



NORTH BEACH: TOWN CENTRE DISTRICT

Shulman + Associates for the
City of Miami Beach

Intensity Increase Study
1 October 2014

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Associates**

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MIAMIBEACH

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INTRODUCTION

Mission

In July 2014, Shulman + Associates was commissioned to study potential up-zoning and height increases in the North Beach Town Center area. In particular, the firm was tasked with exploring two alternative higher densities and their effect on height. The output of this work explores the effect of these densities and height increases, as well as the effect of probable resulting building types, on the urban character of the district.

The study area lies between 70th and 72nd streets, and between Collins Avenue and Indian Creek waterway on the west; it comprises 15 blocks. The area is an important crossroads: it is centered along the 71st Street corridor, which connects via the John F. Kennedy Causeway to Miami; Collins Avenue, Harding Avenue, Indian Creek Boulevard and Dickens Avenue – all important north-south connectors – intersect it. It has naturally functioned as a town center since its initial development, although it features very low densities and many open lots.

Approach

This study was conducted over four weeks. It began with extensive modeling of the area, and analysis of existing zoning, transportation networks, population densities and mapping of existing uses and land ownership. The constructed models were tested to explore alternative heights and street sections. At the same time, contemporary building types that employ higher densities were investigated.

A jumping off point for this exercise is the notion that the district can and perhaps should grow in intensity. In terms of floor area ratio and height, the current zoning of this area has similarities with other commercial corridors in the city, such as 5th Street, Lincoln Road and 41st Street. An increase, then, predicts an area of larger density, perhaps the development of a significant town center.

This study looks at appropriate density and urban form.

However, it seems necessary, in order to conceive of higher densities and heights, that the role of this district as a town center must change and intensify. This intensification could take the form of mixed retail, office, residential and even cultural activities. The mechanisms for this growth are likely not entirely in the realm of zoning.

Overall, our intention was to allow for significant growth while maintaining the town-center character of the area around 71st Street. A strategy of stepped back massing was employed to give the district two scales: one at the street and the other in the air. However, we have tried to avoid building types based on tower and pedestal massing. Rather, dual-scale buildings that are understood separately from different vantage points was explored.

History

The study area roughly corresponds to the outline of the Normandy Beach South Subdivision, completed in 1925 by Henri and Rose Levy. Among the various subdivisions platted at this time, Normandy Beach South is distinguished by its connection westward to the Normandy Isles (another Levy development), and further to the 79th Street Causeway, completed in 1929. The east-west connection marked this area as a key axis of urban and commercial activity. When 71st Street opened, a whimsical gate marked its eastern terminus.

The extant buildings in the study area represent a mix of characteristic styles and building types found in the North Beach communities. The district is not part of a local historic district, nor is it part of the recently created National Register Architectural Districts. This study does not investigate the eligibility of either buildings or districts for future inclusion. Rather, by exploring increases in density, it predicts the replacement/reconstruction of much of the area. That said, there are a small number of structures that might merit further investigation for preservation/conservation.

ANALYSIS



A CENTER

Approximately 11,000 people within 0.5 miles

Approximately 26,000 people within 1 mile



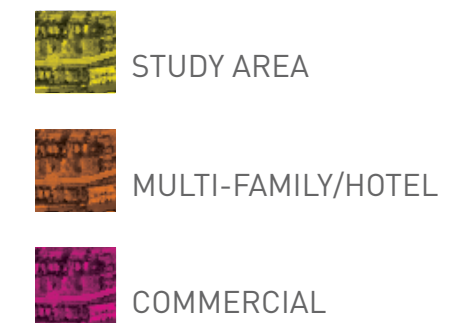
INTERSECTION OF COMMERCIAL CORRIDORS AND RESIDENTIAL CENTERS



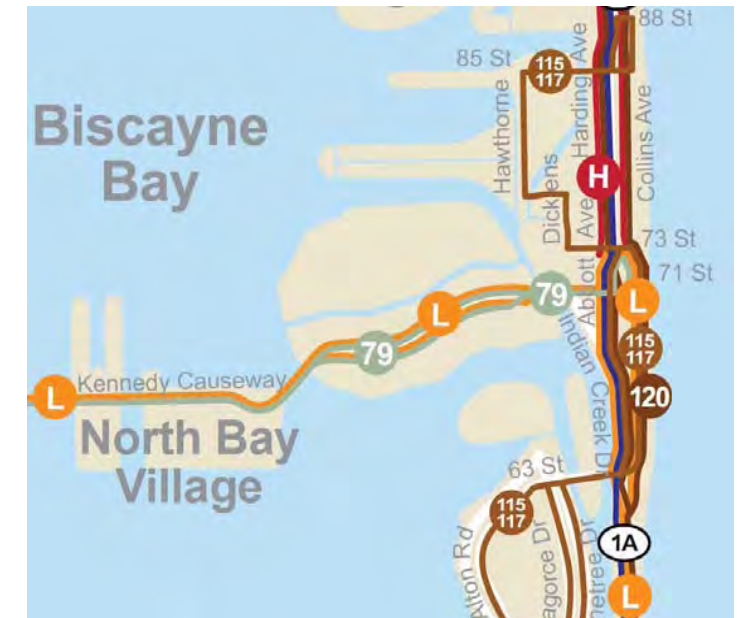
A liner of condos and hotels runs along the multiple waterfronts, most consistently along the beach.

Several commercial zones immediately surround the site and provide a variety of retail and restaurant choices.

Large areas of multifamily residential districts to the north rely greatly on the commercial center to the south.



CONNECTED



MIAMI-DADE TRANSIT BUS ROUTES

Town Center is located at the intersection of the NS and EW transit routes

Only one dedicated bike lane exists in the area, running E/W across the JFK Causeway.

The “sharrow” lanes on Collins running N/S are a dangerous half-measure, with vehicle speeds regularly exceeding 45 mph.

The project site is a core transition point between bus routes crossing to the mainland and a number of major N/S routes.

- BUS STOPS
- DISTRICT CONNECTORS
- NEIGHBORHOOD CONNECTORS
- BICYCLE LANE
- - - BICYCLE “SHARROWS” (SHARED LANE)

