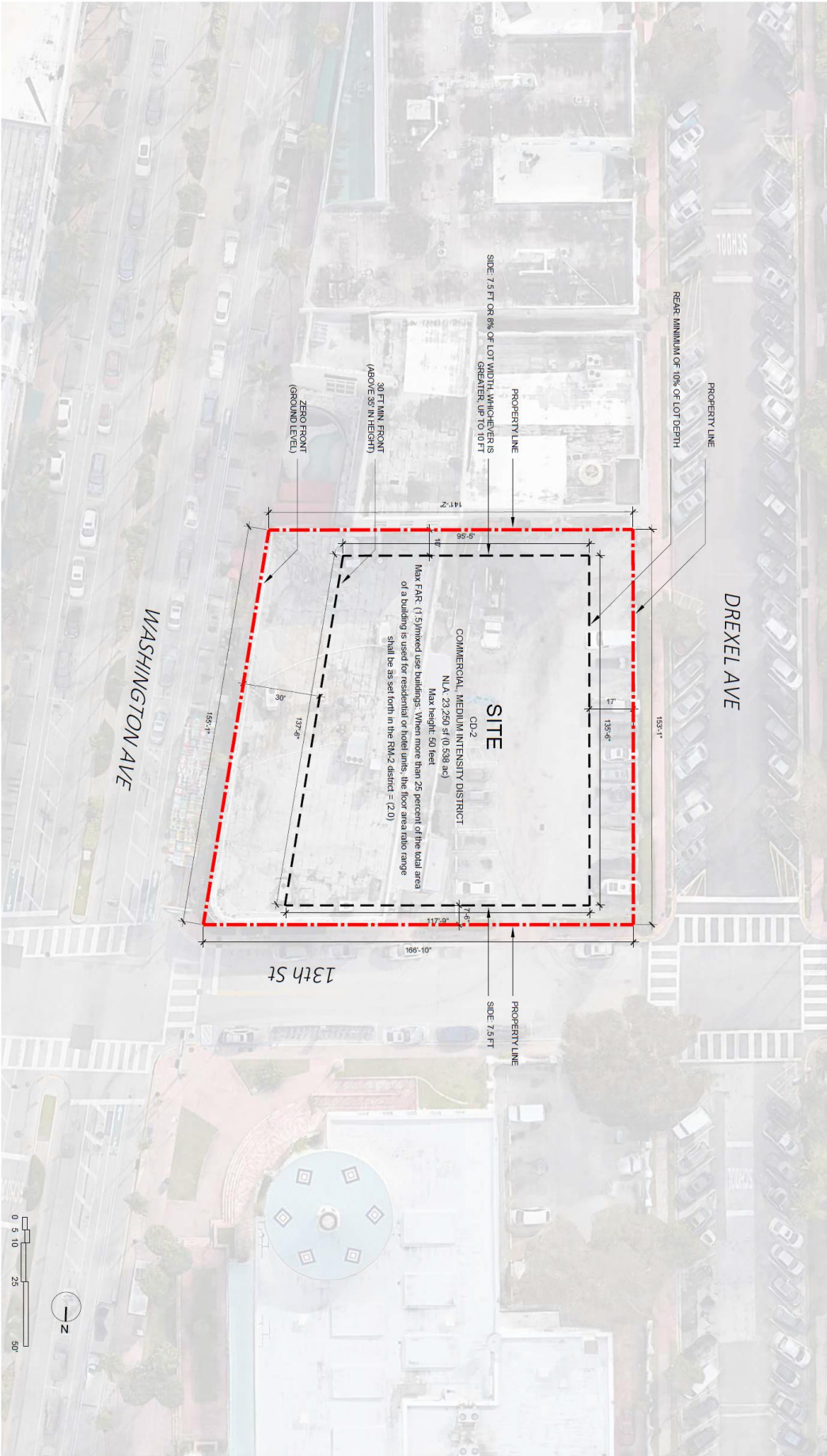
739 - 705 WASHINGTON AVE

MASSING

DATE:  
10/04/2024

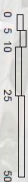
**A403**











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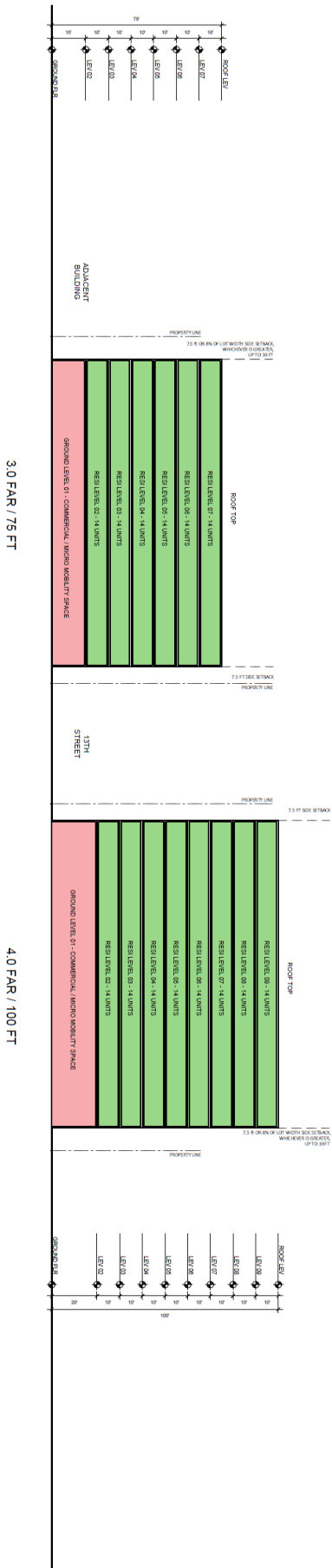
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## SECTION

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# A301





An aerial photograph of a coastal city, likely Miami, showing a dense urban landscape with numerous buildings, streets, and green spaces. A 3D architectural rendering of a modern building with a distinctive, angular, and stepped design is superimposed on the cityscape. The building is located in the lower-left quadrant of the image. The city extends to a sandy beach and turquoise ocean on the right side. The text '3.0 FAR / 75 FT' is overlaid in the bottom right corner.

