

DEVELOPMENT PLAN AND DESIGN GUIDELINES

FOR THE

NORTH BEACH NEIGHBORHOOD

SEPTEMBER 15, 1994



ANDRES DUANY AND ELIZABETH PLATER-ZYBERK
ARCHITECTS AND URBAN PLANNERS

PREPARED FOR
THE CITY OF MIAMI BEACH

"Our main business is not to see what lies dimly at a distance, but to do what lies clearly at hand".

Thomas Carlyle

What you are about to review is a remarkable study . . . a blueprint for the redevelopment of a major portion of our City into a vibrant, mixed-use community. The area under review has all of the ingredients for a renewed and revitalized gateway to North Beach. The plan is based upon private investment following municipal guidelines.

What follows is a conceptually current approach to the revitalization of the North Beach oceanfront area. The plan carefully organizes space according to the need of the community and makes the study area visually attractive. All of this can be accomplished without major condemnation.

Elizabeth Plater-Zyberk and the Graduate School of the University of Miami School of Architecture have produced a challenging step-by-step plan for structural change. It is up to us to carefully carry out their plan.

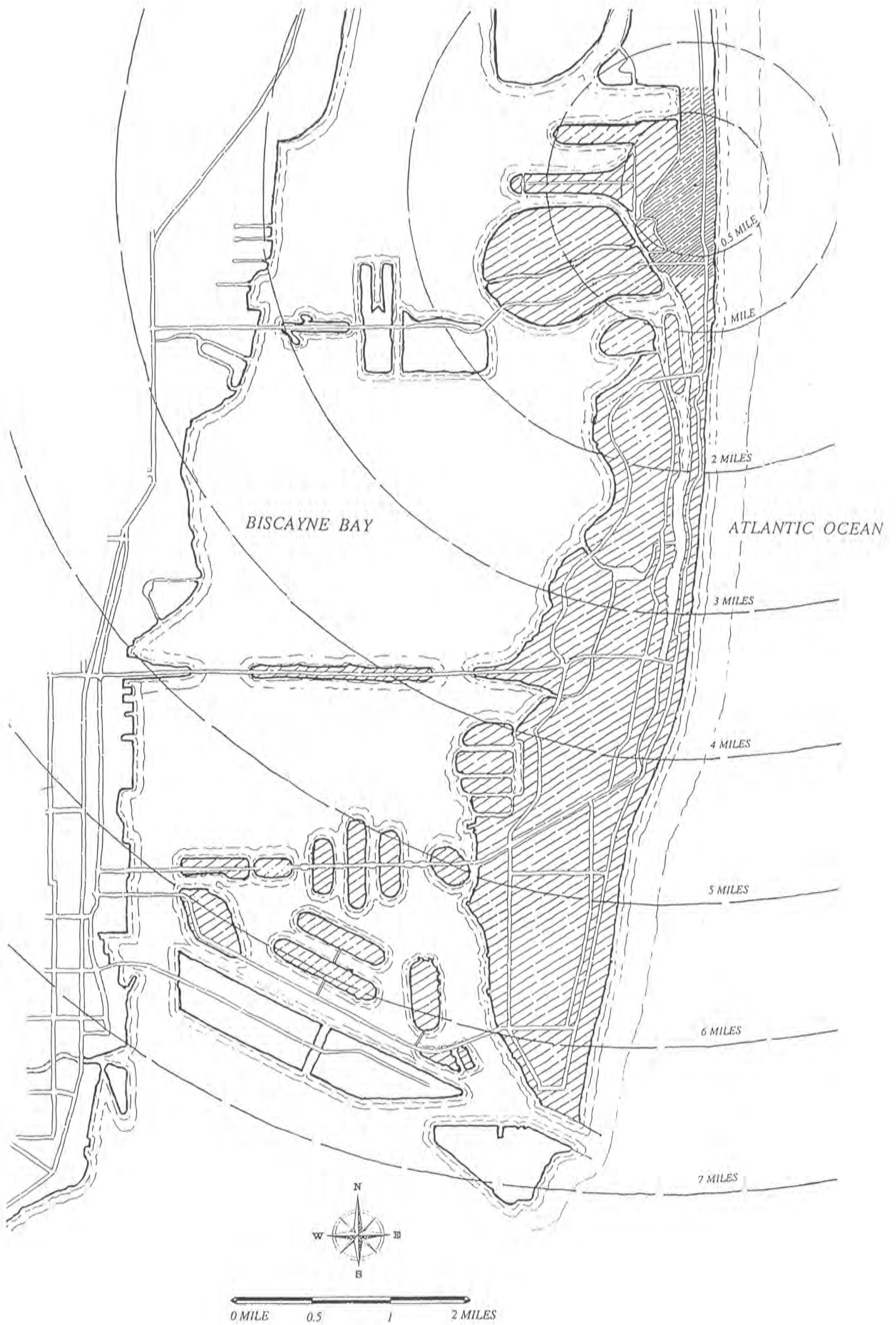
The future of the study area is in our hands.

North Beach Development Corporation

RONNIE SINGER,
Executive Director

MARVIN M. GREEN,
President

NORTH BEACH NEIGHBORHOOD IN THE CONTEXT OF THE CITY OF MIAMI BEACH



NORTH BEACH NEIGHBORHOOD - AERIAL VIEW, 1985

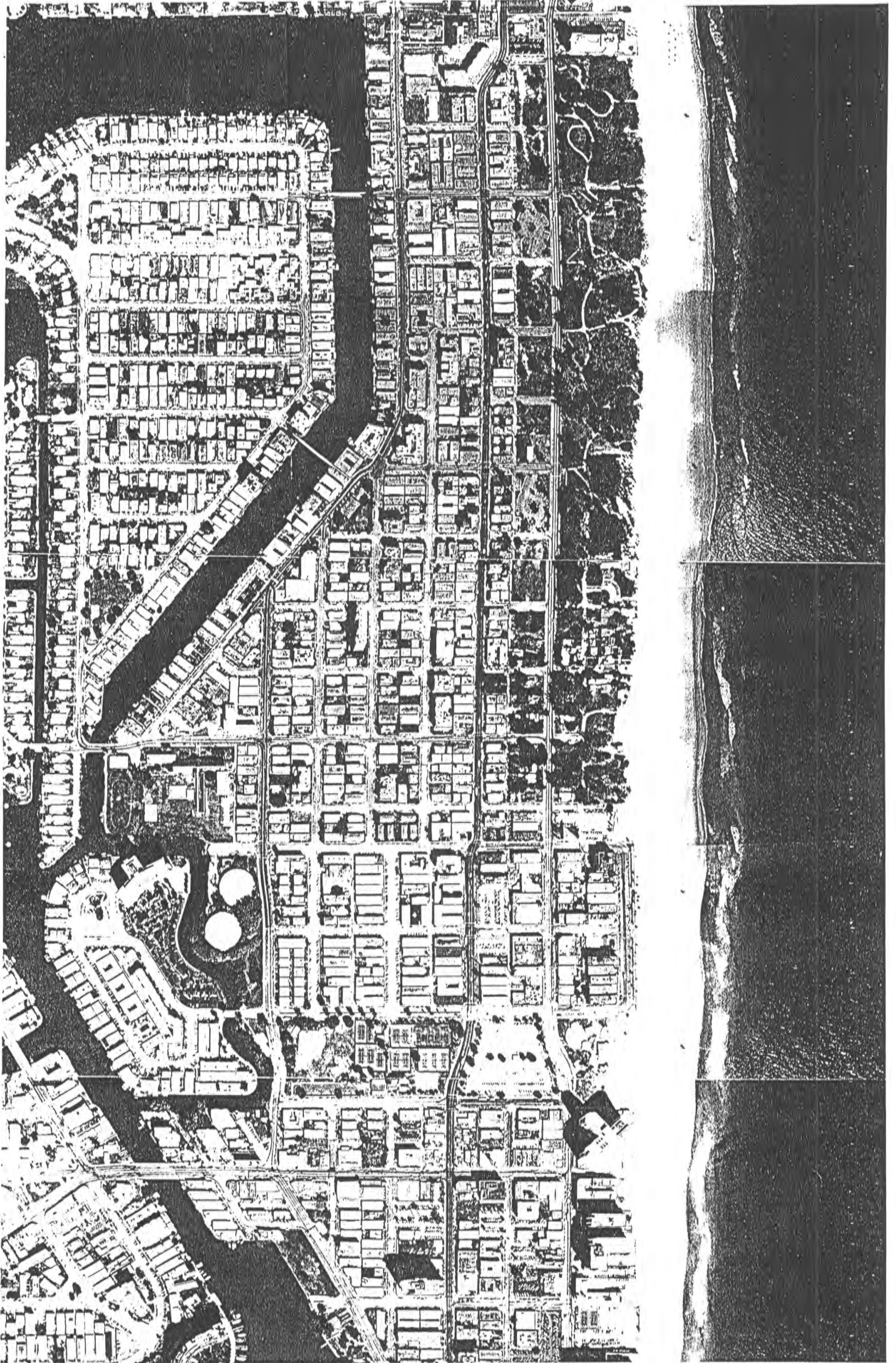


TABLE OF CONTENTS

1.	Introduction: General Description of the Project . . . . .	.5
2.	Development Plan: Existing Structures and R.O.W., North Beach Regulating Plan, and Illustration of Development Plan Build Out . . . . .	.6
3.	Diagrams: Proposed New Buildings; Proposed Park, Street and Lighting Improvements; Proposed Retail Locations . . . . .	.9
4.	Development Plan by Area . . . . .	.12
	Including: A General Statement, Specific Recommendations, Development Plan, Illustrative Drawings	
	Area 1 - Collins Avenue . . . . .	.13
	Area 2 - North Shore Open Space Park . . . . .	.18
	Area 3 - The North Entry Gateway . . . . .	.21
	Area 4 - New Collins Avenue Residential Development . . . . .	.26
	Area 5 - Altos del Mar Single Family Area . . . . .	.35
	Area 6 - Residential Area RM-1 and RM-2 . . . . .	.40
	Area 7 - Ocean Terrace . . . . .	.44
	Area 8 - North Shore Community Park . . . . .	.47
	Area 9 - 71st Street . . . . .	.51
	Area 10 - Commercial Area CD-2 and CD-3 . . . . .	.53
5.	Urban Regulations for North Beach Neighborhood . . . . .	.55
6.	Appendix A: Relevant Models . . . . .	.57
7.	Appendix B /Pocket/: Regulating Plan, Scale 1"=200'; Development Plan, Scale 1"=200'; Collins Avenue, Scale 1"=40'	

1. INTRODUCTION

The North Beach Development Plan follows the North Beach Design Study completed by the University of Miami School of Architecture in the spring of 1994. The Development Plan elaborates the School's proposals, with final plans for those presented as alternative scenarios.

The boundaries of the Development Plan are the City limits to the north, the dune to the east, Tatum Waterway to the west and 71st Street, including both of its sides, to the south. The specific sites and issues which are here described have been identified by the North Beach community and by the City of Miami Beach as potential catalysts for improvements and for new development in North Beach.

All of the proposals for this Plan build on the basic assumption that the unique character of this area is essentially desirable and worth amplifying with appropriate maintenance, renewal, and new infill.

The character of North Beach is derived from its geography and history. Its position between two bodies of water and at the border of another municipality define a community of manageable size. This community's variety of housing, its generous parks including a beach, and its substantial commercial area, are the ingredients of social, environmental, and economic health which many an urban area can only envy.

Thus the North Beach Development Plan begins with the intention of reinforcing the value of the subject area for its residents and property owners, rather than with the insistence on replacement and starting over. Limiting itself to one grand public gesture, the reconfiguration of Collins Avenue as a boulevard representing the whole City, the Plan emphasizes relatively modest interventions, which carried out at the scale of the individual property, will gradually beautify all of the neighborhood and hopefully enfranchise in the improvement all its existing constituents.

Plan Components:

Area 1: Collins Avenue

- reconfiguration into a two-way boulevard with a median, entering the City along the North Shore Open Space Park;
- reconfiguration of Harding Avenue into a neighborhood street.

Area 2: North Shore Open Space Park:

- a new design including:
 - parking at the south and north ends of the park;
 - mixture of passive and active uses;
 - pedestrian entrances along 81st, 83rd and 85th Streets.

Area 3: The North Entry Gateway:

- new entry related to the reconfigured Collins Avenue, using property owned by the City;
- possible location of visitor's center.

Area 4: New Collins Avenue Residential Development:

- studies of platting showing variety of building types;
- building height - predominantly 3 floors and small footprint towers up to 50 feet;
- limited retail on corners opposite the central entrance to the park;
- urban design and architectural guidelines for incorporation into covenants or City regulations.

Area 5: Altos del Mar Single Family Area:

- cul de sac at 78th Street remains public ROW, open daytime for pedestrians, gated to drivers;
- Atlantic Way private access to all lots;
- urban design and architectural guidelines for new construction including garden walls.

Area 6: Residential areas zoned RM-1 and RM-2:

- review of two street types for parking, landscape and pedestrian improvements;
- height limit for compatibility with existing.

Area 7: Ocean Terrace:

- supports Kimley-Horne engineering and landscaping;
- proposal of new building height limit at 75 feet.

Area 8: North Shore Community Park:

- potential development, use and phasing.

Area 9: 71st Street:

- urban design guidelines appropriate for rebuilding and new building;
- its role within the larger commercial-retail picture.

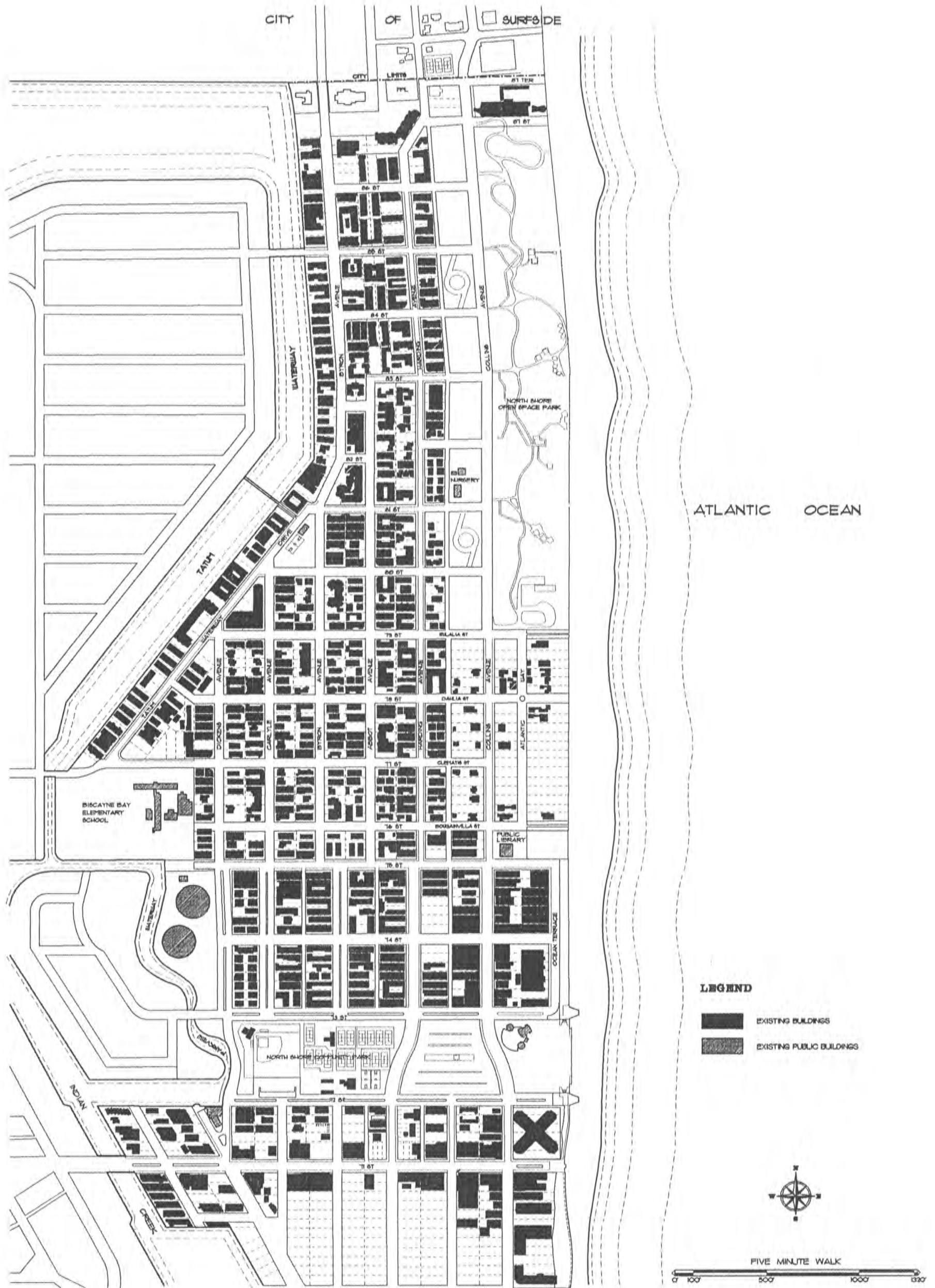
Area 10: Commercial Areas zoned CD-2 and CD-3:

- need for urban design guidelines for rebuilding and new building and for unified retail strategy.

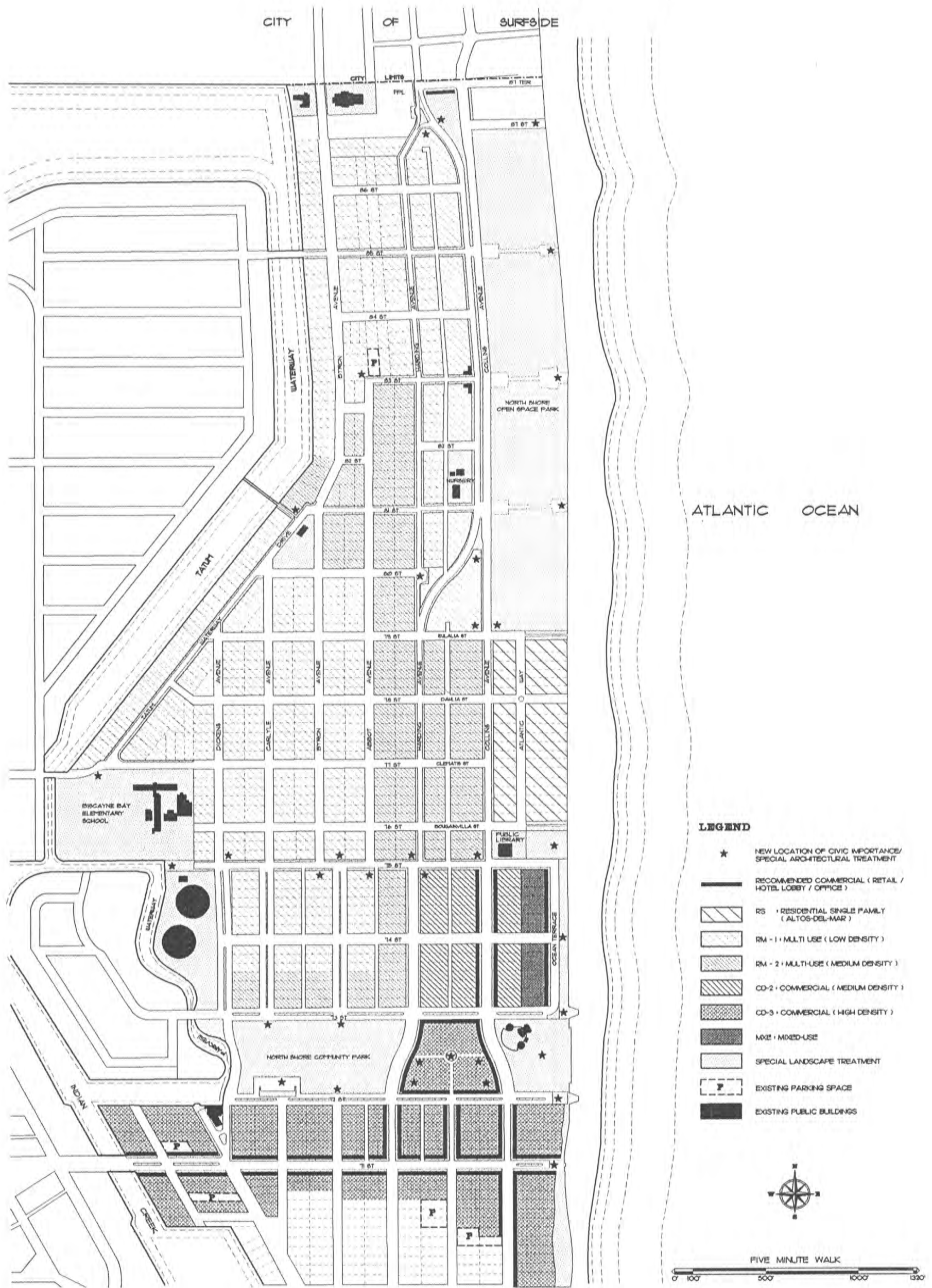


2. DEVELOPMENT PLAN

EXISTING STRUCTURES AND PUBLIC R.O.W., 1994

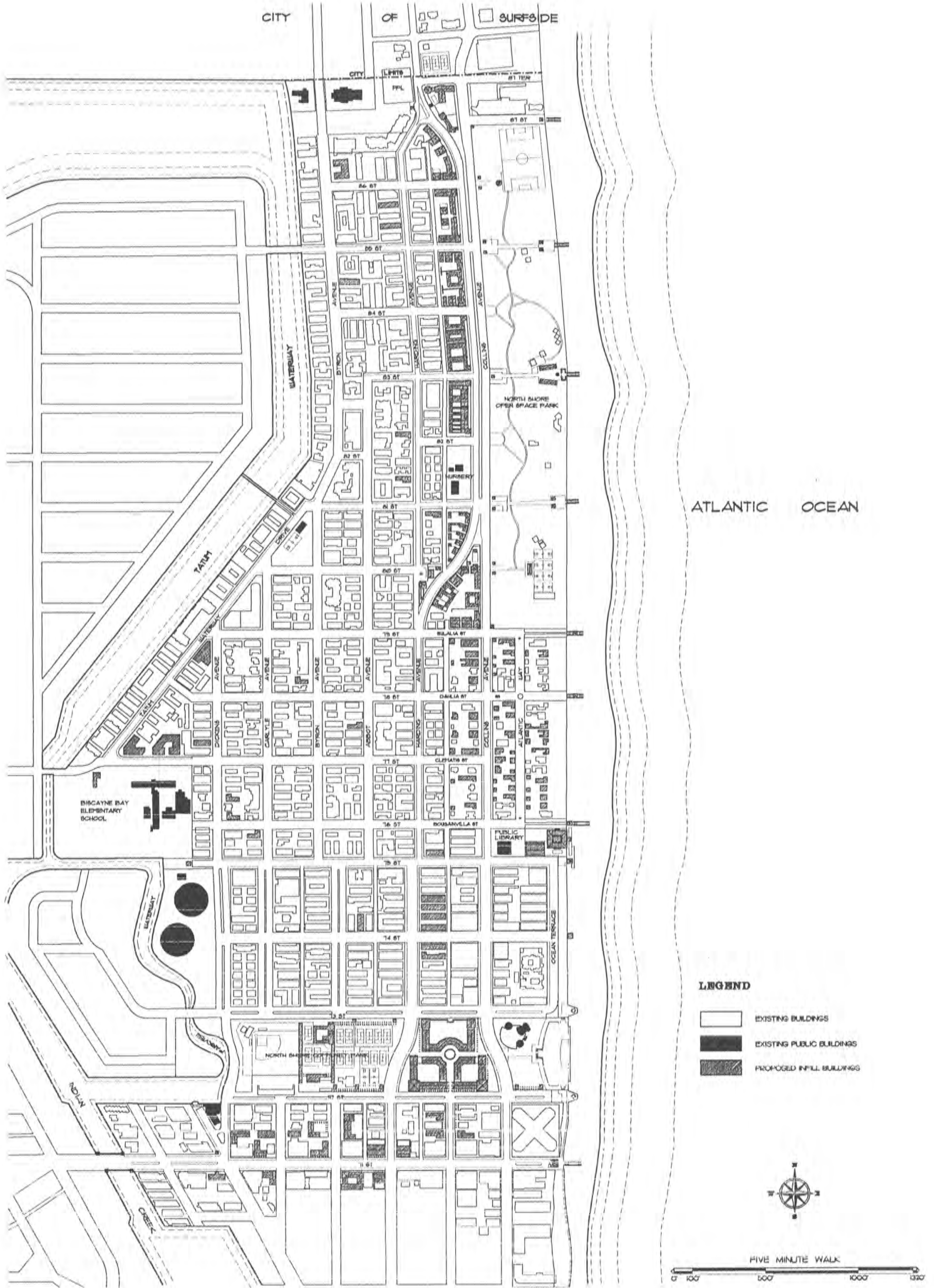


NORTH BEACH REGULATING PLAN

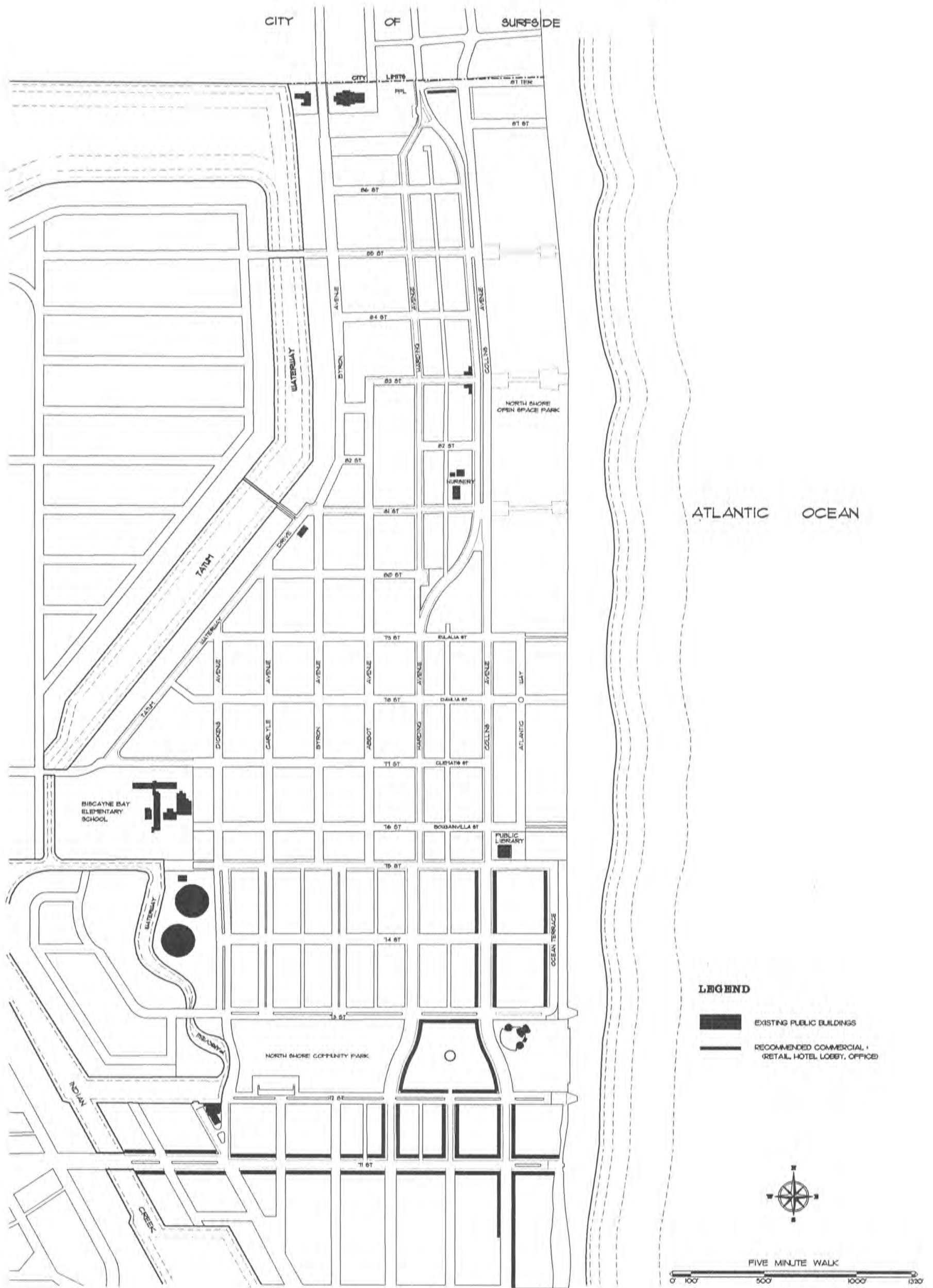


3. DIAGRAMS

PROPOSED NEW BUILDINGS



PROPOSED RETAIL LOCATIONS



4. DEVELOPMENT PLAN BY AREA

INCLUDING FOR EACH AREA

A General Statement

Specific Recommendations

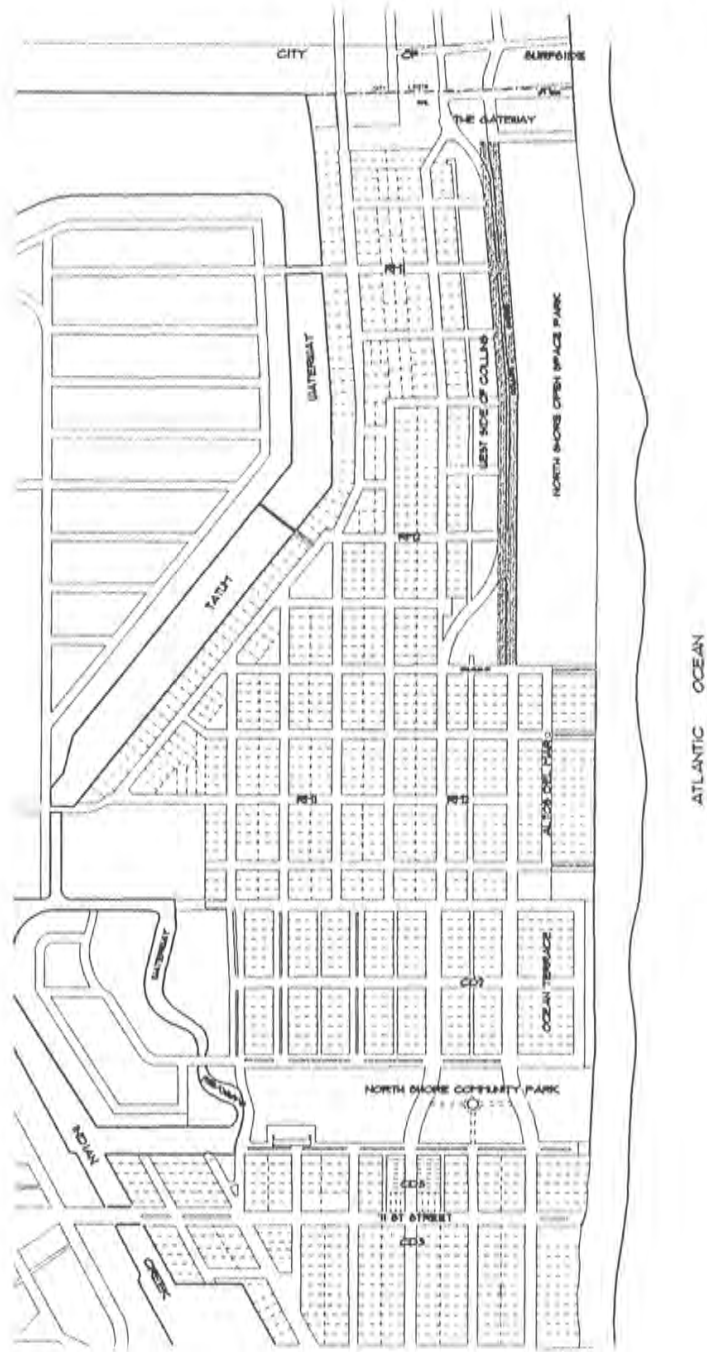
Development Plan

Illustrative Drawings

- Area 1 - Collins Avenue
- Area 2 - North Shore Open Space Park
- Area 3 - The North Entry Gateway
- Area 4 - New Collins Avenue Residential Development
- Area 5 - Altos del Mar Single Family Area
- Area 6 - Residential Area RM-1 and RM-2
- Area 7 - Ocean Terrace
- Area 8 - North Shore Community Park
- Area 9 - 71st Street
- Area 10 - Commercial Area CD-2 and CD-3

AREA 1

COLLINS AVENUE



KEY MAP

GENERAL STATEMENT

Collins Avenue

Currently, Collins Avenue is a high speed one-way, three lane street with under-utilized meter parking on both sides. Although its spatial definition and overall physical image do not enhance pedestrian activity now, this avenue has the potential to become an attractive boulevard along the North Shore Open Space Park and a catalyst for renovation in the North Beach Neighborhood.

This plan proposes to reconfigure Collins Avenue and adjacent southbound Harding Avenue both as two-way streets. Collins Avenue will function as a north-south through street with two lanes in each direction; Harding Avenue will function as a local street with one lane in each direction. Both new street sections show parallel parking. On Harding, this will alleviate some of the current parking shortage of the neighborhood. On both Harding and Collins, on-street parking is important to mitigate traffic speed and to buffer sidewalk pedestrians. Additionally, on Collins, the Department of Transportation is requesting that the parking serve as a potential third lane for future expansion.

Collins Avenue is an important component in the so called Collins Corridor which includes also the Park and the eight undeveloped blocks west of the Avenue. Developing an appropriate building type on the west of Collins will define the park's west edge and will give the new boulevard physical containment. The redesign of Collins into a two-way boulevard with parallel parking on both sides will require enlargement of its ROW with approximately 50 feet taken from its west side.

The redevelopment provides the opportunity for the adequate location and architectural design of bus stops along the Avenue, to encourage the use of public transportation in the area. These are shown to coincide with the Park entry positions at 81st, 83rd, 85th, and 87th Streets.

RECOMMENDATIONS

1. Reconfigure Collins and Harding Avenue as per plan, including the taking of additional R.O.W. width for Collins from its west side, and the purchase of properties at north and south for realignment of the southbound lanes.