COLLINS AVENUE



72ND STREET

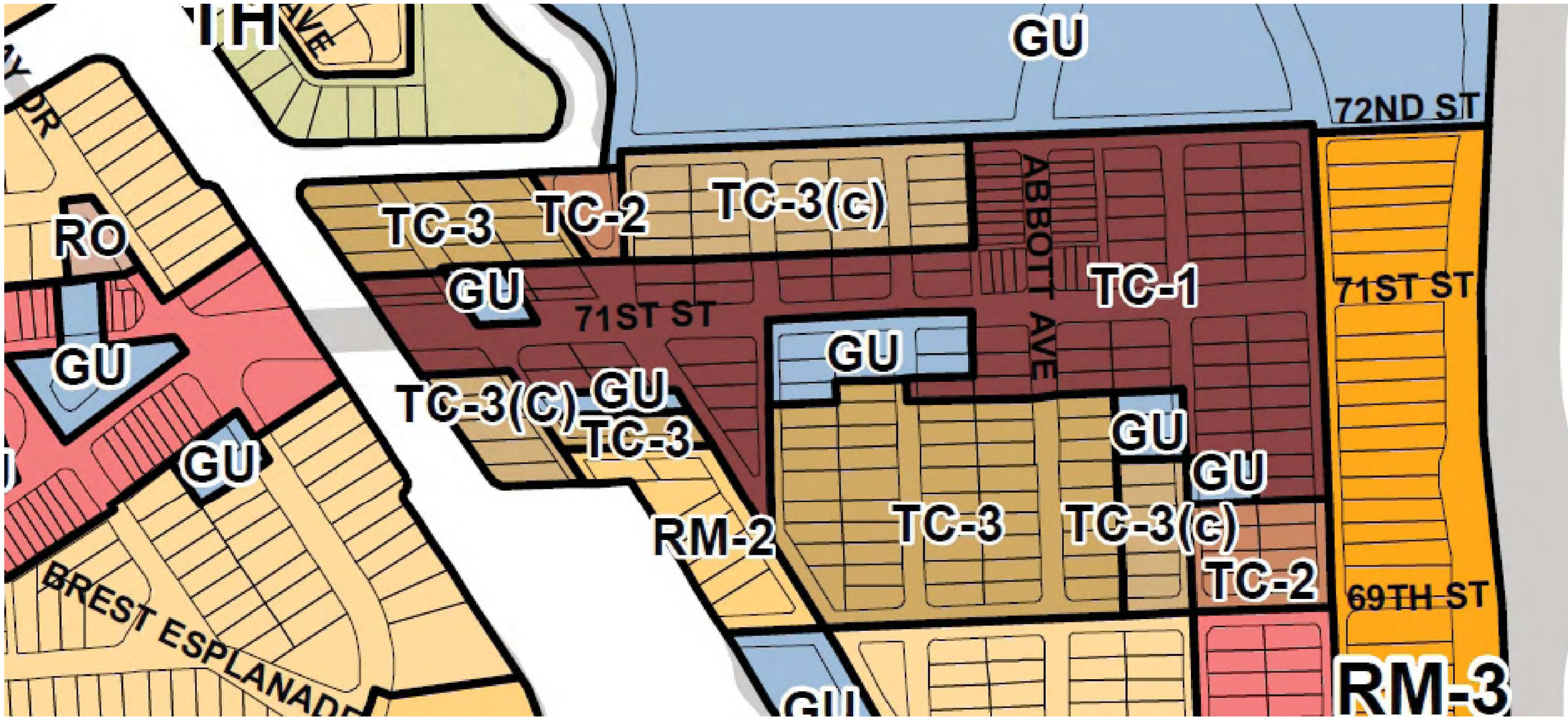


71ST STREET

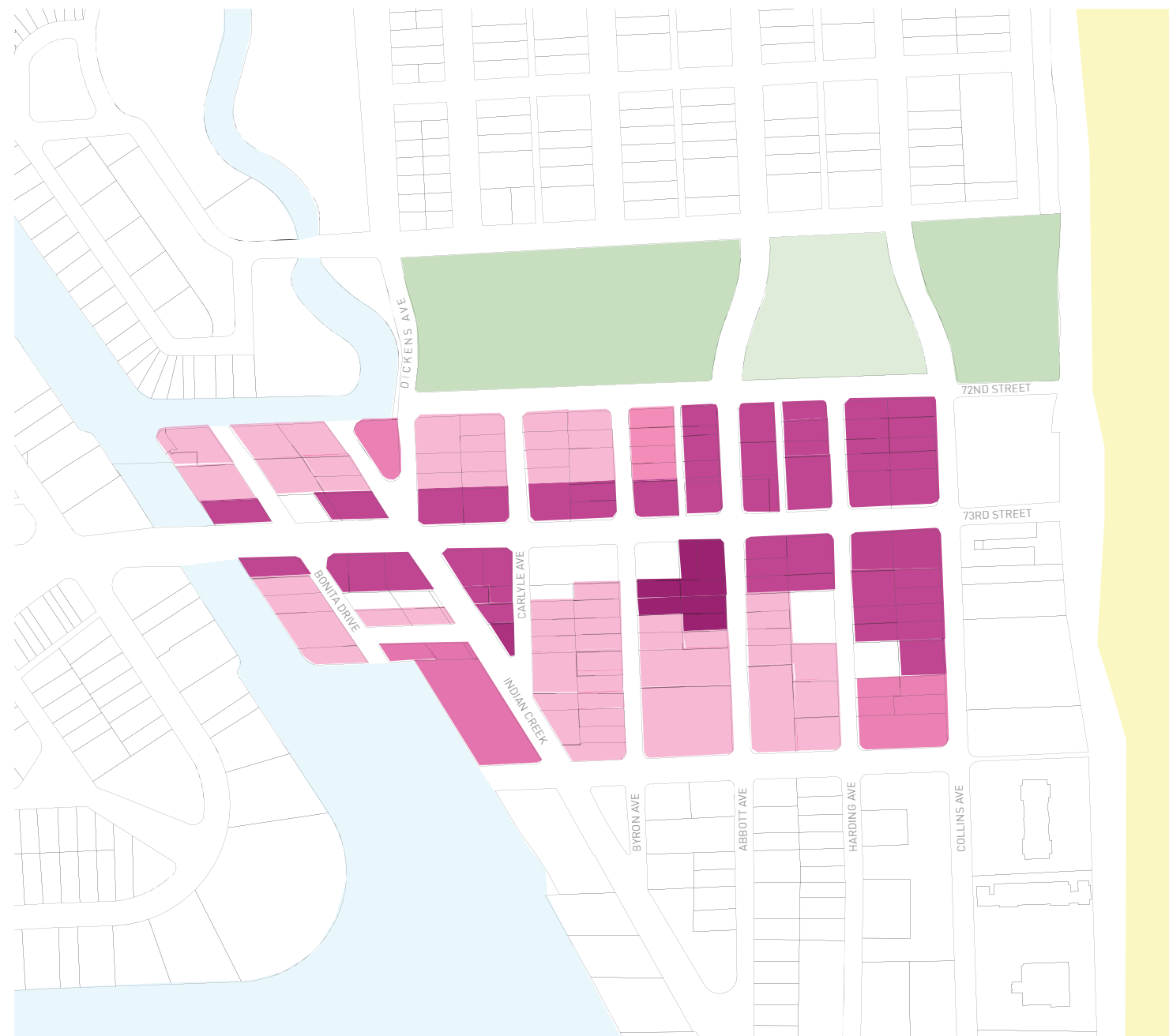


ABBOTT AVENUE

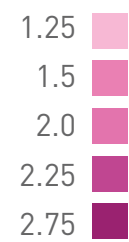




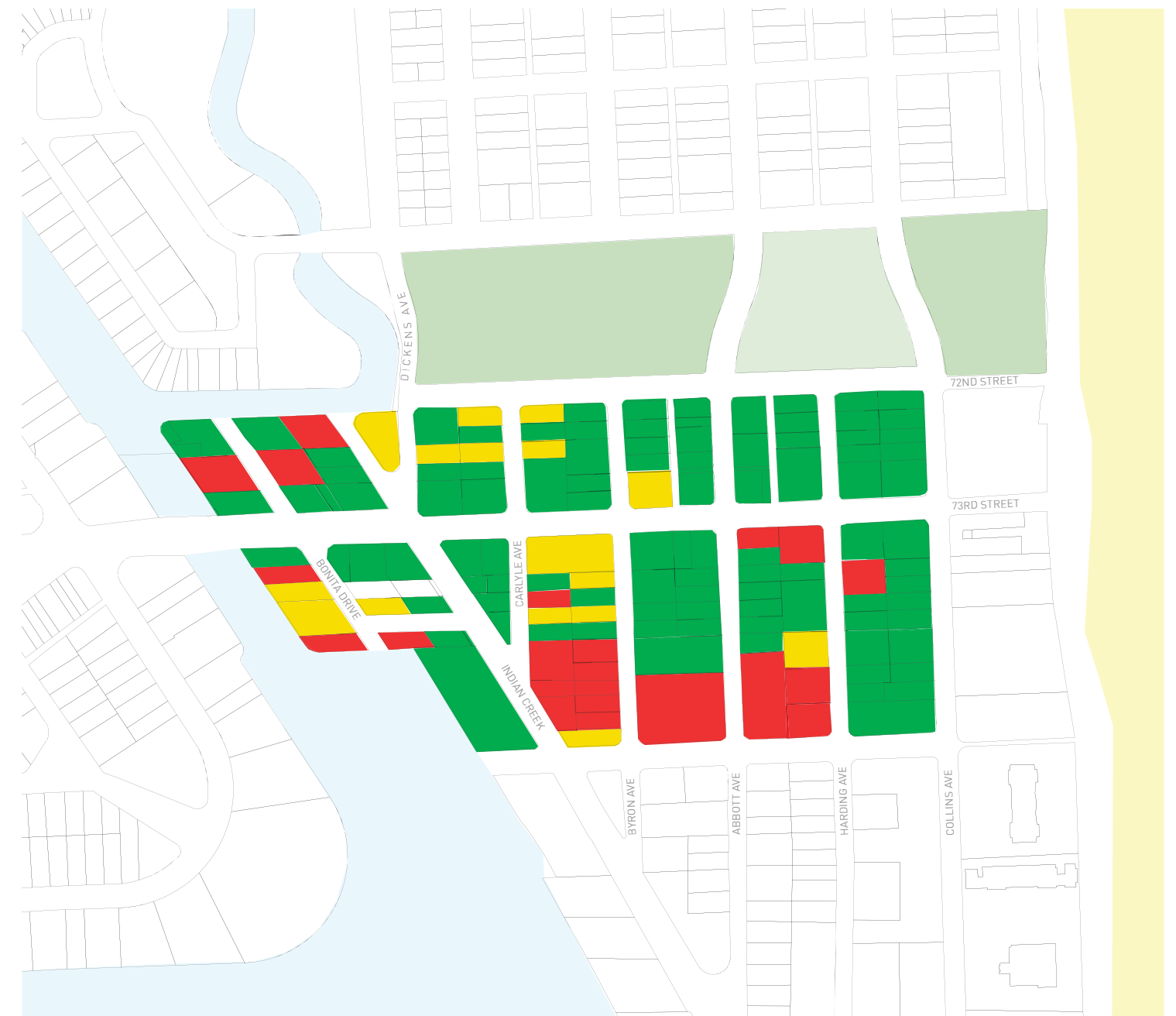
FAR (SEPT. 2014)



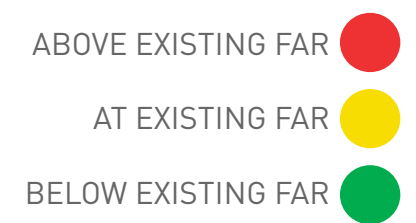
- Due to a lack of aggregated sites, most of TC-1 is at 2.25 FAR
- Residential areas directly adjacent TC-1 are at only 1.25.



UNDERBUILT/OVERBUILT



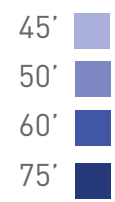
- Many parcels are well below existing allowed FAR



HEIGHT (SEPT. 2014)



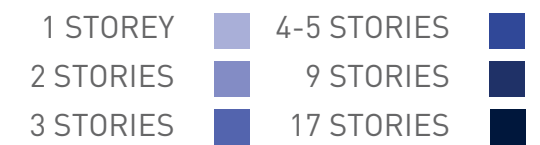
- 71st Street limited to 75' with a stepped podium