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## 4.0 FAR/75 FT



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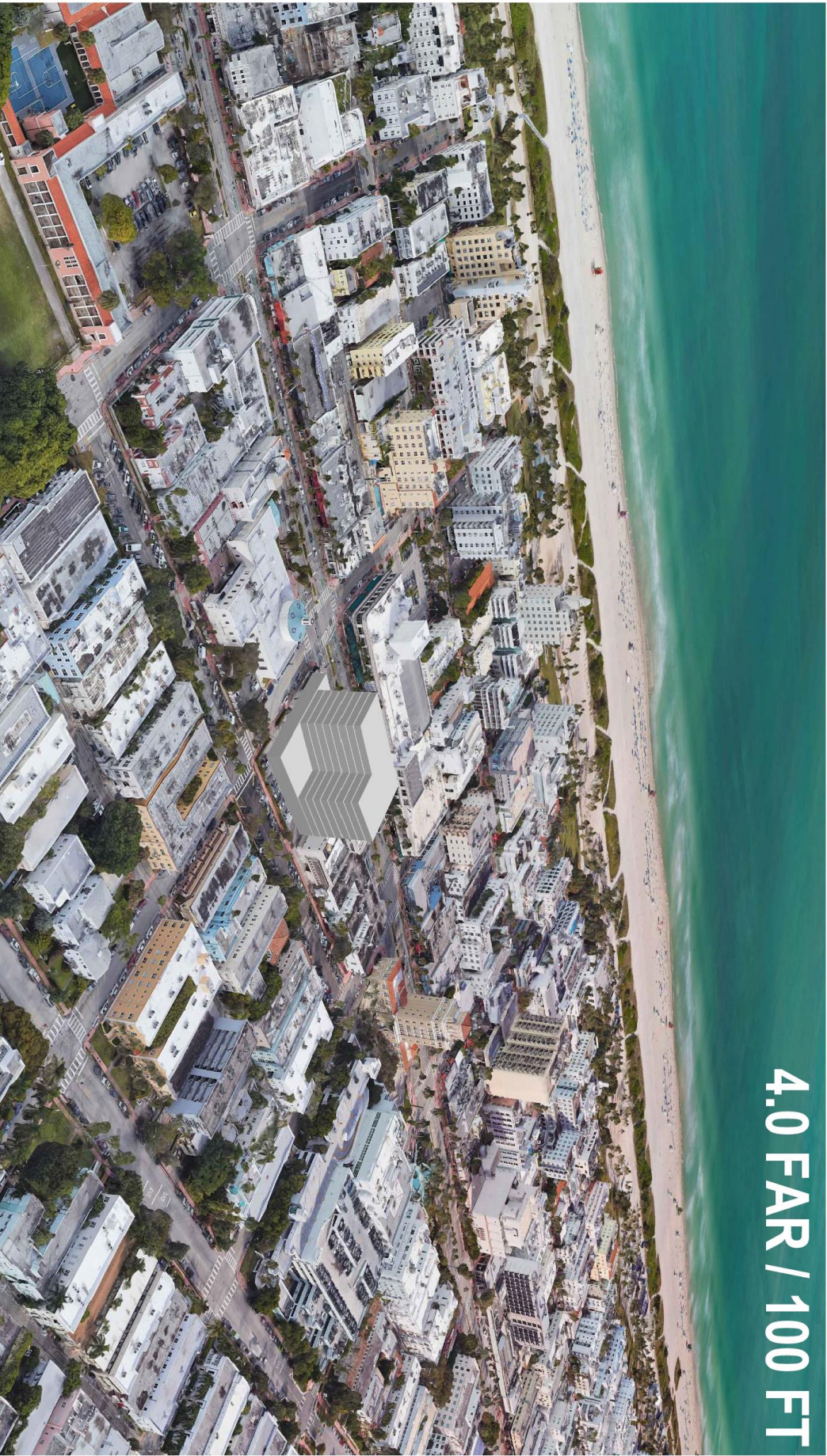
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4.0 FAR / 100 FT