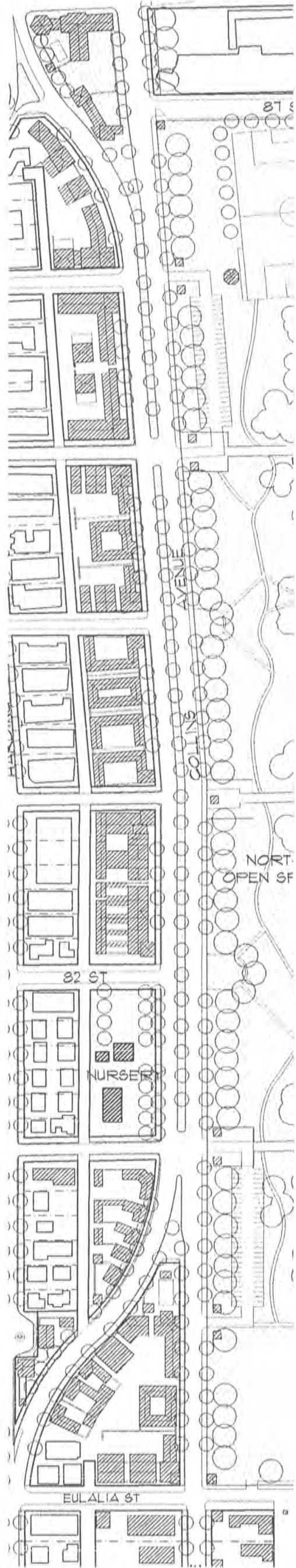






Collins Avenue, Looking South



Harding Avenue

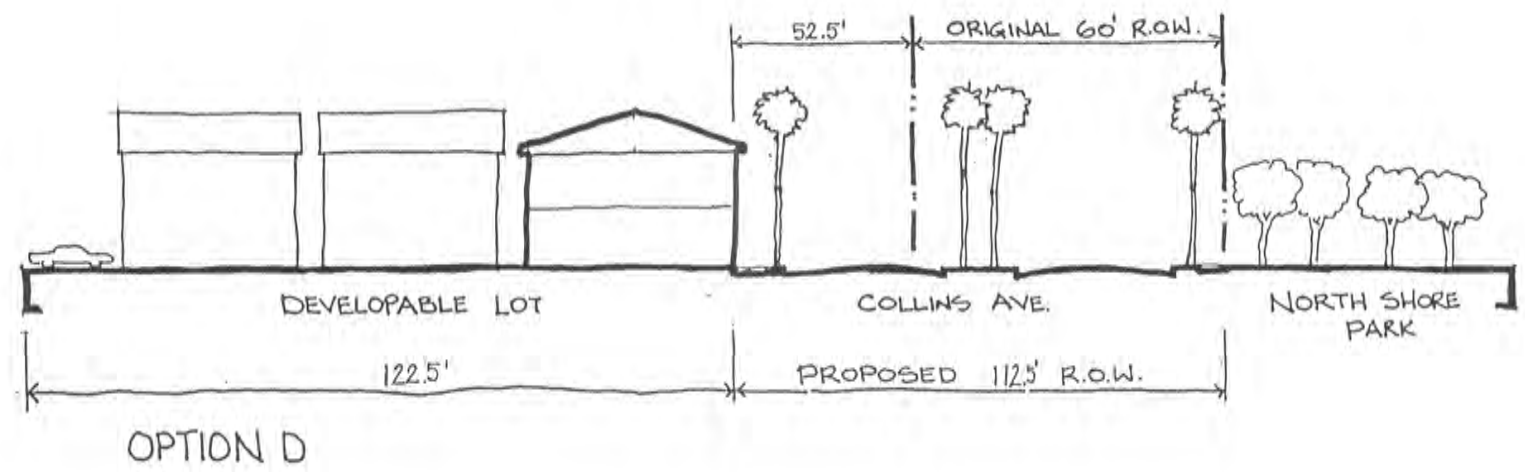
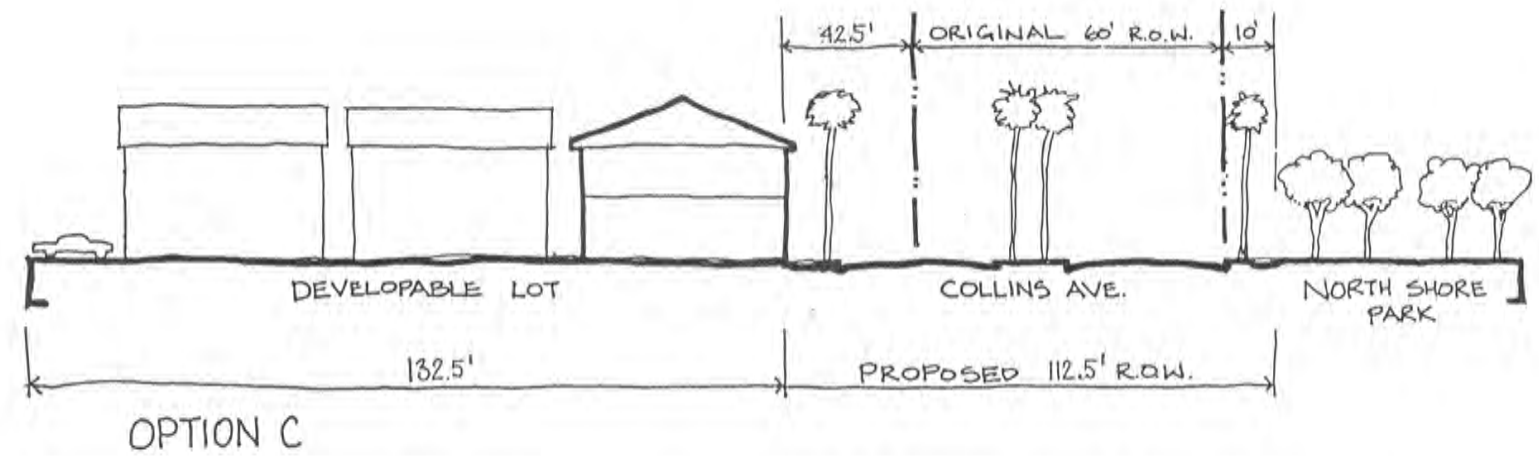
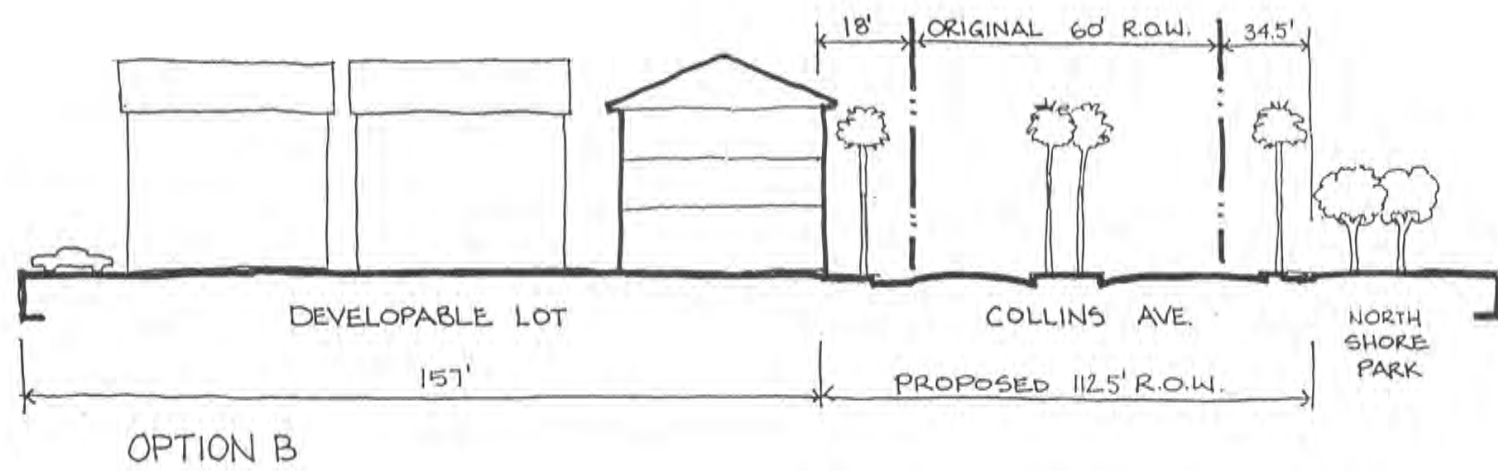
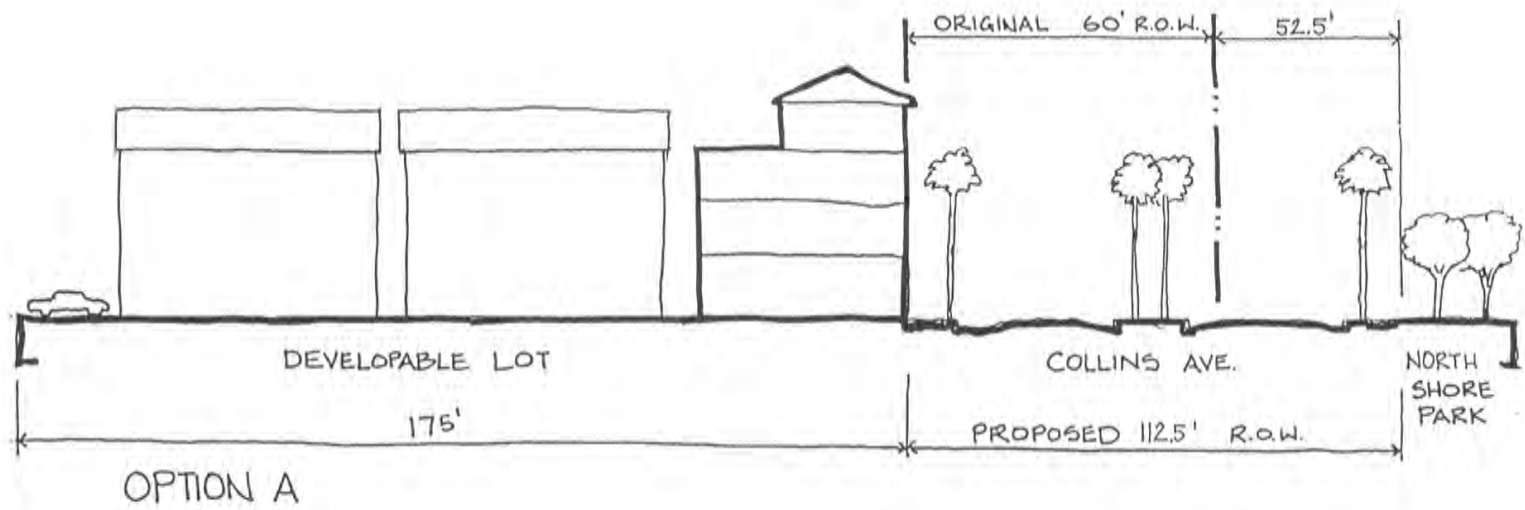
**AREA 1
COLLINS AVENUE**



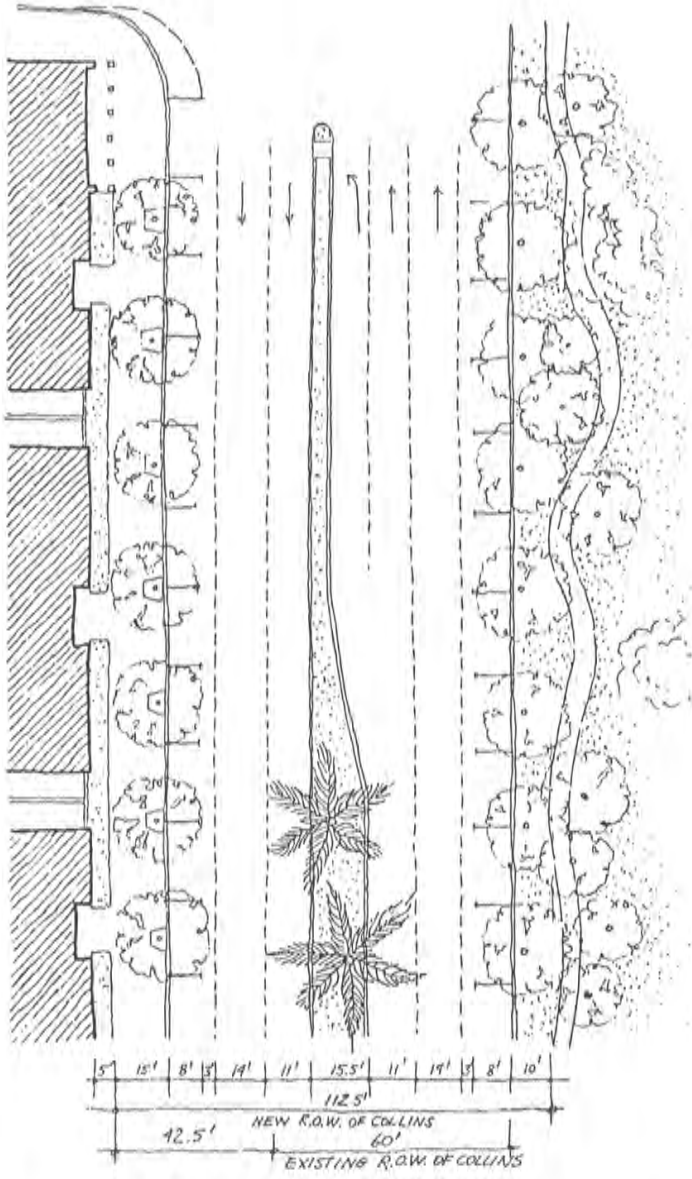
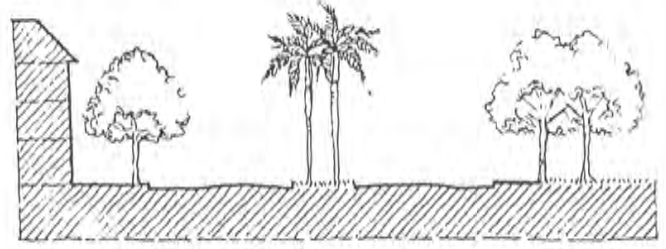
- LEGEND**
-  EXISTING BUILDINGS
 -  EXISTING PUBLIC BUILDINGS
 -  PROPOSED INFILL BUILDINGS
 -  PARK, STREET AND LIGHTING IMPROVEMENTS



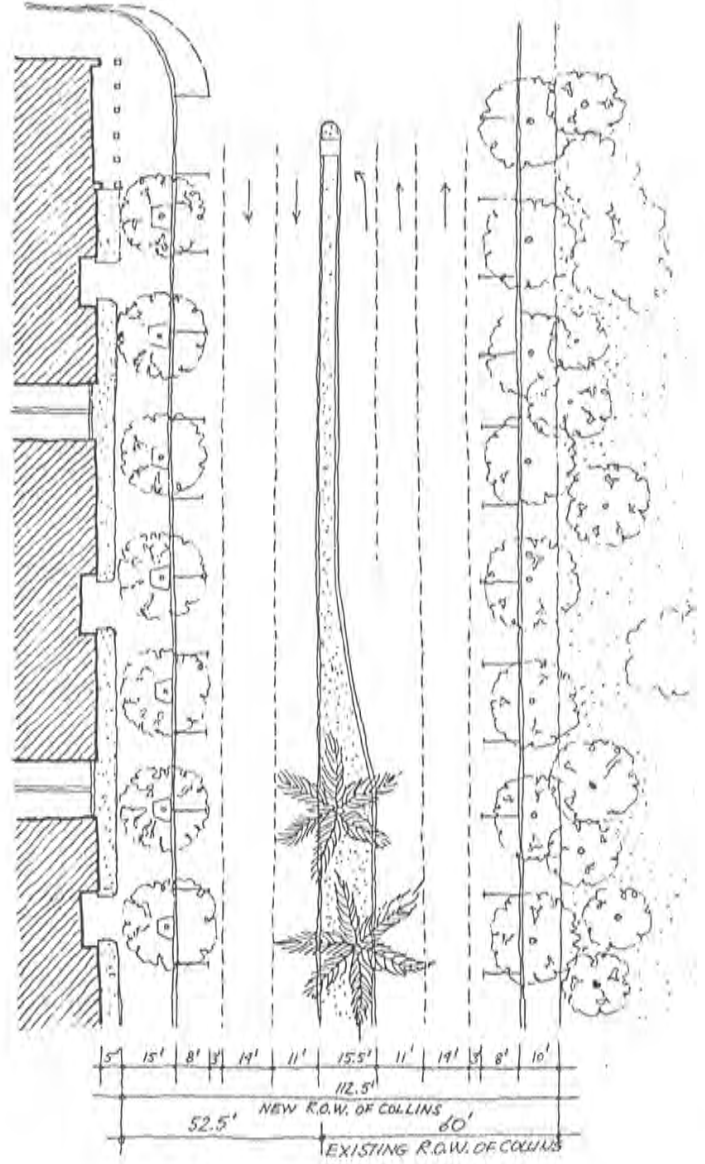
AREA 1 COLLINS AVENUE



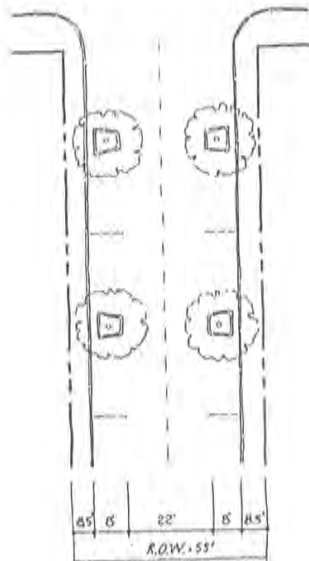
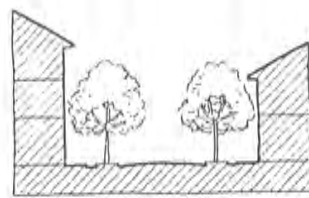
**AREA 1
COLLINS AVENUE**



Collins Avenue - Option C
 (Allowing Additional 10 Feet Depth for Lots on the West Side of Collins - by Providing Sidewalk on the East Side within the Park Boundary - As per FDOT Study)

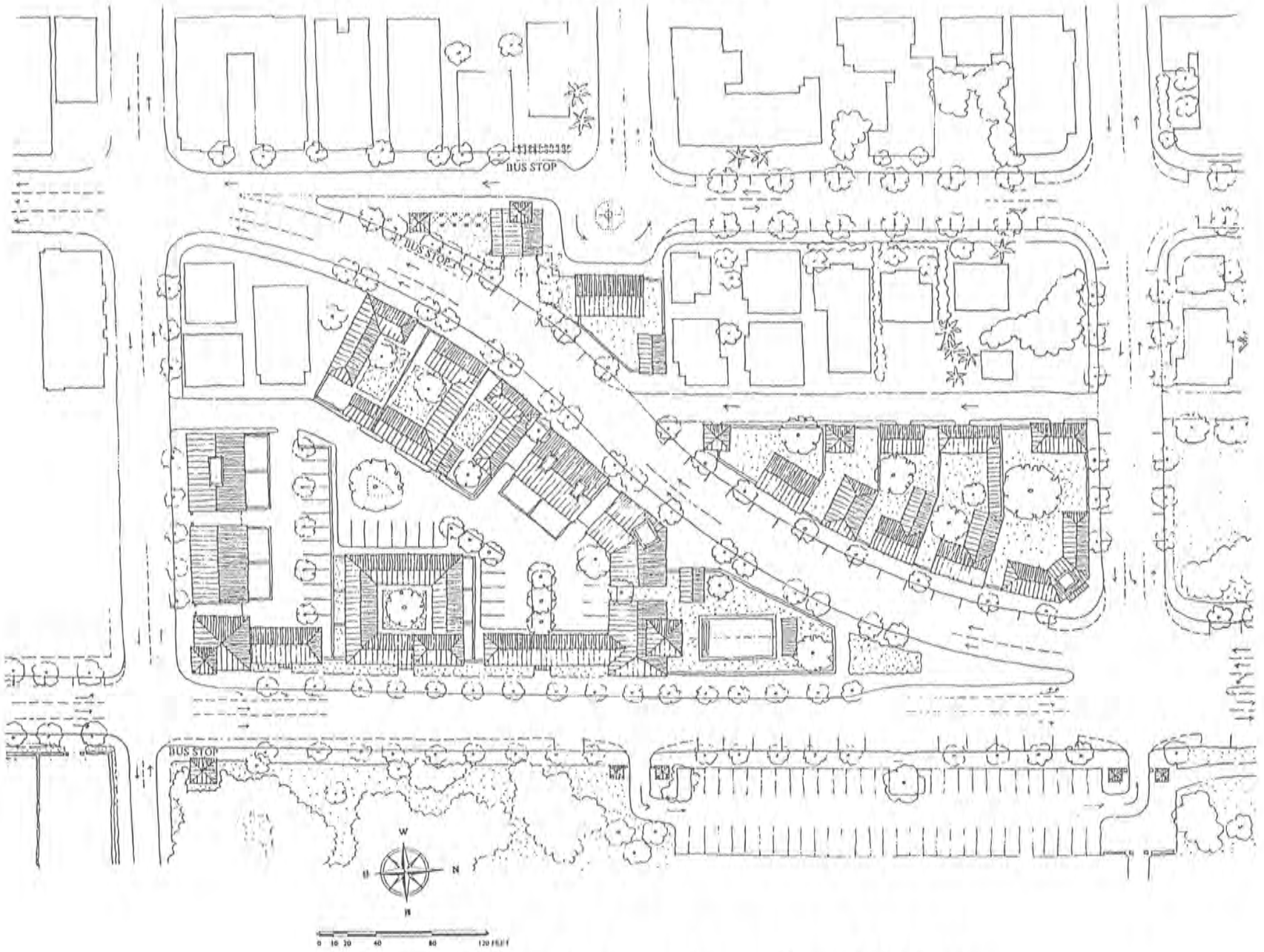


Collins Avenue - Option D
 (Using the Existing R.O.W. Alignment of Collins on the East Side)



Harding Avenue

AREA 1
COLLINS AVENUE



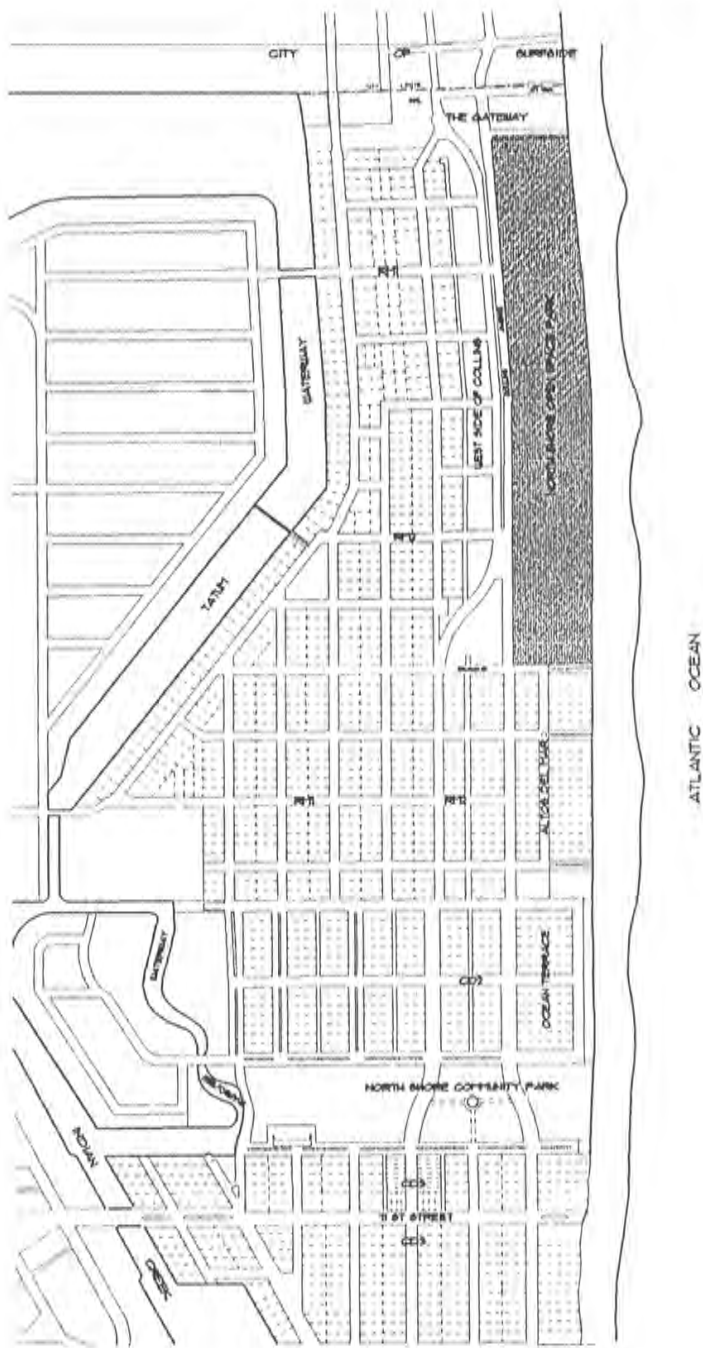
Reconfiguration of Collins Avenue between 79th and 81st Streets



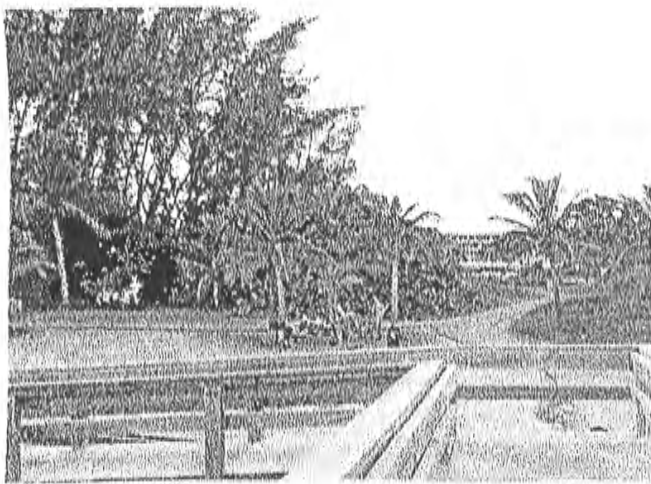
Collins Avenue, View Looking South

AREA 2

NORTH SHORE OPEN SPACE PARK



KEY MAP



GENERAL STATEMENT

North Shore Open Space Park

North Shore Open Space Park has the potential to be a vital contributor to the quality of life of North Beach residents and visitors. Current concerns about the Park's internal environment revolve around issues such as safety, parking, views, beach access, recreational activities and the quality of its landscaping.

The Park's future character is intended to be passive with the potential for active recreational facilities near the two proposed parking lots, which have been located at both ends of the Park. Their vehicular entries coincide with existing traffic signals at 81st and 85th Streets. Residents have asked for view corridors through the Park's landscaping; these are provided at 81st, 83rd and 85th Streets, along with the public entrance pavilions which terminate the vistas of those streets' sidewalks. The Park itself should be redesigned according to this Plan's section which shows a restored swale and hardpath behind the dune and modifications to existing trees.

The redesigned Park's success will rely as much on its surroundings as on its internal arrangement. For this reason, the nature of development along the west side of Collins Avenue is particularly important. A well-defined residential urban edge with eyes on the street and the Park, and a streetscape which invites pedestrians and strolling is an essential goal for the Collins Corridor.

RECOMMENDATIONS

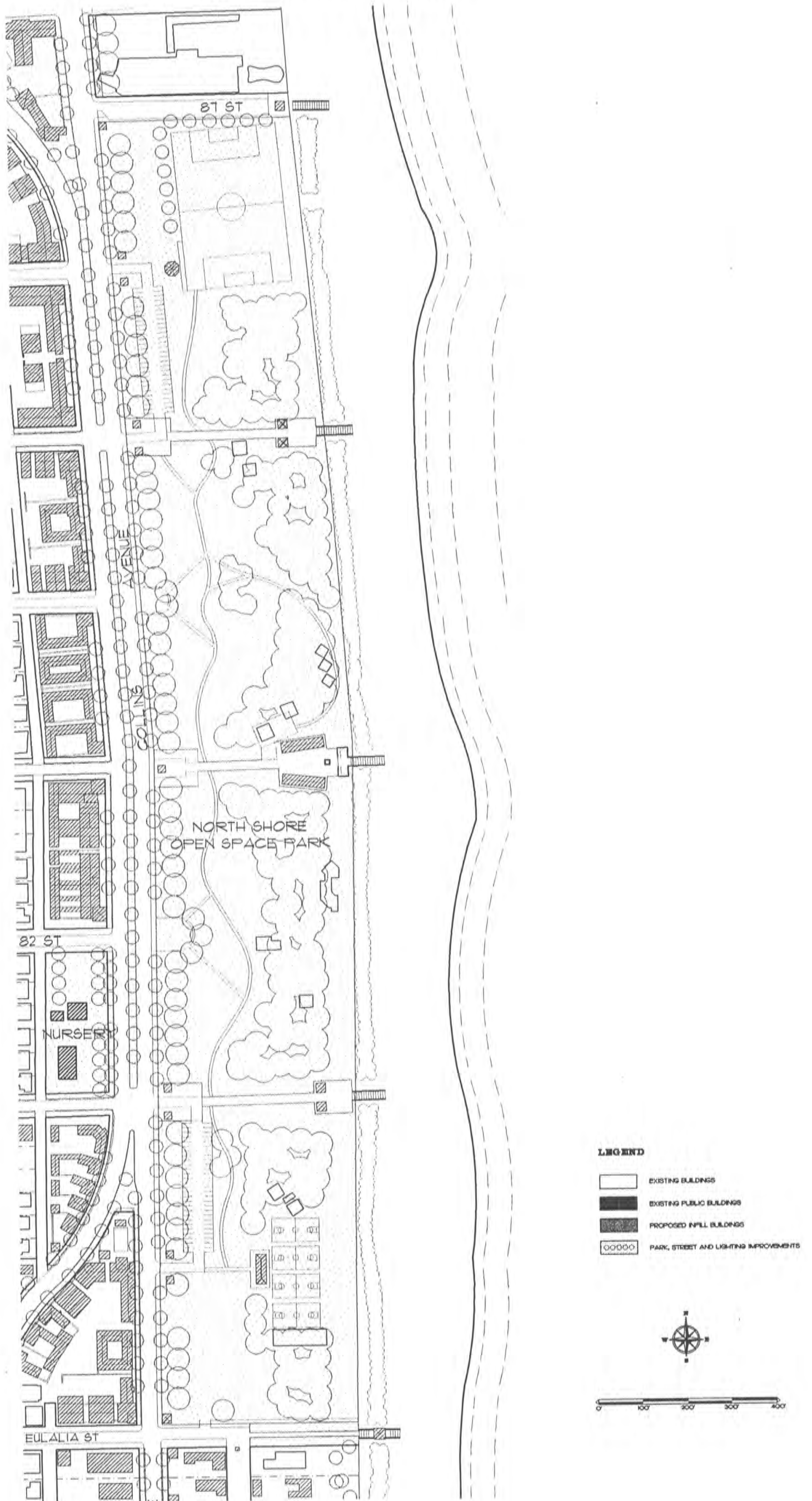
1. Redesign Park for passive use restoring historic swale and hardpath and incorporating the following.
2. At 81st, 83rd and 85th Streets, provide view corridors to the ocean and pedestrian entries to the Park. At 81st and 85th Streets provide vehicular entries to parking lots.
3. Provide landscaped pedestrian walk along Collins as a sidewalk along the Avenue or as a path inside the park (see Collins Avenue, Options C & D).
4. Provide public parking lots at the north and south extremities of the Park.
5. Designate the north and south ends of the Park for potential active use: a soccer/football field (north end) and basketball courts/swimming pool (south end).



North Shore Open Space Park - Existing Conditions

AREA 2

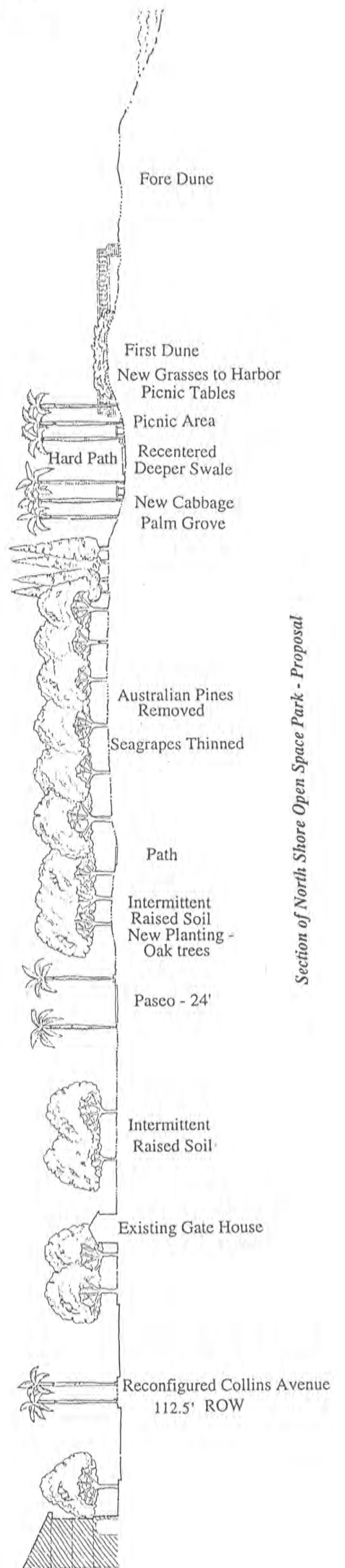
NORTH SHORE OPEN SPACE PARK



AREA 2
NORTH SHORE OPEN SPACE PARK



Section of North Shore Open Space Park - Existing Conditions



Section of North Shore Open Space Park - Proposal

AREA 3 THE NORTH ENTRY GATEWAY



KEY MAP

GENERAL STATEMENT

The North Entry Gateway

Shifting traffic southbound from Harding to Collins Avenue at the North Beach and Surfside borders has the potential of providing an entry experience worthy of representing all the City of Miami Beach. At present, the visual termination of Harding with an alley, and the lack of identifying characteristics of place, provide an ambiguous experience at best.

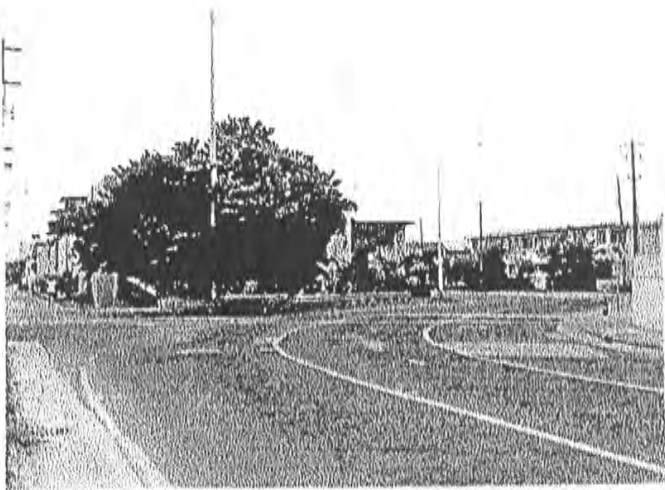
The Development Plan shows the realignment of southbound traffic to the east to join Collins Avenue in front of the North Shore Open Space Park. This involves some use of Block 11 and provides the opportunity for a series of paired pavilions (one serves the southbound bus stop) and paired buildings to form a sequential gateway experience. One of the paired buildings, detailed as a small tower, terminates the Harding Avenue vista. This requires the closing of one end of the alley east of Block 7, so that a building rather than the alley will terminate the first entry view. This building or its pair can be a new visitor's center for the Beach.

Further development of the reconfigured blocks here should follow the scale of development proposed in the Plan for the remainder of Collins' west side. There are also options for allowing new northbound Harding traffic to connect with northbound Collins traffic, revising the existing parking configuration, and clarifying public pedestrian access to the beach along 87th Street, through a Park entry pavilion which doubles as part of the northbound Collins gateway.

In the spirit of local examples such as the Granada and Douglas entrances in Coral Gables, this proposal focuses on the role of architecture as the generator of real identity and place-making. The entry buildings and landscaping will thus represent North Beach in a way that slogans and conventional subdivision entry features cannot.

RECOMMENDATIONS

1. Reconfigure the streets and blocks according to the Plan.
2. Design site, buildings, landscape and lighting to provide a unified architectural gateway sequence.
3. Designate the location of a future visitor's center.







North Entry - Existing Conditions

AREA 3 THE NORTH ENTRY GATEWAY



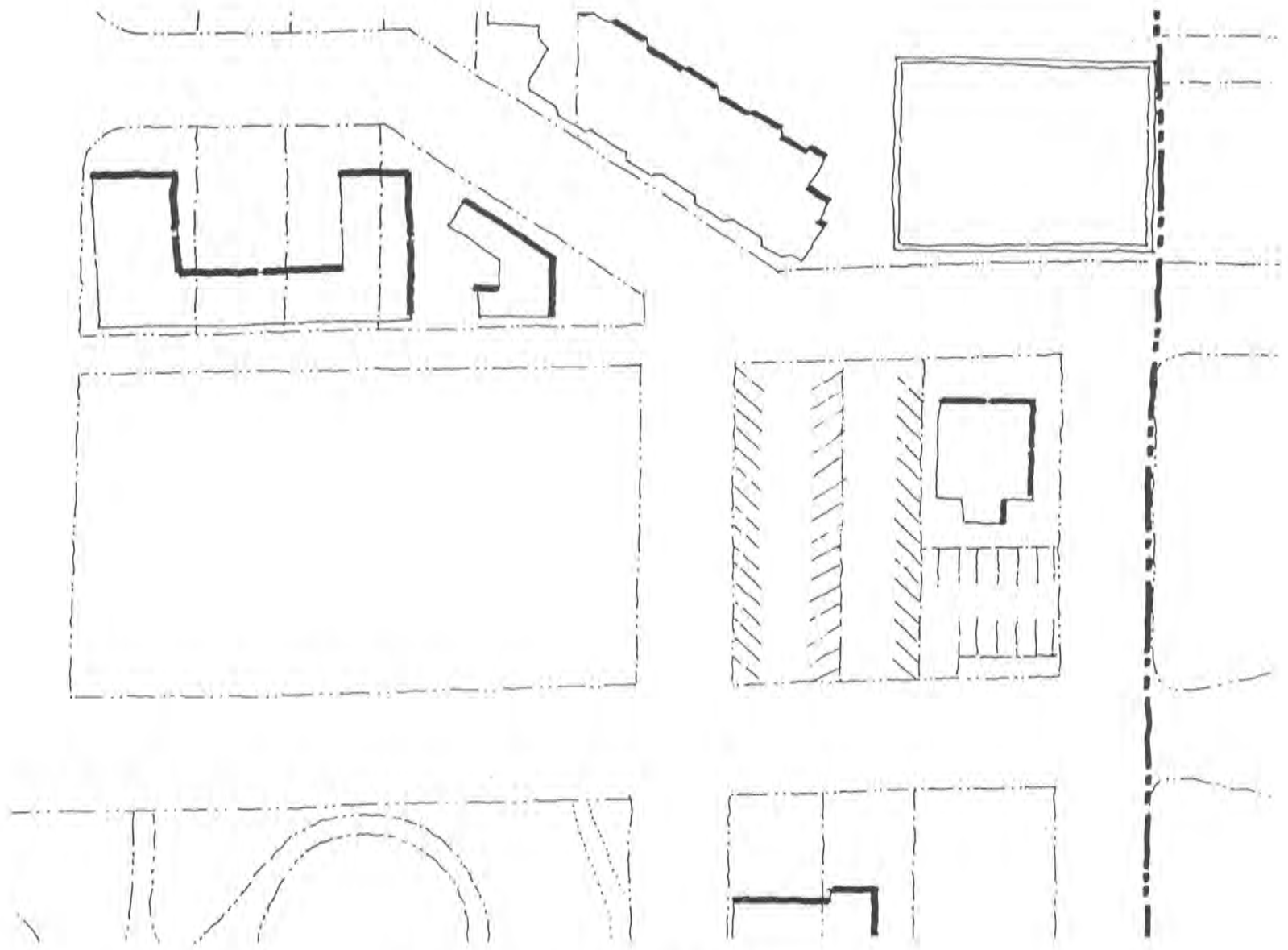
LEGEND

-  EXISTING PUBLIC BUILDINGS
-  EXISTING BUILDINGS
-  PROPOSED INFILL BUILDINGS
-  PARK, STREET AND LIGHTING IMPROVEMENTS

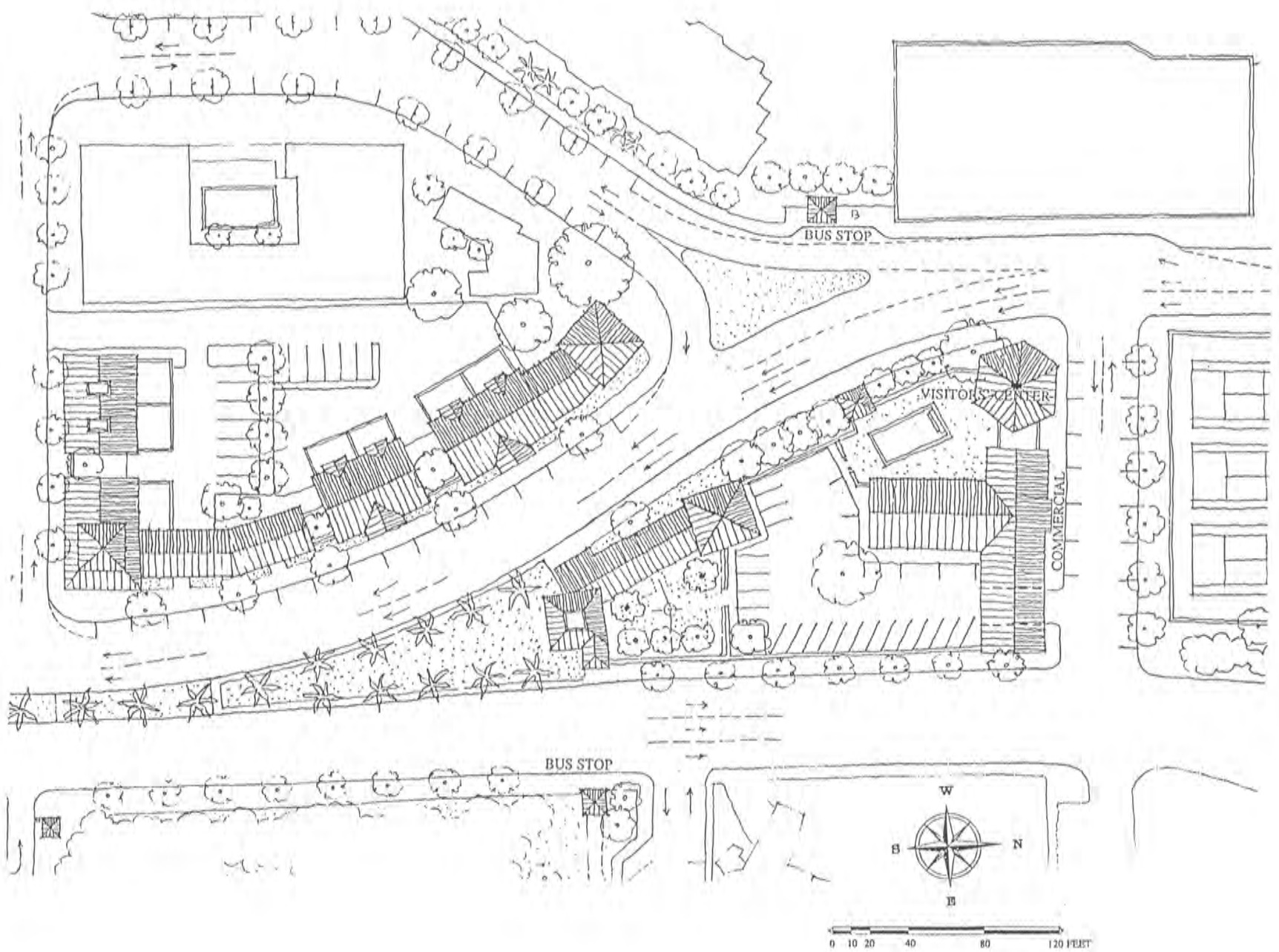


SCALE 1" = 200'