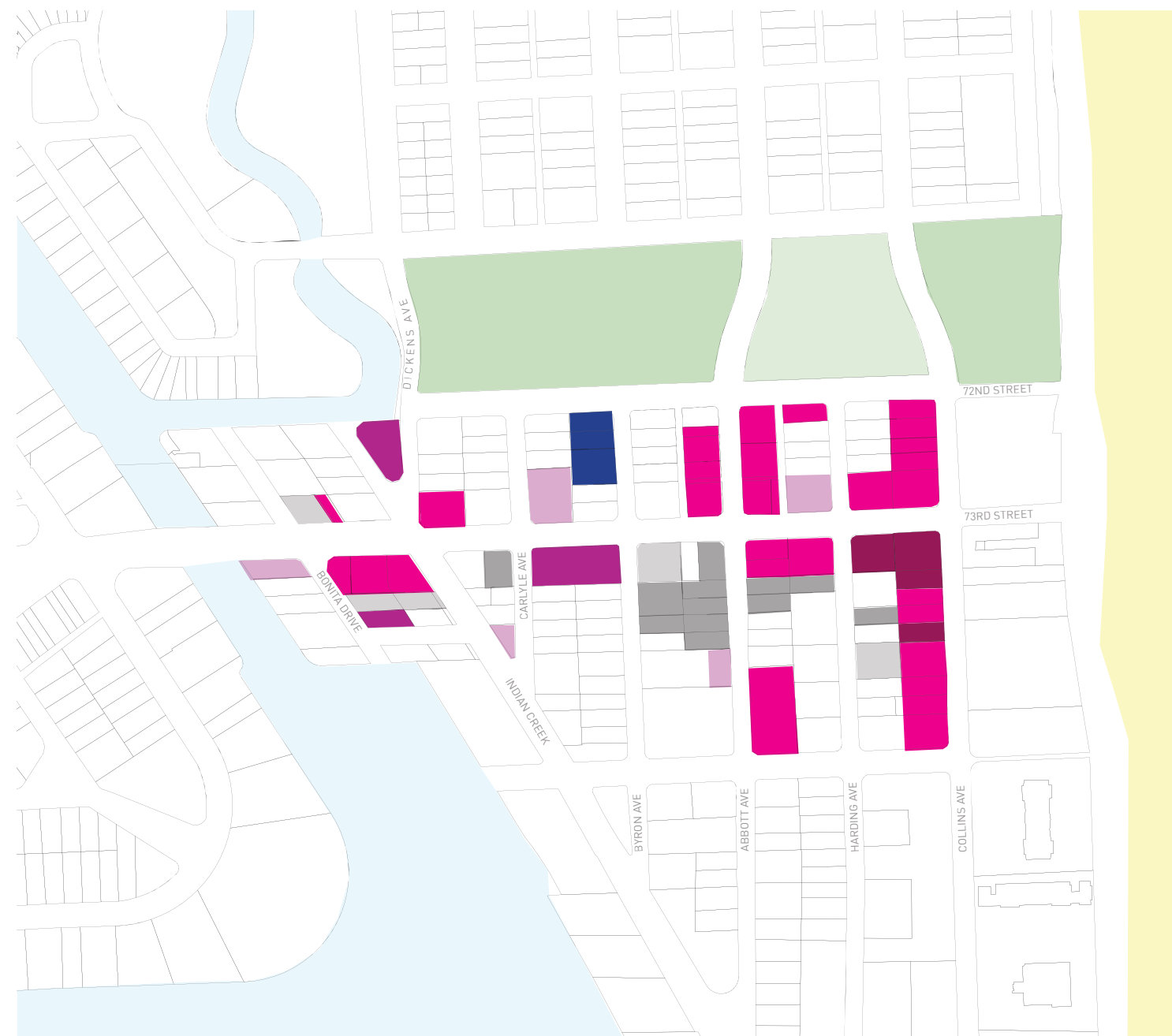
BUILT HEIGHT



- most existing structures are 2 stories

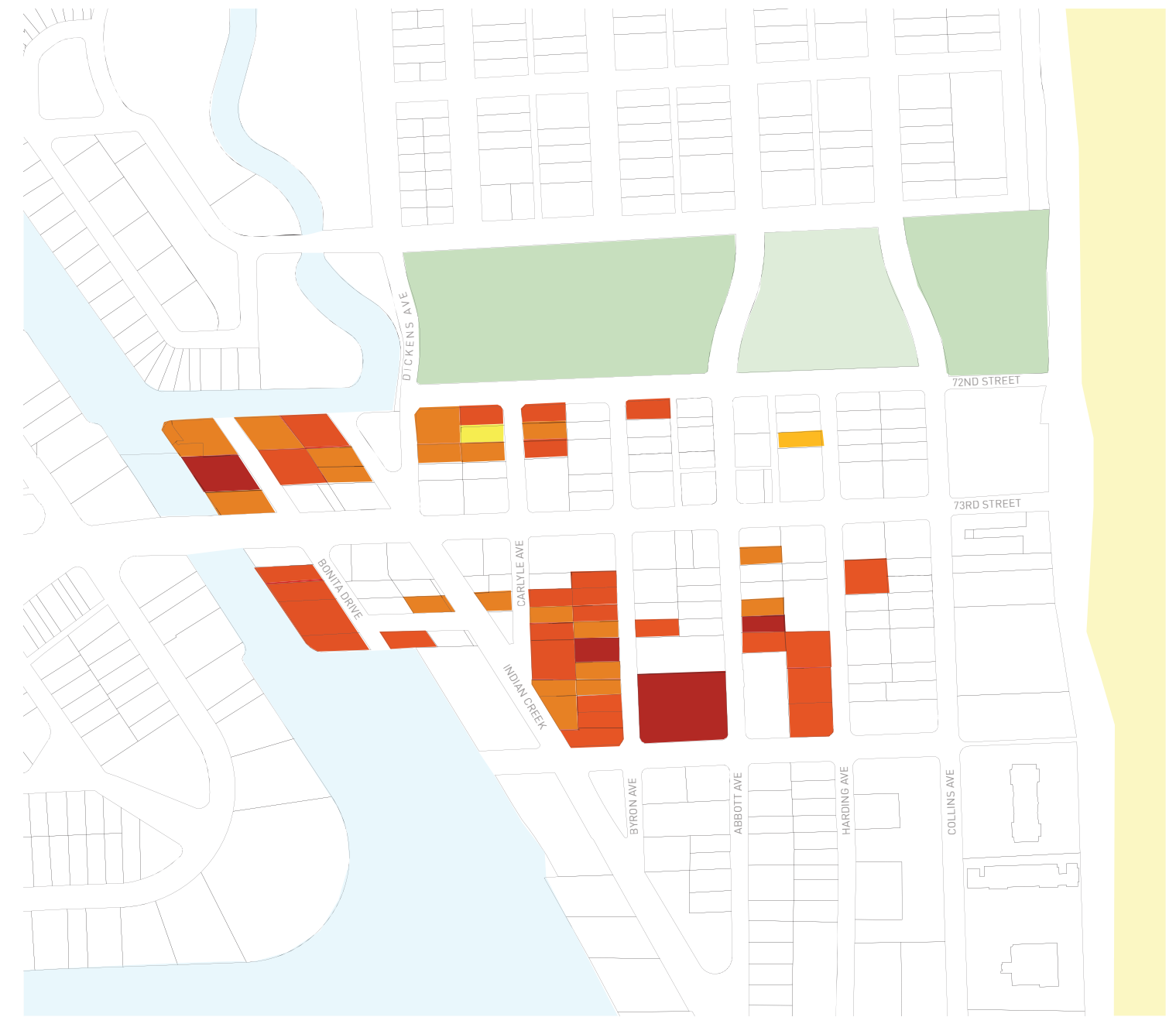


COMMERCIAL AND CIVIC USES



- CHILDCARE
- RELIGIOUS/CULTURAL/RECREATIONAL
- CITY OWNED SURFACE PARKING
- COMMERCIAL: MIXED USE OFFICE/RETAIL
- COMMERCIAL : RETAIL/GAS STATION
- COMMERCIAL: OFFICE
- SURFACE PARKING ASSOCIATED WITH COMMERCIAL USES

RESIDENTIAL/HOTEL USES

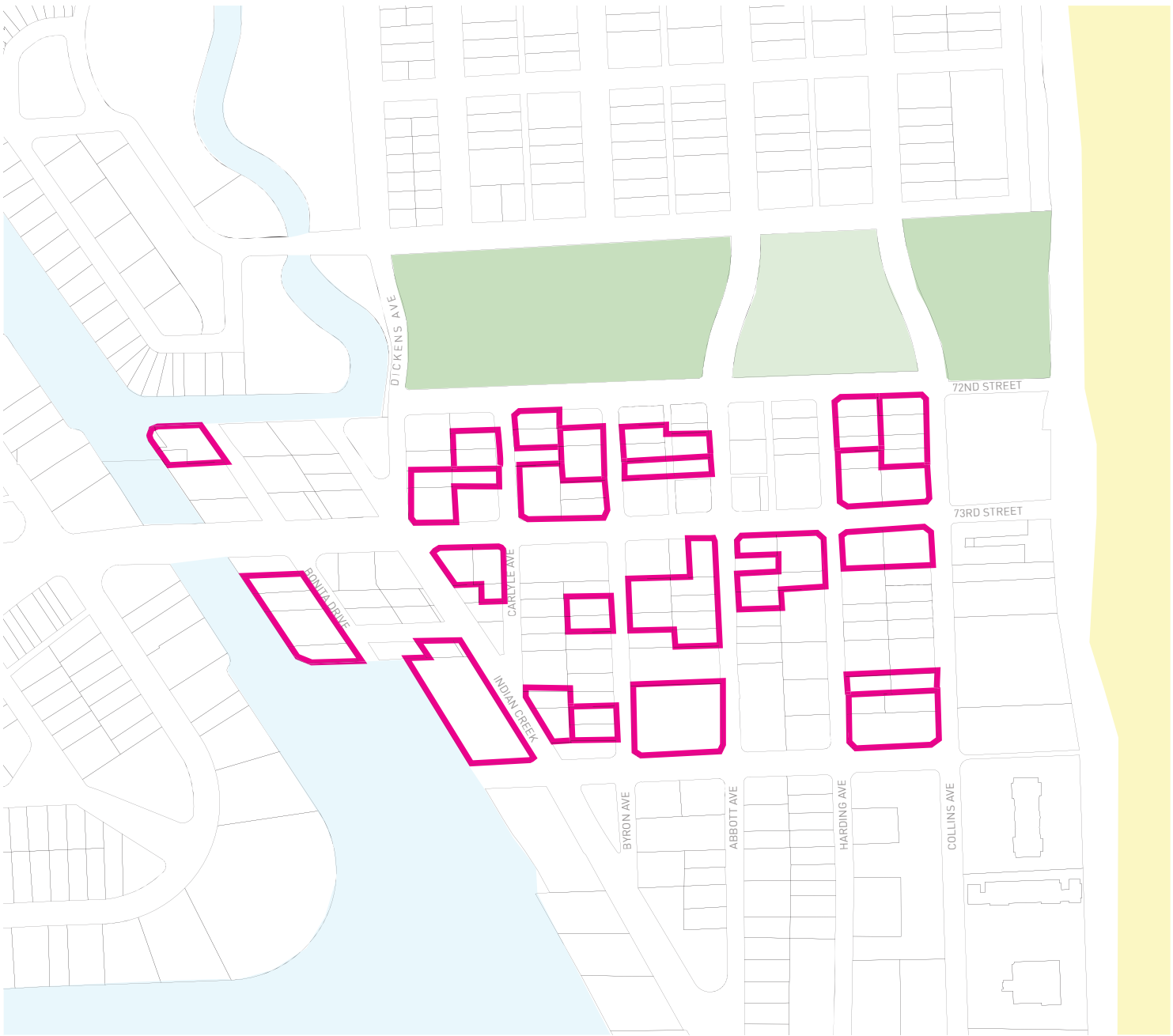



- SINGLE FAMILY
- HOTEL
- MULTIFAMILY LOW DENSITY (<60 DU/ACRE)
- MULTIFAMILY HIGH DENSITY (101-150 DU/ACRE)
- MULTIFAMILY MEDIUM DENSITY (61-100+ DU/ACRE)

OWNERSHIP: CITY OWNED PARCELS



OWNERSHIP: AGGREGATED PARCELS



POTENTIAL AGGREGATED PARCELS 
CITY OF MIAMI BEACH 

STRATEGIES

2



OBSERVATIONS

Lots are typically smaller than most areas in the City. 230x300 v's 300x500 in the Lincoln Road area.

LIMITATIONS

Due to the smaller lot size, it is more difficult to effectively provide structured parking even on aggregated lots.