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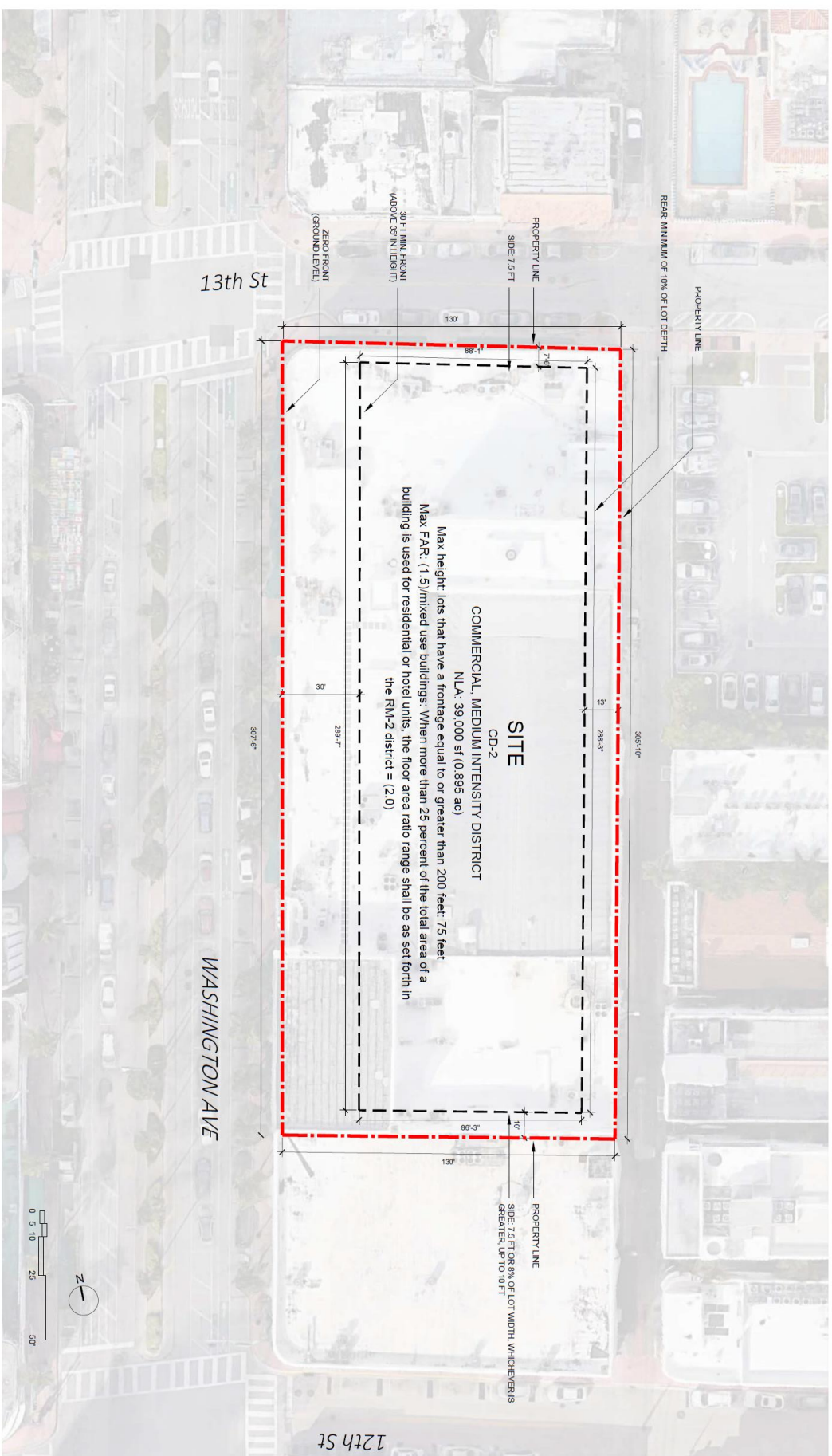
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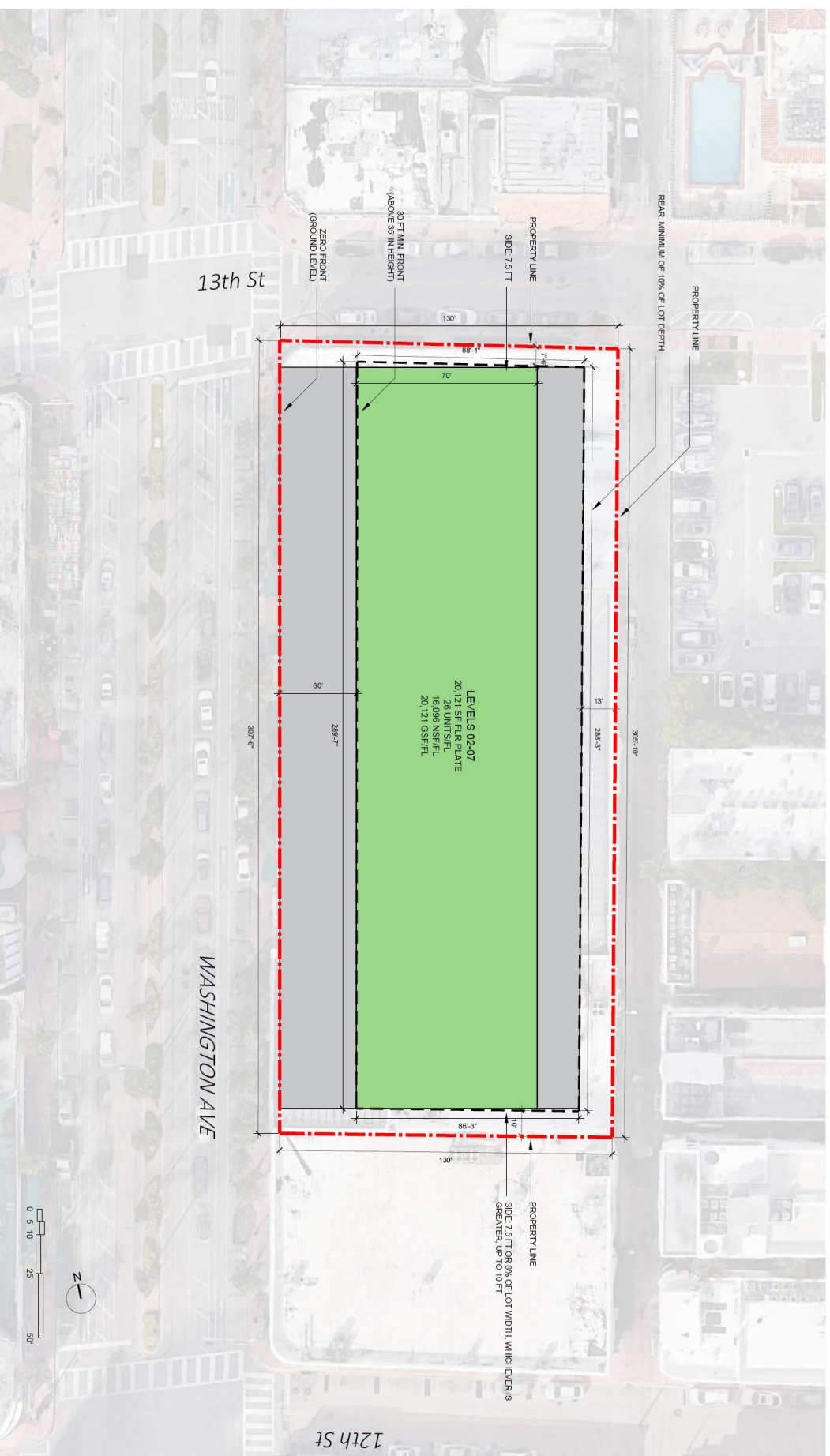
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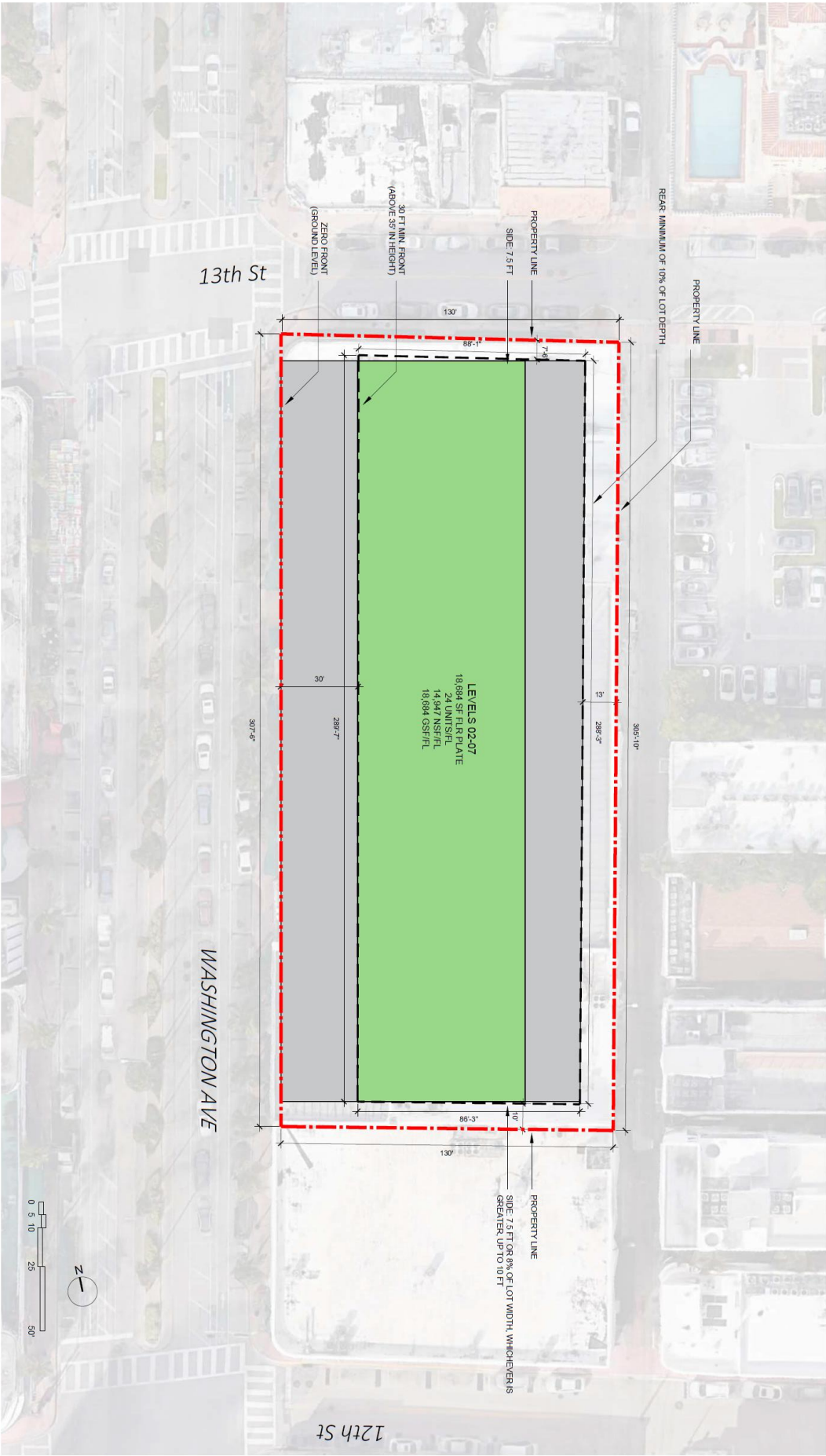