**AREA 3
THE NORTH ENTRY GATEWAY**

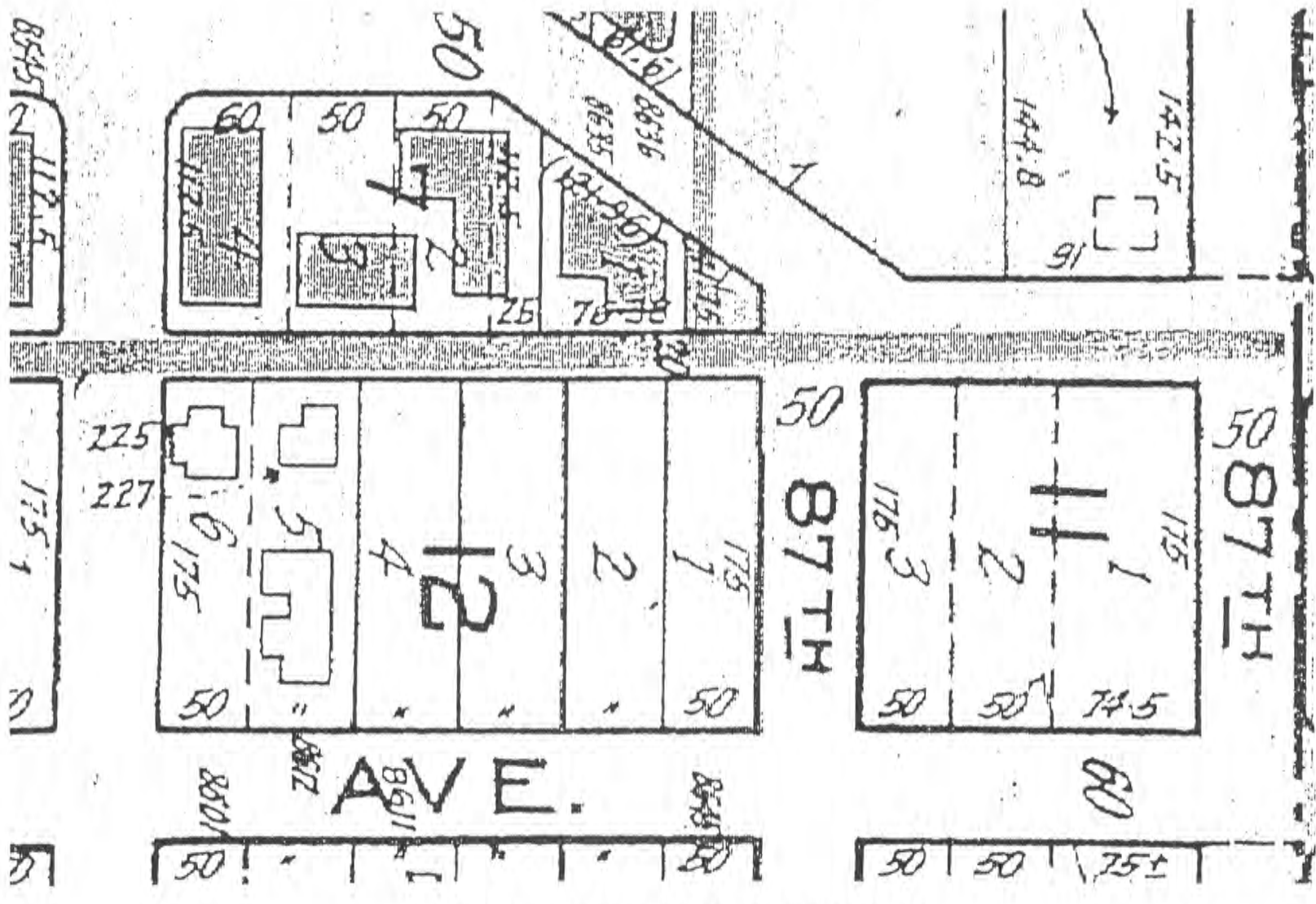


North Entry - Existing Conditions

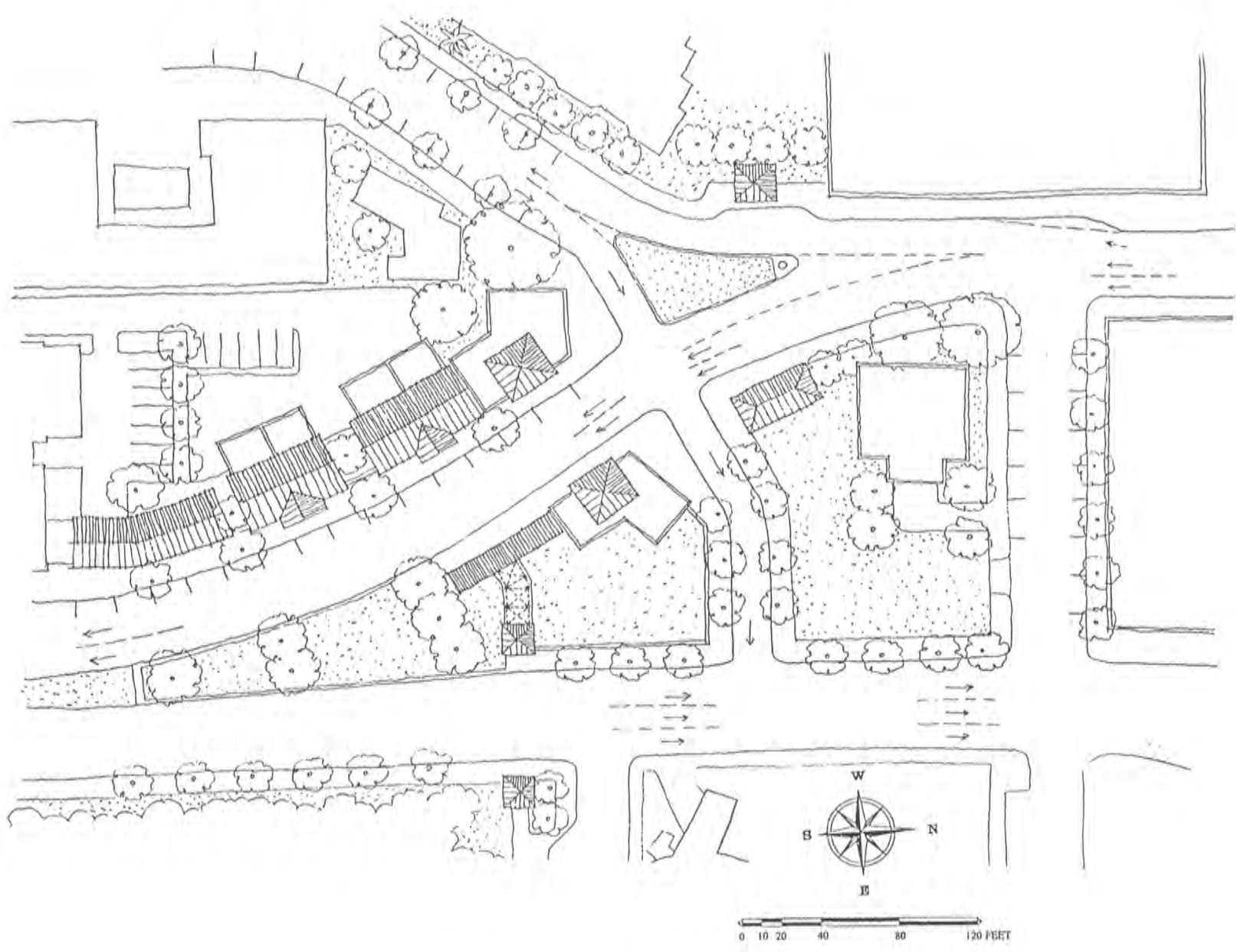


North Entry - Proposal A

AREA 3 THE NORTH ENTRY GATEWAY

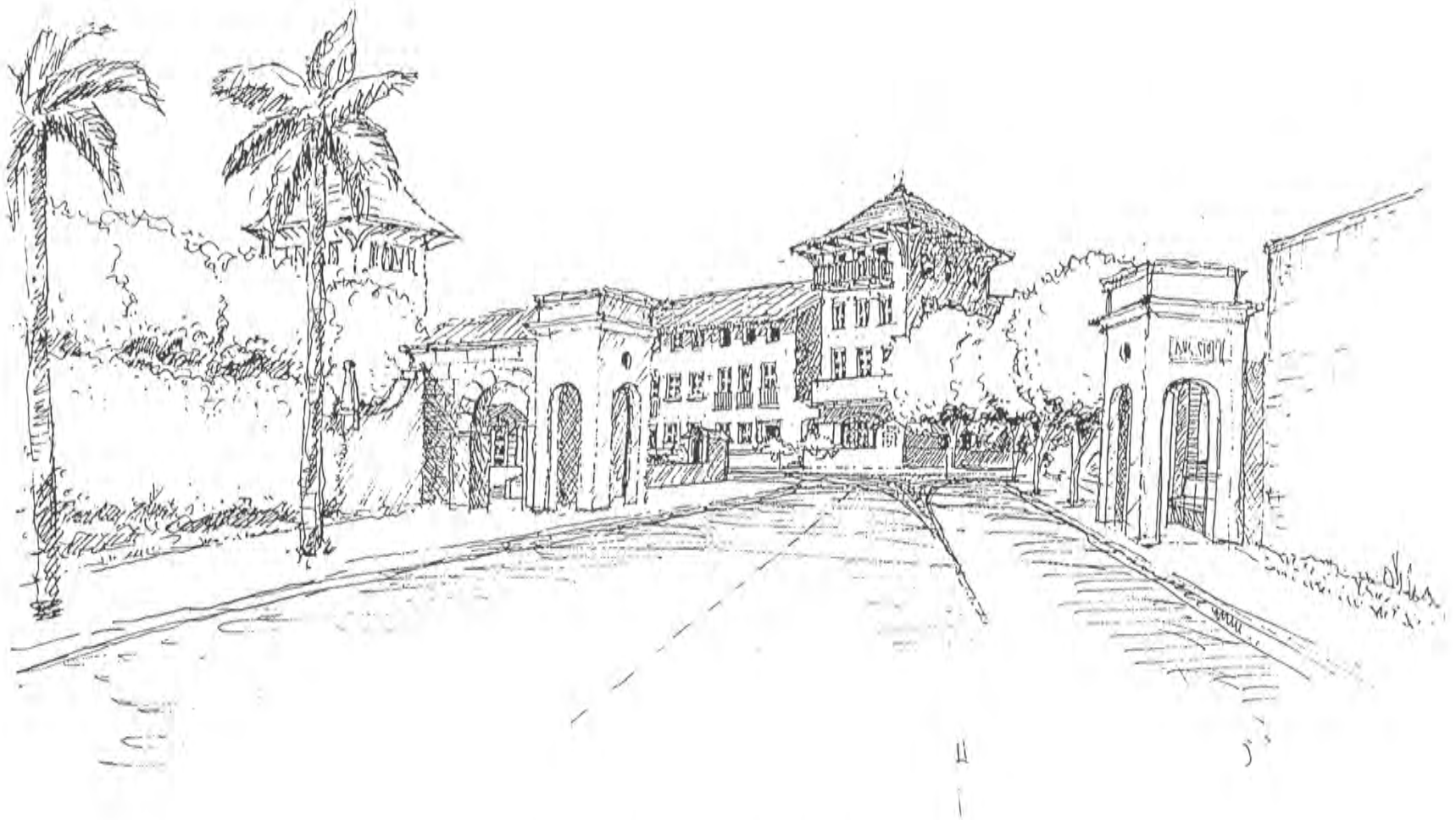


The North Entry - Platting Map from the 50's



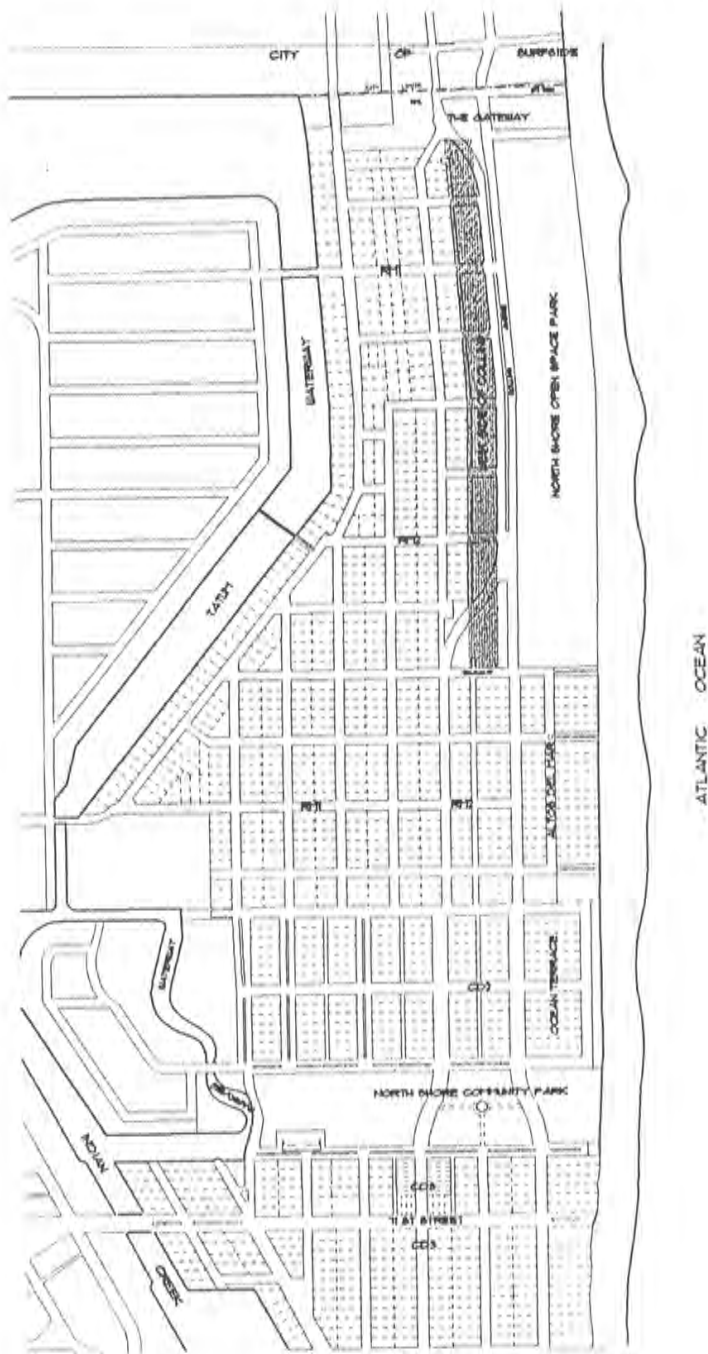
The North Entry -- Proposal B

AREA 3
THE NORTH ENTRY GATEWAY

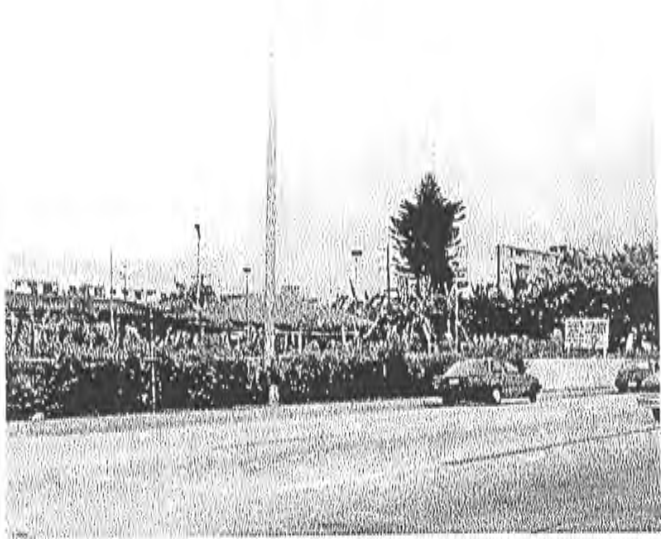


The North Entry Gateway - Illustrative View Looking South

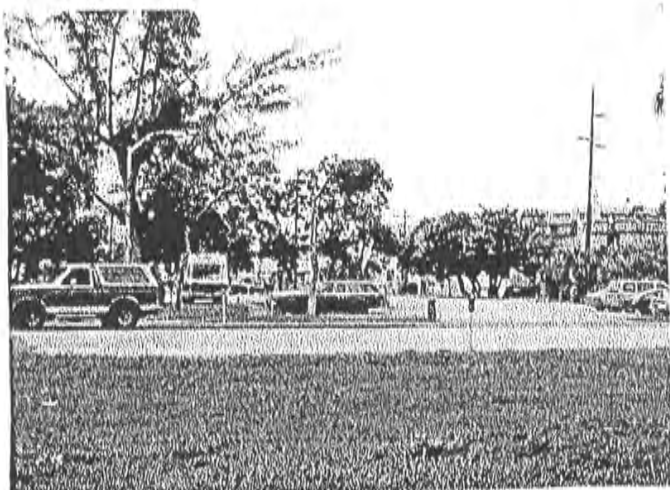
AREA 4 NEW COLLINS AVENUE RESIDENTIAL DEVELOPMENT



KEY MAP



Existing Log Cabin Nursery on Collins and 81st Street



Vacant Blocks on the West Side of Collins

GENERAL STATEMENT

New Collins Avenue Residential Development

The future of North Beach will be influenced by the development of the eight blocks west of North Shore Open Space Park. These blocks, for the most part vacant, play an important role in the urban structure of North Beach and are critical to the future of the Park. They are currently owned by the City of Miami Beach and are used for municipal meter parking. The proceeds from their sale for development will endow a maintenance fund for the Park.

In addition, the development of an active urban edge on Collins overlooking the Park can contribute greatly to residents' use of it and to safety in adjacent public space.

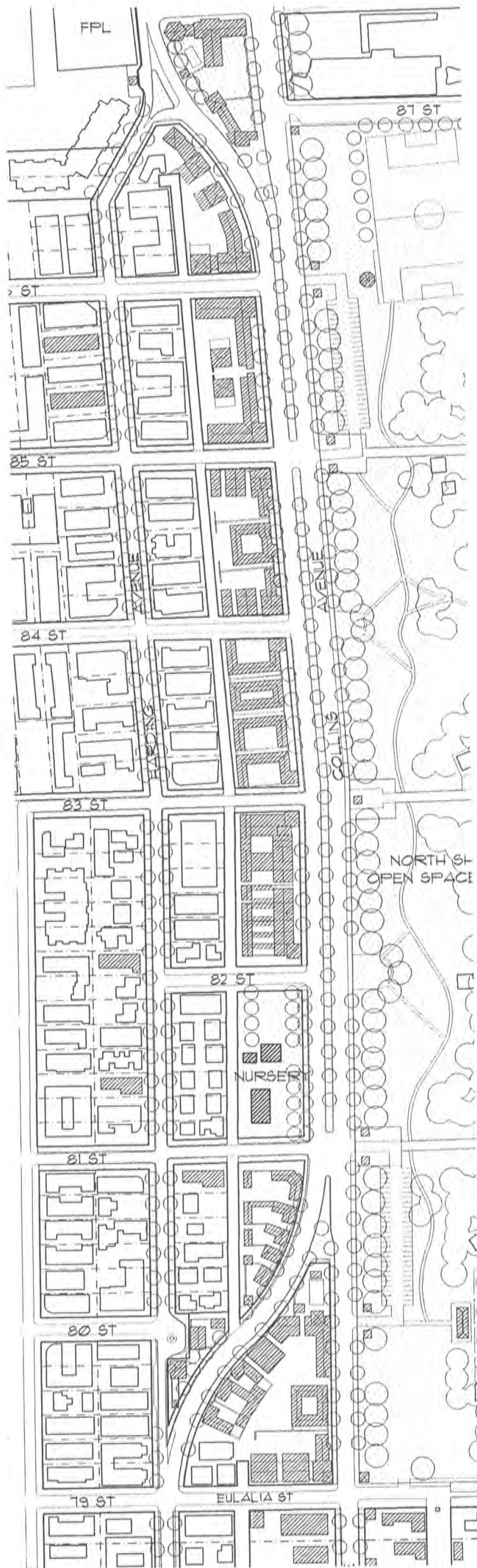
The Development Plan shows studies of a variety of housing types from townhouses to small and large lot apartments. These studies suggest that the historic 50-ft. wide lot platting is inefficient in the accommodation of parking and that a combination of 25-ft., 75-ft. and 150-ft widths has the potential to generate a unique and recognizable architectural character for this part of North Beach. These may also serve as a prototype for similar conditions elsewhere in the City.

RECOMMENDATIONS

1. Zone the eight blocks on the west side of Collins Avenue RM-1 with ground floor retail use permitted only at the corner of Collins and 83rd Street. Limit height to three stories with the exception of 600sf towers on corner lots which may reach 50 ft.
2. Preserve the Log Cabin Nursery on Collins Avenue and 81st Street. Should a new location be found for the Nursery, develop this block like the others.
3. Plat blocks for a mixture of building types, including townhouses and small apartment buildings, with 25-ft, 75-ft and 15-ft lot widths, or in a manner as shown in the Block Type I illustration. No more than two blocks of the eight should be platted for 300-ft. or longer block frontage.
4. Establish a uniform Build-to-Line full length of Collins from north entry south to retail district. The Plan shows corner buildings at the property line for a 25 ft. length, with the remainder of the block frontage set back 5 ft.
5. All new buildings should be built according to the urban regulations of the Development Plan.
6. Establish the following architectural standards:
 - 6.1. The exterior finish shall be limited to clapboard siding, stucco and local stone.
 - 6.2. Balconies and porches shall be made of concrete, stucco, wood or metal.
 - 6.3. Two or more wall materials may be combined on one facade only horizontally with stone below stucco and stucco below wood.
 - 6.4. Sliding doors and windows are permitted only at backyard locations.
 - 6.5. Openings, including porches, windows and arches shall be square or vertical in proportion.
 - 6.7. Buildings shall have flat roofs with parapets or symmetrical pitched roofs with slopes no less than 5:12, except that porch roofs may be sheds with pitches no less than 2:12.

AREA 4

NEW COLLINS AVENUE RESIDENTIAL DEVELOPMENT

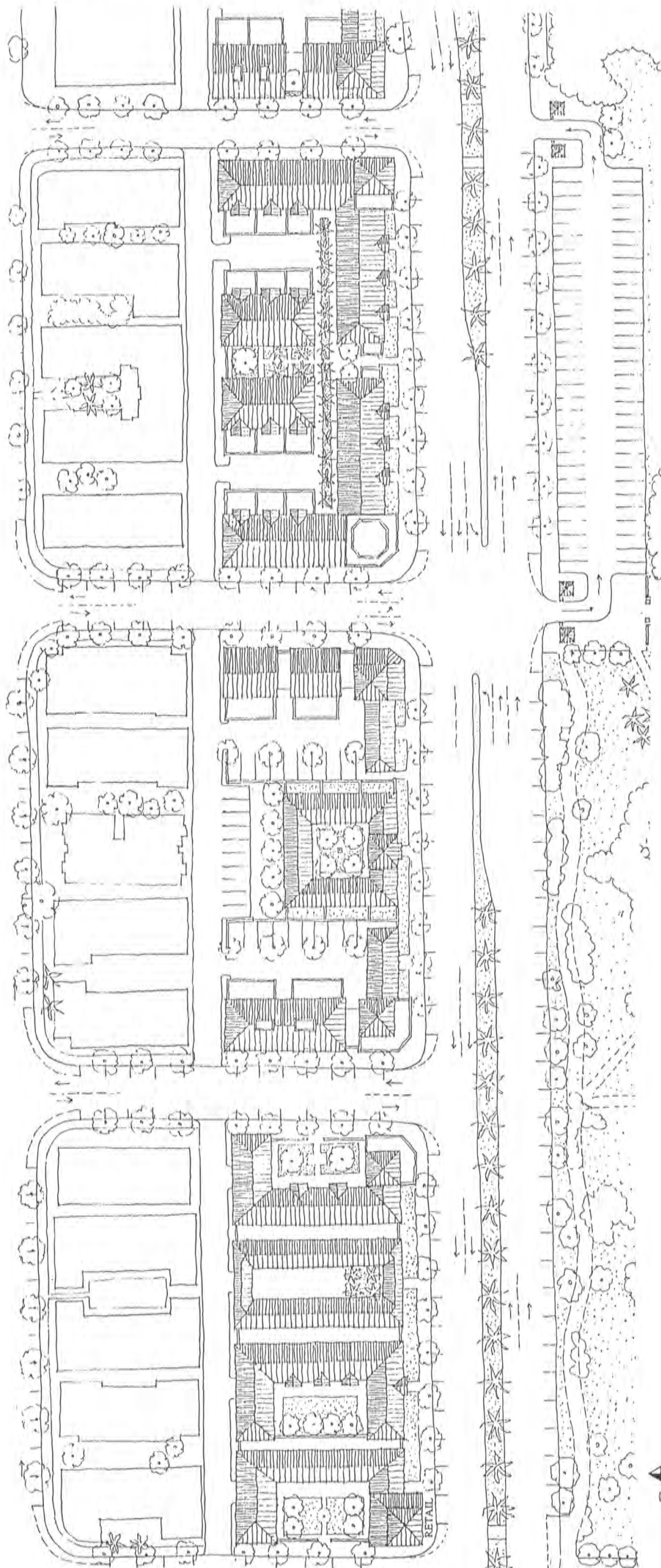


LEGEND

- EXISTING BUILDINGS
- EXISTING PUBLIC BUILDINGS
- PROPOSED INFILL BUILDINGS
- PARK, STREET AND LIGHTING IMPROVEMENTS

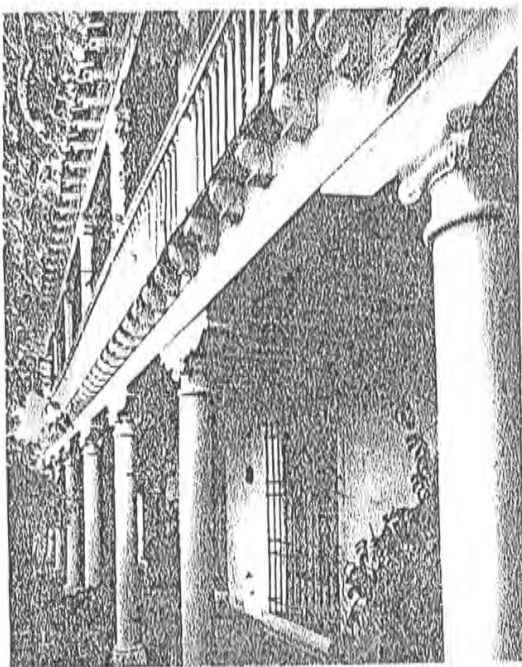
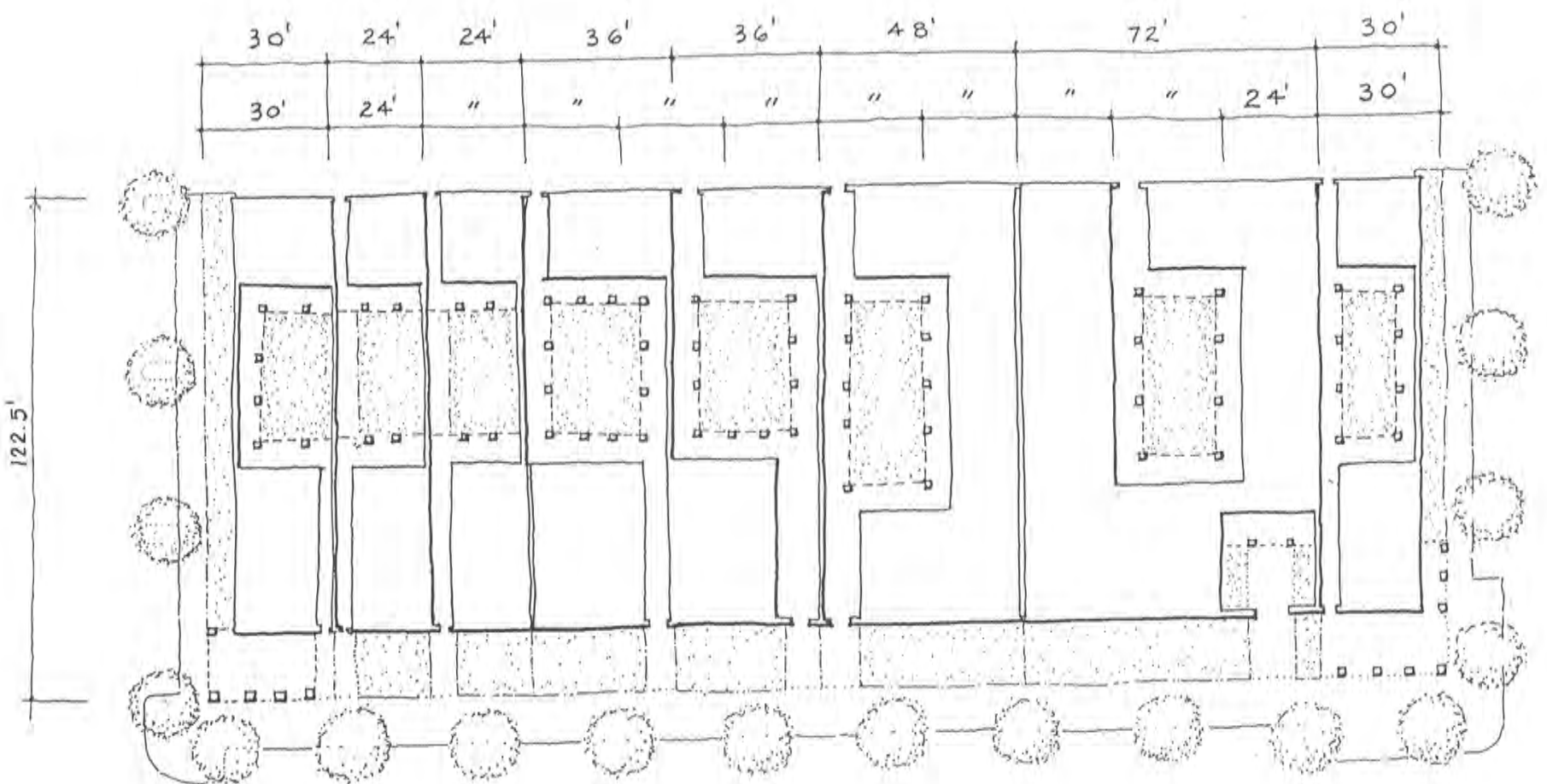
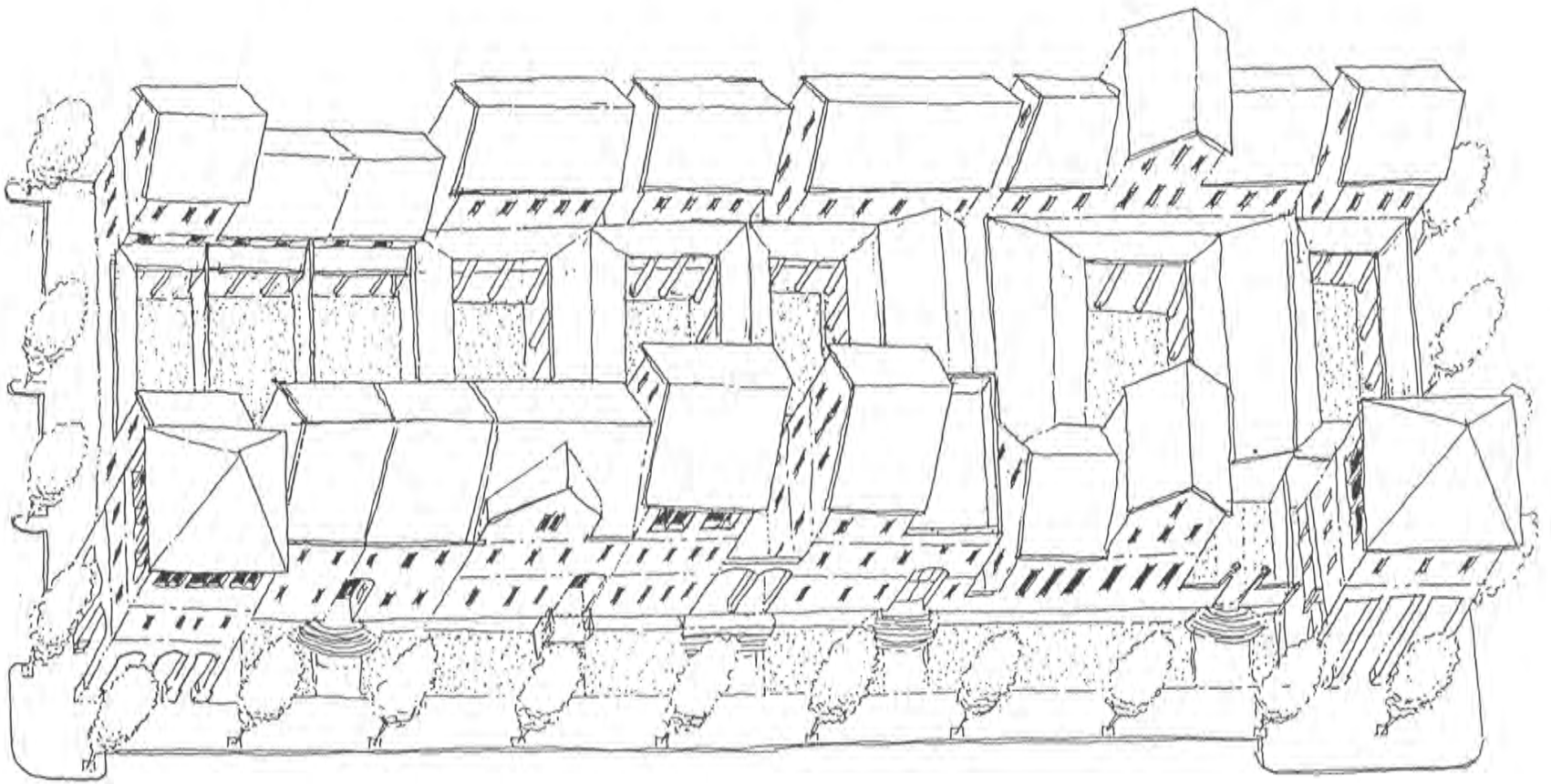