METHODOLOGY

Proposed different typical conditions were identified by analyzing and mapping

lot sizes

street types

location of transportation

ideal locations of uses

Different heights, massing, tower locations and building footprints were tested, typically two for each typical condition, and analyzed from a street level perspective.

Locations for proposed uses were located and mapped based on potential for views, commercial success, adjacency to density and uses outside of the immediate Town Center

STRATEGIES

Break up towers and pedestals into reasonable sizes to create a town center of multiplicity, not monsters.

Limit floor plate sizes to increase light and air to the street level and encourage height without just FAR increases.

Break up street frontages with recesses.

Loading bay requirements excessive, reduce requirement to allow for increase in GF commercial frontage and SF. For Commercial Buildings fronting 71st Street only or does this apply generally?

Reduce required parking for Office uses from 1/400 to 1/800 sf, since this is proposed to be neighborhood office space, and relies on good public transportation.

Reduce or eliminate parking requirements for Residential uses (pay into a parking fund) to encourage smaller lots to be developed.

Allow for taller facades facing North Shore Park.

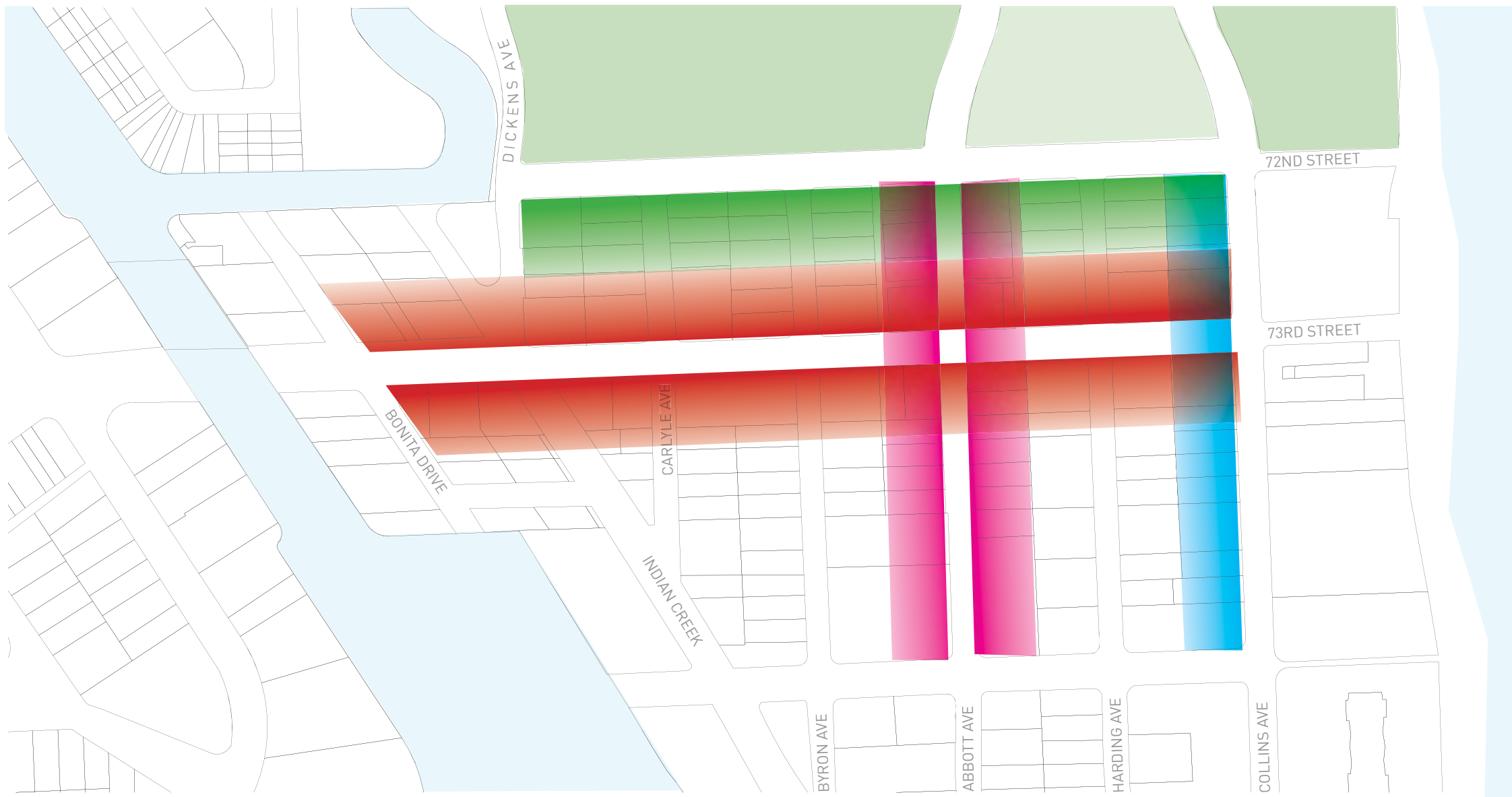
Restrict Office uses to 71st Street.

Allow for midrise residential on the south side (may not be relevant anymore)

Require liners on parking pedestals to activate facades.

Identified centrally located sites for City garages, allowing for smaller parcels to be developed without providing all or some parking.

IDENTIFICATION OF AREAS



Findings

Identified 5 key conditions related both to ideas of scale, uses and pedestrian level experience.

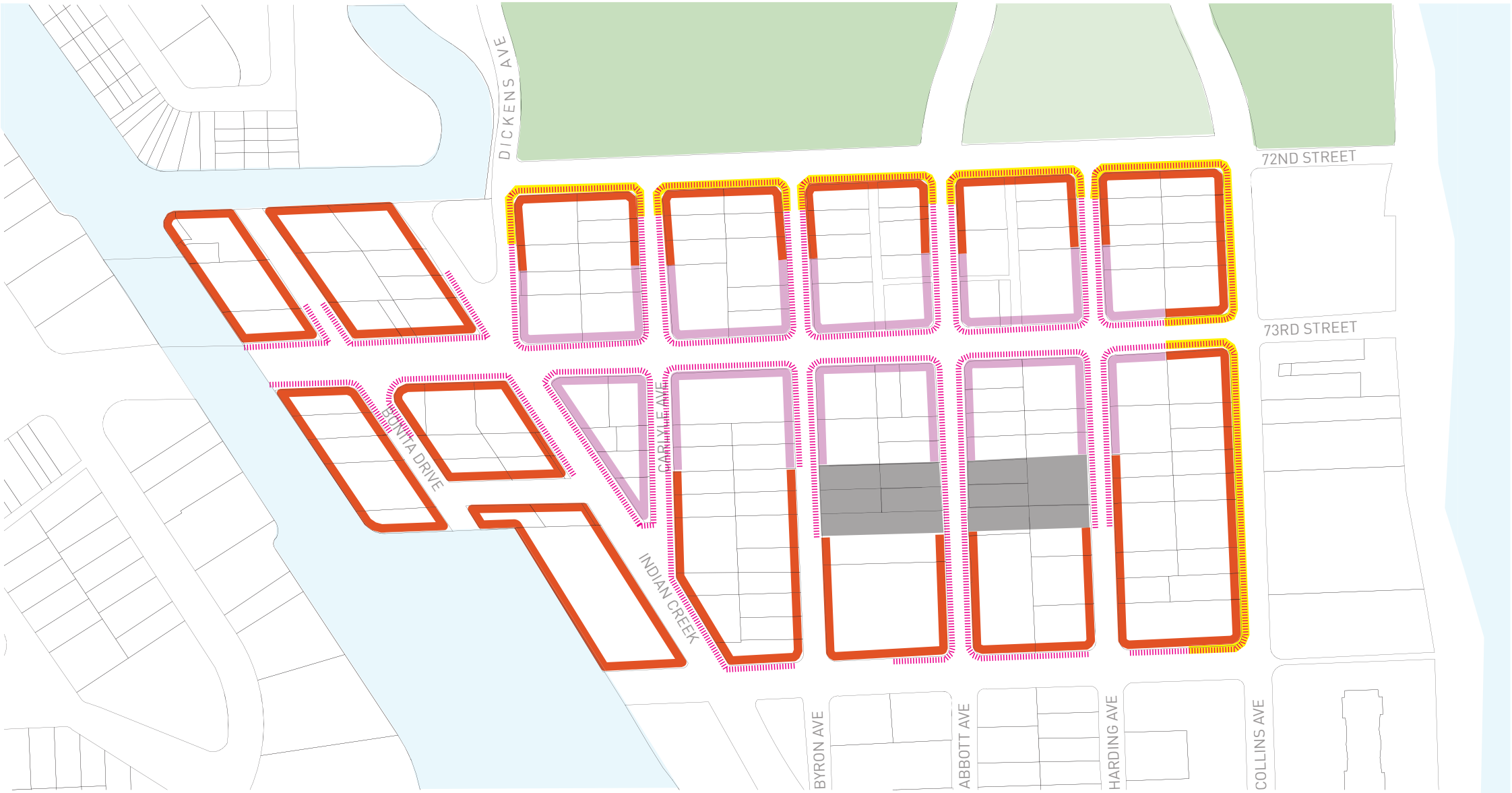
- a. Collins Avenue Corridor
Higher density and hotel uses located along the oceanfront, provide an opportunity for food and beverage opportunities and more residential development.






- b. 72nd Street Park Frontage
Longer views over recreational uses and toward the ocean provide an idea opportunity for residential density. This wide, low traffic street provides ground level opportunities apart from the Collins Avenue experience.

- c. 71st Street Corridor
At the center of the commercial core the focus is on ground level commercial and neighborhood office space to provide activation during the day.

- e. Other Corridors
Well used by southbound traffic, the street maintains a commercial viability yet starts to step down toward the residential neighbors to the south and west.