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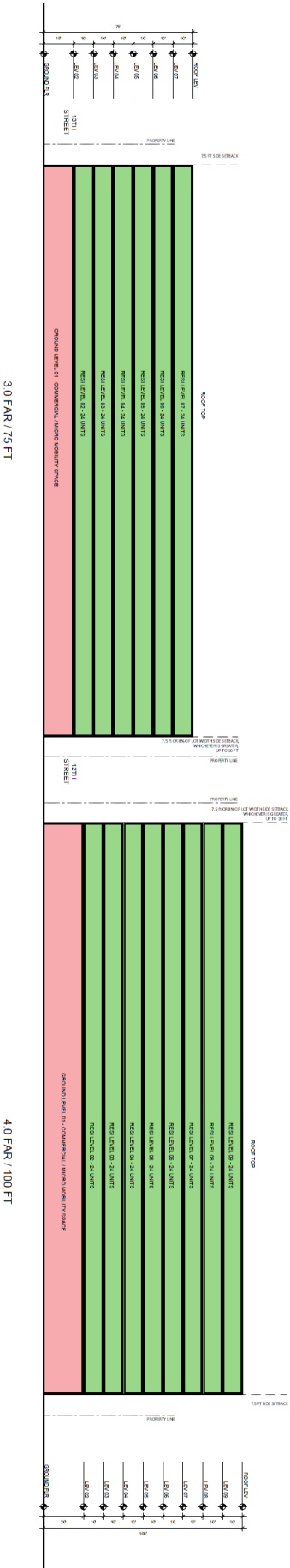
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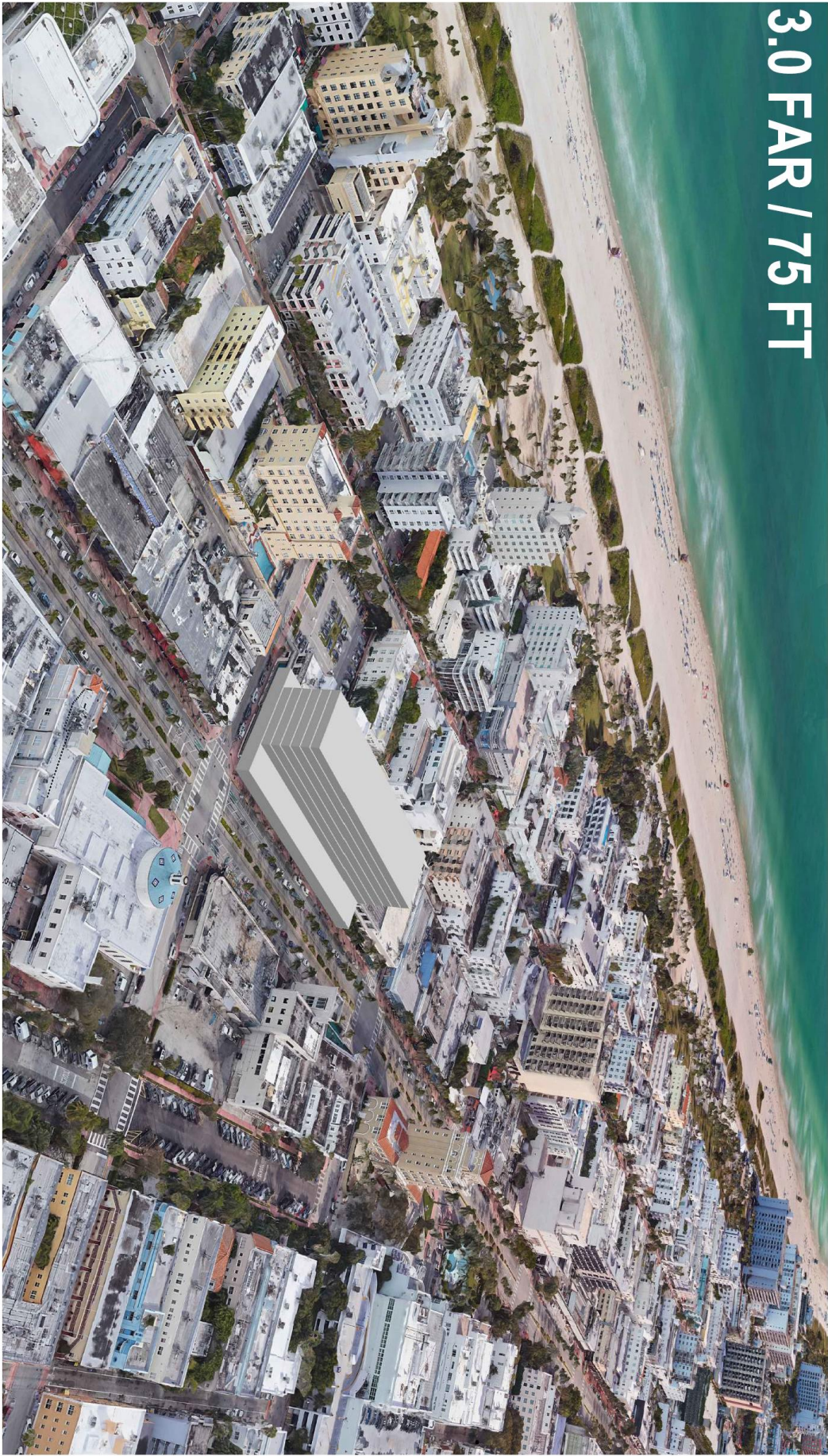
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A301