AREA 4
NEW COLLINS AVENUE RESIDENTIAL DEVELOPMENT



Collins Avenue and the New Residential Development

AREA 4
NEW COLLINS AVENUE RESIDENTIAL DEVELOPMENT

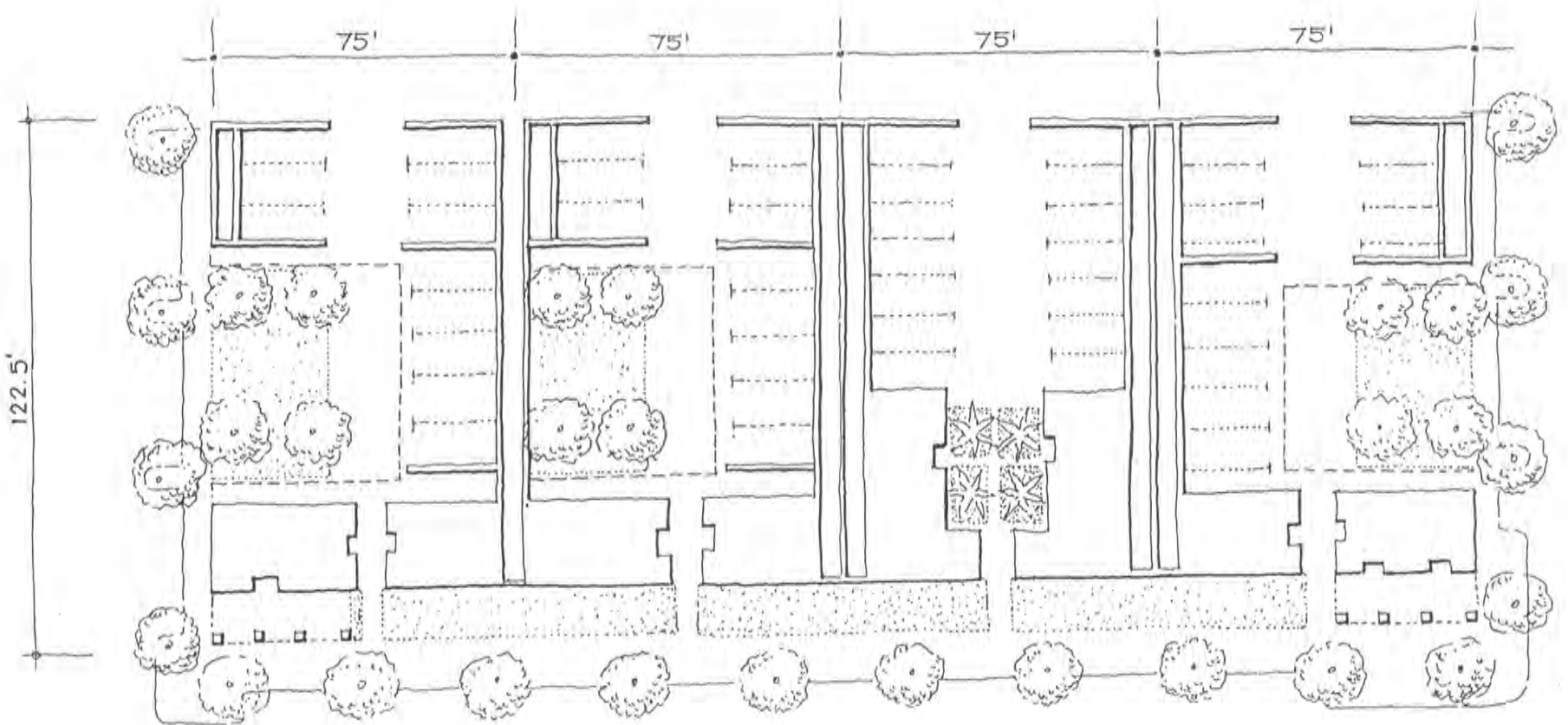
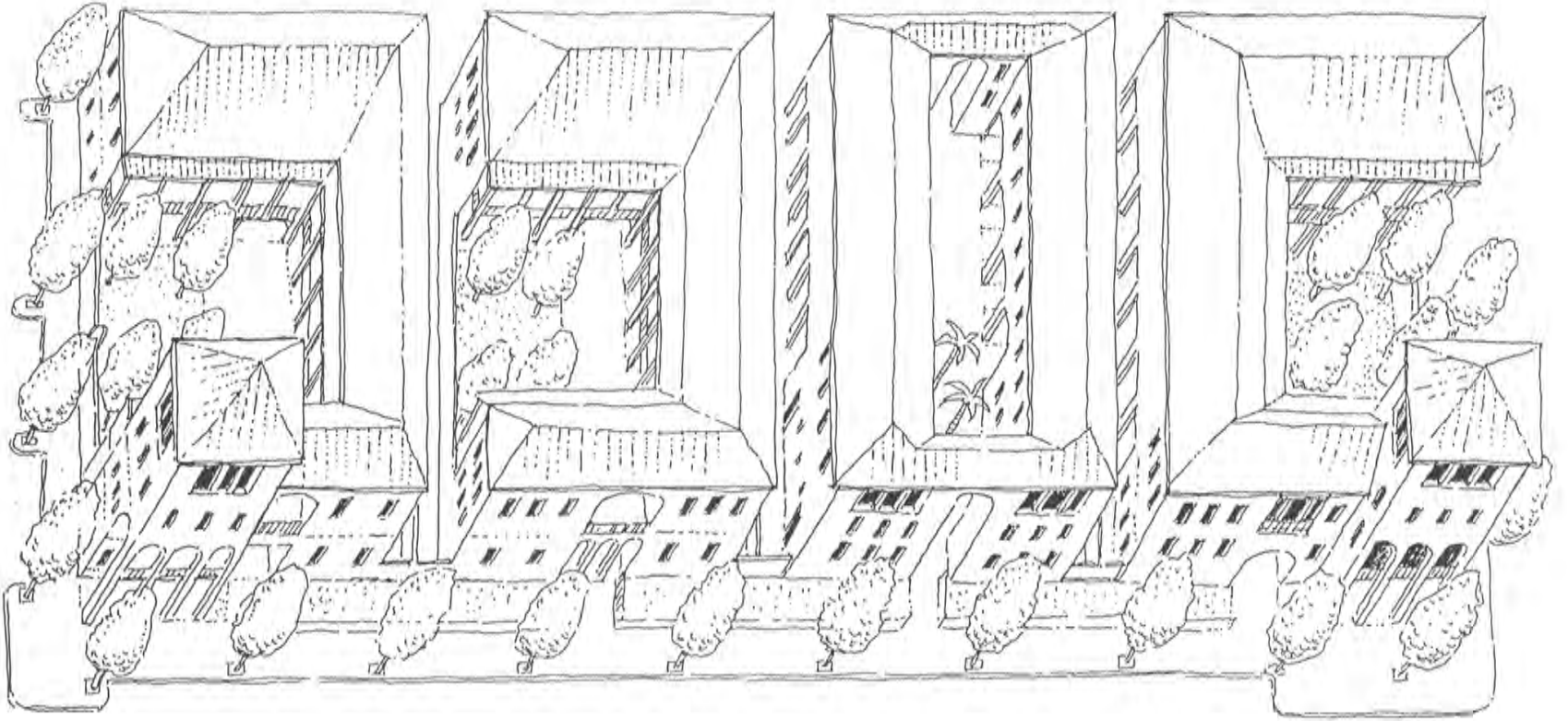


Example of a Courtyard Interior

BLOCK TYPE I

Platting	24'
Dwelling Units (2,000 s.f. avg. - townhouse-courtyard)	12 max 4 min
Retail/Cafe	N/A
Parking Spaces	2/DU

AREA 4
NEW COLLINS AVENUE RESIDENTIAL DEVELOPMENT

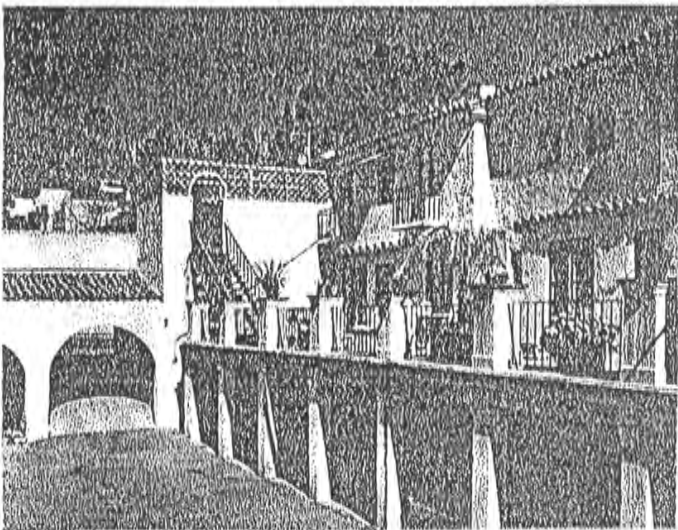
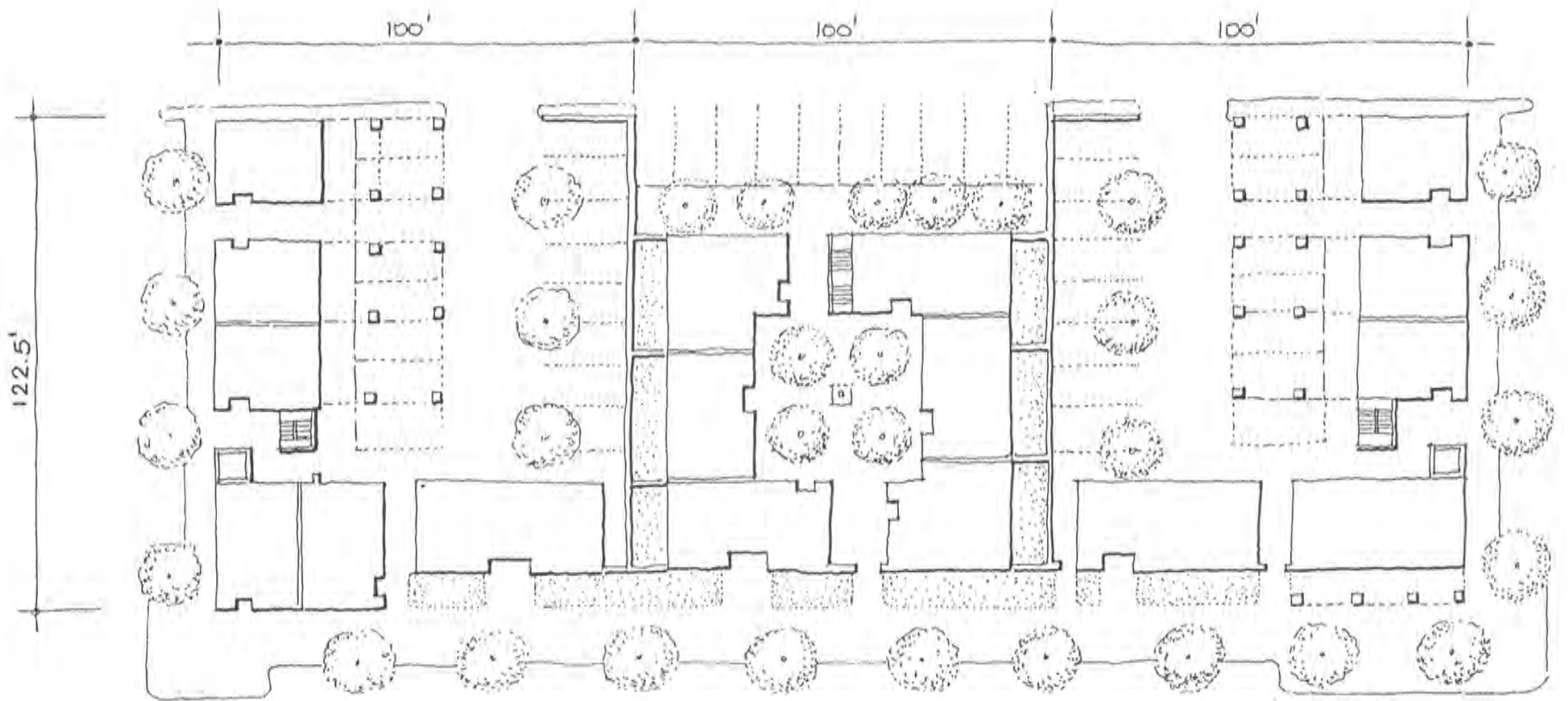
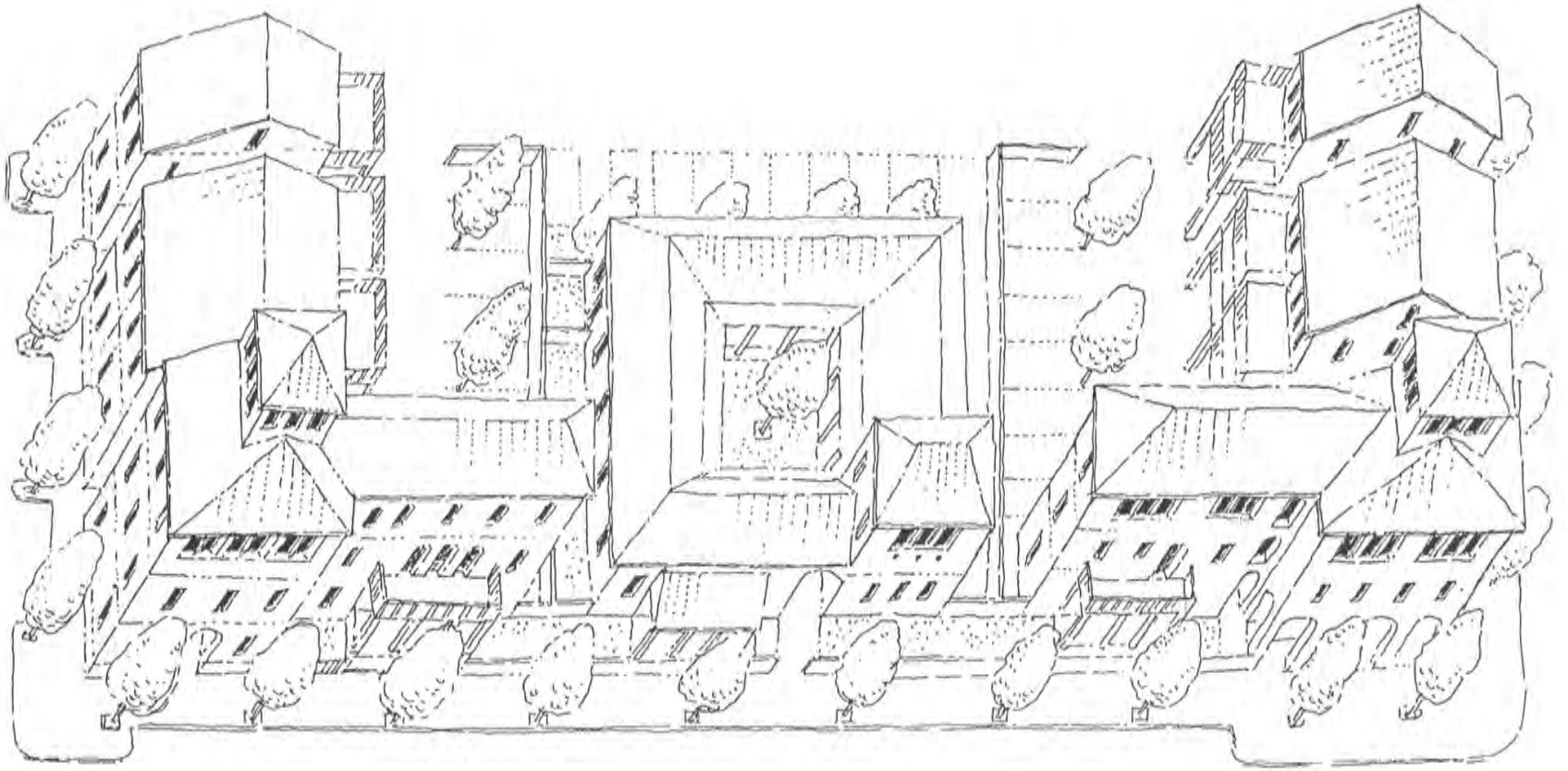


Example of a Courtyard Interior

BLOCK TYPE II

Platting	75'
Dwelling Units (800 s.f. avg.-apartments)	30
Retail/Cafe	600 s.f.
Parking Spaces	45 1.5/DU

AREA 4
NEW COLLINS AVENUE RESIDENTIAL DEVELOPMENT

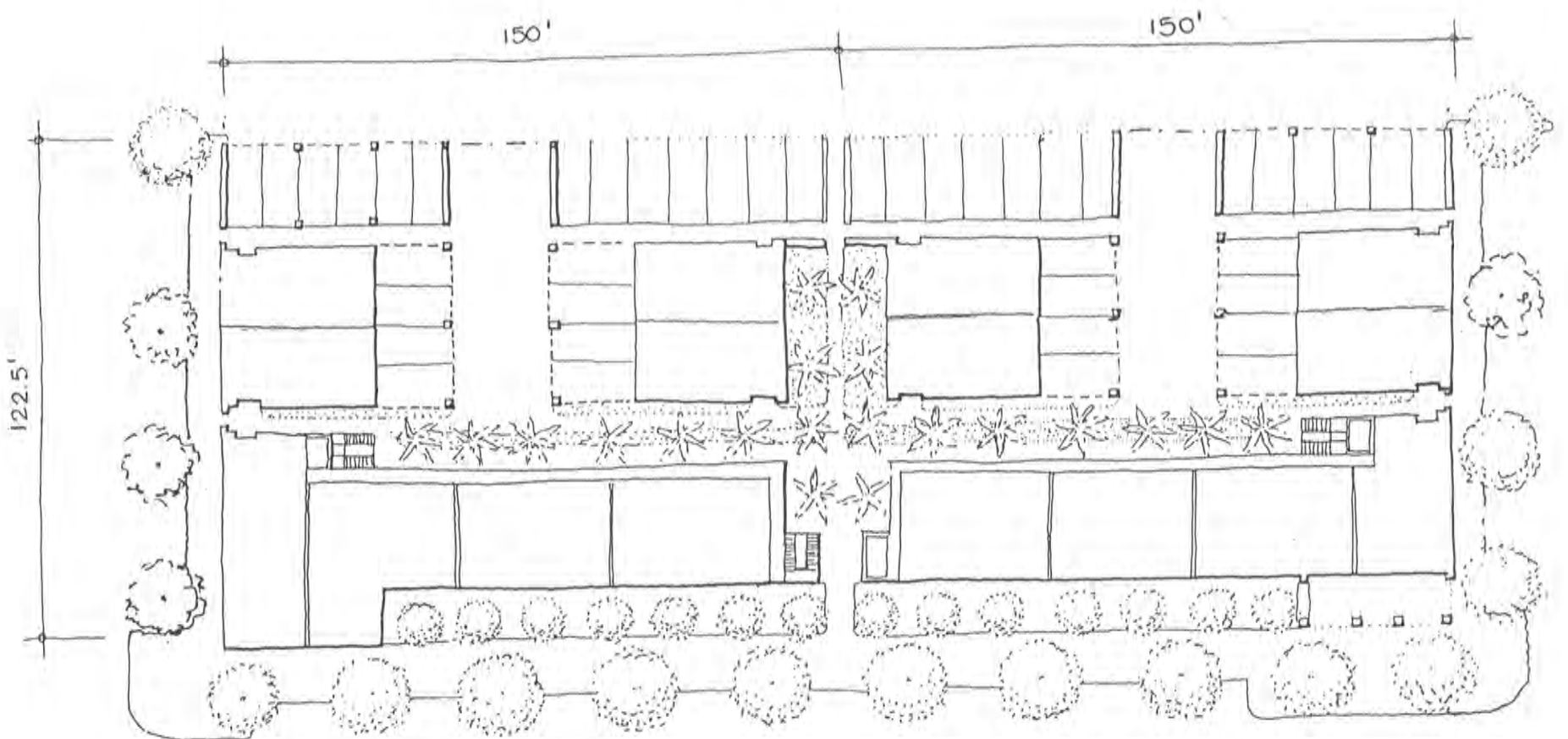
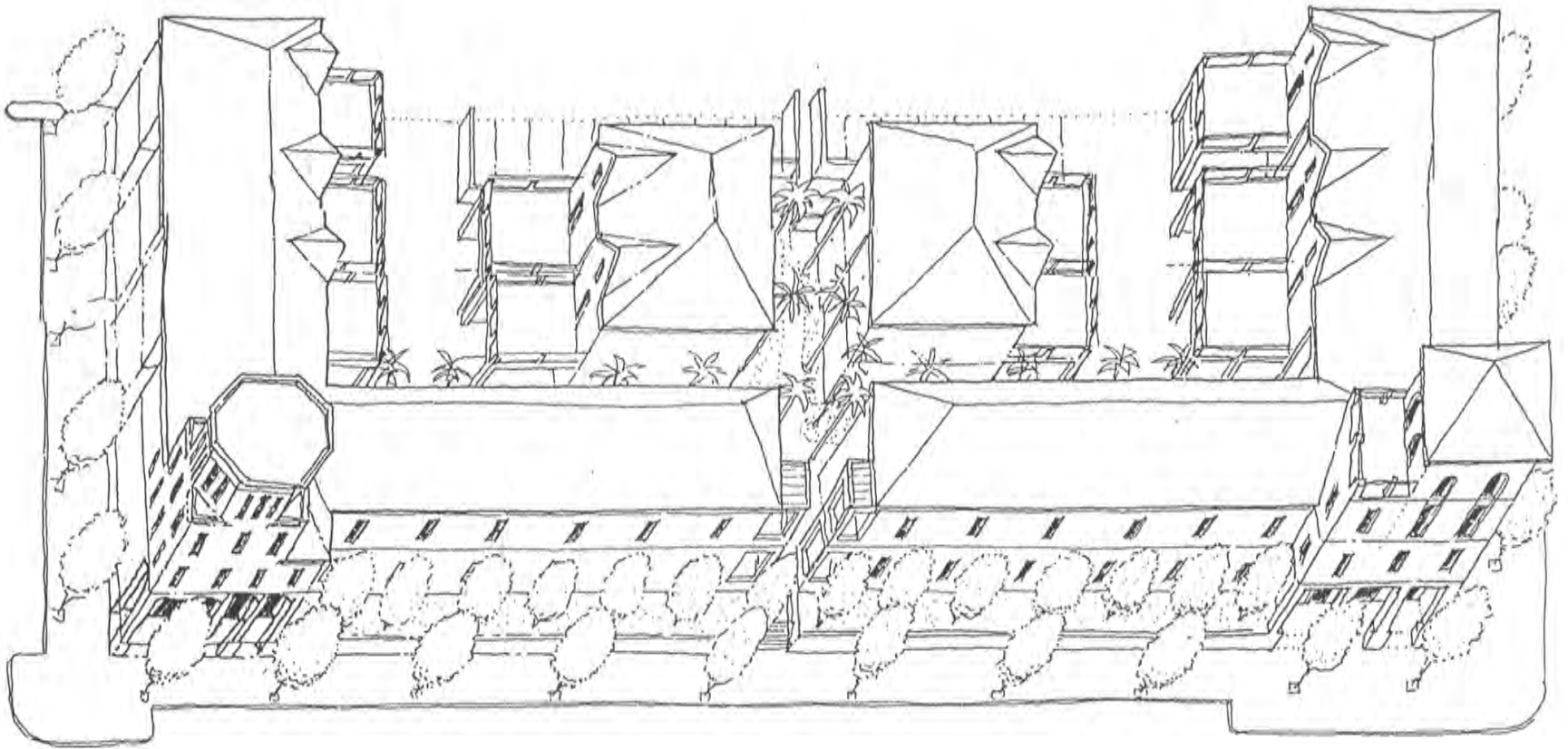


Example of Private Gardens over Parking Decks

BLOCK TYPE III

Platting	100'
Dwelling Units (800 s.f. avg.- apartments)	28
Retail/Cafe	600s.f.
Parking Spaces	42 1.5/DU

AREA 4
NEW COLLINS AVENUE RESIDENTIAL DEVELOPMENT

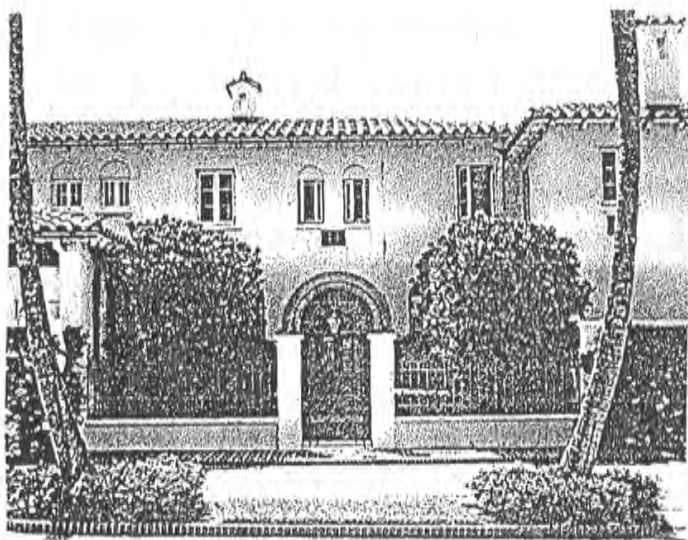
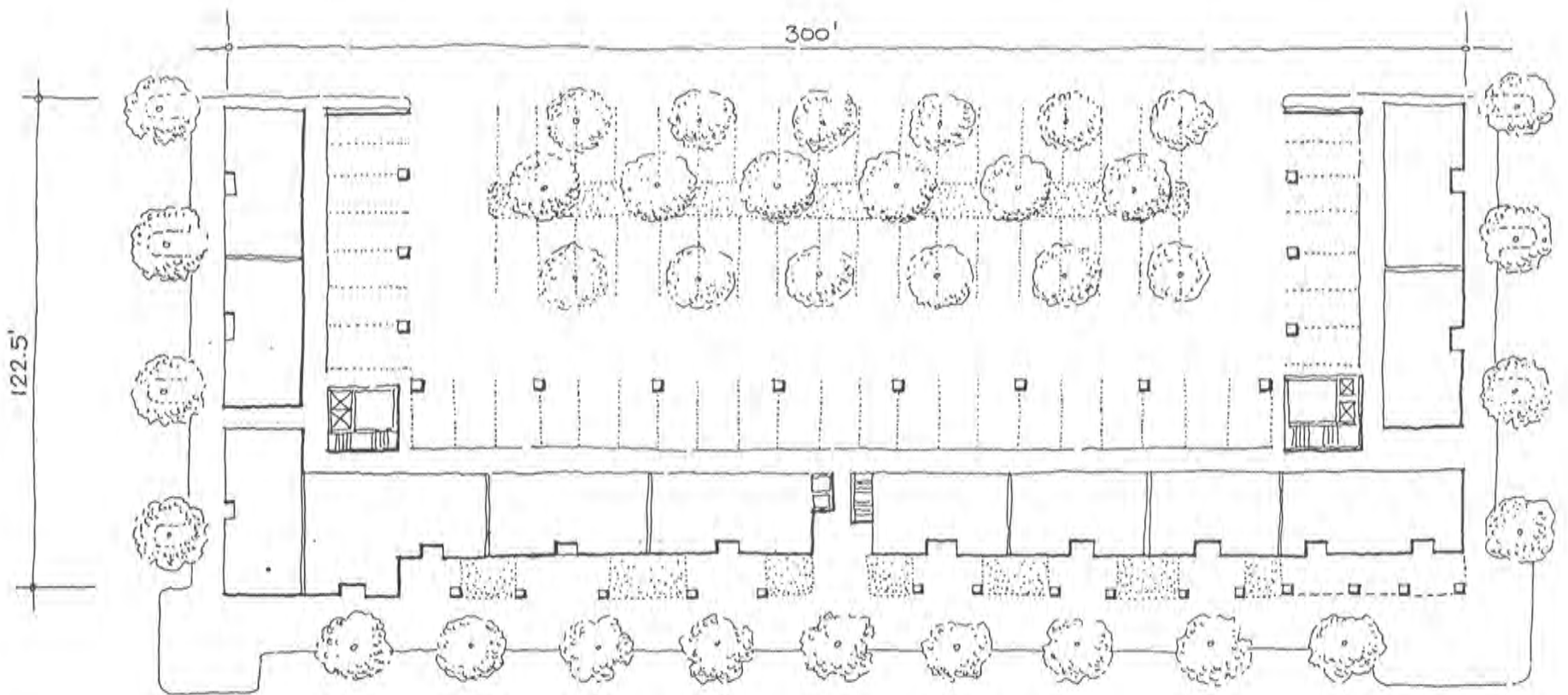
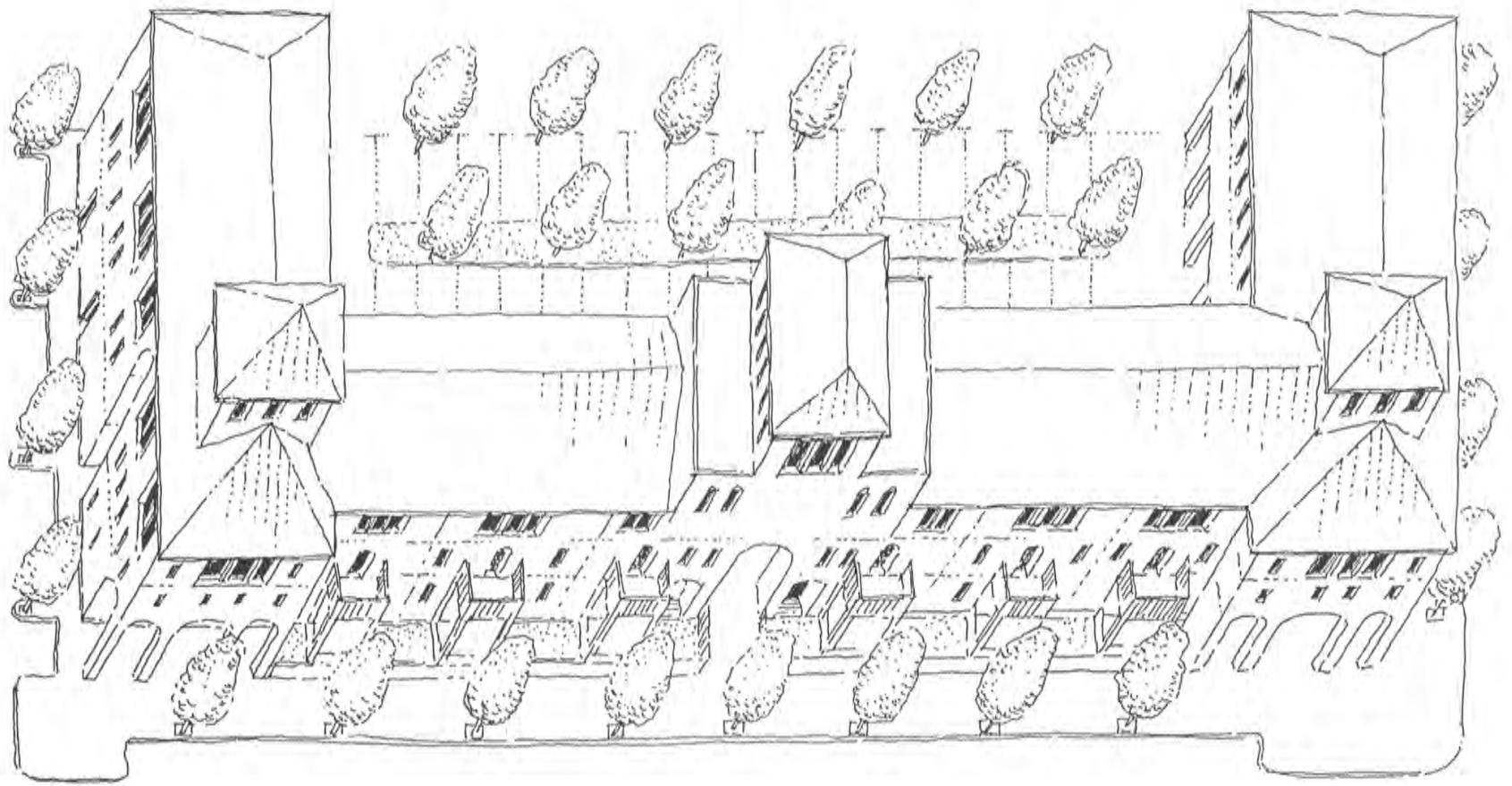


Example of a Courtyard Between Two Properties

BLOCK TYPE IV

Platting	150'
Dwelling Units -1000 s.f. avg.-	25
apartments	17
townhouses	8
Retail/Cafe	900 s.f.
Parking Spaces	42
	2 /Townhouse
	1.5 /Apt/Retail

AREA 4
NEW COLLINS AVENUE RESIDENTIAL DEVELOPMENT



BLOCK TYPE V

Platting	300'
Dwelling Units (700 s.f. avg.-apartments)	52
Retail/Cafe	900 s.f.
Parking Spaces	78
	1.5 /DU/Retail

Example of Apartment Building Occupying a Whole Block

AREA 4
NEW RESIDENTIAL DEVELOPMENT ON THE WEST SIDE OF COLLINS



View of Collins Avenue Looking North with the New Residential Development on the West Side

AREA 5 ALTOS DEL MAR SINGLE FAMILY AREA



KEY MAP



Cul de sac at 78th Street in Altos Del Mar



Existing House at Altos Del Mar

GENERAL STATEMENT

Altos del Mar Single Family Area

The three blocks of this area contain some of the last remaining oceanfront single family residences in the City. With its first buildings dating to the 1920's, this area maintains a coherent building scale. The early building styles were mostly Mediterranean and Caribbean.

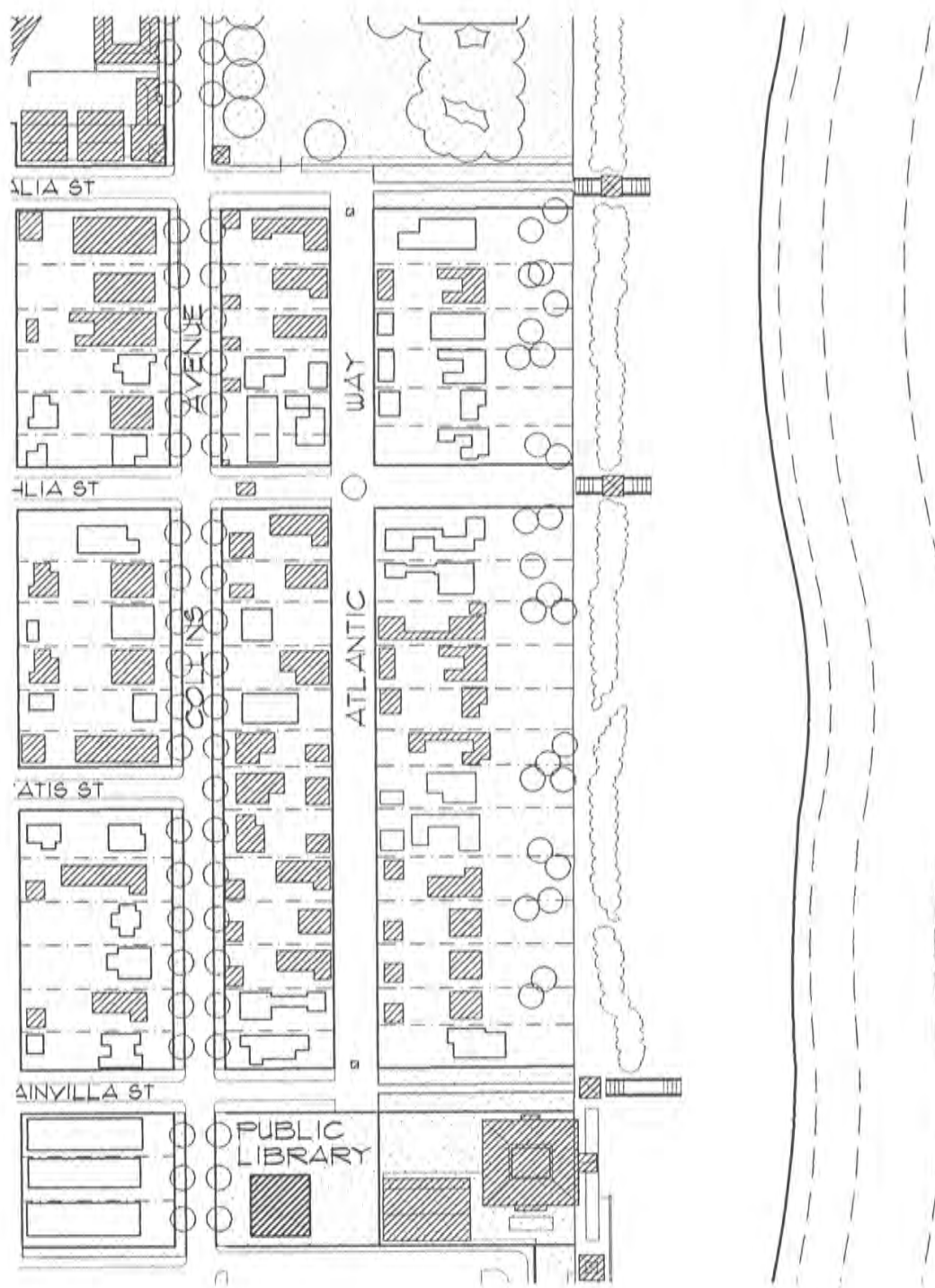
Altos del Mar provides for North Beach the important opportunity of adding single family housing to a neighborhood dominated by apartments. Although its ocean-front location makes the area uniquely attractive, it is somewhat isolated by its other boundaries, the North Shore Open Space Park, Collins Avenue, and the Public Library. For this reason, its residents have requested that the area be developed with controlled access. Thus vehicular access for the lots is limited to Atlantic Way, which has controlled entries from 76th, 78th, and 79th Streets. 77th Street is to be closed and Atlantic Way and 78th Street will be private streets. 78th Street will be open daytime for pedestrians. A wall with design restrictions is allowed along Collins Avenue.

RECOMMENDATIONS

1. Designate the cul de sac at 78th Street a private street gated to drivers, open in the daytime for pedestrians.
2. Designate Atlantic Way a private street for vehicular access to all lots.
3. Maintain the platting as 50-ft. lots. Allow no more than two lots to be assembled.
4. Zone the three blocks RS-4 with the following exceptions to the City code.
 - 4.1. All lots shall front on Atlantic Way.
 - 4.2. The front setback shall be minimum of 20 feet from the center line of Atlantic Way.
 - 4.3. Side setbacks shall be a total of 20% of the lot width with a minimum of 5 feet on each side.
 - 4.4. Rear setbacks are not required, except for ocean front lots where buildings shall not extend more than the existing setback.
 - 4.5. A continuous Garden Wall shall be built along Collins Avenue of minimum height 4 feet and maximum height 6 feet. For each lot, this wall shall have one pedestrian gateway of minimum width 3 feet, and at least two additional openings each not less than 2 sf, of square or vertical proportions. Gates and openings may be secured and screened, but shall provide visual access between yard and sidewalk. Gates may have a header detail up to 5 feet above the wall and up to 4 feet on each side of the gate.
 - 4.6. Garden Walls along all other street frontages shall be from 3 feet to 6 feet high.
 - 4.7. Garden Wall finishes shall be limited to stucco or local stone. The exterior finish of buildings shall be limited to stucco, local stone or clapboard. Balcony and porch materials may also be wood or metal. Roof materials shall be terracotta tile or concrete tile or metal.
 - 4.8. New building shall be designed to reinforce Altos del Mar original Mediterranean and Caribbean character and according to City's Design Guidelines.
 - 4.9. Outbuildings shall be allowed of up to 700-sf footprint and up to two stories height.