USES AND STREET FRONTAGES



-  MIXED USE: STREET LEVEL FOOD AND BEVERAGE
-  MIXED USE: STREET LEVEL RETAIL
-  MIXED USE: RESIDENTIAL ABOVE
-  MIXED USE: OFFICE ABOVE
-  POTENTIAL TARGET AREA FOR PUBLIC PARKING GARAGE WITH GROUND FLOOR RETAIL

**KIT OF
PARTS**

3



MIXED USE 1: 71ST STREET

OPTION A

LOT SIZE: 12,500 SF
 LOT DIMENSIONS: 125' X 100'

FAR: 3.0

HEIGHT
 Pedestal 55' 4 stories
 Tower 110' 8 stories

SETBACKS

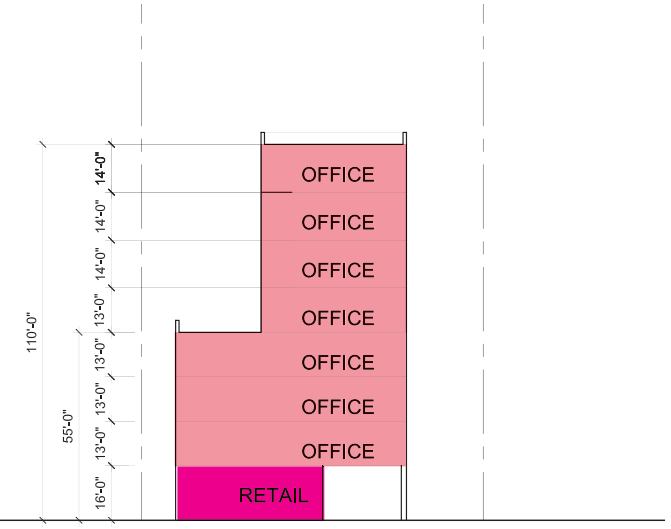
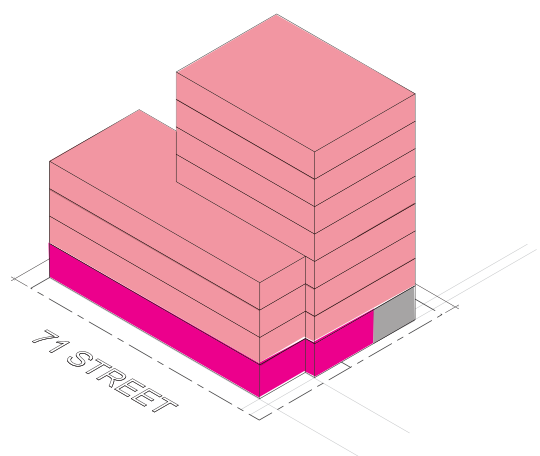
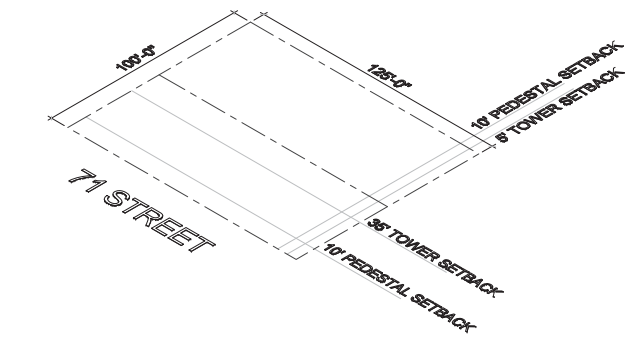
Front Pedestal 10'
 Front Tower 35'
 Side Pedestal 0'
 Side Tower 0'

FAR SUMMARY

GROUND FLOOR RETAIL 3,500 SF
 OFFICE 31,500 SF

PARKING SUMMARY

REQUIRED RETAIL 0 SPACES
 REQUIRED OFFICE 82 SPACES
 PROVIDED 10 SPACES



OPTION B

LOT SIZE: 12,500 SF
 LOT DIMENSIONS: 125' X 100'

FAR: 3.5

HEIGHT
 Pedestal 65' 5 stories
 Tower 135' 10 stories

SETBACKS

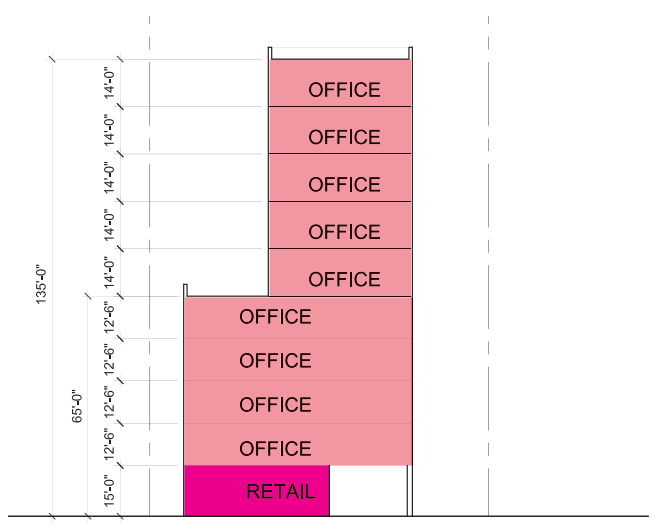
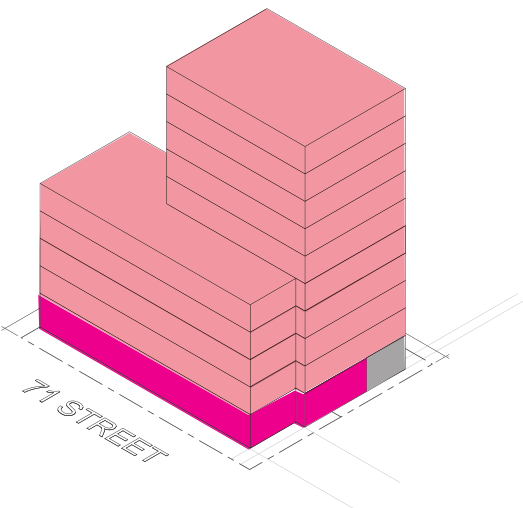
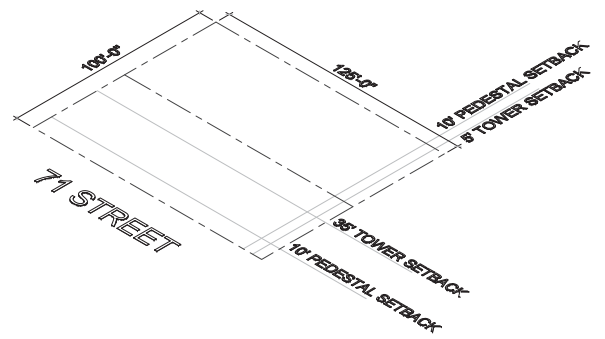
Front Pedestal 10'
 Front Tower 35'
 Side Pedestal 0'
 Side Tower 0'

FAR SUMMARY

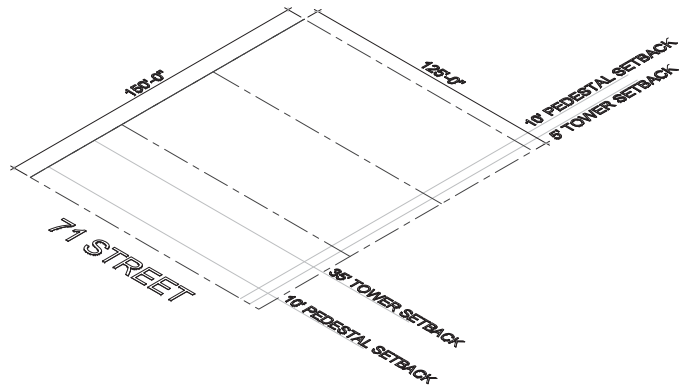
GROUND FLOOR RETAIL 3,500 SF
 OFFICE 39,000 SF

PARKING SUMMARY

REQUIRED RETAIL 0 SPACES
 REQUIRED OFFICE 98 SPACES
 PROVIDED 10 SPACES



MIXED USE 1: 71ST STREET

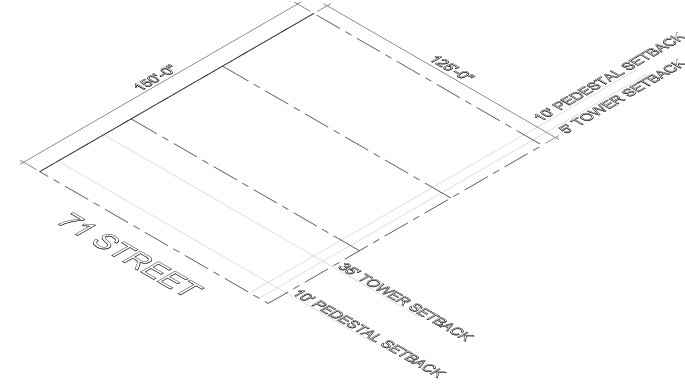


OPTION A
 LOT SIZE: 18,750 SF
 LOT DIMENSIONS: 125' X 150'
 FAR: 3.0
 HEIGHT
 Pedestal 55' 4 stories
 Tower 110' 8 stories

SETBACKS
 Front Pedestal 10'
 Front Tower 35'
 Side Pedestal 0'
 Side Tower 0'