3.0 FAR / 75 FT



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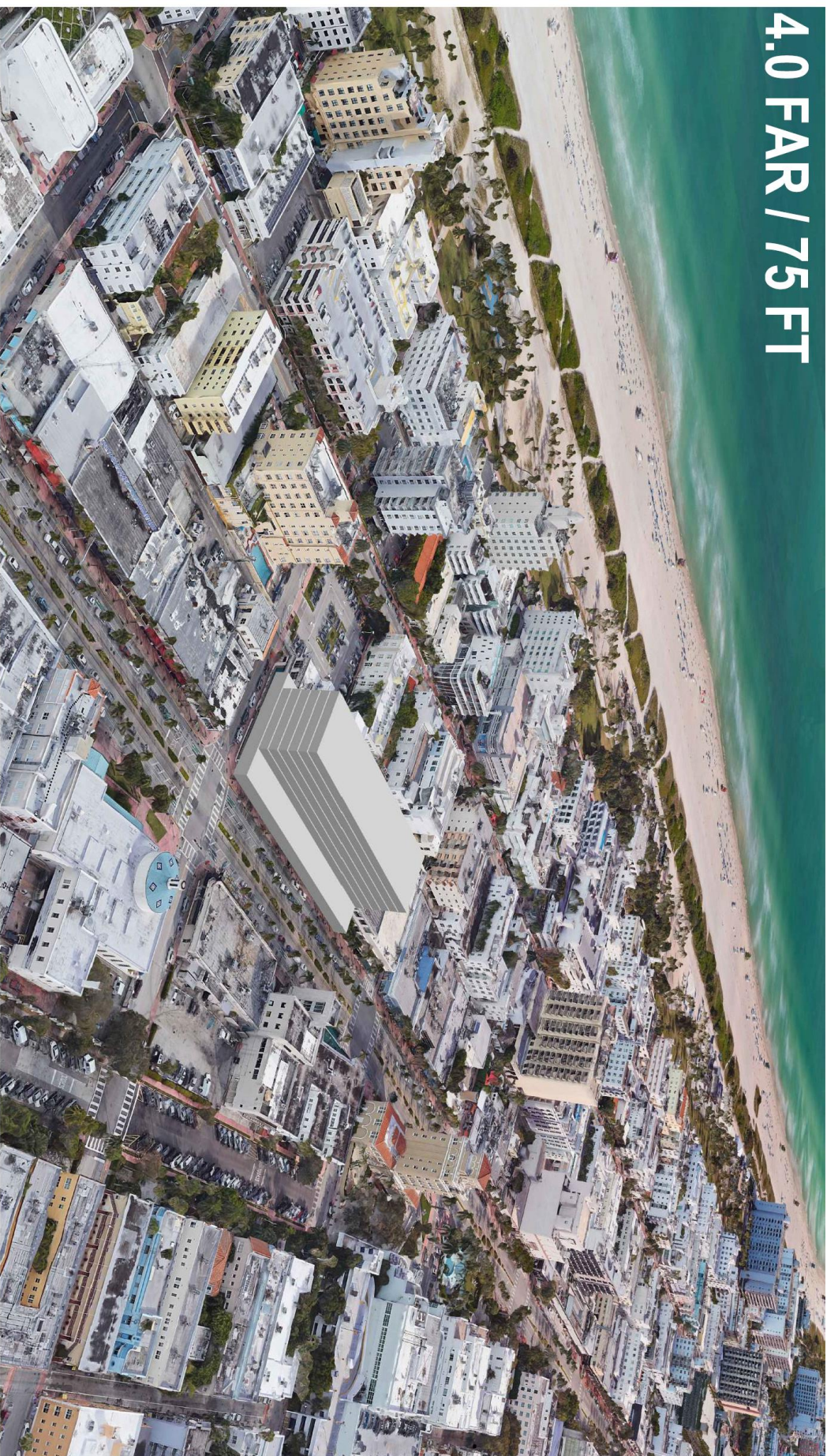
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4.0 FAR / 75 FT