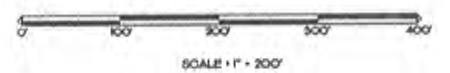
AREA 5

ALTOS DEL MAR SINGLE FAMILY AREA

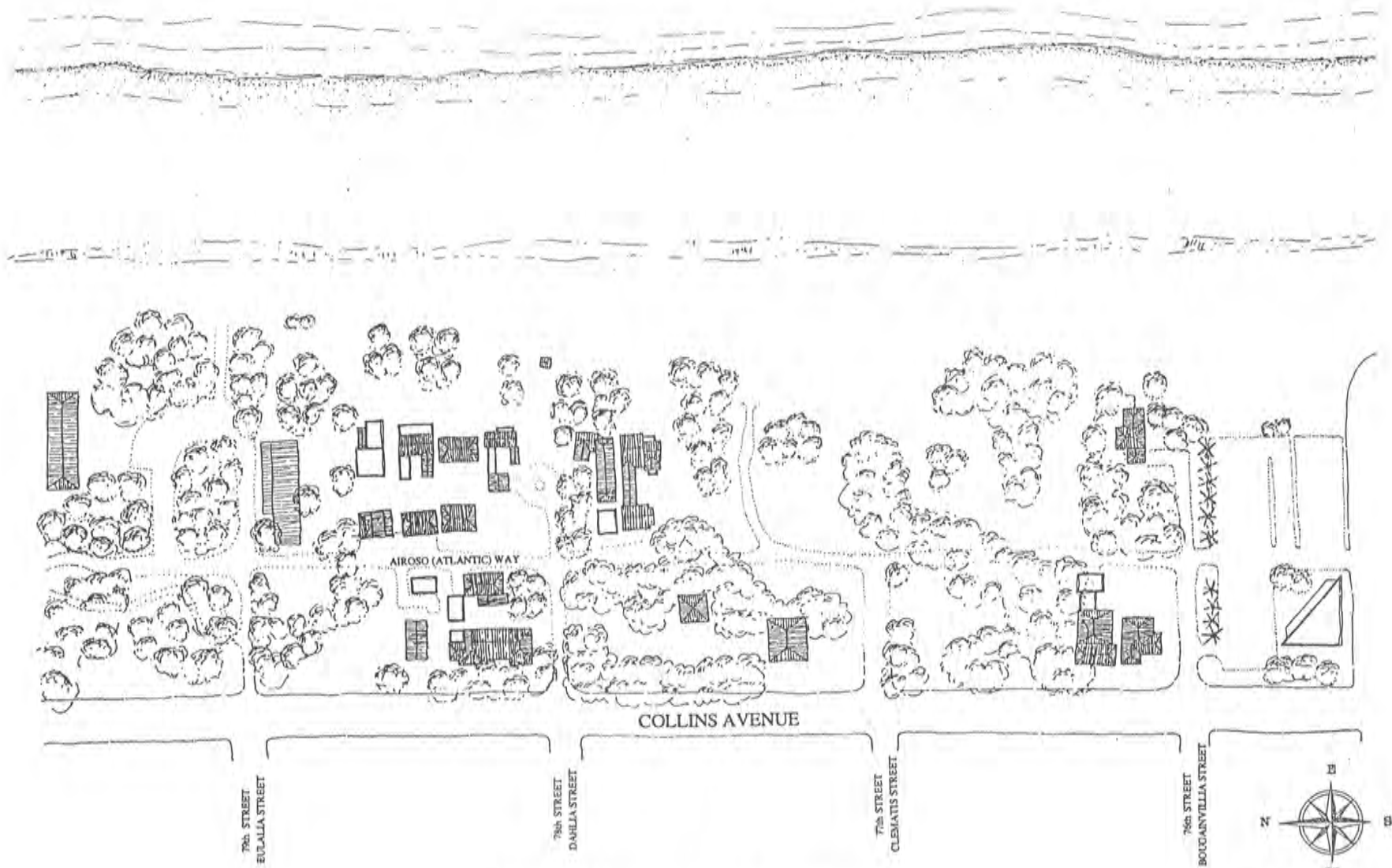


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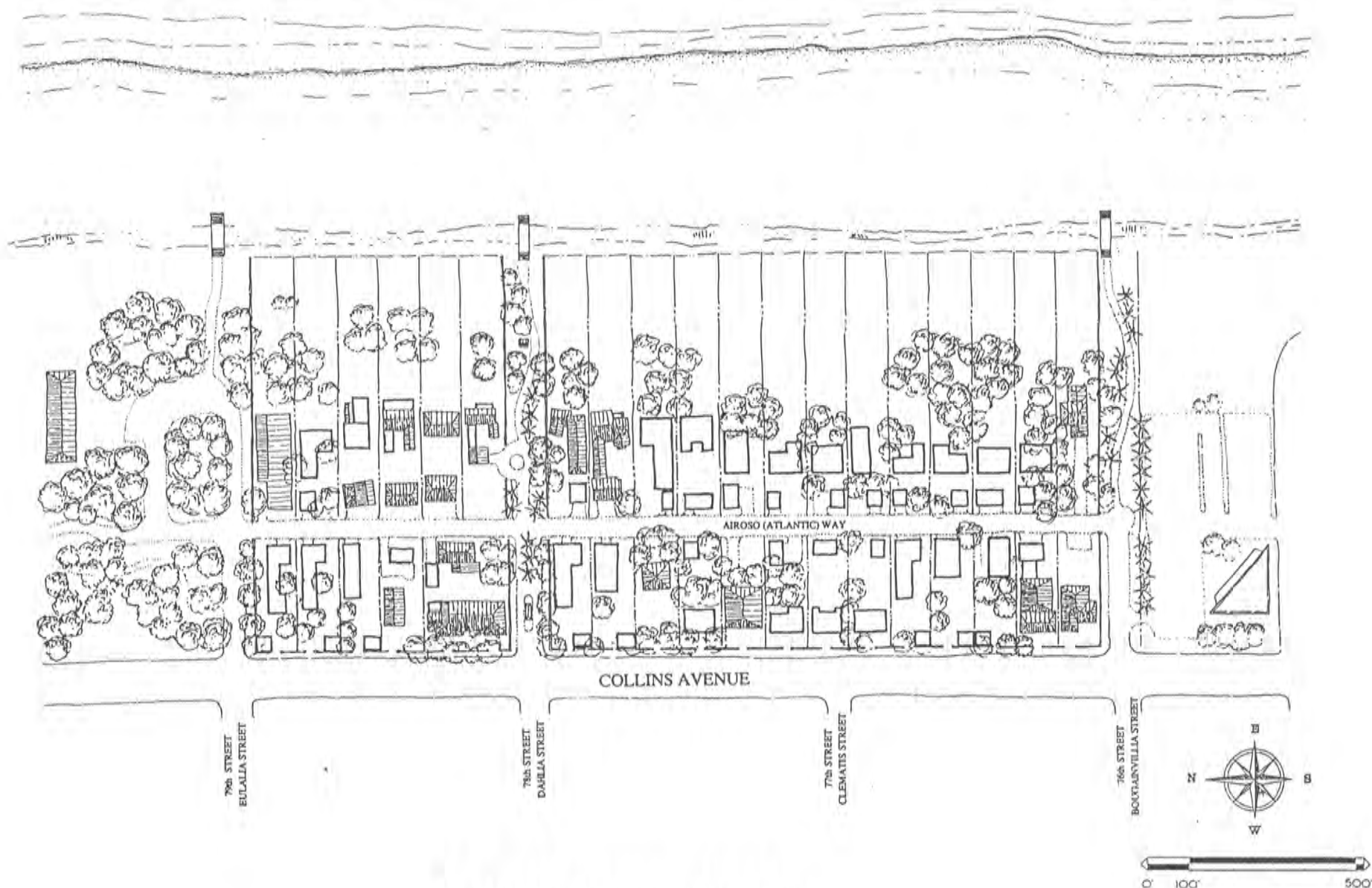
- EXISTING BUILDINGS
- EXISTING PUBLIC BUILDINGS
- PROPOSED INFILL BUILDINGS
- PARK STREET AND LIGHTING IMPROVEMENTS



AREA 5 ALTOS DEL MAR SINGLE FAMILY AREA

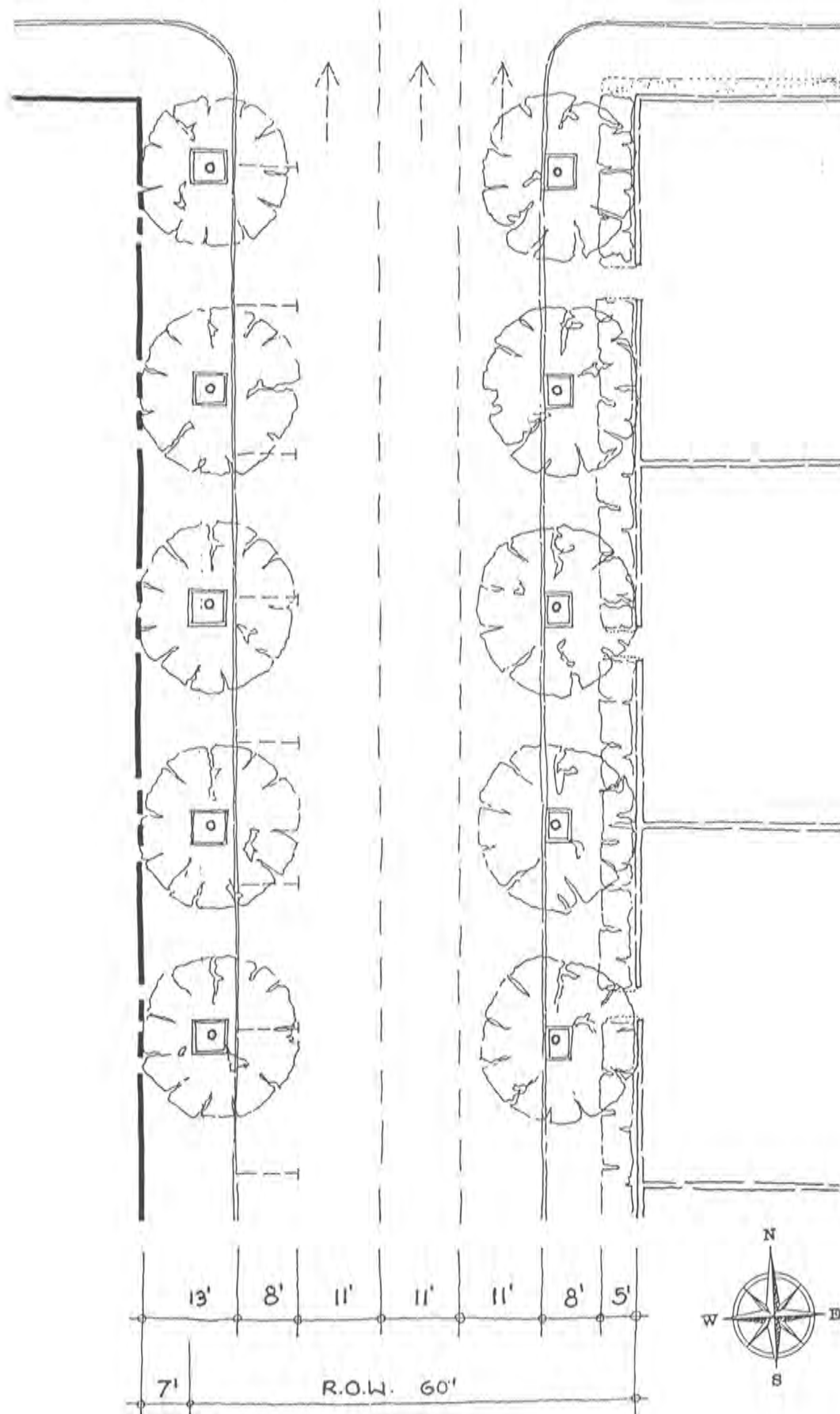
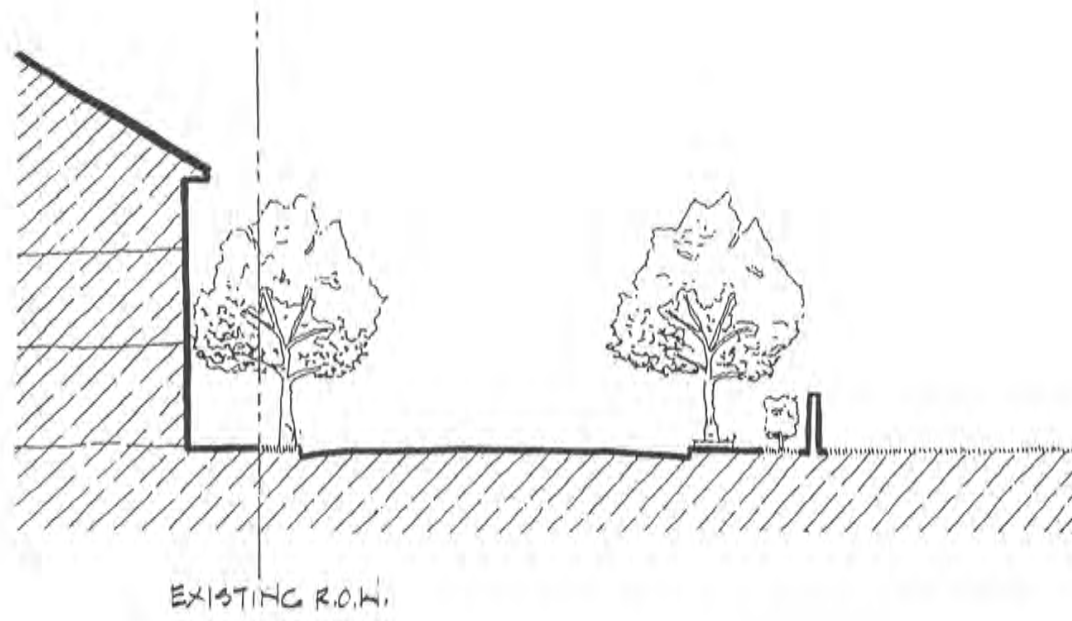


Altos Del Mar - Existing Conditions



Altos Del Mar - Illustrative Infill Plan

AREA 5
ALTOS DEL MAR SINGLE FAMILY AREA



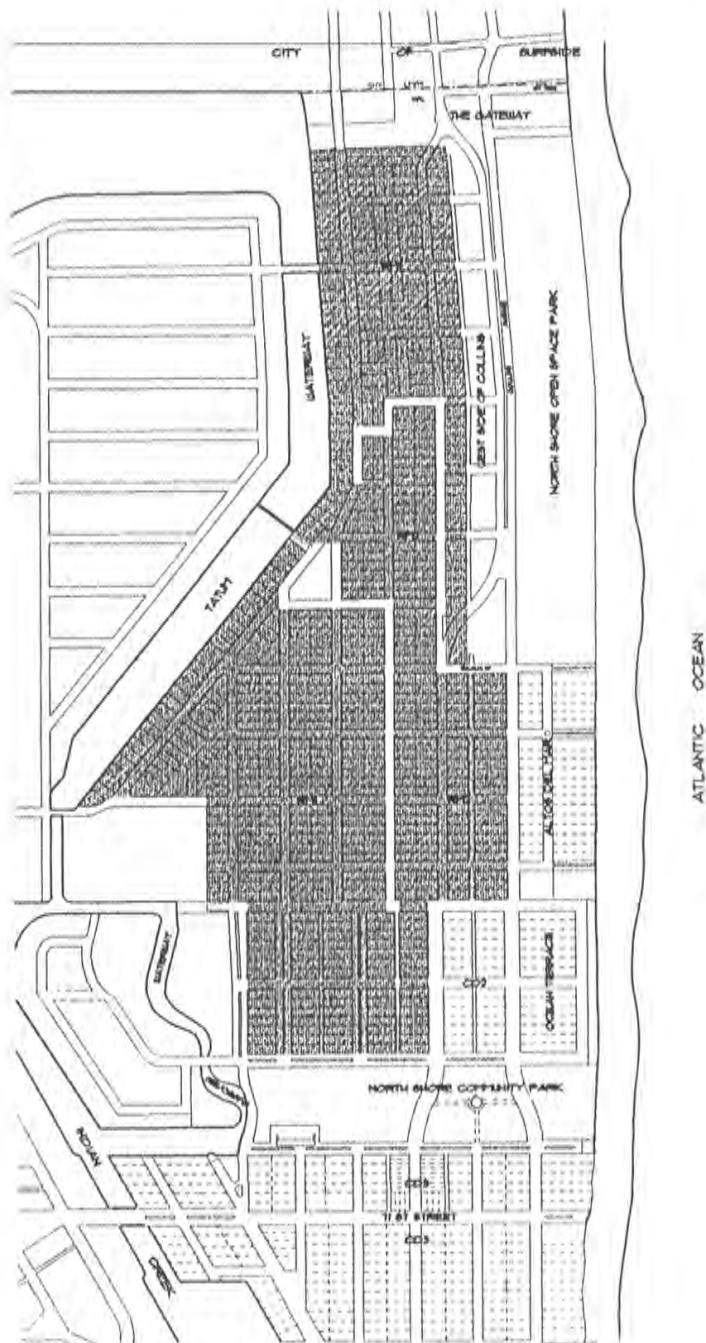
Collins Avenue in Altos Del Mar Single Family Area

AREA 5
ALTOS DEL MAR SINGLE FAMILY AREA



Altos Del Mar - View Along Collins Avenue Looking North

AREA 6 RESIDENTIAL AREA RM-1 AND RM-2



KEY MAP



Typical Existing Streets in Areas RM-1 and RM-2



GENERAL STATEMENT

Residential Area RM-1 and RM-2

The area currently zoned RM-1 and RM-2 is primarily residential with courtyard and bar apartment buildings as the predominant types. Most of the blocks are densely built and provide the setting for a lively community in the heart of the North Beach Neighborhood. Several concerns should guide future improvements in this area.

First, there are areas zoned RM-2 which allows a higher capacity than most existing structures contain. This implies future rebuilding of the RM-2 area at an increased density and building height which would be in great contrast to the existing building fabric. In order to maintain a harmonious physical character for this neighborhood and predictability investors require, the remaining RM-2 zoning should be reduced to RM-1.

If this is not immediately possible, the addition of a seven story height limit to the RM-2 regulations would be a constructive interim action. If the area is re-zoned to RM-1, existing buildings whose use, capacity, and/or footprint exceeding the City code, should be allowed to remain and should be encouraged to improve according to the new urban regulations.

A second concern is inadequate space for parking. Many buildings are grandfathered in without parking while changing demographics are bringing more automobiles to the neighborhood. Several strategies for increasing parking for residents are available, including the addition of public parking on streets where possible and the addition of off street parking in small public garages. The latter can only result from a neighborhood-wide study of opportunities for such development. The former can be achieved on a street-by-street basis according to R.O.W. width and location.

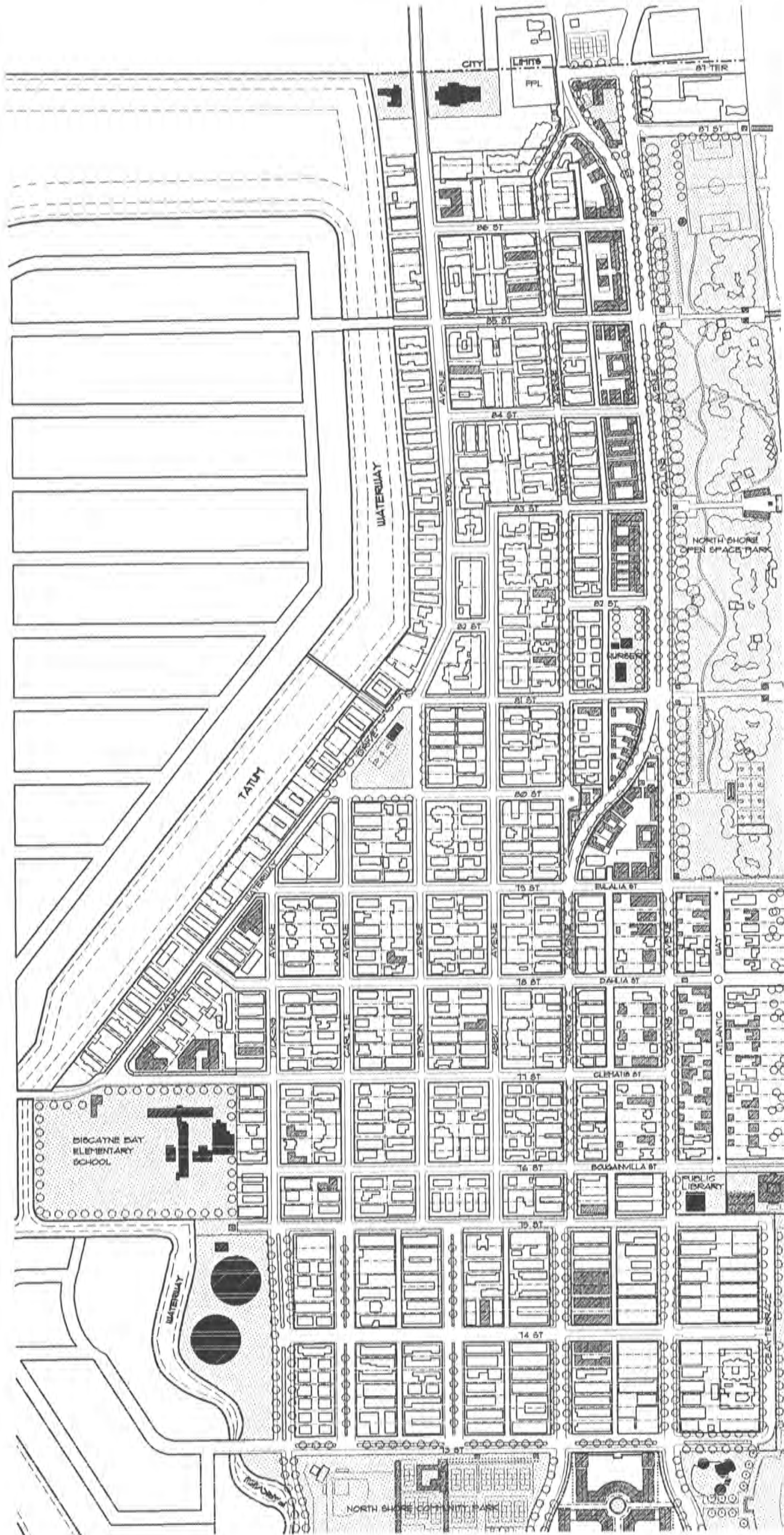
North Beach generally has two kinds of neighborhood streets. Streets such as Byron Avenue with a very wide R.O.W. (80 feet) have the potential to become boulevards with a median and angle parking on both sides and/or in the median. Streets with a smaller R.O.W. (50 ft typically) may not be able to add parking but nonetheless streetscape improvements would enhance their quality. Throughout the North Beach Neighborhood, sidewalk, landscape, and lighting improvements would greatly increase the visual and civic quality of the place.

Finally, although there are a number of buildings in which the quality of design is appreciable, there are many buildings in which the neglect of good design either when originally constructed or in the course of renovation precludes the coalescing of a positive architectural image for North Beach. The City's design guidelines must be strictly enforced for all building activity to improve this situation, and the Development Corporation should consider locally derived incentives, such as an awards program or small grants to pay for professional design assistance, to further encourage design quality.



73rd Street - View Looking East

AREA 6 RESIDENTIAL AREA RM-1 AND RM-2



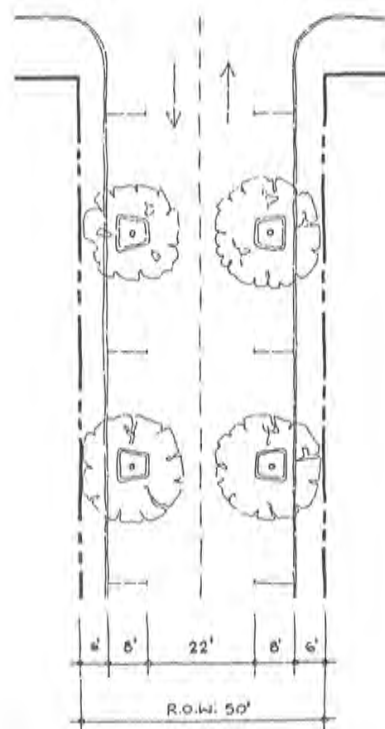
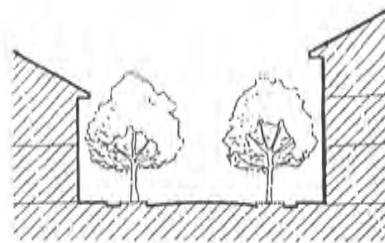
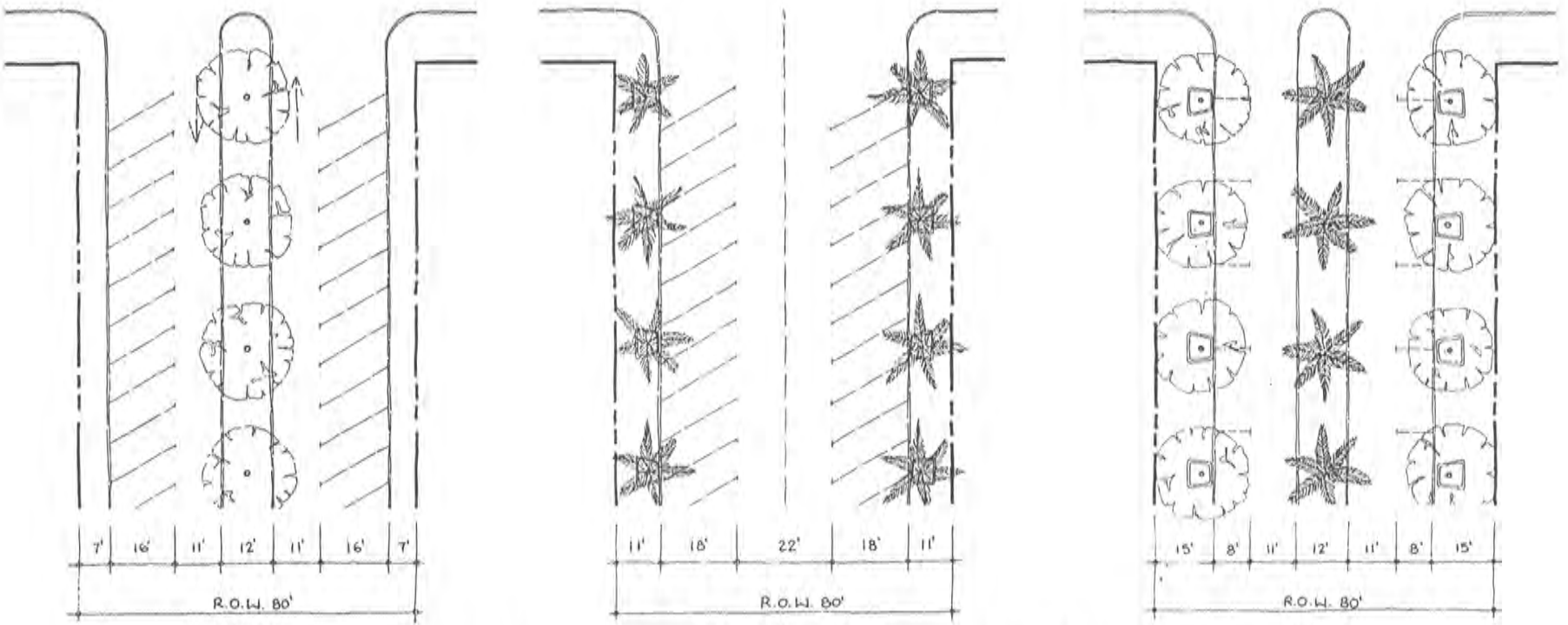
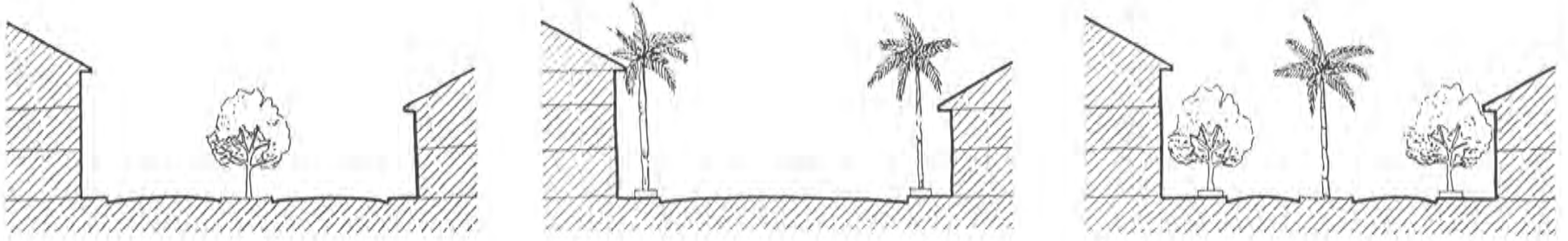
LEGEND

-  EXISTING BUILDINGS
-  EXISTING PUBLIC BUILDINGS
-  PROPOSED INFILL BUILDINGS
-  PARK STREET AND LIGHTING IMPROVEMENTS




Plan Showing Potential for Infill Building

AREA 6
RESIDENTIAL AREA RM-1 AND RM-2



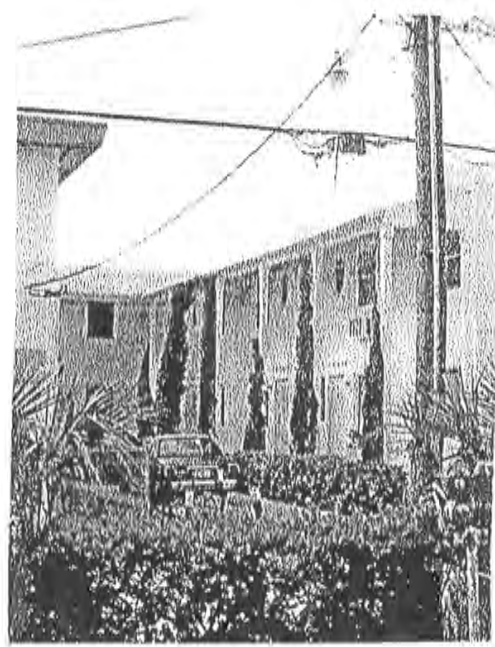
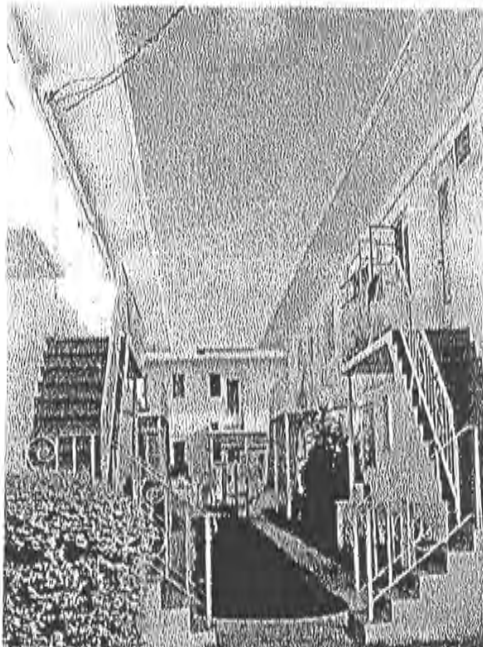
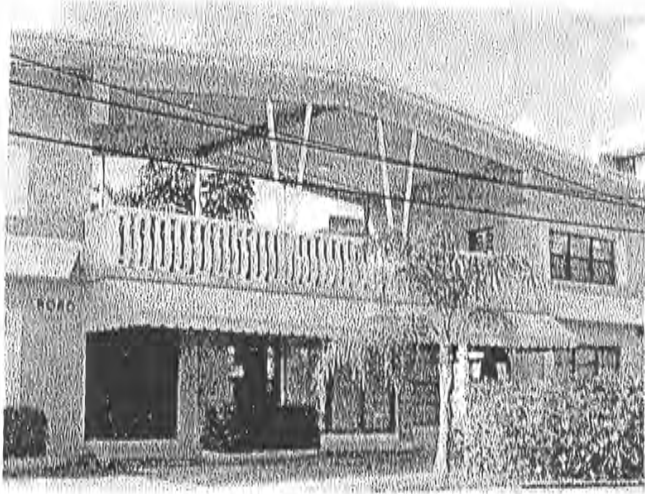
Proposed Improvement of a Street with 50' R.O.W.

AREA 6 RESIDENTIAL AREA RM-1 AND RM-2

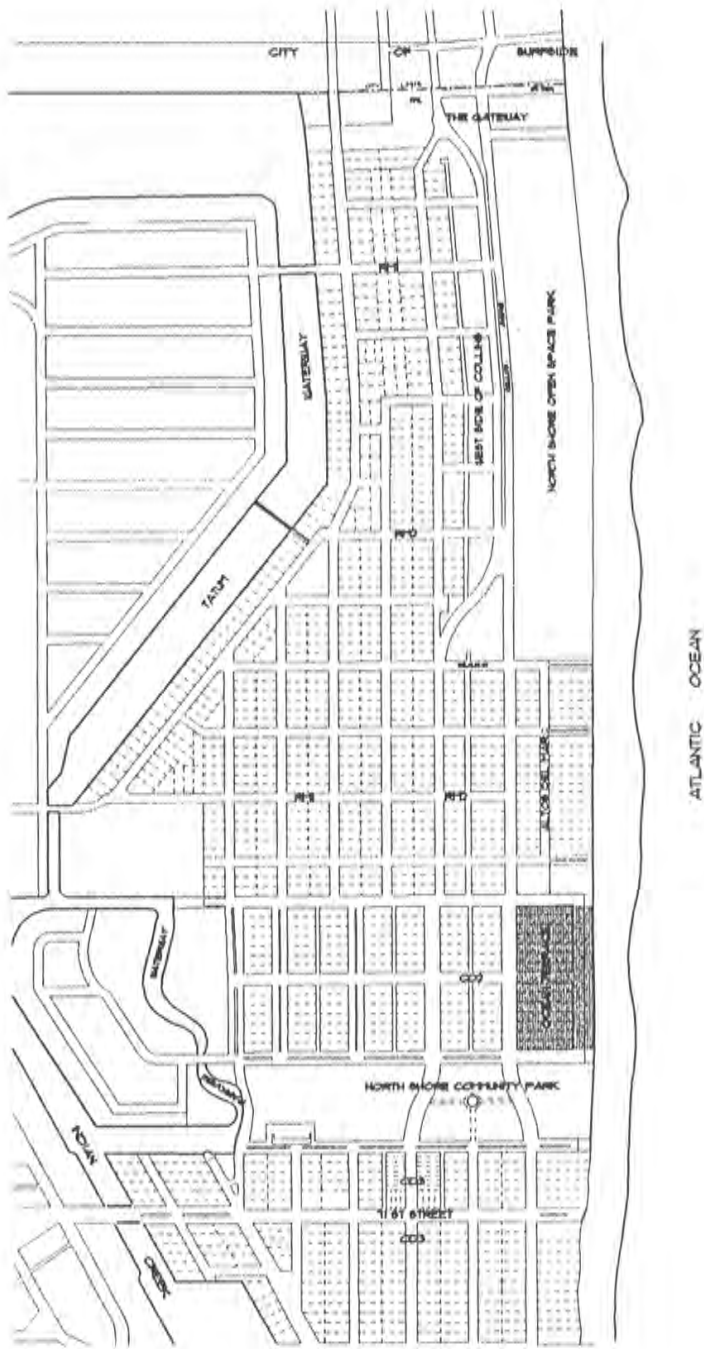
RECOMMENDATIONS

Residential Area RM-1 and RM-2 Continued

1. Zone this area all RM-1. If an interim alternative is necessary, limit all RM-2 lots to a 7-story maximum building height. For either RM-1 or RM-2, allow the following exceptions to the City Code:
 - 1.1. The front setback shall be the Build-to-Line as defined in the Urban Regulations.
2. Apply the City's Design Guidelines for all renovations and new building in this area.
3. All new buildings shall be built according to the Urban Regulations of the Development Plan.
4. Establish the following architectural standards:
 - 4.1. Exterior finish shall be limited to stucco or native stone. Balconies and porches, exterior stairs and halls shall be cantilevered no more than 3 ft. without brackets or other supports. They shall be made of concrete/ stucco, wood or metal. Their railings or parapets shall be a minimum 70% transparent.
 - 4.2. Roofs may be flat or symmetrically pitched.
 - 4.3. Sliding doors and windows shall be permitted only at backyard locations.



AREA 7 OCEAN TERRACE



KEY MAP

GENERAL STATEMENT

Ocean Terrace

Ocean Terrace plays an integral role in defining the image of North Beach because it is the neighborhood's primary urban public place at the Ocean's edge. The Development Plan supports the Kimley-Horne proposal for the street's reconfiguration with diagonal parking on both sides and wider sidewalks. Infill building which is concordant with the present building types is encouraged for the vacant lots. New buildings should conform to the existing continuous building frontage line. Building height should not exceed 7 stories and should be setback above the pedestal as per the Urban Regulations. Vehicular entry should only occur off east-west streets, rather than Ocean Terrace. To keep sidewalk interruptions such as driveways off Ocean Terrace, re-opening the mid-block alleys would be helpful. The alleys have been encroached upon over the years, so their re-use can only occur with the coordinated action of all the adjacent property owners.

At the north end of Ocean Terrace, the City parking lot remains a potential building site. Its development, although not foreseen in the near future, should follow the recommendations described below for the west side of Ocean Terrace. The ultimate condition of Ocean Terrace should be a three-sided urban space, with buildings enclosing its two-block-long space on the west, on the north and on the south. The south end is bordered by a City park. Although this is not a development site per se, a park pavilion, such as that shown in the University of Miami study for this area, would contribute the desired enclosure to provide a strong sense of place for Ocean Terrace.

RECOMMENDATIONS

1. Maintain the platting as 50 ft. lots. Allow no more than three lots to be assembled.
2. Designate the existing buildings fronting Ocean Drive for historic preservation.
3. Re-zone this area to RM-2 with the following exception to the City's Zoning Code:
3.1. Building height shall be a maximum of 7 stories.
4. Apply the City's Design Guidelines for all renovations and new building in this area.
5. All new buildings shall be built according to the Urban Regulations of the Development Plan.
6. Buildings shall have flat roofs with parapets.
7. Sliding doors and windows shall be permitted only at backyard locations.