FAR SUMMARY
 GROUND FLOOR RETAIL 10,000 SF
 OFFICE 53,000 SF

PARKING SUMMARY
 REQUIRED RETAIL 0 SPACES
 REQUIRED OFFICE 108 SPACES
 PROVIDED 66 SPACES

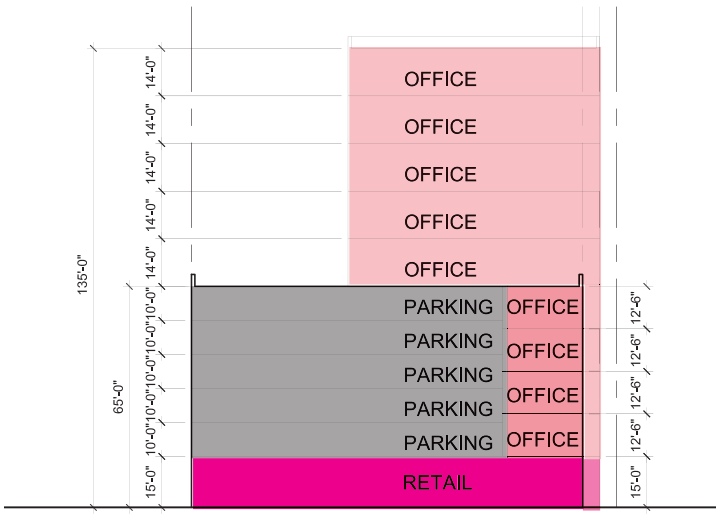
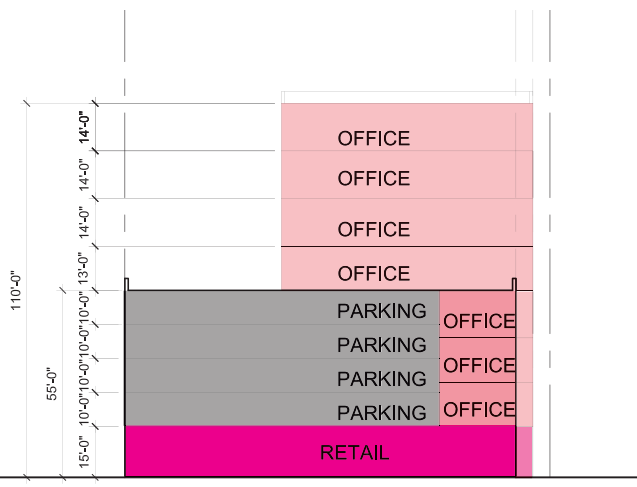
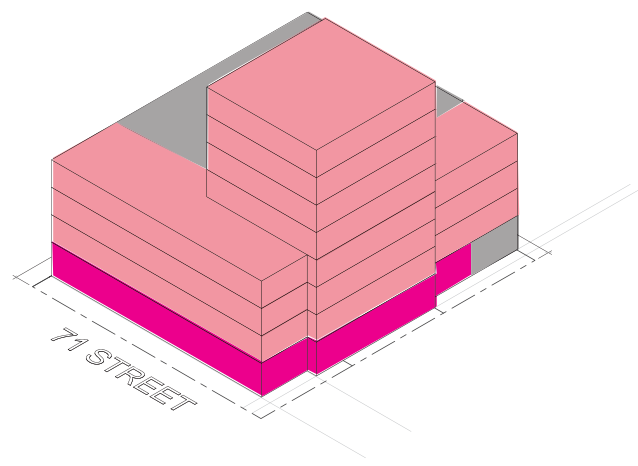
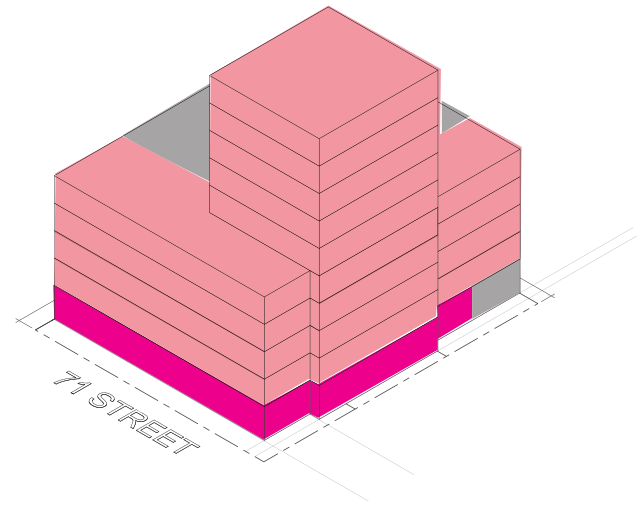


OPTION B
 LOT SIZE: 18,750 SF
 LOT DIMENSIONS: 125' X 150'
 FAR: 3.5
 HEIGHT
 Pedestal 65' 5 stories
 Tower 135' 10 stories

SETBACKS
 Front Pedestal 10'
 Front Tower 35'
 Side Pedestal 0'
 Side Tower 0'

FAR SUMMARY
 GROUND FLOOR RETAIL 10,000 SF
 OFFICE 65,000 SF

PARKING SUMMARY
 REQUIRED RETAIL 0 SPACES
 REQUIRED OFFICE 139 SPACES
 PROVIDED 66 SPACES



MIXED USE 1: 71ST STREET

OPTION B: 4 PARCELS

LOT SIZE: 25,000 SF
 LOT DIMENSIONS: 125' X 200'

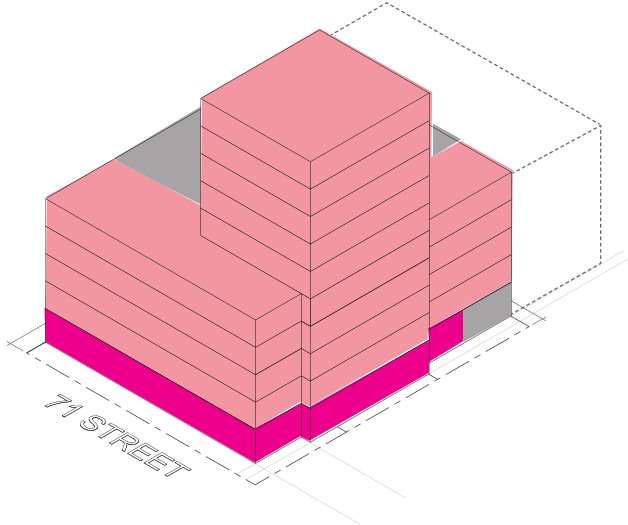
FAR: 3.0

HEIGHT
 Pedestal 65' 5 stories
 Tower 135' 8 stories

SETBACKS
 Front Pedestal 10'
 Front Tower 35'
 Side Pedestal 0'
 Side Tower 0'

FAR SUMMARY
 GROUND FLOOR RETAIL 10,000 SF
 OFFICE 71,000 SF

PARKING SUMMARY
 REQUIRED RETAIL 0 SPACES
 REQUIRED OFFICE 154 SPACES
 PROVIDED 132 SPACES



OPTION B: 5 PARCELS

LOT SIZE: 37,500 SF
 LOT DIMENSIONS: 125' X 250'

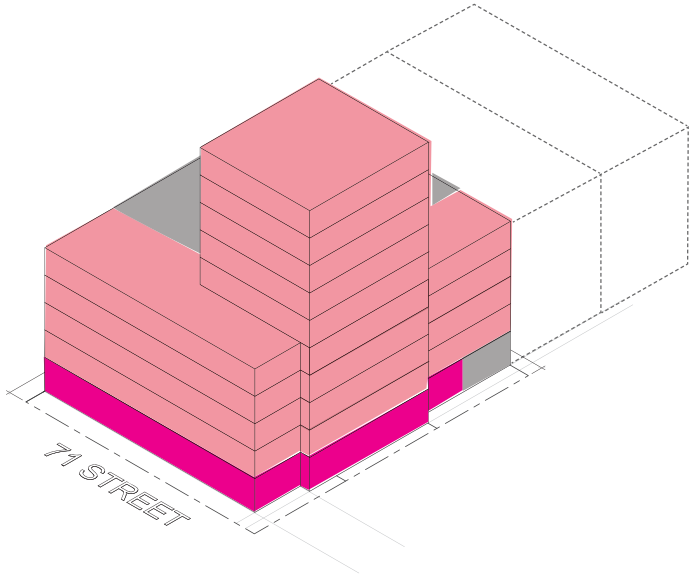
FAR: 2.5

HEIGHT
 Pedestal 65' 5 stories
 Tower 135' 10 stories

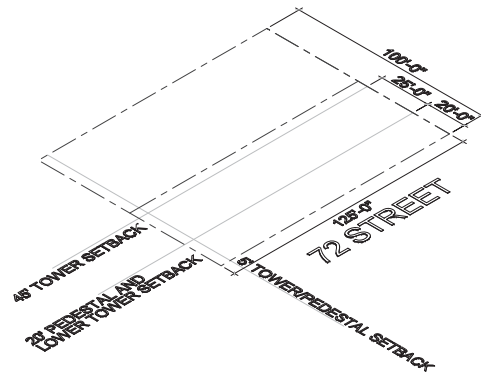
SETBACKS
 Front Pedestal 10'
 Front Tower 35'
 Side Pedestal 0'
 Side Tower 0'

FAR SUMMARY
 GROUND FLOOR RETAIL 10,000 SF
 OFFICE 74,000 SF

PARKING SUMMARY
 REQUIRED RETAIL 0 SPACES
 REQUIRED OFFICE 161 SPACES
 PROVIDED 182 SPACES



MIXED USE 2: 72ND STREET



OPTION A

LOT SIZE: 12,500 SF
 LOT DIMENSIONS: 125' X 100'

FAR: 2.75

HEIGHT

Pedestal 45' 4 stories
 Lower Tower 75' 7 stories

SETBACKS

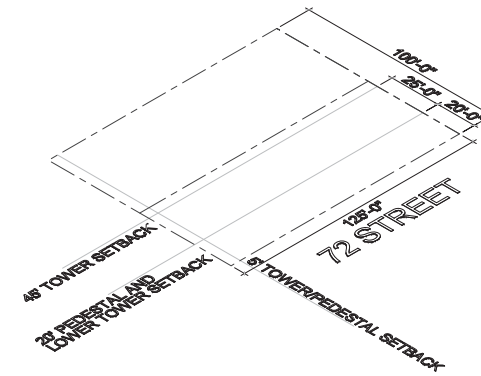
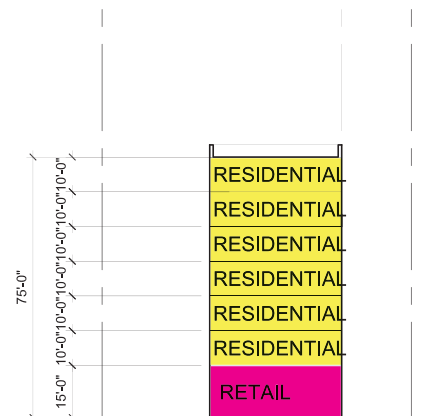
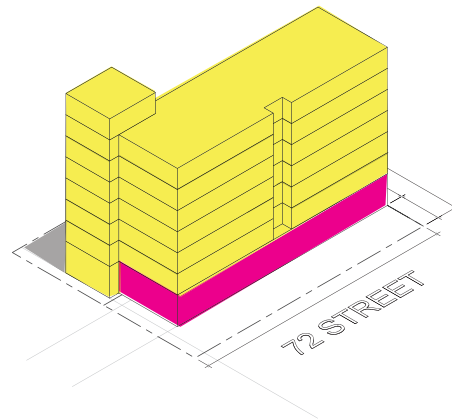
Front Pedestal 20'
 Front Tower 45'
 Side Pedestal 0'
 Side Tower 0'

FAR SUMMARY

GROUND FLOOR RETAIL 2,400 SF
 RESIDENTIAL 30,000 SF

PARKING SUMMARY

REQUIRED RETAIL 0 SPACES
 REQUIRED RESIDENTIAL 45 SPACES
 PROVIDED 10 SPACES



OPTION B

LOT SIZE: 12,500 SF
 LOT DIMENSIONS: 125' X 100'