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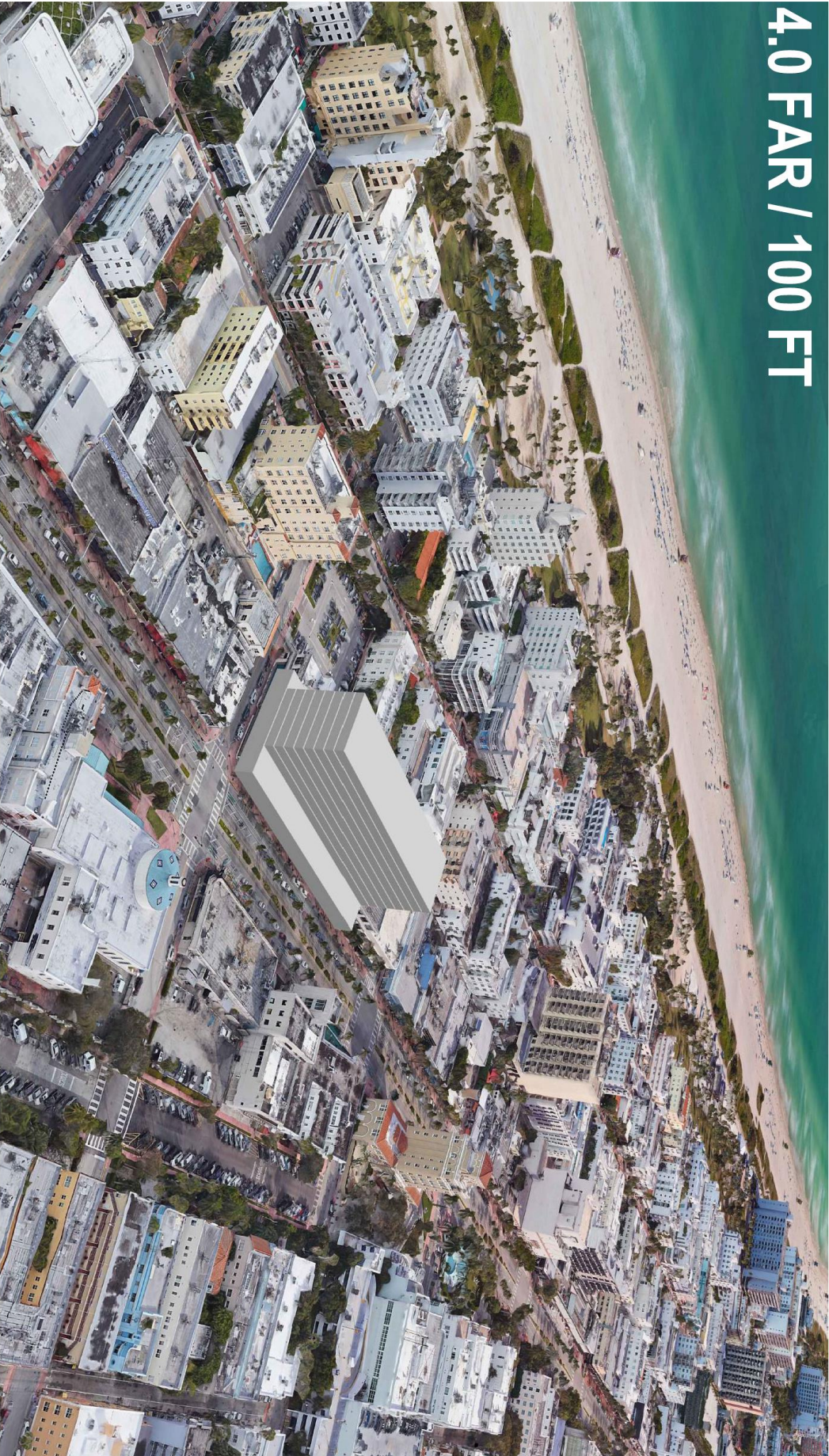
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4.0 FAR / 100 FT