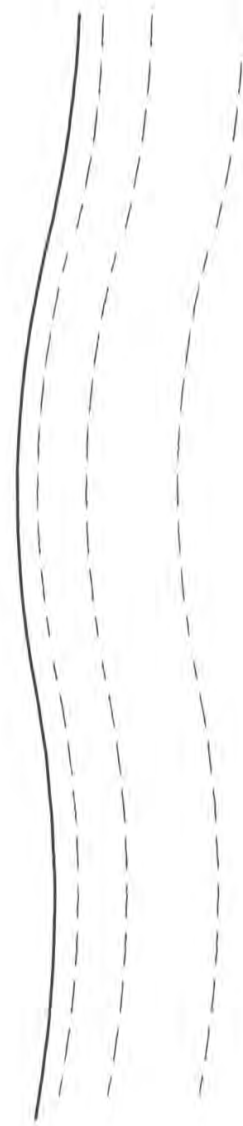
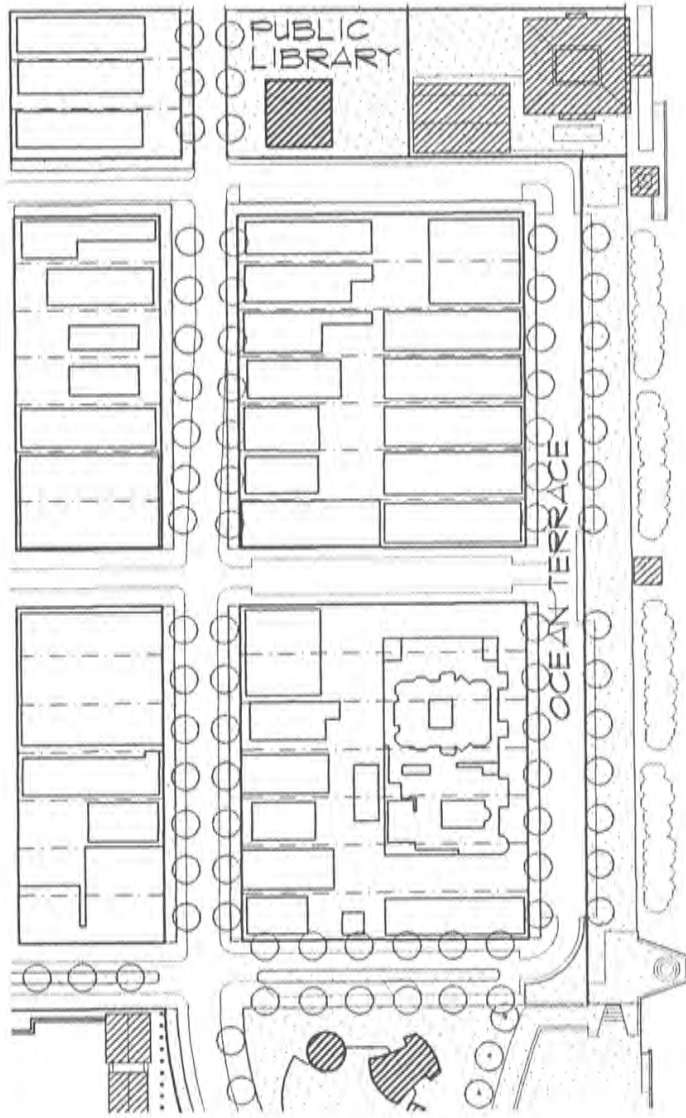


Ocean Terrace - View Looking South







Ocean Terrace - View Looking North

AREA 7 OCEAN TERRACE

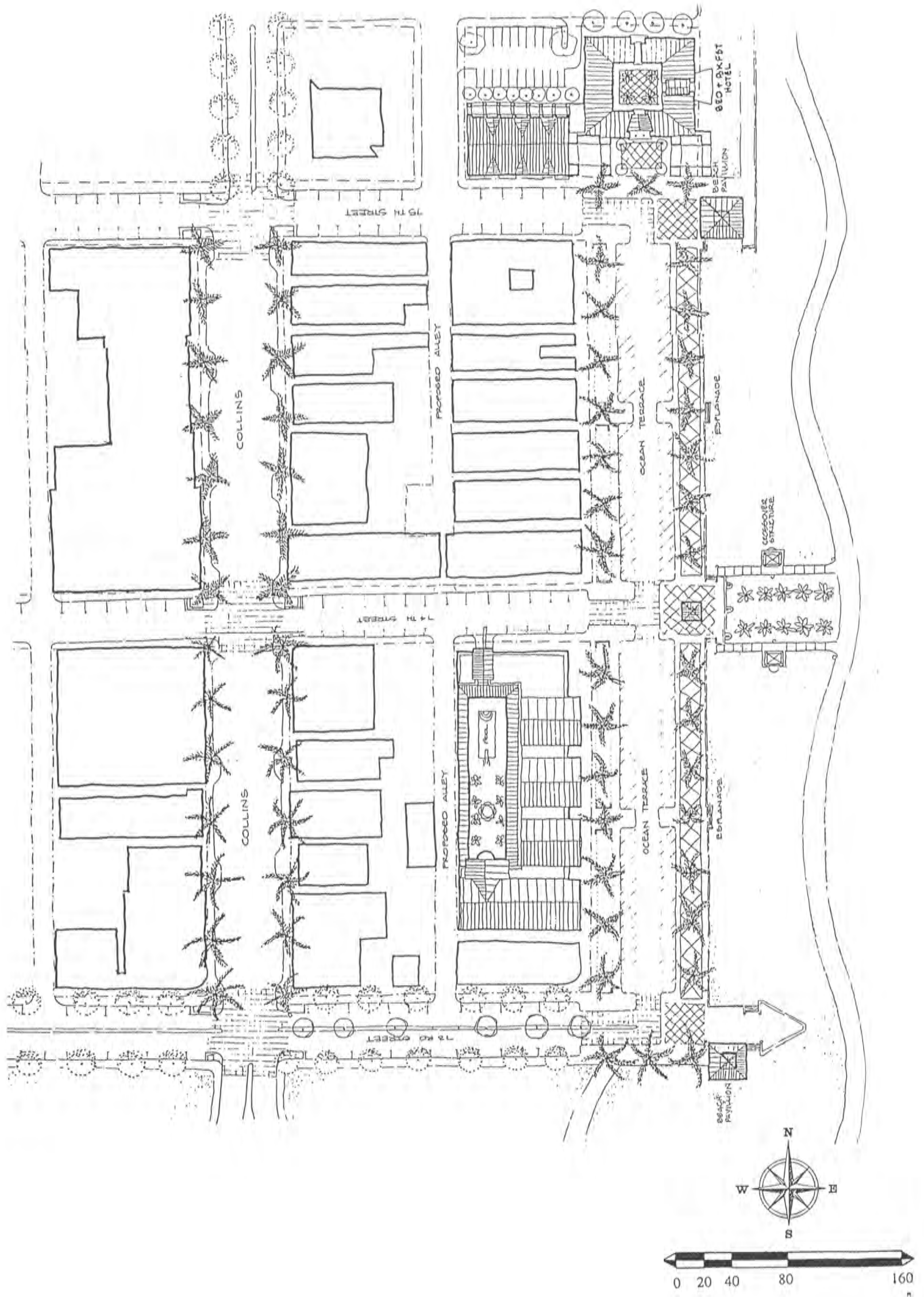


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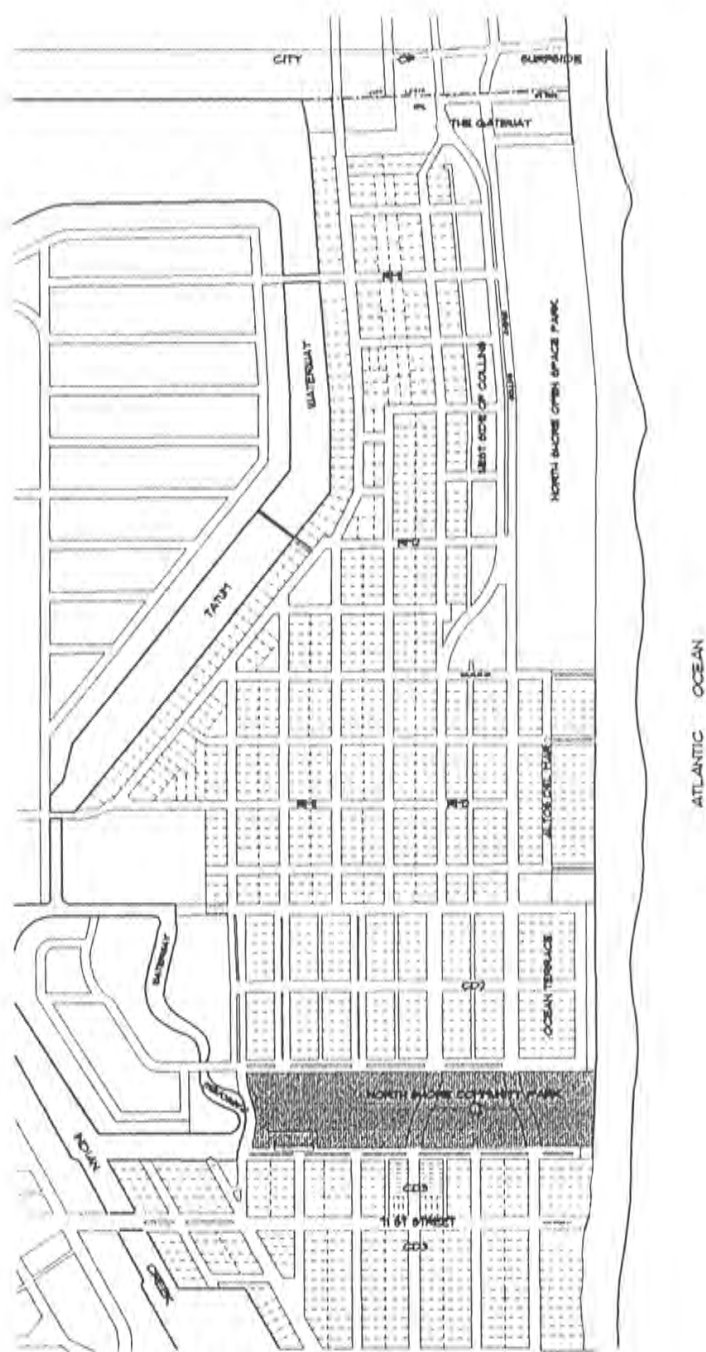
-  EXISTING BUILDINGS
-  EXISTING PUBLIC BUILDINGS
-  PROPOSED INFILL BUILDINGS
-  PARK, STREET AND LIGHTING IMPROVEMENTS



AREA 7
OCEAN TERRACE



AREA 8 NORTH SHORE COMMUNITY PARK



KEY MAP

GENERAL STATEMENT

North Shore Community Park

The North Shore Community Park is the active recreation park for North Beach. Extending from canal to ocean, it is strategically located between the neighborhood's commercial districts and residential areas. The Park has three distinct sections. To the west of Harding Avenue, playing fields and courts comprise the public recreation facility. To the east of Collins Avenue is the beachfront park which includes a bandshell and an open area which is used on occasion for large public concerts. Between Collins and Harding Avenues, an existing parking lot occupies a potential 3-acre development site. Its current zoning is CD-3 with an FAR of between 5 and 6.

At present, the three park sections do not represent a unified whole. A unified design scheme of small improvements in all three sections would greatly increase the Park's contribution to the character of North Beach.

The Development Plan proposes that the City proceed with planned improvements for the recreational facilities, and suggests the addition of a series of pergolas to promote pedestrian circulation across the western end of the Park. These structures are intended to provide an architectural dimension for the Park that it currently lacks, to give it a unique visual character and a sense of place. The Plan further proposes the extension of these structures through the central block, to be detailed to include an outdoor market structure, and the replacement of the parking with a stabilized lawn. To the east of Collins, these structures are completed by beachfront pavilions which are part of the formal concert area, as illustrated in the University of Miami drawing.

The ultimate development of the block between Harding and Collins Avenues should be a complex of buildings, rather than one large structure, with a mix of uses. The future build-out should maintain the pedestrian connections established in the first phase of development described above, and should be designed in recognition of the site's strategic location, terminating views south along Harding and Collins Avenues and overlooking the other two sections of the Park.

This Plan strongly recommends that the scale and height of the buildings on this site not exceed that of other buildings in North Beach. Illustrations of models for this development are shown in Appendix A.

RECOMMENDATIONS

1. Expedite recreational facilities' improvements.
2. Design and install continuous network of pergolas, market structures and concert pavilions as per University of Miami drawing.
3. Establish new limits of development for site between Harding and Collins Avenues to maintain scale compatible with the rest of North Beach.

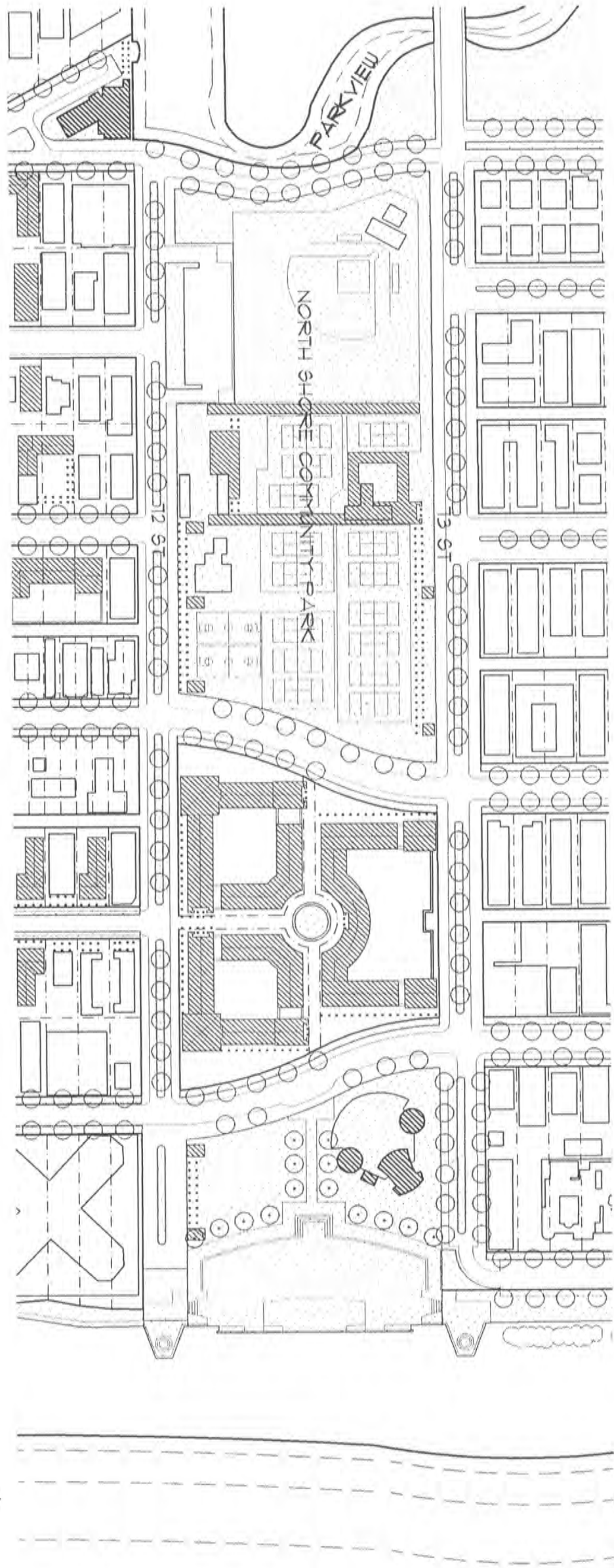


North Shore Community Park - View from Abbot Avenue




North Shore Community Park - View of the Parking Lot


AREA 8 NORTH SHORE COMMUNITY PARK



LEGEND

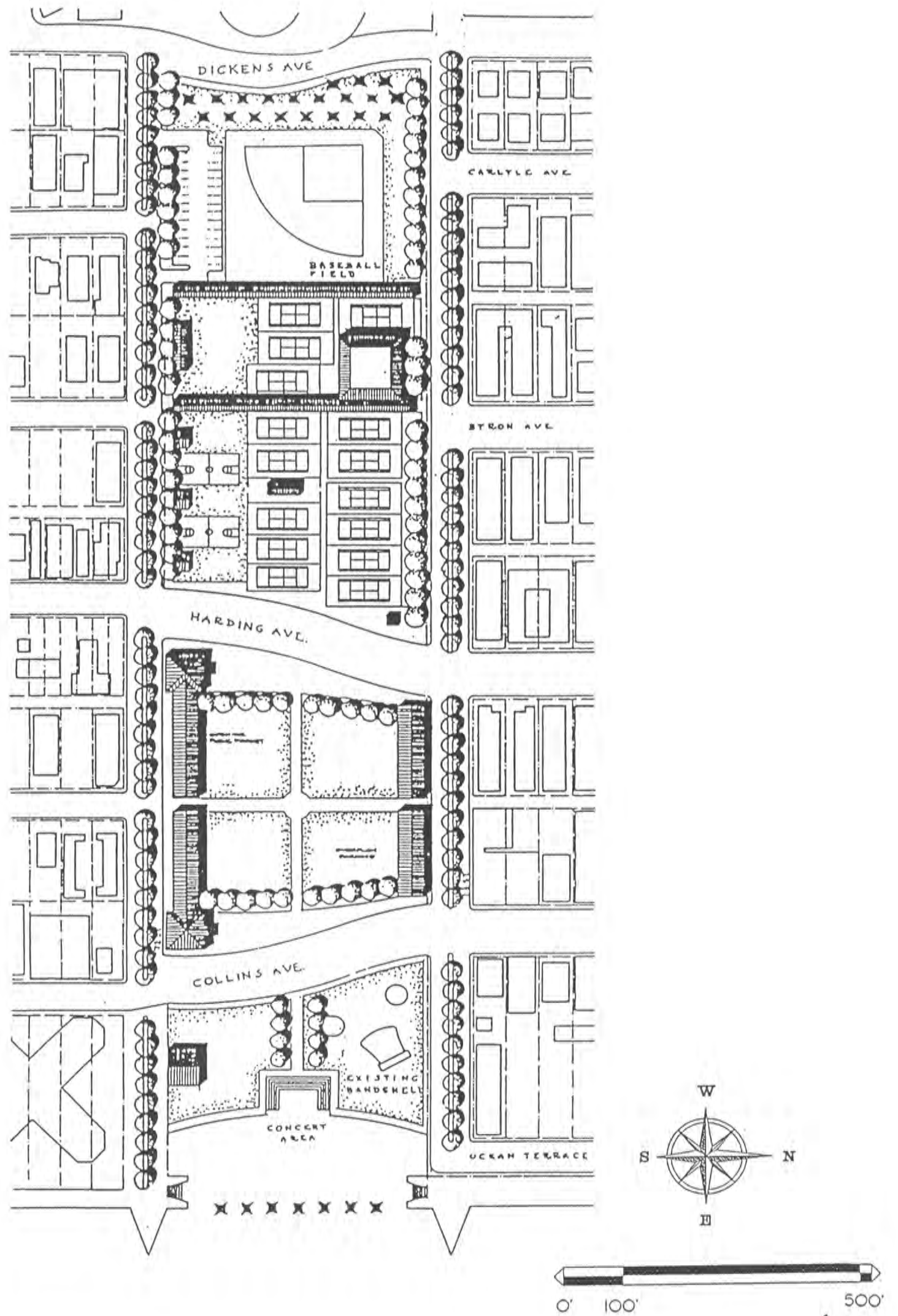
- EXISTING BUILDINGS
- EXISTING PUBLIC BUILDINGS
- PROPOSED INFILL BUILDINGS
- PARK STREET AND LIGHTING IMPROVEMENTS



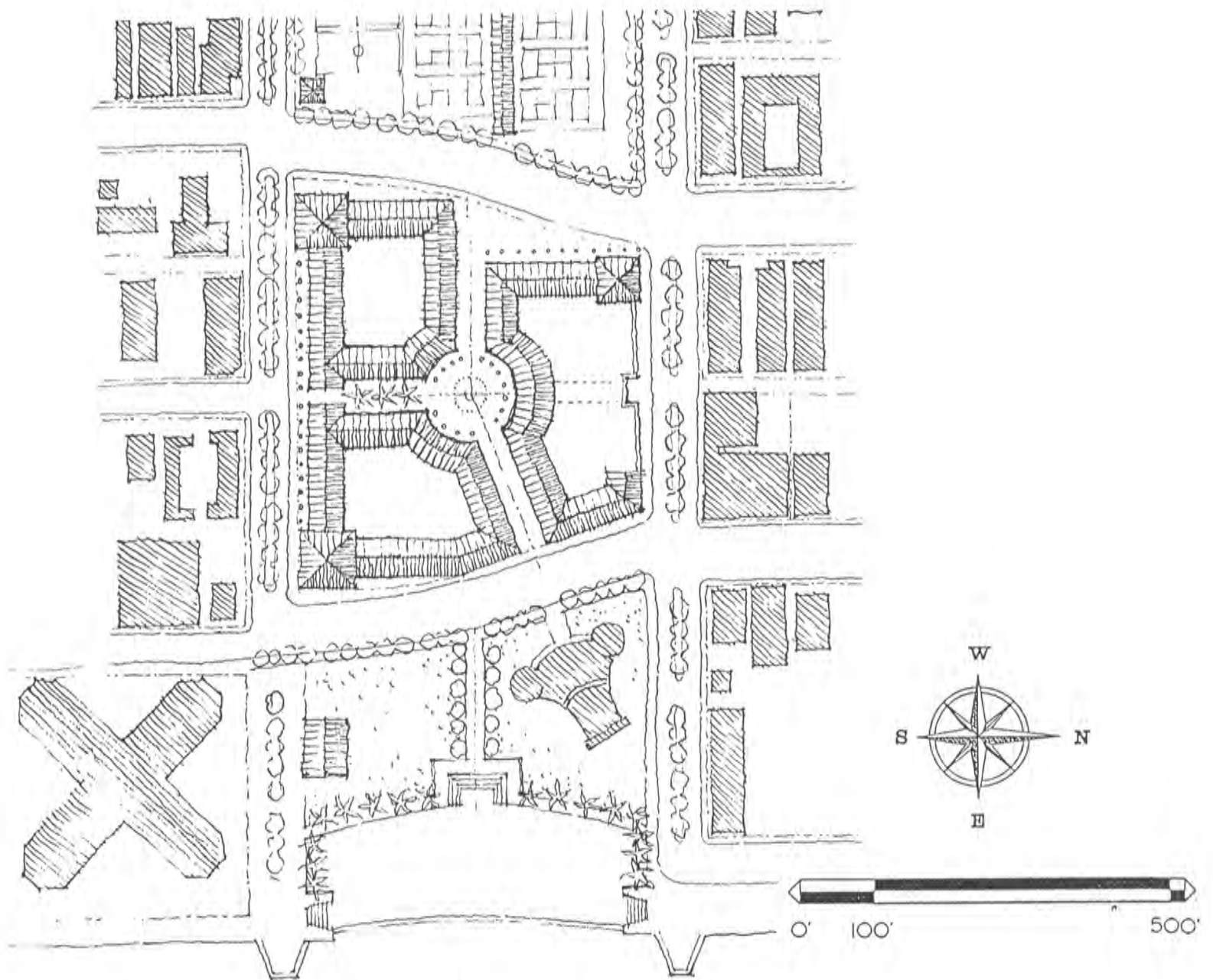
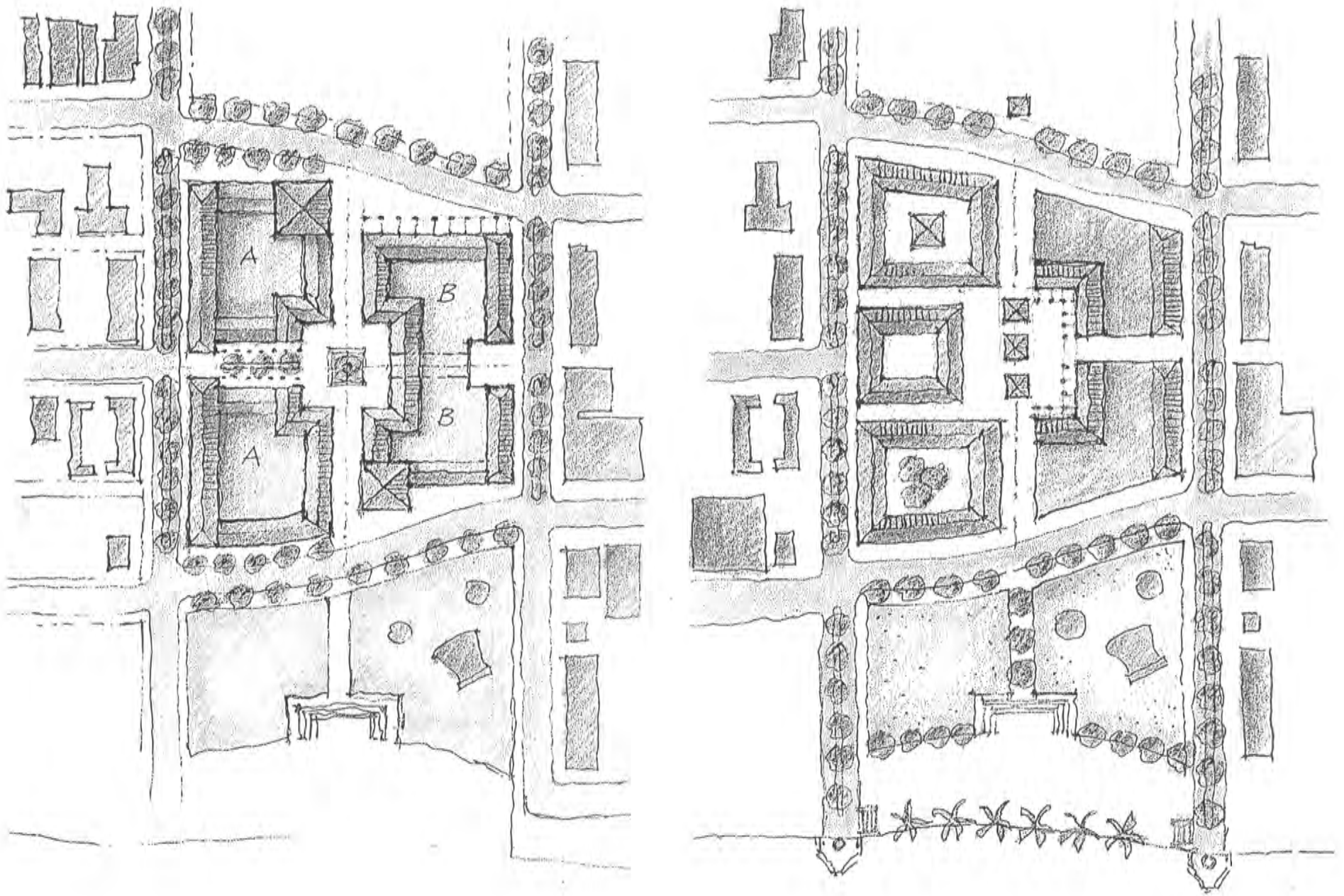


North Shore Community Park - Illustrative Plan of Potential Development Use

AREA 8
NORTH SHORE COMMUNITY PARK



AREA 8
NORTH SHORE COMMUNITY PARK



North Shore Community Park - Different Options for Potential Development Use

AREA 9 71ST STREET



KEY MAP



71st Street - View Looking West



71st Street - View Looking East



Vacant Corner Lot at 71st Street and Byron Avenue



71st Street - Existing Movie Theater

GENERAL STATEMENT

71st Street

Although its appearance does not support its importance, 71st Street is North Beach's main entrance from the west. The Kimley Horne streetscape improvements are an important first step in the improvement this corridor deserves. However, the streetscape alone cannot change the character of the street. Currently, the street is faced by office lobbies, sporadically spaced retail frontage and parking lots whose inadequacy in defining the street space will be little altered by modification of the street paving.

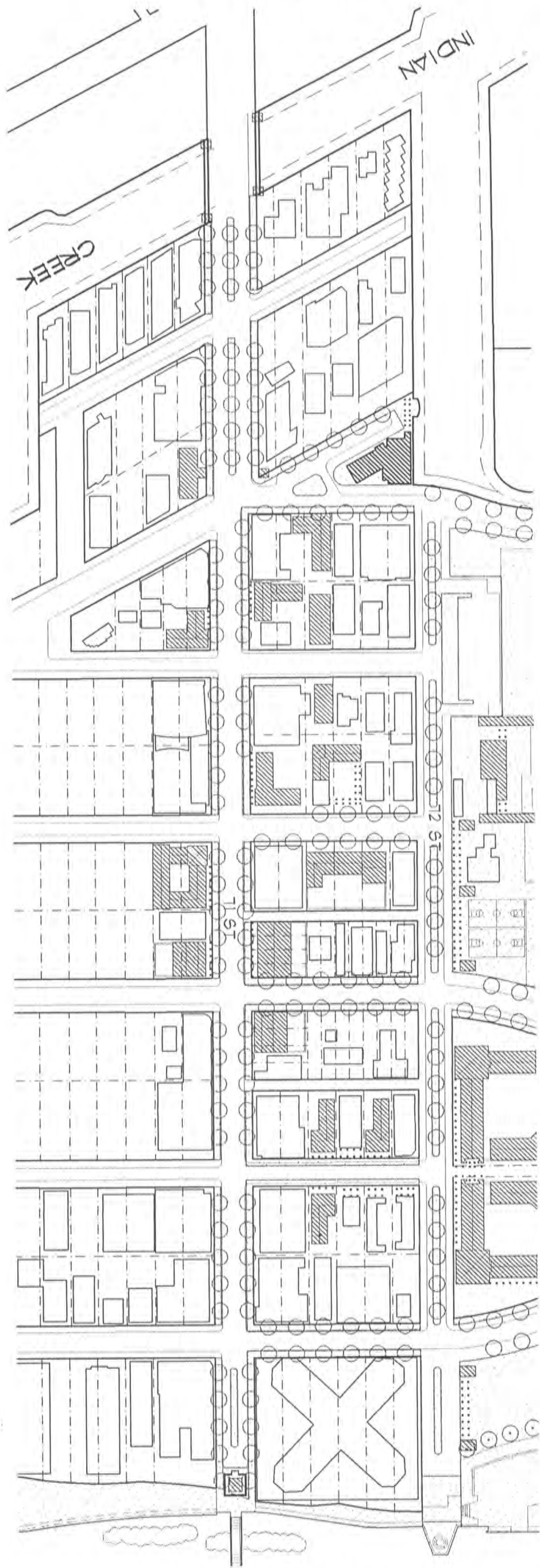
To achieve a unified pedestrian experience, additional attention should be given to building volume and facades, and to the commercial character of the uses lining the street. This Plan proposes that a detailed design and retail plan be made of 71st Street with particular attention to the physical character of the buildings and to a practical retail strategy. To encourage and make development possible, existing factors should be analyzed, and specific proposals made to resolve issues such as the east-west direction of lot platting. Such platting effectively limits the depth of property fronting 71st Street. Other issues include the indeterminate nature of existing commerce, and its relationship with other retail in North Beach.

In the interim, two modifications to the Kimley Horne street plan can emphasize the nature of this street as an important entry to North Beach: a landscaped median at the west end of the street, and a landscaped beach entry at the east terminus of the street.





RECOMMENDATIONS

1. Add to the Kimley Horne street improvement plans a landscaped median west of Indian Creek, and a landscaped beach entry at the east end.
2. Initiate a detailed plan for the 71st street corridor to include solutions for problems of platting, zoning capacity, building scale, retail and other commercial uses and parking.

AREA 9
71ST STREET



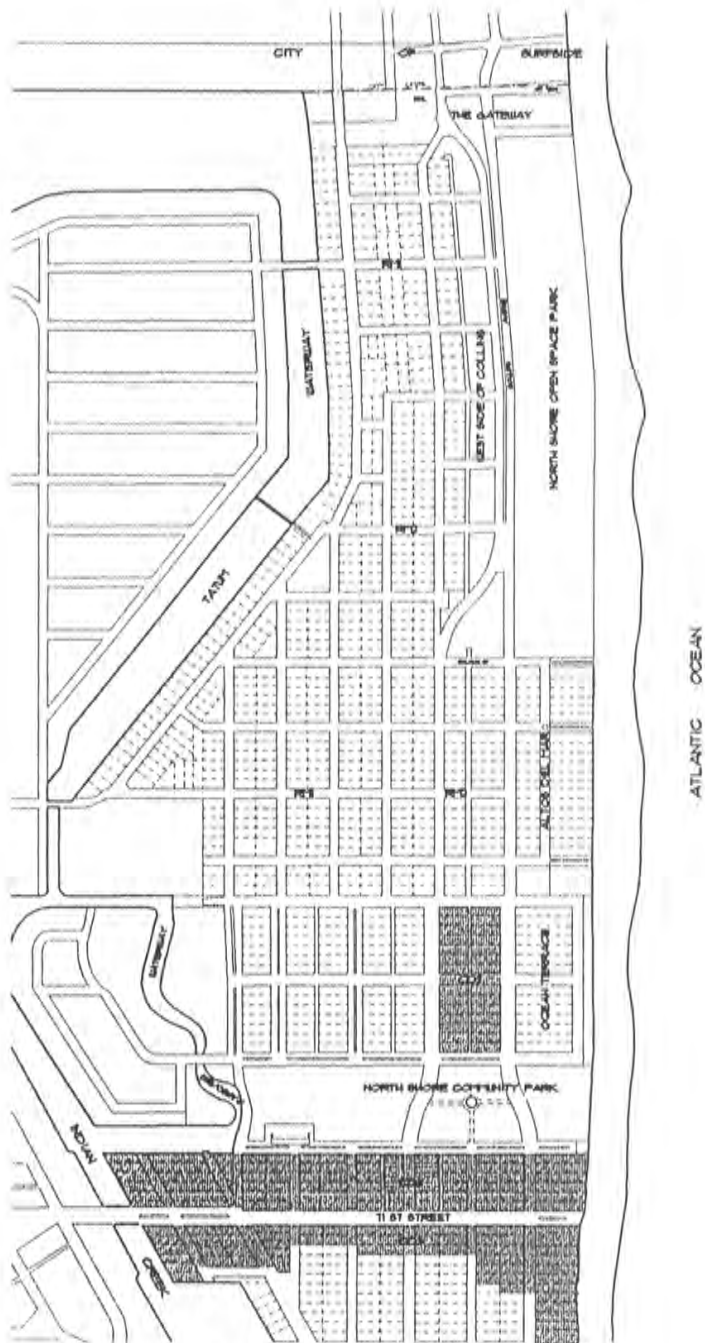
LEGEND

-  EXISTING BUILDINGS
-  EXISTING PUBLIC BUILDINGS
-  PROPOSED INFILL BUILDINGS
-  PARK STREET AND LIGHTING IMPROVEMENTS



71st Street - Illustrative Infill Plan

AREA 10 COMMERCIAL AREA CD-2 AND CD-3



KEY MAP

GENERAL STATEMENT

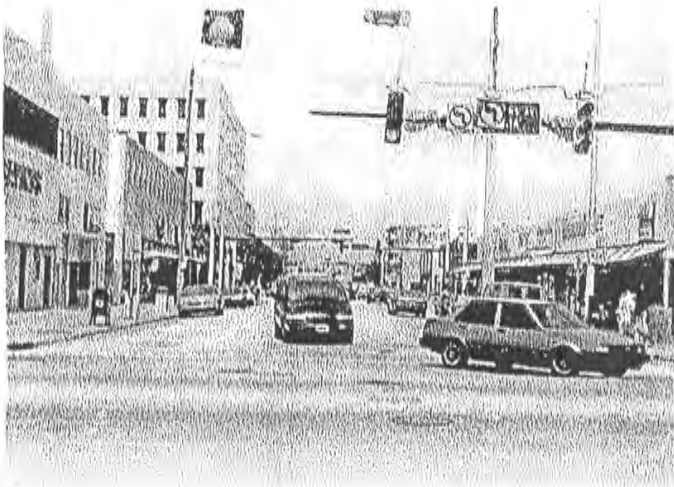
Commercial Area CD-2 and CD-3

The part of North Beach which is zoned CD-2 and CD-3 is the commercial heart of the neighborhood. Its character and future seem indeterminate. Currently built out for the most part at low density, there are several taller buildings which imply a high density future. However, fragmented ownership, a zoning category whose capacity virtually cannot be realized, and the lack of a clear vision for the area seem to be preventing its redevelopment into the vital community core it could be. Also, the separation of the 71st Street commercial corridor from the Collins Avenue convenience retail area by North Shore Park, and the City-owned development site in-between, contributes to an uncertainty about the future which deters investment.

The Development Plan proposes that a more detailed study of all the area zoned CD, including the 71st Street and Collins Avenue corridors is necessary to establish the physical predictability required to begin reinvestment in this area.

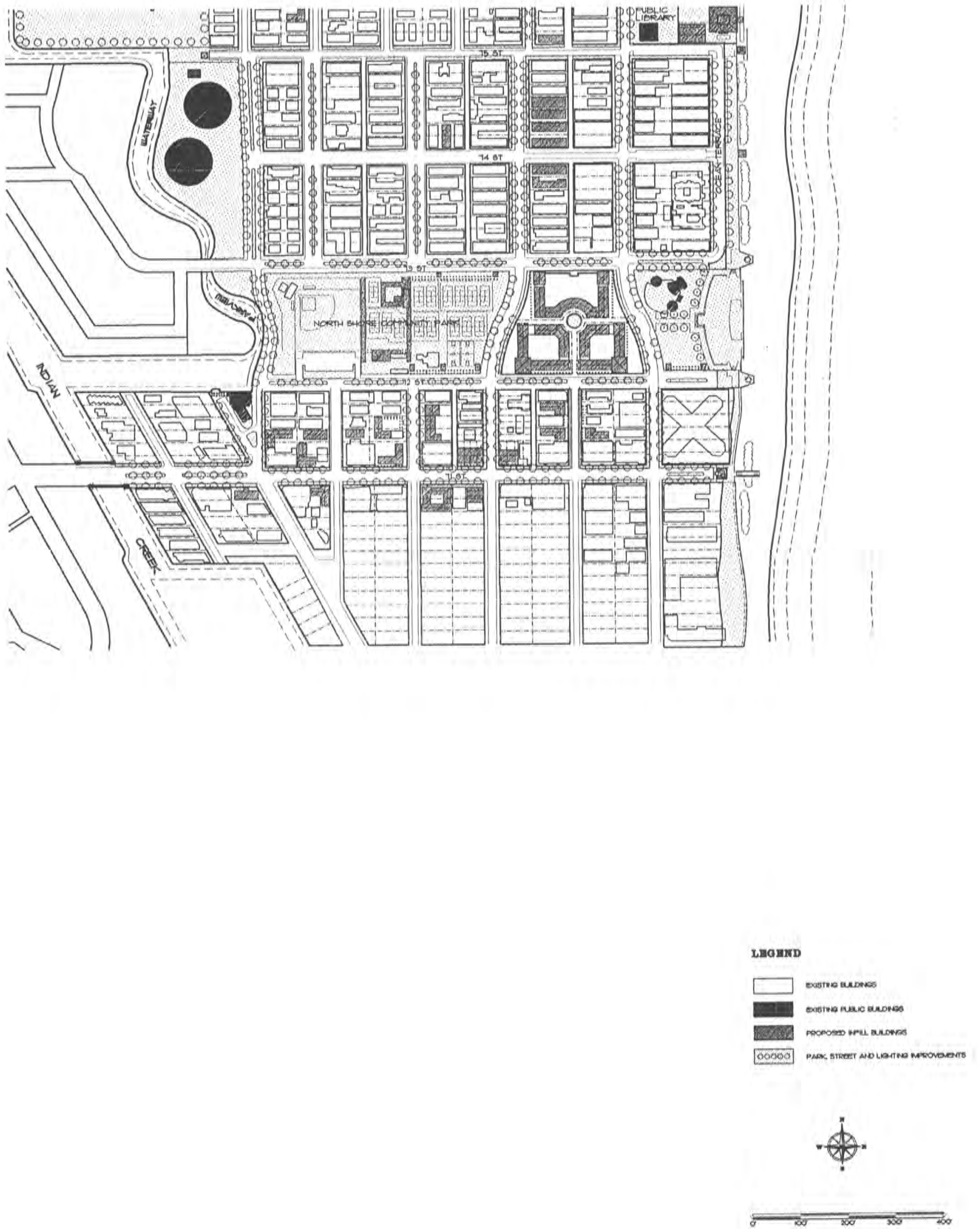
RECOMMENDATIONS

1. Initiate a detailed plan for the 71st Street and Collins Avenue corridors to include solutions for problems of platting, zoning capacity, building scale, retail and other commercial uses, and parking.