FAR: 3.25

HEIGHT

Pedestal 45' 4 stories
 Lower Tower 75' 7 stories

SETBACKS

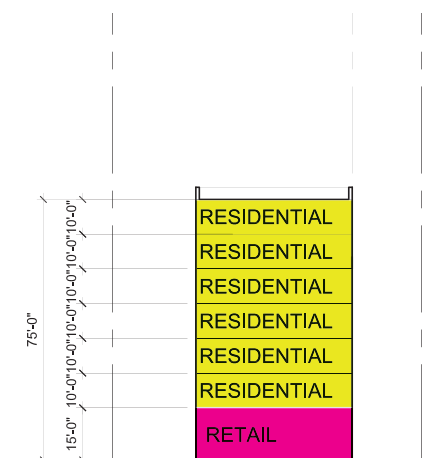
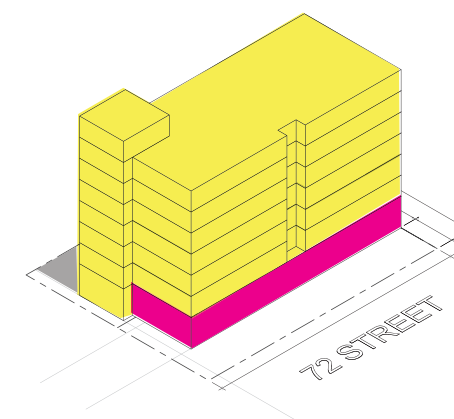
Front Pedestal 20'
 Front Tower 45'
 Side Pedestal 0'
 Side Tower 0'

FAR SUMMARY

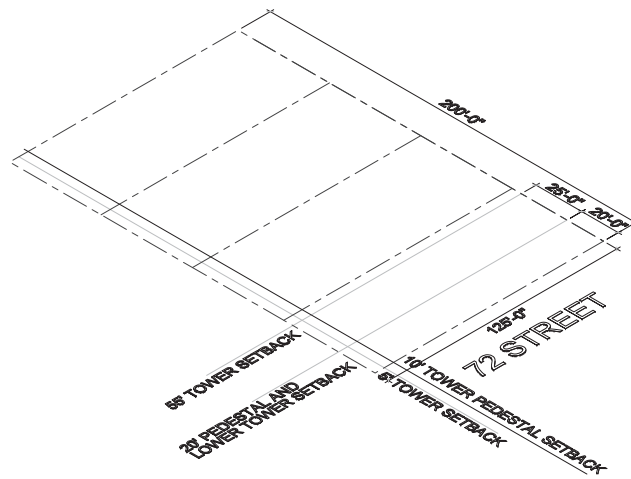
GROUND FLOOR RETAIL 2,400 SF
 RESIDENTIAL 36,000 SF

PARKING SUMMARY

REQUIRED RETAIL 0 SPACES
 REQUIRED RESIDENTIAL 55 SPACES
 PROVIDED 10 SPACES



MIXED USE 2: 72ND STREET



OPTION A

LOT SIZE: 25,000 SF
 LOT DIMENSIONS: 125' X 200'

FAR: 2.75

HEIGHT

Pedestal 45' 4 stories
 Lower Tower 75' 7 stories
 Tower 105' 10 stories

SETBACKS

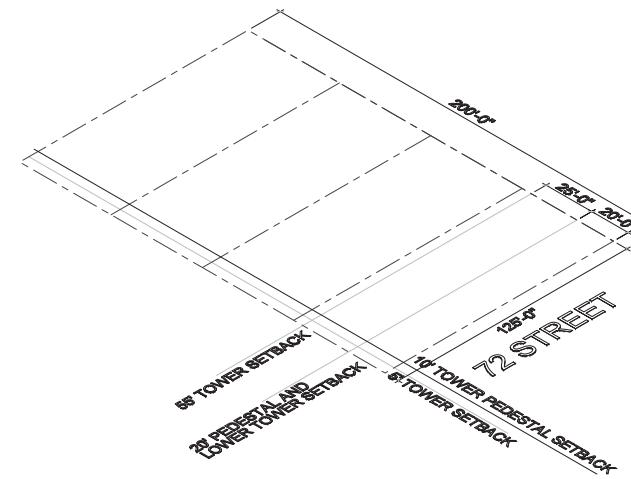
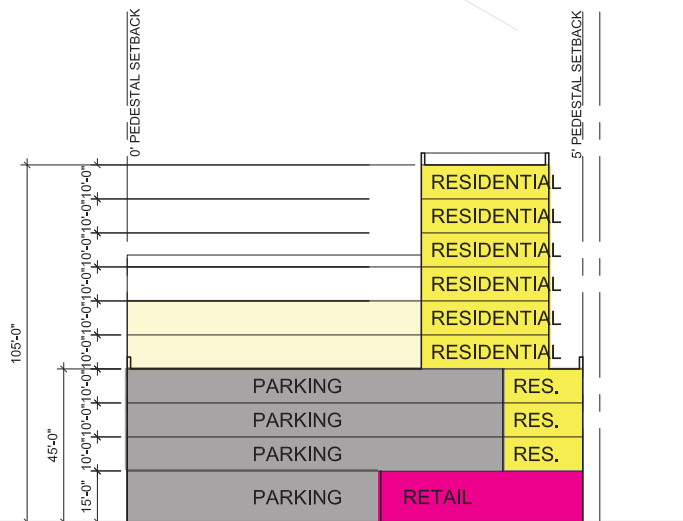
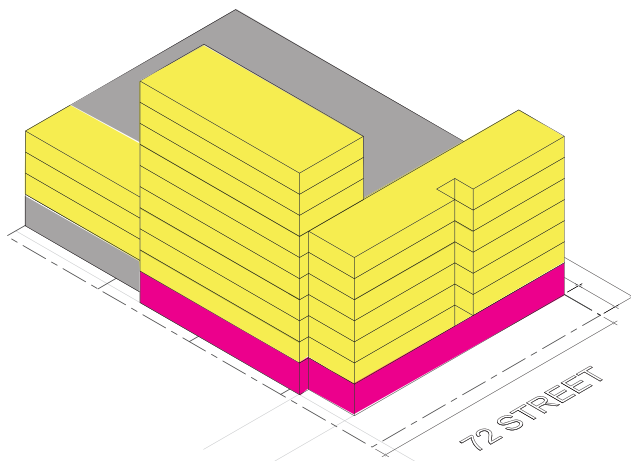
Front Pedestal 20'
 Front Tower 45'
 Side Pedestal 0'
 Side Tower 0'

FAR SUMMARY

GROUND FLOOR RETAIL 6,500 SF
 RESIDENTIAL 59,000 SF

PARKING SUMMARY

REQUIRED RETAIL 0 SPACES
 REQUIRED RESIDENTIAL 89 SPACES
 PROVIDED 113 SPACES



OPTION B

LOT SIZE: 25,000 SF
 LOT DIMENSIONS: 125' X 200'

FAR: 3.25

HEIGHT

Pedestal 45' 4 stories
 Lower Tower 75' 7 stories
 Tower 125' 12 stories

SETBACKS

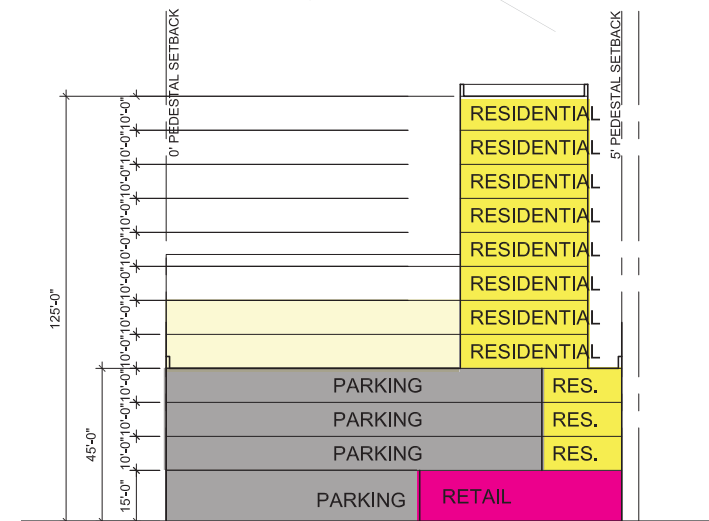
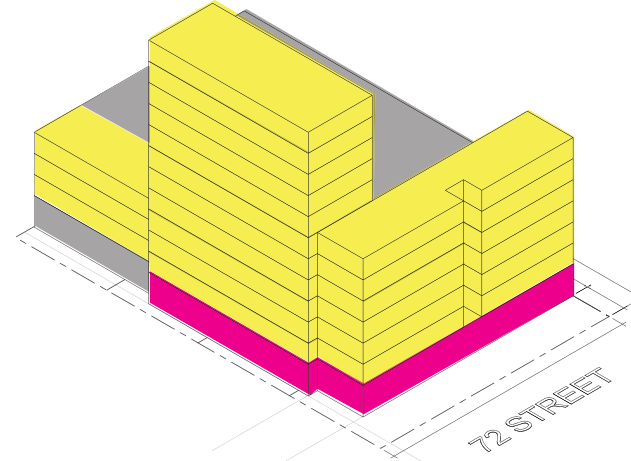
Front Pedestal 20'
 Front Tower 45'
 Side Pedestal 0'
 Side Tower 0'

FAR SUMMARY

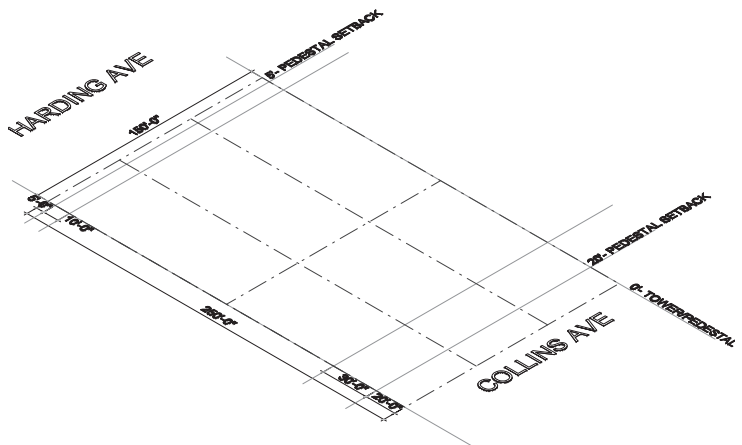
GROUND FLOOR RETAIL 6,500 SF
 RESIDENTIAL 71,000 SF

PARKING SUMMARY

REQUIRED RETAIL 0 SPACES
 REQUIRED RESIDENTIAL 107 SPACES
 PROVIDED 113 SPACES



MIXED USE 3: COLLINS AVENUE



OPTION A

LOT SIZE:	37,500 SF
LOT DIMENSIONS:	150' X 250'
FAR:	3.0
HEIGHT	
Pedestal	45' 4 stories
Tower	105' 10 stories