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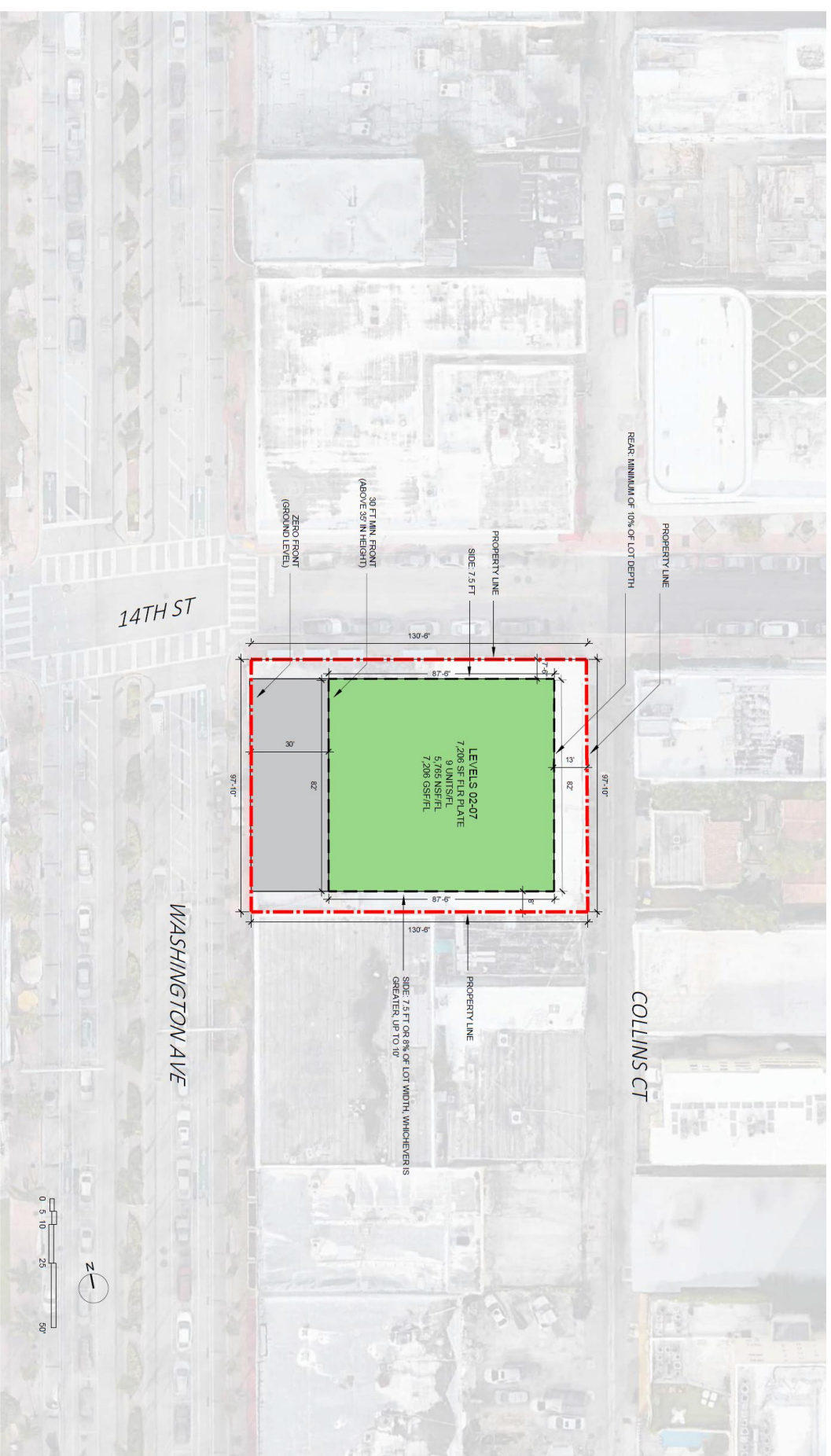
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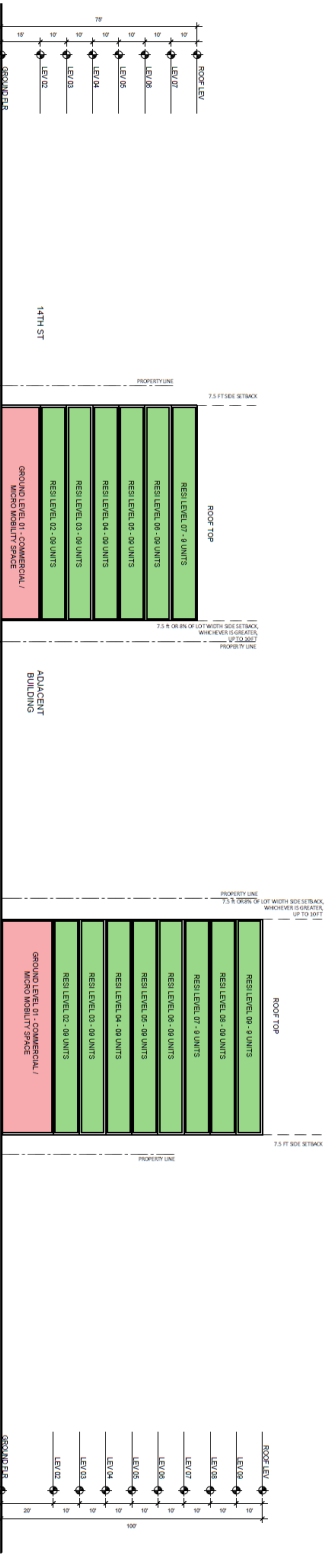
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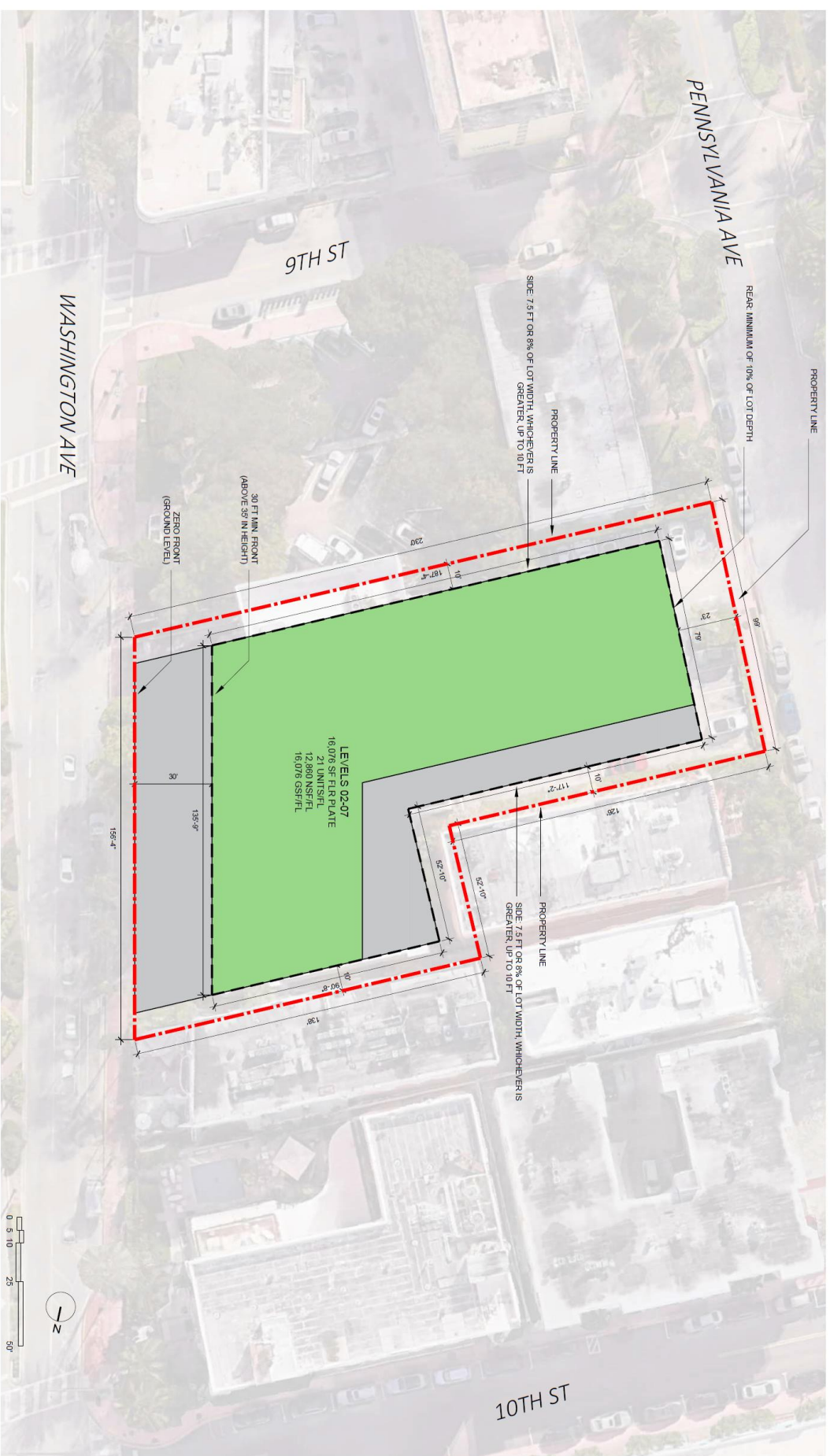