Typical Streets in the Areas CD-2 and CD-3

AREA 10
AREA CD-2 AND CD-3



Plan Showing Potential for Infill Building

5. URBAN REGULATIONS FOR NORTH BEACH NEIGHBORHOOD

September 15, 1994

A. GENERAL:

1. Intent:

The intent of the Design Regulations is to ensure the development of North Beach Neighborhood as a vital urban residential neighborhood with a variety of uses serving its permanent residents and visitors. The controls are based on a series of policies which are intended to ensure that new development achieves this goal.

2. Policies:

- 2.1. Public view corridors and public access to the beach, North Shore Open Space Park and other waterfront areas shall be maintained throughout the North Beach Neighborhood.
- 2.2. North Shore Open Space Park shall be made more useful for the surrounding neighborhood.
- 2.3. Adequate provisions for public parking shall be included in any plans for North Beach Neighborhood, particularly in areas close to waterfront parks.
- 2.4. Adequate vehicular traffic circulation shall be maintained throughout the North Beach Neighborhood.
- 2.5. Streets shall serve equitably the needs of the pedestrian and the automobile, with design emphasis given to pedestrians.
- 2.6. Street frontages shall be activated with habitable space such as retail, lobbies, townhouses and apartments.
- 2.7. The massing and design of buildings shall be regulated where buildings are viewed from public streets, squares, greens, parks and beaches.
- 2.8. A full range of uses shall be encouraged, including a variety of commercial services and housing types.

3. Regulations:

- 3.1. The North Beach Neighborhood Design Regulations includes a Regulating Plan.
- 3.2. The provisions of these Urban Regulations shall be incorporated into the City of Miami Beach Zoning Code.

B. DEFINITIONS:

Build-to-Line: The line to which the front facade of a building must be built for a specified minimum percentage of its width. On blocks with existing buildings, the Build-to-Line shall follow the dominant building front wall alignment of that block, or as otherwise designated by the City's Planning, Design and Historic Preservation Division.

Colonnade: A roofed structure, extending over the Pedestrian Passage, open to the street except for supporting columns or piers. At the edge of Public Pedestrian Space, Colonnades shall have a minimum clear height of 12 feet and a minimum clear depth of 12 feet, and the depth shall not exceed the height.

Courtyard Garden: A grade level garden enclosed on at least three sides or at least two sides by building walls and on its remaining side(s) by Garden Walls, with a minimum of 30% of its area landscaped.

Garden Wall: A wall separating a garden from a Public Pedestrian space with a minimum of 10% of its vertical surface void, except at Courtyard Gardens which shall have 50% void. The Garden Wall may be lattice work, open masonry work or other screening.

Habitable Space: Building space, the use of which involves human presence with direct view of the fronting Public Pedestrian Space. Parking garages and display windows separated from retail activity are not Habitable Space.

Pedestrian Passage: An open air passage of minimum clear width 12 feet which, as an easement, allows public pedestrian access traversing private property from one public right-of-way or Pedestrian Passage to another. Pedestrian Passages may serve vehicles also.

Public Pedestrian Space: An open air space which is accessible to the public all or some of the time, including public rights-of-way, parks, plazas, squares, baywalls, as well as private property Colonnades, arcades, Pedestrian Passages and

other easements.

Retail Frontages: Frontages designated on the Regulating Plan which are required to have storefronts facing Pedestrian Public Space and which are restricted to commercial retail uses..

Story: A floor level within a building no more than 14 ft. high from floor to ceiling.

Streetwall: The vertical surface of a building which faces Public Pedestrian Space.

Terminated Vistas: A building or a portion thereof which frames or terminates the view along a thoroughfare.

Transition Line: A horizontal line or lines the width of the facade expressed by a material change or by a continuous setback, projection, or balcony no more than 3 feet deep.

View Corridor: An open air passage at street level at least 20 feet wide and 25 feet clear height which allows for an important vista to the waterfront or a park or other view destination.

C. REGULATIONS:

Sections:

1. Reconfiguration of Public Land and Private Land
2. Building Placement
3. Building Height and Massing
4. Streetwalls
5. Parking and Traffic
6. Planting and Lighting
7. Architectural Standards

1. Reconfiguration of Public Land and Private Land:

1.1. Combining Sites: Development sites may be combined for large scale development such as hotels, high density residential, and entertainment complexes, provided that:

- a. contingent retail and restaurant space front a Public Pedestrian Space and have pedestrian entrances from a Public Pedestrian Space in addition to any required internal entrance;
- b. large scale single uses such as conference spaces, theaters, athletic facilities or parking garages are located behind or above Habitable Space.

1.2. View Corridor Locations: View Corridors shall be maintained at the following locations:

- a. continuation of 81st, 83rd and 85th Streets in the North Shore Open Space Park;
- b. continuation of 78th Street in the Altos del Mar Area;
- c. continuation of 71st, 72nd, 73rd, 74th and 75th Streets;
- d. continuation of 87th Street.

1.3. Pedestrian Passages Locations: Pedestrian Passages shall be located as follows:

- a. from Collins Avenue to the beach along the extension of 78th Street in the Altos del Mar Area;
- b. from Collins Avenue to Harding Avenue between 72nd and 73rd Street and from this passage to 72nd Street;
- c. along the alignment of any street closed in the future.

2. Building Placement: Buildings and their elements shall be placed on their lots as follows:

2.1. Minimum Width to Street: Buildings shall be built to a Build-to-Line a minimum of 70% of their width, except in Altos del Mar Single Family Area.

2.2. Facade Interruption: Courtyard gardens whose width to the street does not exceed 50% of the width of the adjacent building facade on either side may interrupt the Build-to-Line except at intersections of Public Pedestrian Spaces.

2.3. Pedestrian Entrance: The principal pedestrian entrance of

all buildings shall be directly from a Public Pedestrian Space.

2.4.Bridges: Buildings shall be allowed to bridge Pedestrian Public Spaces no more than twice per development site, for a maximum depth each front to back 25 feet. Such a bridge shall be detailed as an integral part of the building and in elevation must span an opening of vertical proportion.

3. Building Height and Massing:

3.1.Maximum Height: Building height shall be limited by the City Zoning Code except where otherwise specified in this Development Plan.

3.2.First Story: The first story entered from the level of Pedestrian Public Space shall be no less than 12 ft. in height from grade to ceiling. This does not include garages.

3.3.Flood Criteria: Where flood criteria mandates a first floor level above the street level such that ramp access is required, a continuous pedestrian passage of a minimum width of 12 ft., parallel to the sidewalk/building interior, shall be provided with stairs and ramps to street level at intervals of no less than 150 ft. Where such a passage is within the Build-to-Line, it shall be a Colonnade. Ramps shall be easements within private property and may be shared by several properties. Shared flood criteria access shall be coordinated with the assistance of the City's Planning, Design and Historic Preservation Division.

3.4.Transition Lines: For buildings taller than two stories, the Transition Line shall be provided at the top of the first or second story.

3.5.Building Pedestal: For buildings up to 7 stories, the building pedestal shall be a minimum of 2 stories and a maximum of 3 stories in height. For buildings taller than 7 stories, the building pedestal shall be a minimum of 2 stories and a maximum of 5 stories or 50 ft. in height.

3.6.Tall Buildings: Building height above pedestals shall be set back a minimum of 50 ft. from the Build-to-Line, except where building height does not exceed seven stories in which case the height above the pedestal shall setback a minimum of 20 ft.

3.7.Special Sites: Special sites, which act as the termination of a vista, a gateway, or a leading corner, shall receive architectural treatment recognizing their position.

4. Streetwalls:

4.1.Habitable Space: Streetwalls shall have continuous Habitable Space for a minimum 80% of the facade width for each building at least 15 ft. deep and two stories high for residential and commercial uses.

4.2.Entrances: Streetwalls shall have pedestrian entrances at maximum intervals of 75 ft.

4.3.Surfaces: Streetwall surfaces shall be a minimum 35% glazed. Glazing shall be clear or very lightly tinted, except where used for screening garages above the second floor, where it may be translucent.

4.4.Bulkhead: The minimum bulkhead at pedestrian levels shall be 18 in. above the sidewalk, except for entrance doors.

4.5.Parking Garages: Parking garages shall have all architectural expression facing Public Pedestrian Spaces harmonious and consistent with that of the first two floors. Ramping may be expressed only on facades facing interior service courts and alleys.

5. Parking and Traffic:

5.1.Parking Requirements: The parking requirement shall be according to the City of Miami Beach Zoning Ordinance.

5.2.Surface Parking Lots and Parking Garages: Surface parking lots and parking garages shall be permitted provided that they are screened at Build-to-Lines by a minimum depth 15 ft. of commercial or residential use to a minimum height of two stories. Surface parking lots shall not be permitted to front on Build-to-Lines.

5.3.Drop-Off Areas: Drop-off areas and porte cocheres for hotels and high density residential or other large scale development shall not occur directly off rights-of-way but may occur at Pedestrian Passages and View Corridors.

5.4.Loading and Service Entries: Loading and service entries shall be allowed only on Pedestrian Passages, alleys and within

parking lots and structures. For those properties with frontages only on rights-of-way and Pedestrian Public Spaces, loading and servicing shall be allowed on the frontage. The location of such entries and their size shall be determined in consultation with the City's Planning, Design and Historic Preservation Division.

5.5.Pedestrian Entries: Pedestrian entries to parking garages shall be directly from the street or Public Pedestrian Spaces as well as from the contiguous building. Pedestrian entries to garages shall be linked to crossblock Pedestrian Passages wherever possible.

5.6.Vehicular Entries: Vehicular entries to garages shall be allowed only from pedestrian rights-of-way, Pedestrian Passages and alleys, or as designated in the Regulating Plan, and shall be coordinated with the City's Planning, Design and Historic Preservation Division. Vehicular entries from Pedestrian Public Space shall have a maximum width of 26 ft. with a minimum separation of 75 ft. between entries.

5.7.Parking Garage Roofs: The roofs of parking structures shall have landscaped shade structures of a minimum 60% coverage of the total area.

5.8.Parking Lots: Parking lots shall be perimeter screened with a hedge of between 3 ft. and 4 ft. in height, and shall be planted with one shade tree for every 30 square feet of paved area.

6. Planting and Lighting:

6.1.Planting Goals: All planting shall be designed and installed to contribute to the following goals:

- shading paved areas and cooling the air,
- providing permeable area for sustenance of planting,
- maximizing natural air purification,
- continuity with adjacent public spaces within and outside North Beach Neighborhood.
- overall aesthetic quality of place.

6.2.Street Trees: Rights-of-way shall have continuous rows of trees or palms.

6.3.Design Continuity: To ensure maximum continuity and aesthetic result, the selection and placement of street trees, street lighting, and all other public space furnishings shall be coordinated through the Planning Design and Historic Preservation Division.

6.4.Permeable Surface: Trees in paved areas shall have a surrounding permeable surface of a minimum 4 ft. radius.

6.5.Public Space Lighting: Lighting of rights-of-way and Pedestrian Public Spaces shall be achieved with lamps attached to the buildings, landscape lighting, or street lights which shall not exceed 16 ft. in height. Other lighting may be used in areas that are primarily for service use and are concealed from Pedestrian Public Spaces.

7. Architectural Standards:

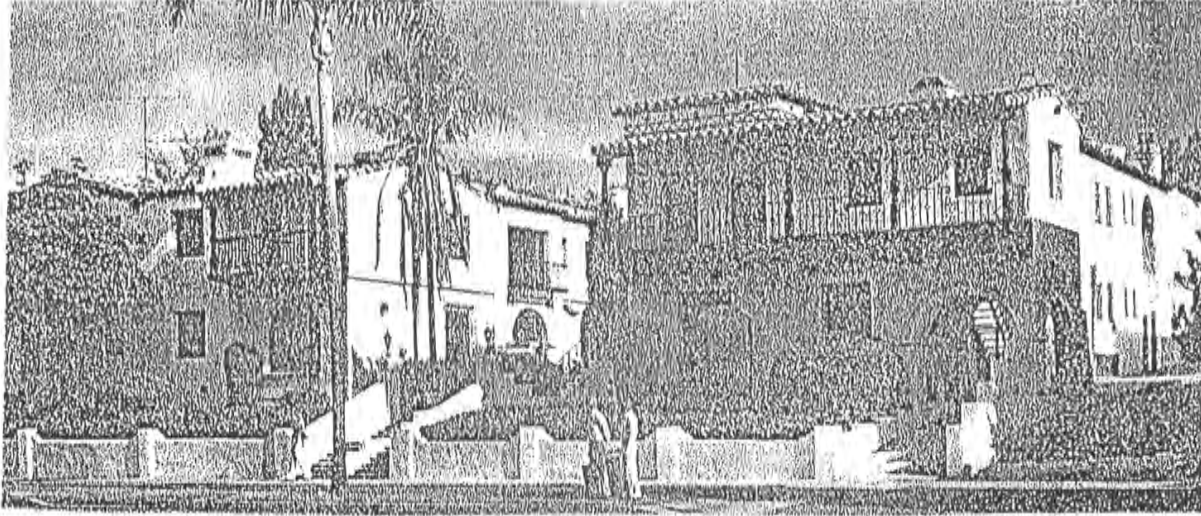
7.1.Style: To ensure architectural harmony and urban continuity with all of the North Beach Neighborhood and the rest of Miami Beach and to protect and reinforce the City's unique aesthetic character, new building and rebuilding design shall be compatible with Mediterranean, Art Deco and Moderne styles. The method of construction, building configuration, scale, and materials shall be designed to promote the City's specific character within this region. The City of Miami Beach Design Guidelines shall apply to the North Beach Neighborhood.

In Altos del Mar, particular care shall be taken for new buildings to be compatible with this area's historic buildings, reinforcing the area's original Mediterranean and Caribbean character.

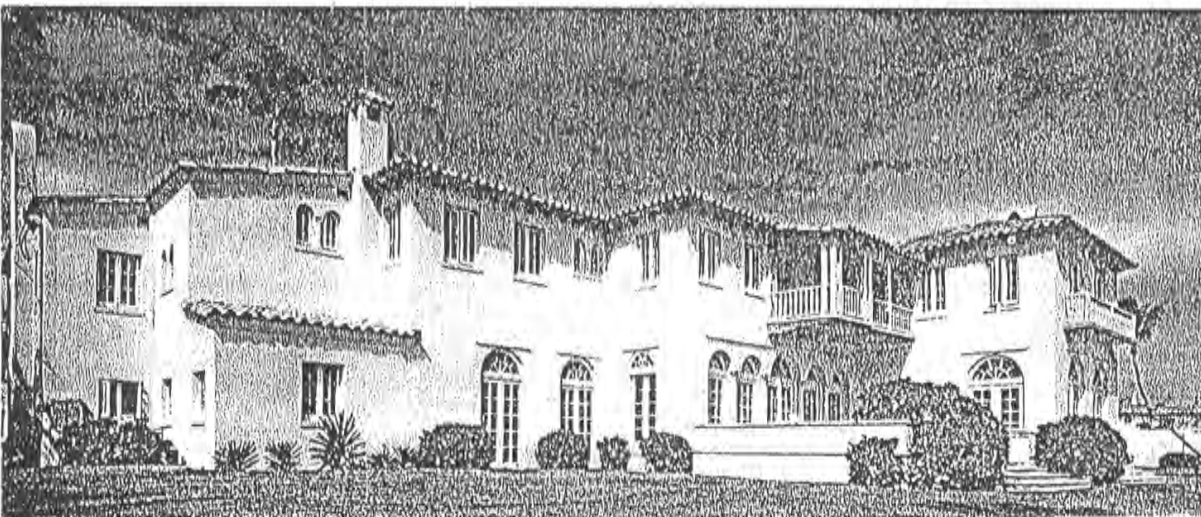
7.2.Energy Conservation: Building design shall promote self-shading, natural ventilation, outdoor circulation, and reduced independence on artificial lighting and air conditioning. Each building shall dedicate a specific location for recycling separation, storage, and access. Reflective and highly tinted glass shall not be allowed on surfaces facing Public Pedestrian Space.

6. APPENDIX A : RELEVANT MODELS

BUILDING ELEVATIONS



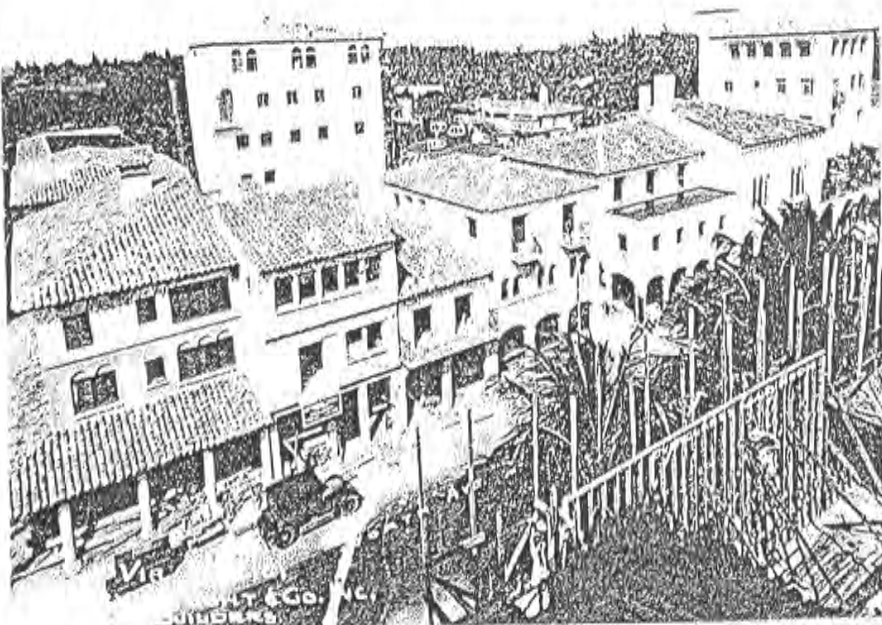
Mizner, Florida



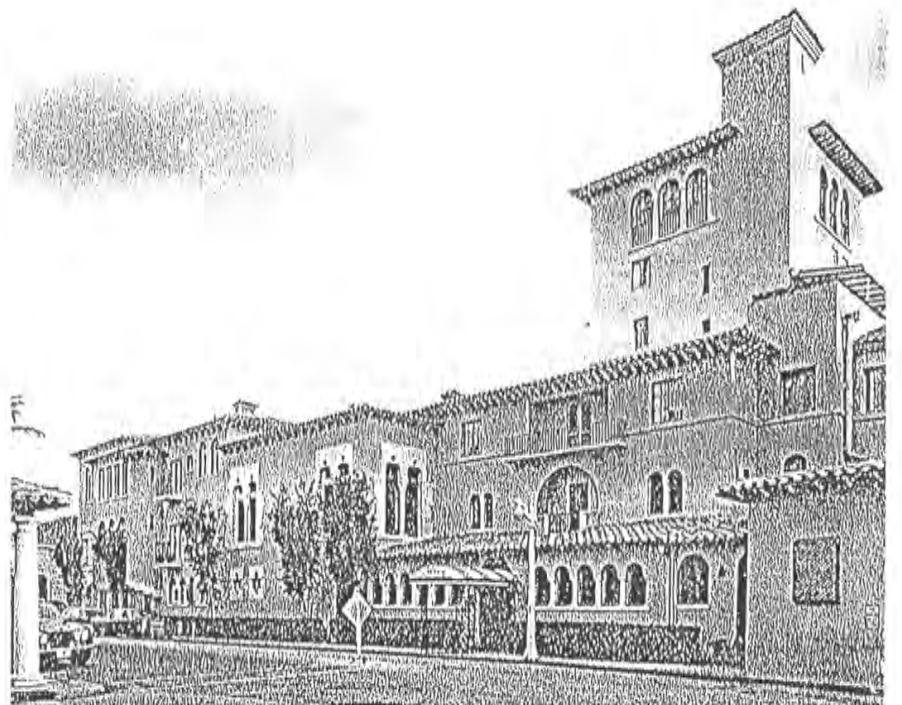
Mizner, Florida



Los Angeles

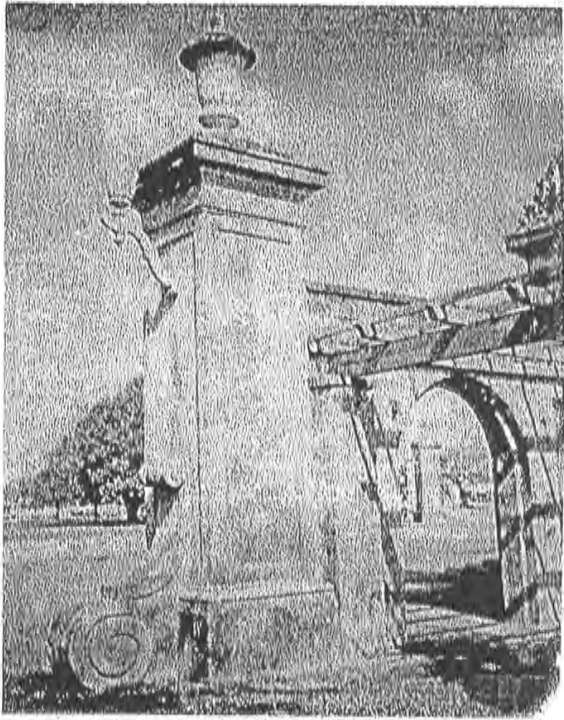


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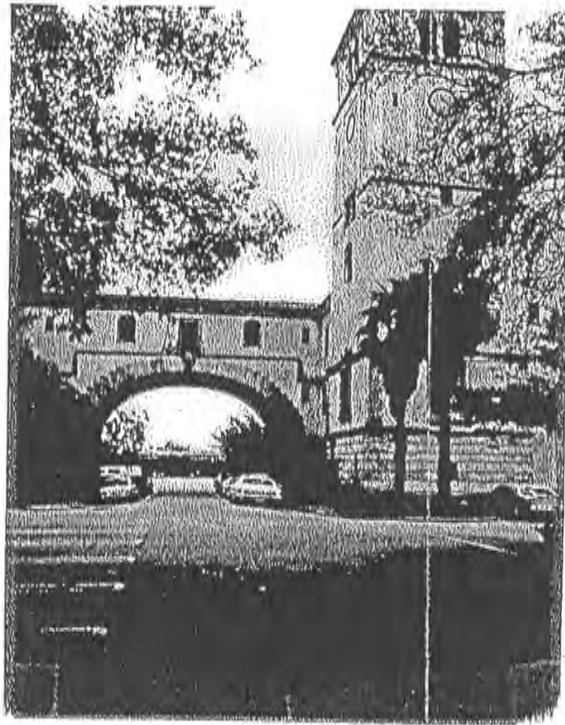


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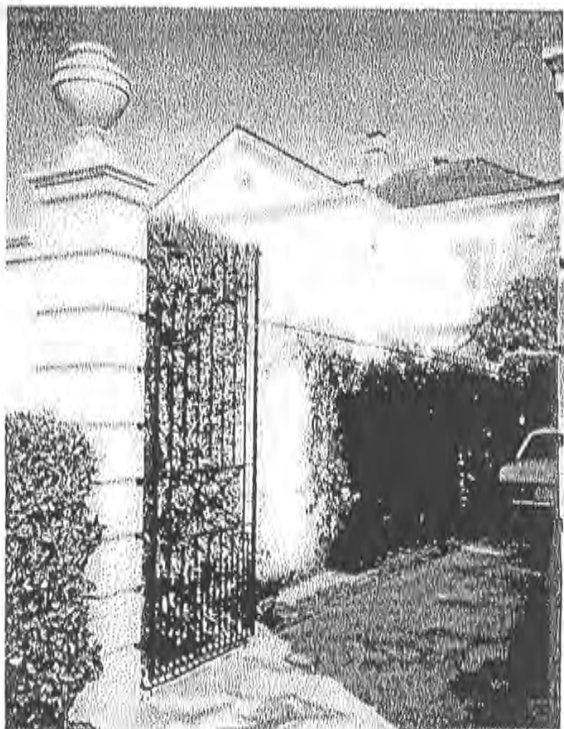
STREETWALLS AND GATEWAYS



Coral Gables



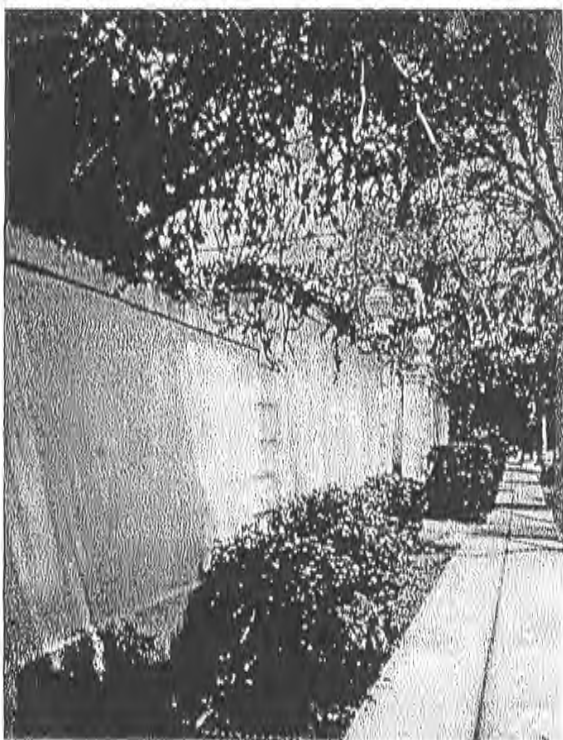
Coral Gables



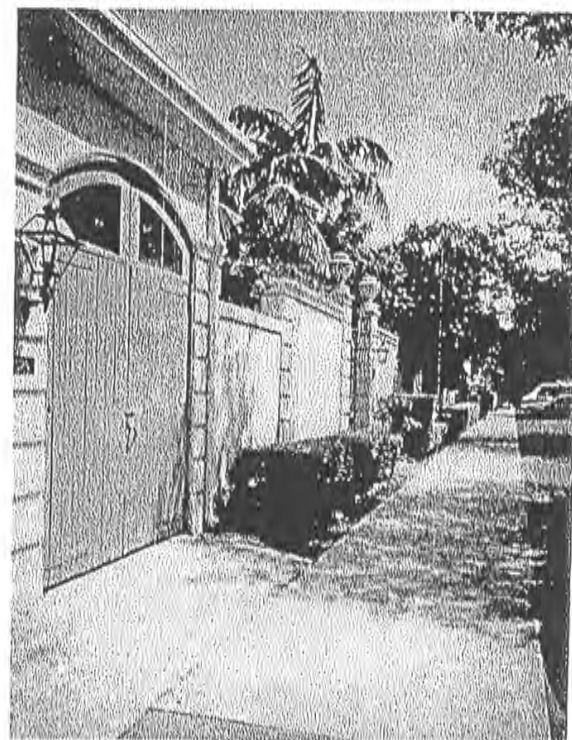
French Village



French Village



French Village

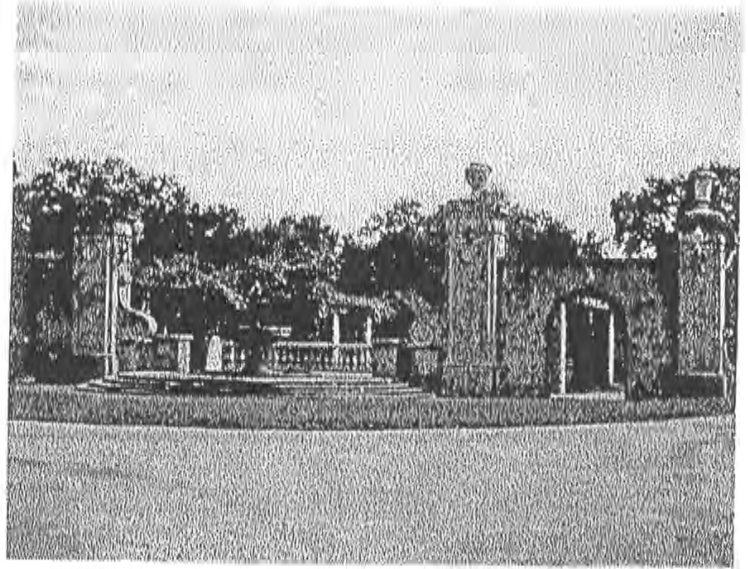


French Village

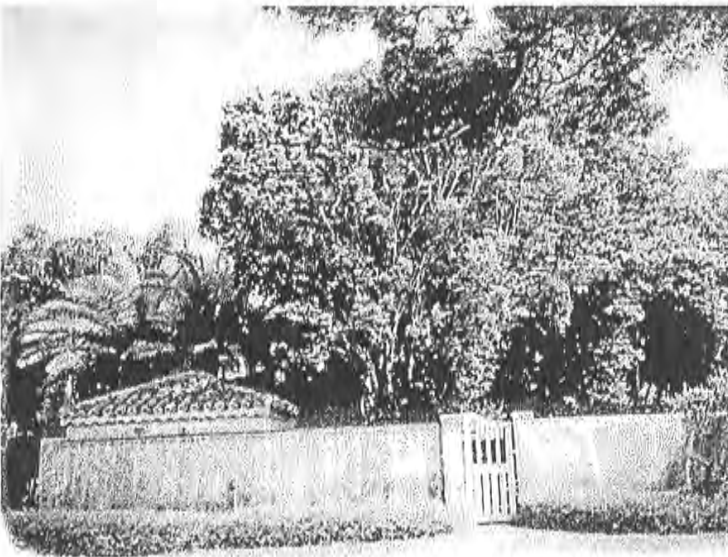
STREETWALLS AND GATEWAYS



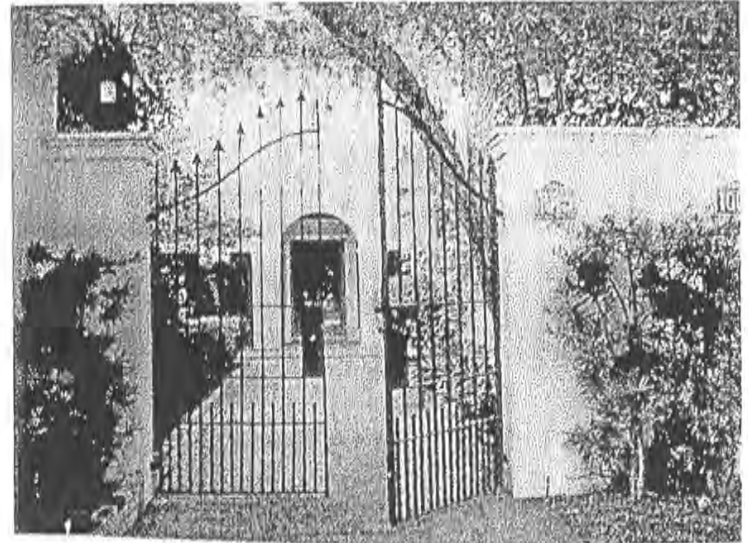
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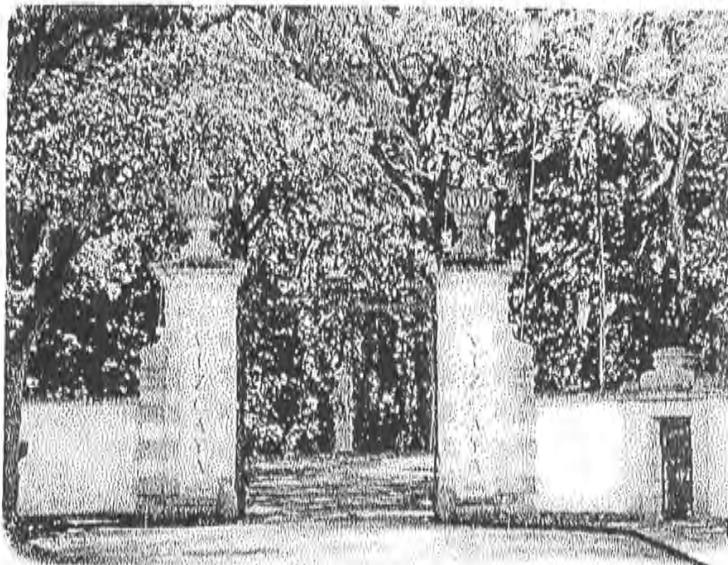
Coral Gables



Vizcaya, Miami



French Village

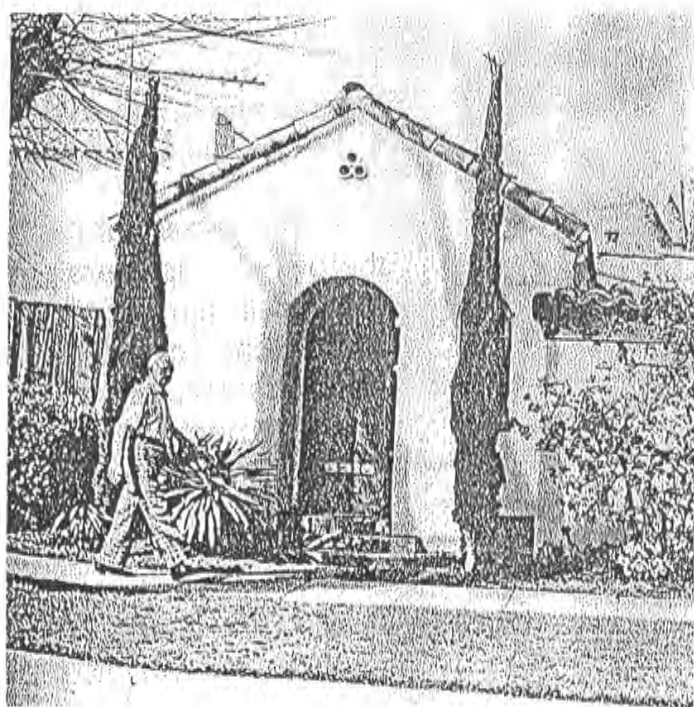


Vizcaya, Miami

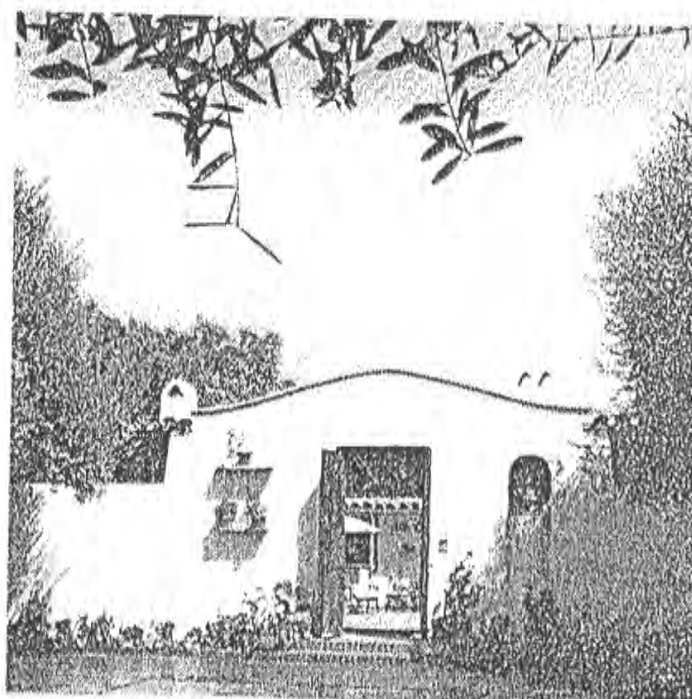


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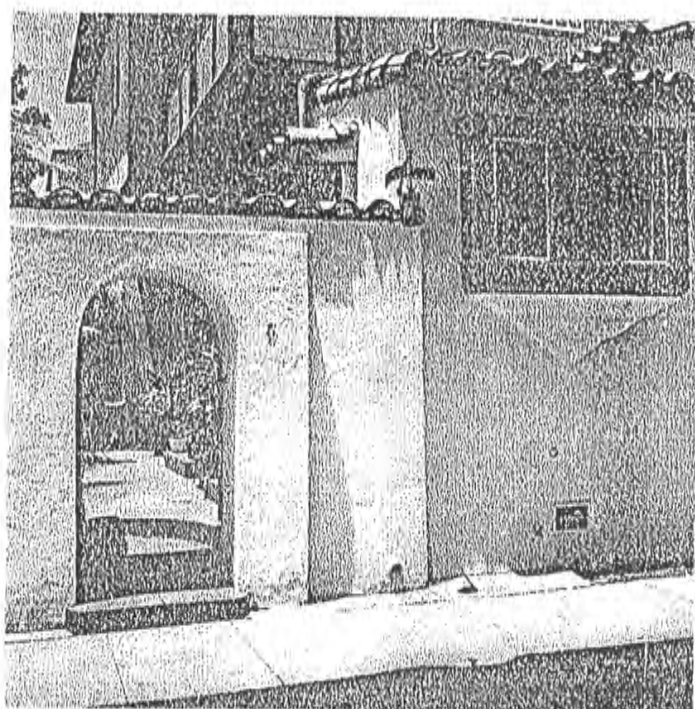
STREETWALLS AND GATEWAYS