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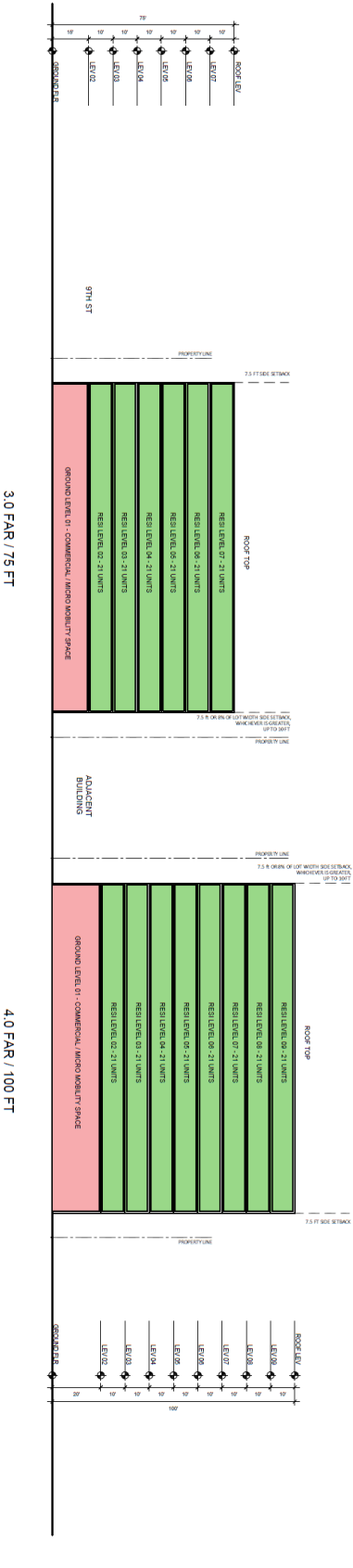
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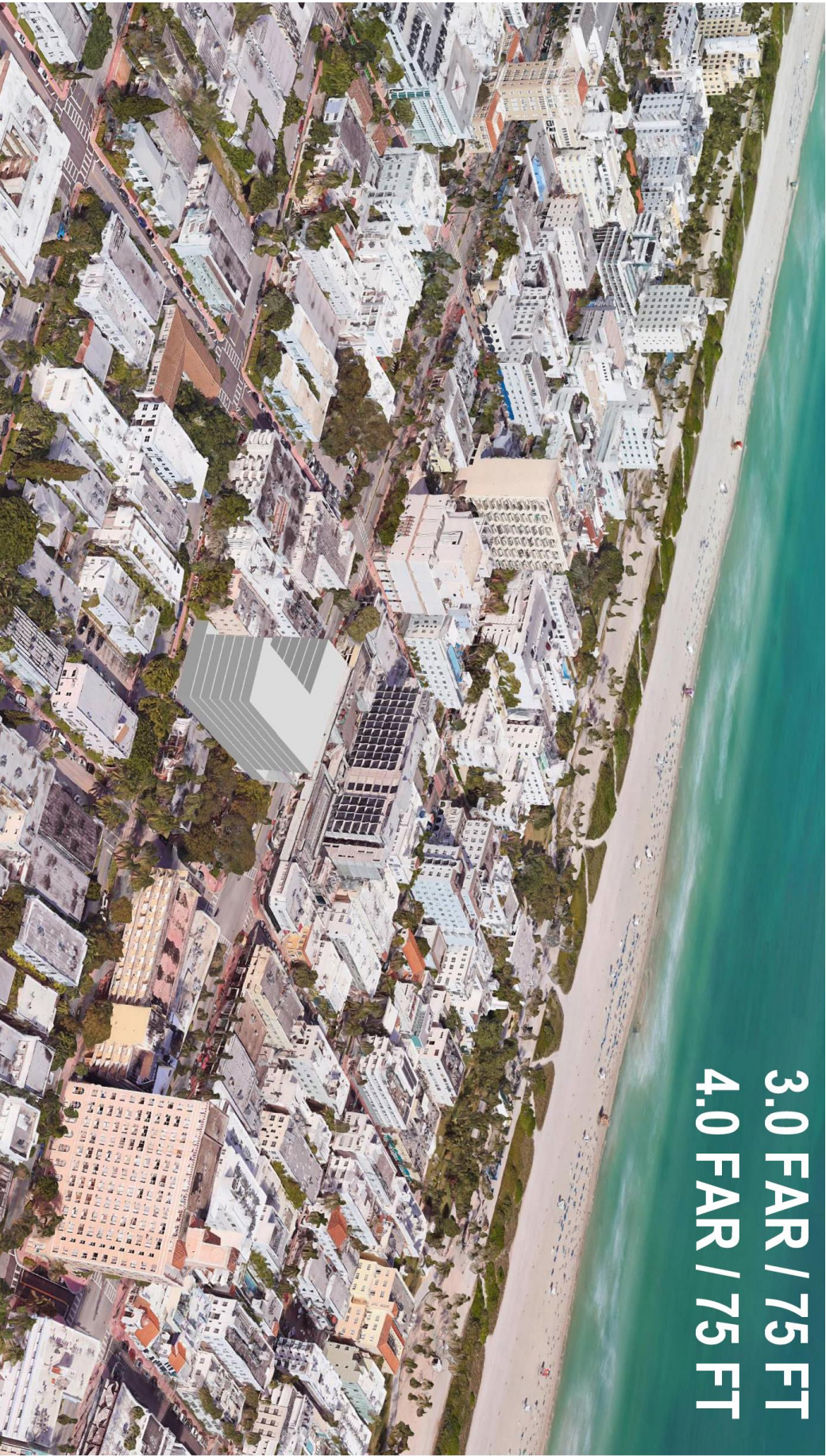
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An aerial photograph of a densely populated coastal city, likely San Francisco, showing a mix of residential and commercial buildings. A proposed building, highlighted in grey, is situated in the center-left of the image. The city is bordered by a beach and the ocean on the right side. The text '4.0 FAR / 100 FT' is overlaid in white at the bottom right of the image.

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