Los Angeles



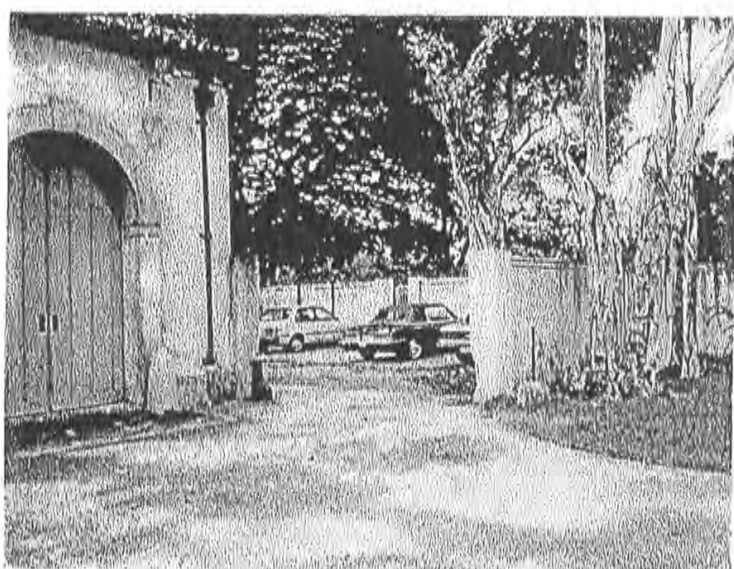
Los Angeles



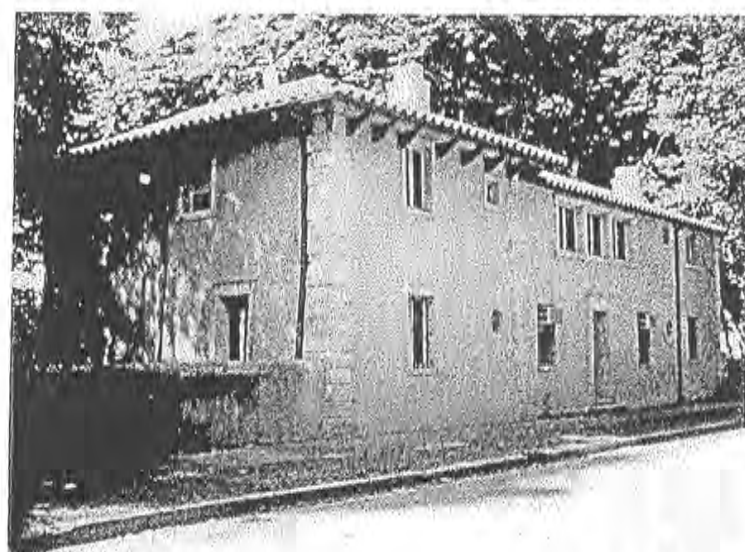
Los Angeles



Los Angeles

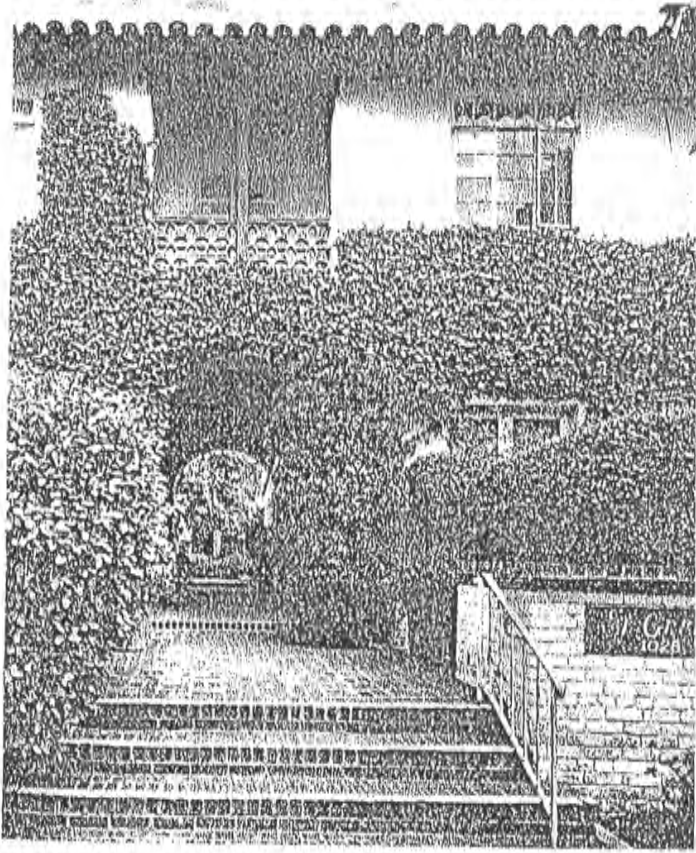


Vizcaya, Miami

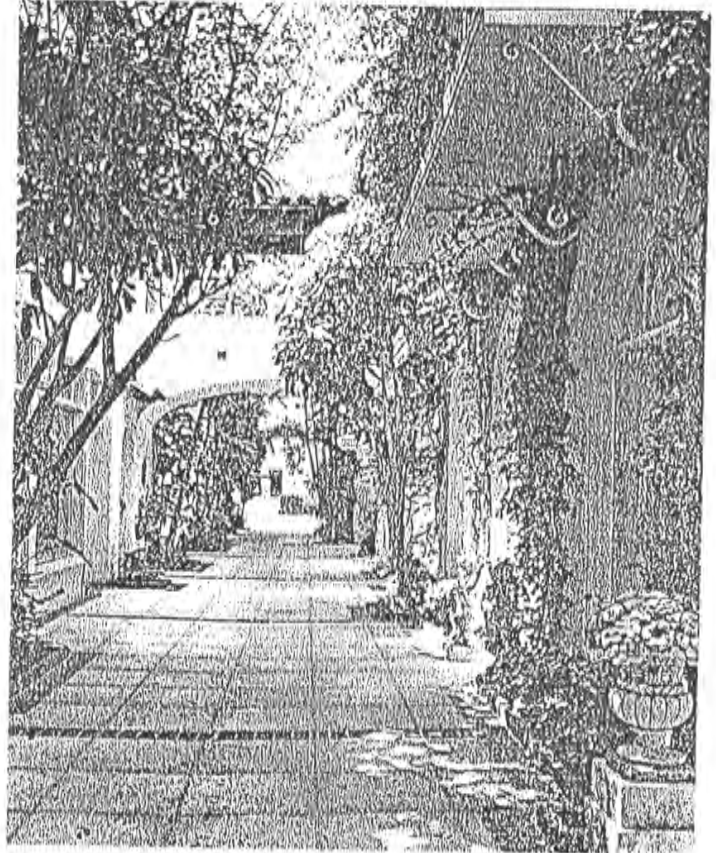


Vizcaya, Miami

PEDESTRIAN ENTRIES AND PASSAGES



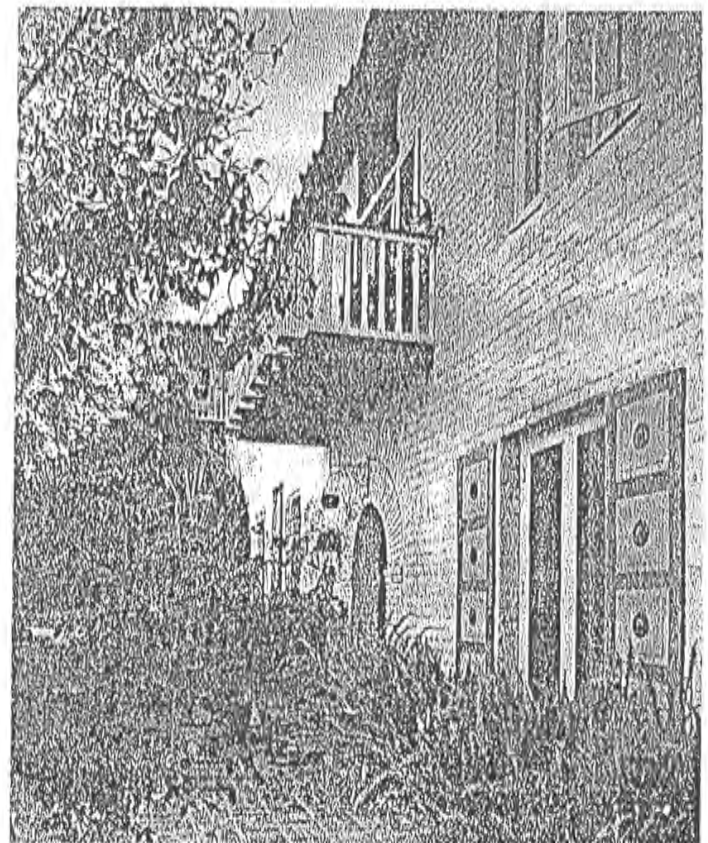
Los Angeles



Mizner, Florida



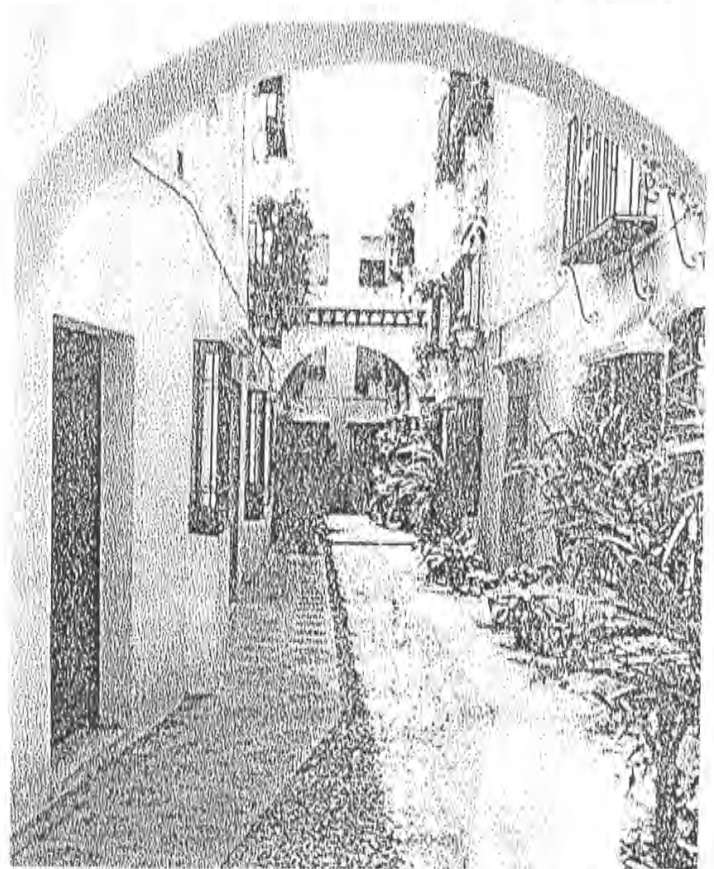
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Los Angeles

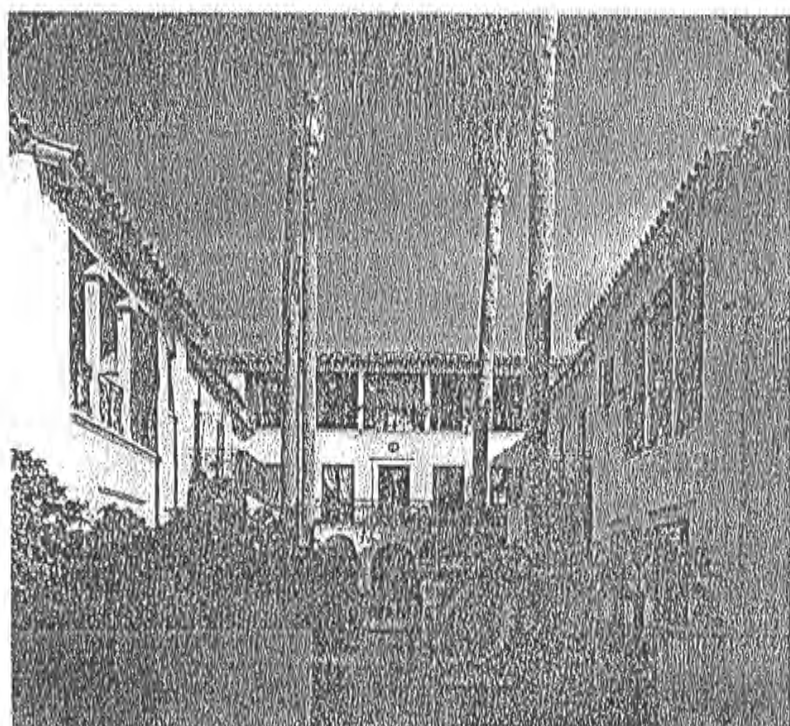


Los Angeles

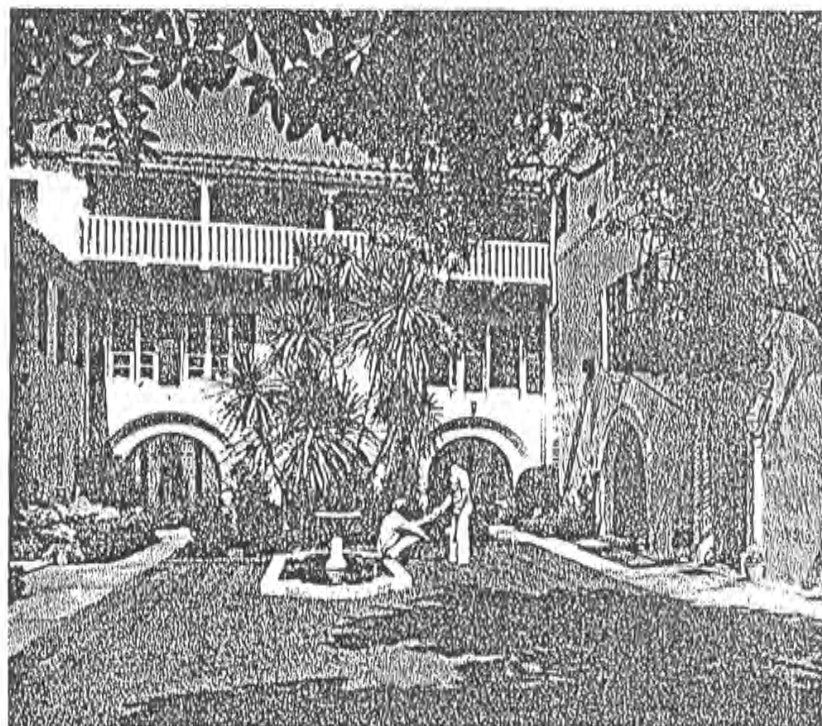


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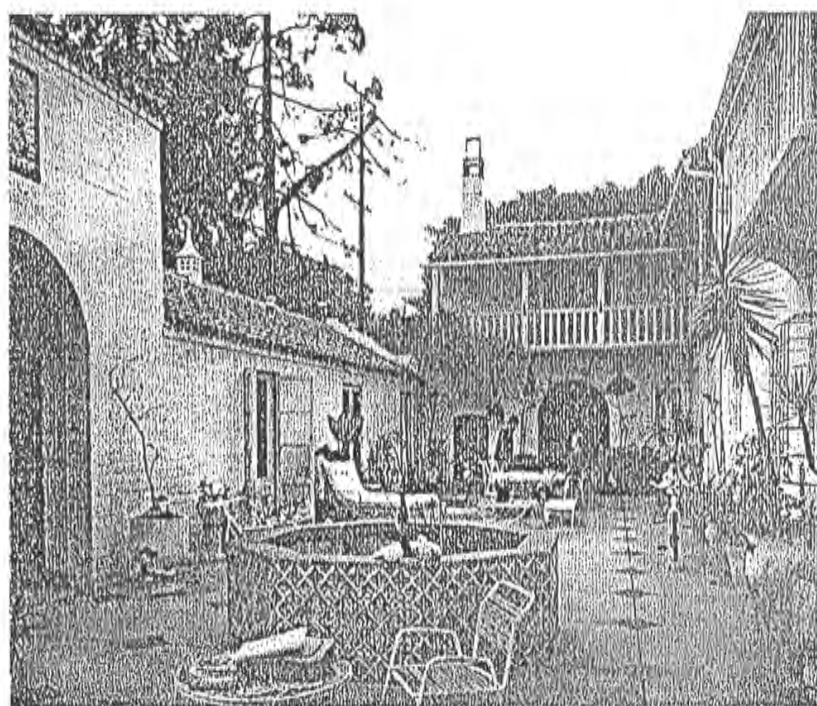
COURTYARD INTERIORS



Los Angeles



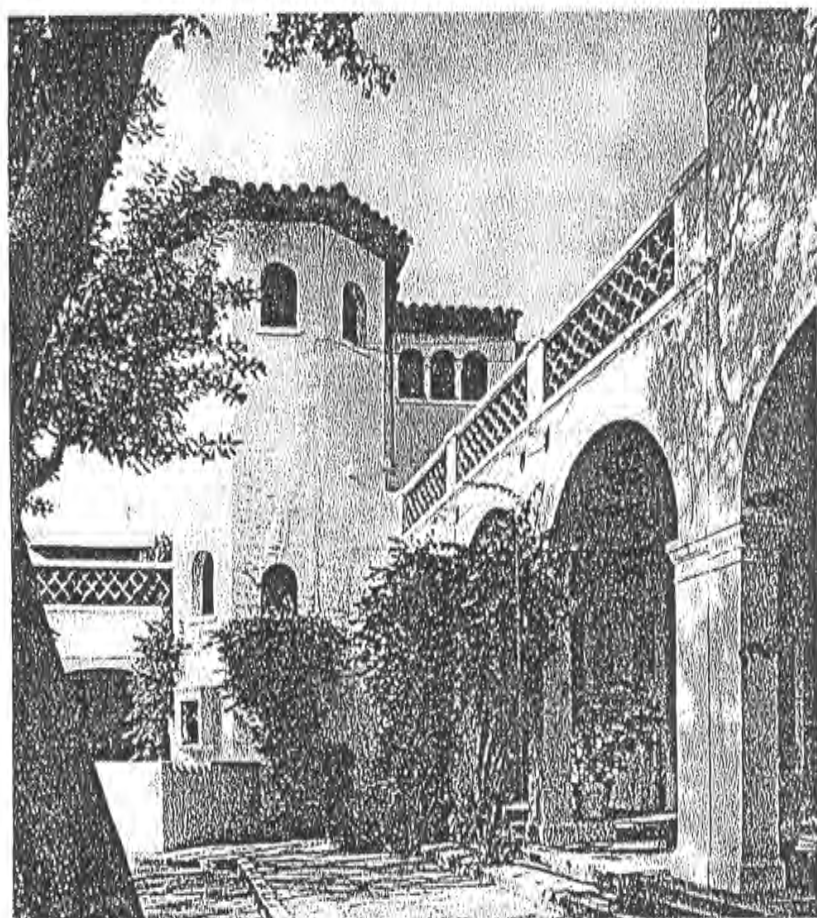
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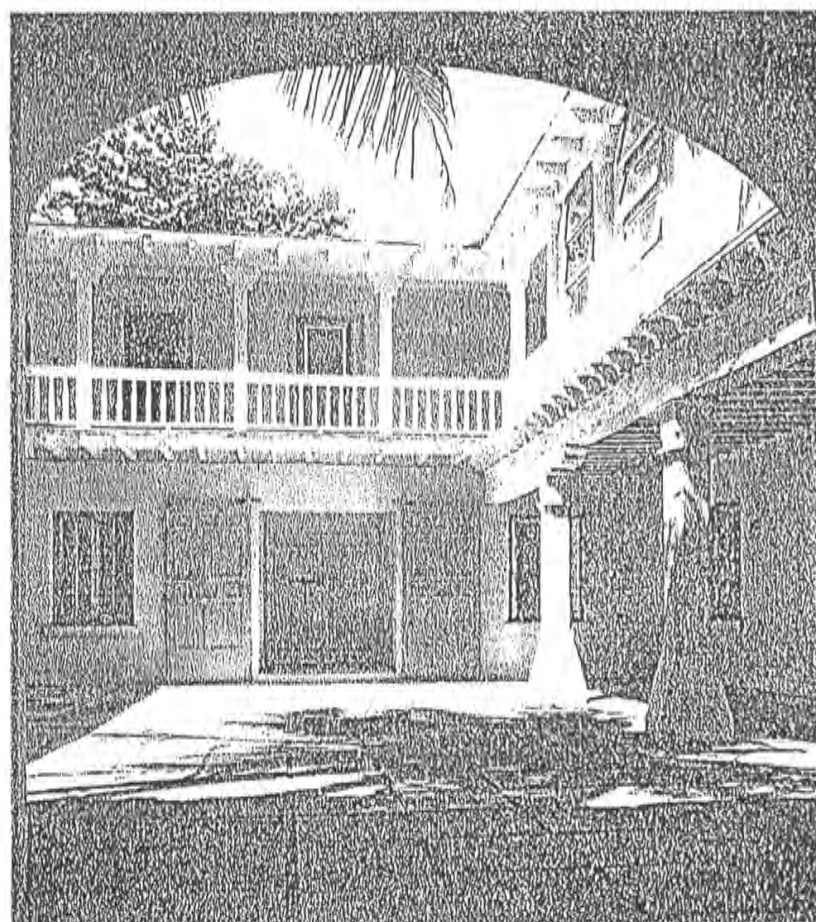
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Mizner, Florida



Mizner, Florida

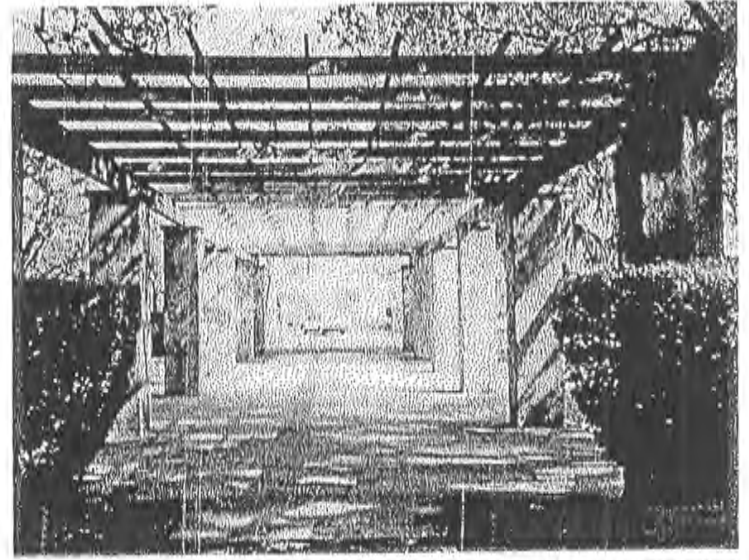


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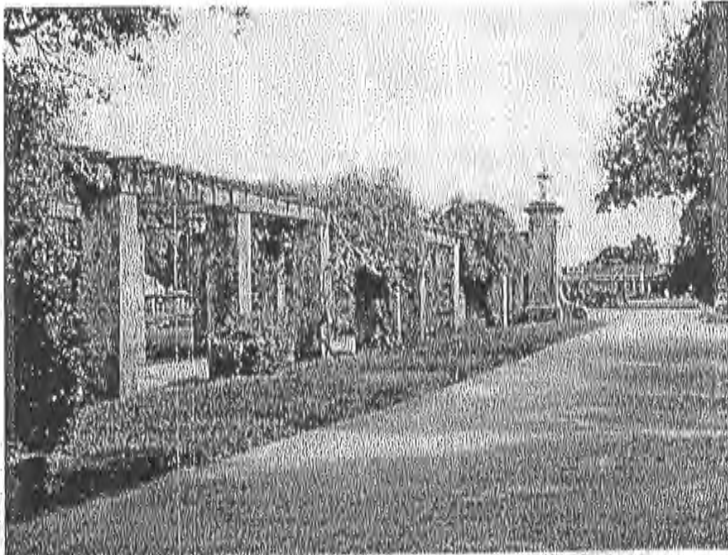
PUBLIC PEDESTRIAN SPACE AND WALKWAYS



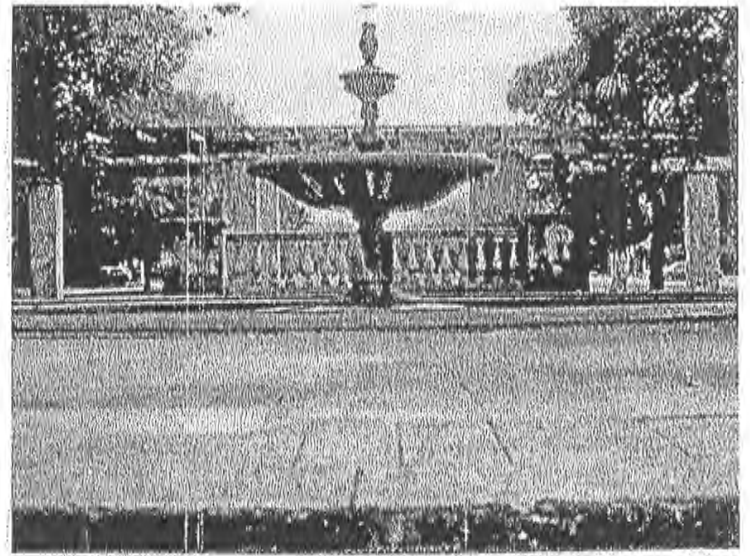
Coral Gables



Coral Gables

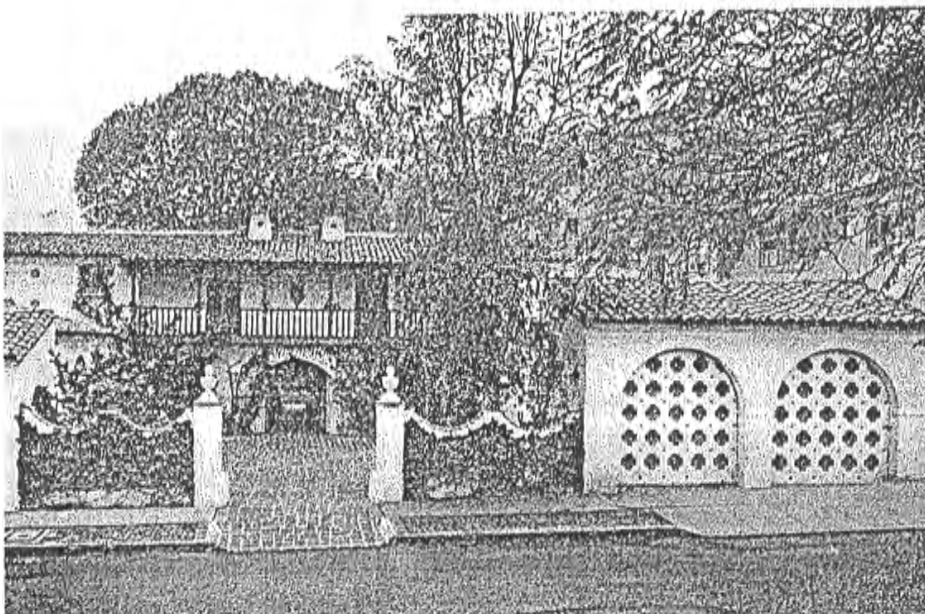


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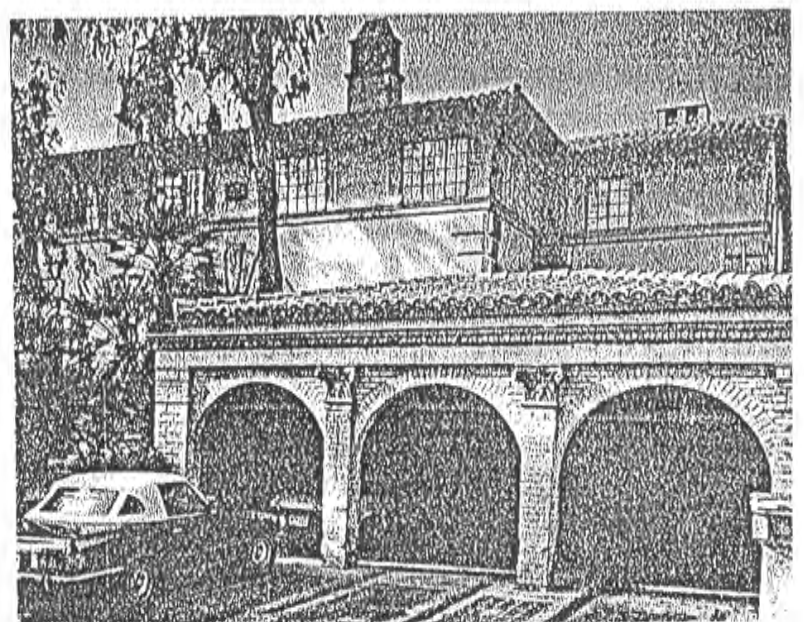


Coral Gables

ALLEYS



Los Angeles

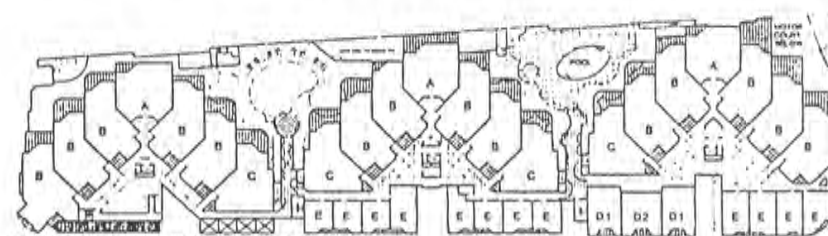
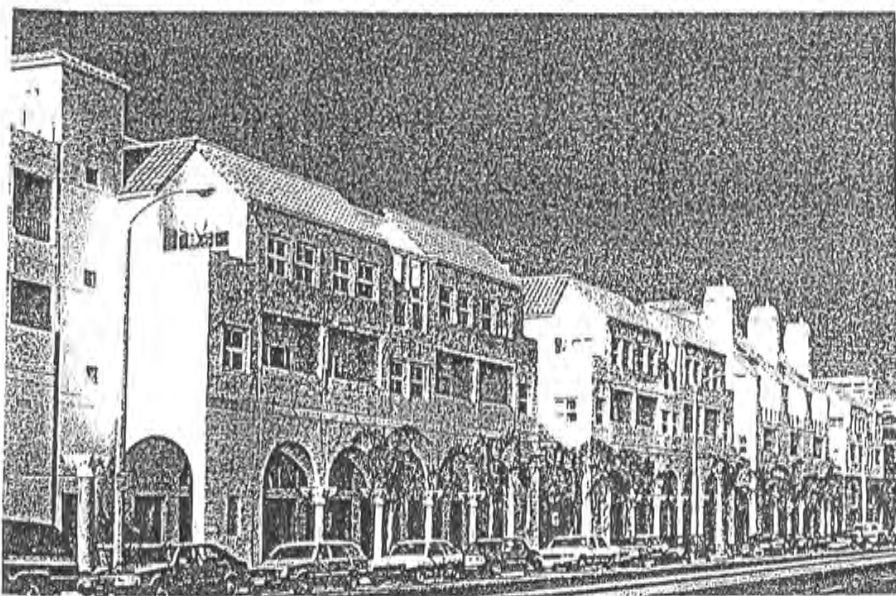


Los Angeles

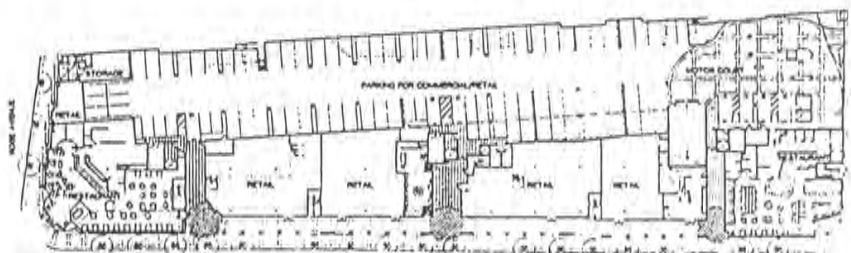
RELEVANT MODELS

MIXED-USE DEVELOPMENT

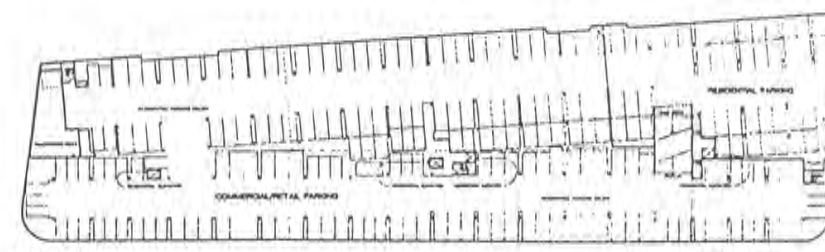
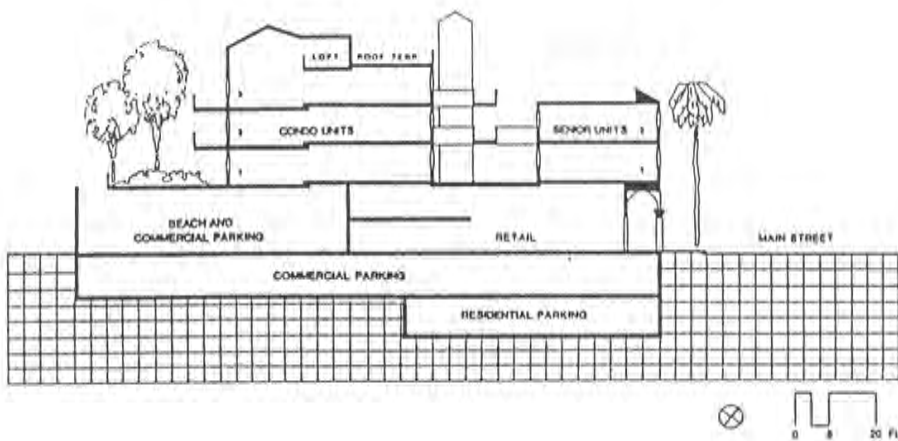
VENICE RENAISSANCE Venice, California Johannes Van Tilburg & Partners



TYPICAL RESIDENTIAL FLOOR PLAN



GROUND-FLOOR PLAN: COMMERCIAL/RETAIL

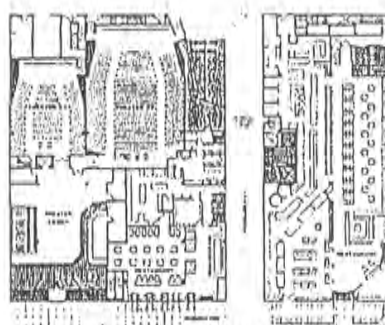
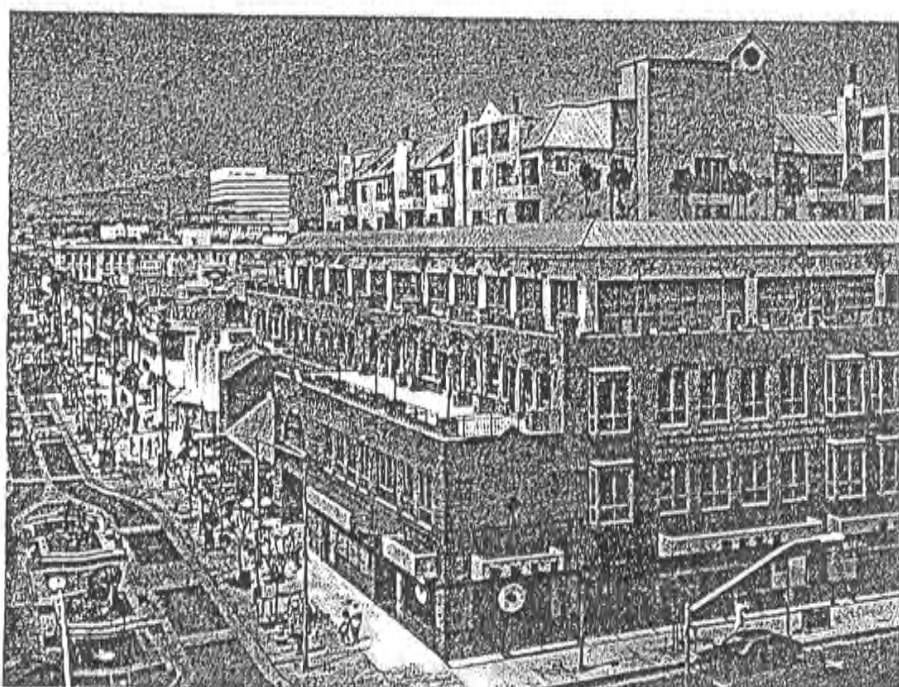


SUB-GRADE PARKING LEVEL

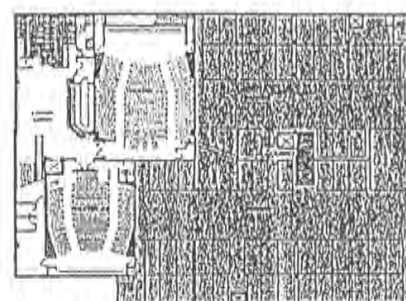
Site area: 1.6 acres
 Total Dwelling units: 89
 66 Two-bedroom flats
 23 Studio flats
 Average Density: 55.6 Units per acre
 Other uses: Retail space at grade
 Parking:
 -2.5 spaces per condominium and 0.5 spaces per rental unit
 located 2 levels below grade
 -additional parking for commercial tenants and beach visitors
 located at grade and 1 level below
 Building height: 5 stories above 2 levels of underground parking
 FAR: 1.9

MIXED-USE DEVELOPMENT

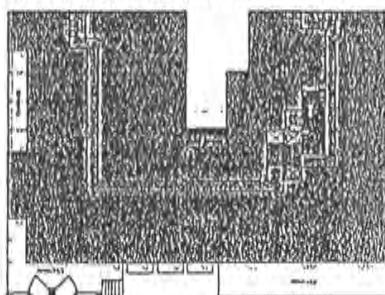
JANSS COURT
 Santa Monica, California
 Johannes Van Tilburg & Partners



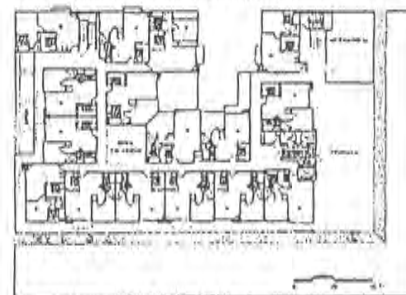
GROUND FLOOR (COMMERCIAL)



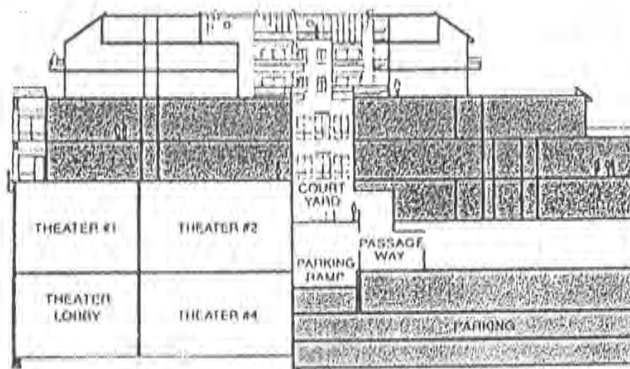
SUB-GRADE LEVEL (PARKING)



THIRD FLOOR (OFFICE)



FIFTH FLOOR (RESIDENTIAL)



Site area: 0.69 acres
 Total Dwelling units: 32
 16 One-bedroom flats
 16 Two-bedroom flats
 Average Density: 46.4 Units per acre
 Other uses: 4 movie theaters, 3 levels of office space
 Parking: 1 space per bedroom and 3 spaces per 1,000 feet of office space located in 3 levels of parking (one level below grade)
 Building height: 8 stories above 1 level of underground parking
 FAR: 4.0