SETBACKS

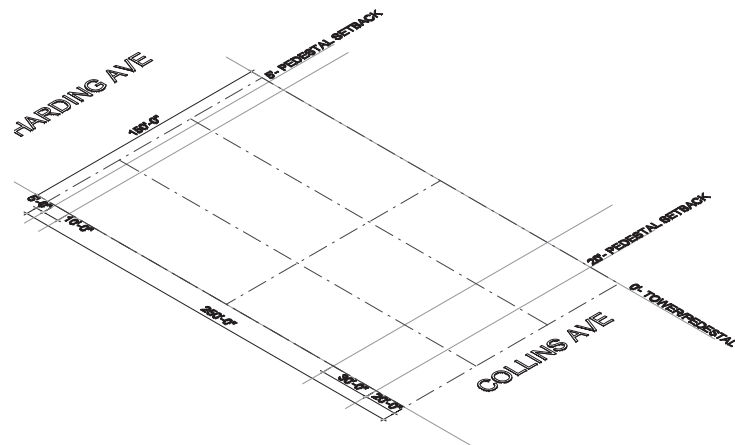
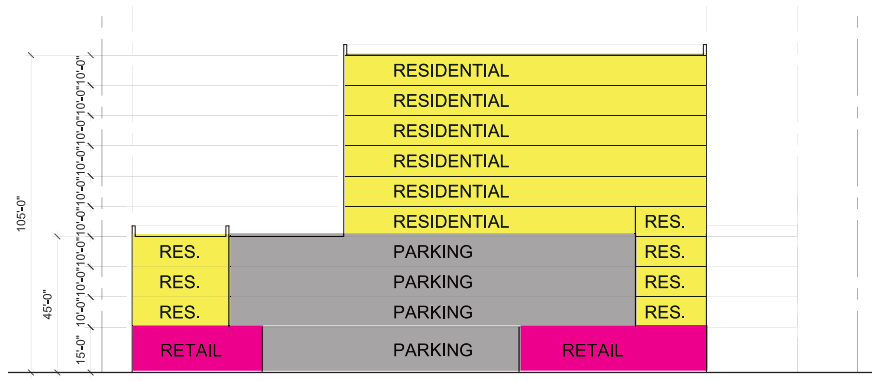
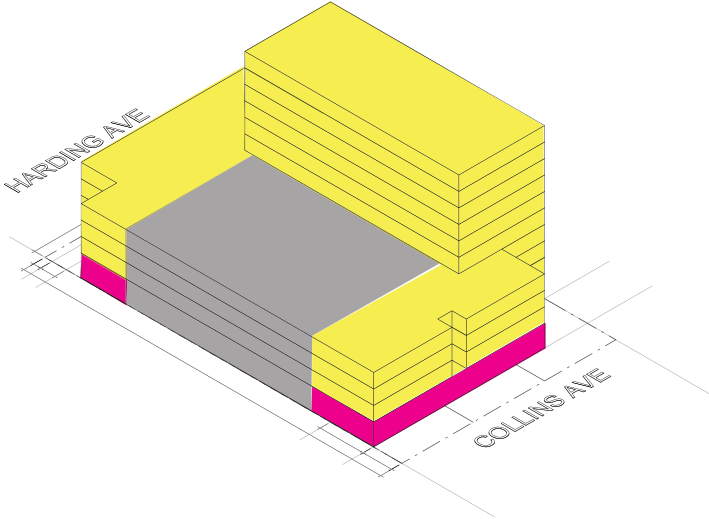
Front Pedestal	20'
Front Tower	50'
Side Pedestal	0'
Side Tower	0'

FAR SUMMARY

GROUND FLOOR RETAIL	12,000 SF
RESIDENTIAL	93,000 SF

PARKING SUMMARY

REQUIRED RETAIL	0 SPACES
REQUIRED RESIDENTIAL	140 SPACES
PROVIDED	141 SPACES



OPTION B

LOT SIZE:	37,500 SF
LOT DIMENSIONS:	150' X 250'
FAR:	3.5
HEIGHT	
Pedestal	45' 4 stories
Tower	125' 12 stories

SETBACKS

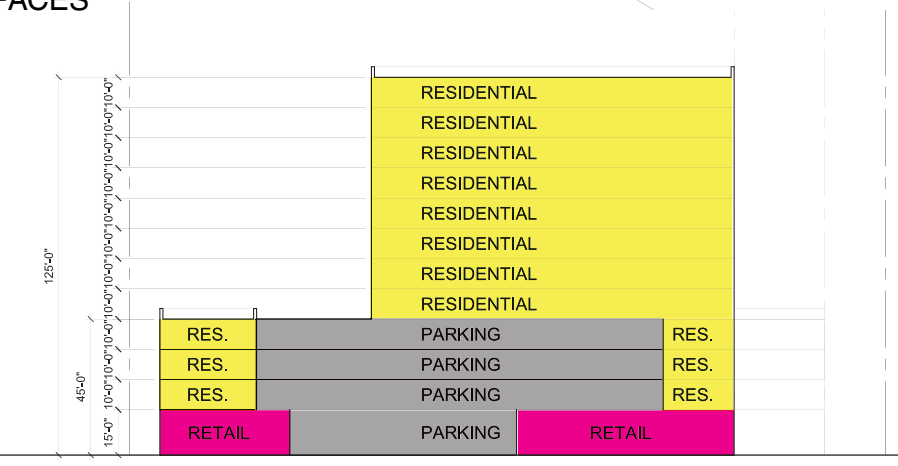
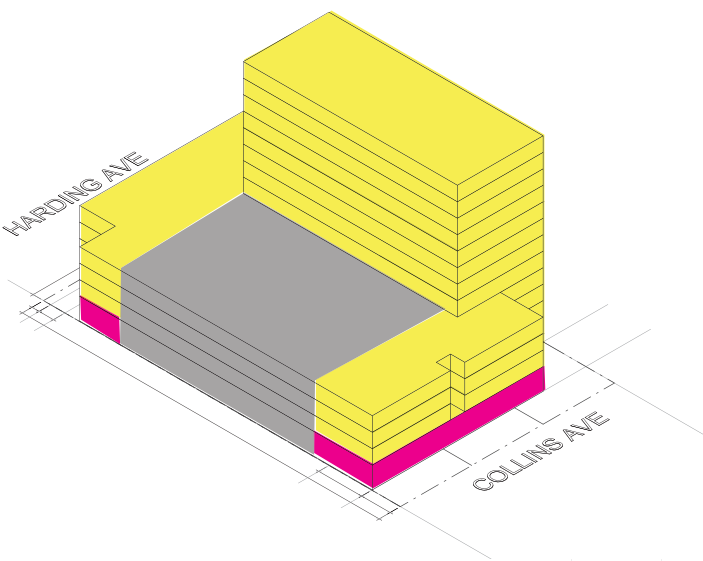
Front Pedestal	20'
Front Tower	50'
Side Pedestal	0'
Side Tower	0'

FAR SUMMARY

GROUND FLOOR RETAIL	9,000 SF
RESIDENTIAL	115,000 SF

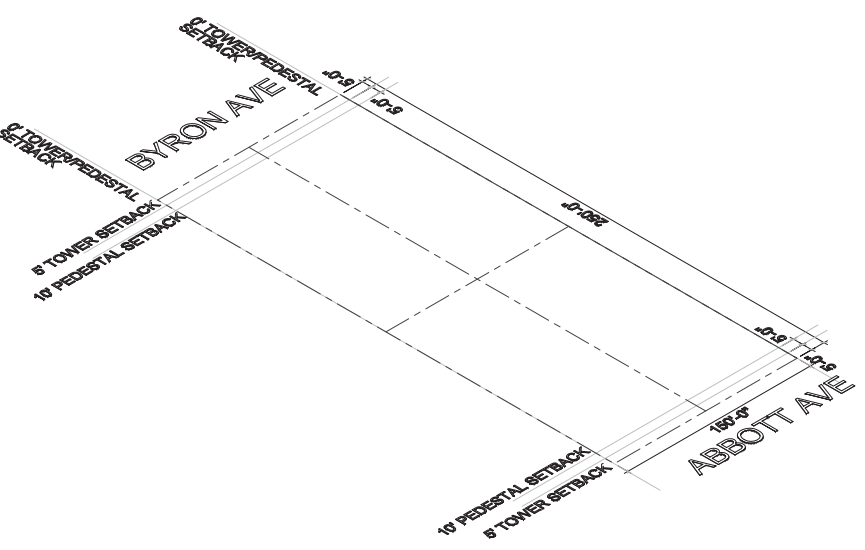
PARKING SUMMARY

REQUIRED RETAIL	0 SPACES
REQUIRED RESIDENTIAL	173 SPACES
PROVIDED	156 SPACES



- residential
- parking
- retail

MIXED USE 4: ABBOTT AVENUE

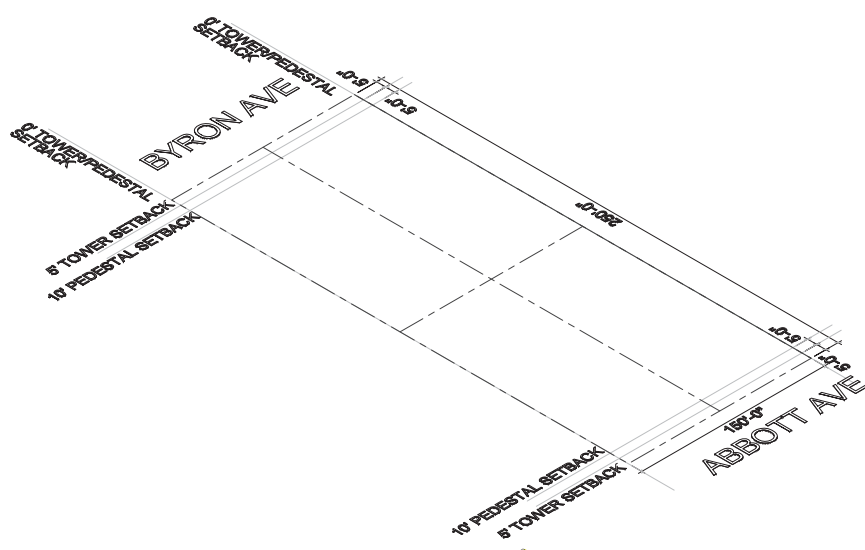
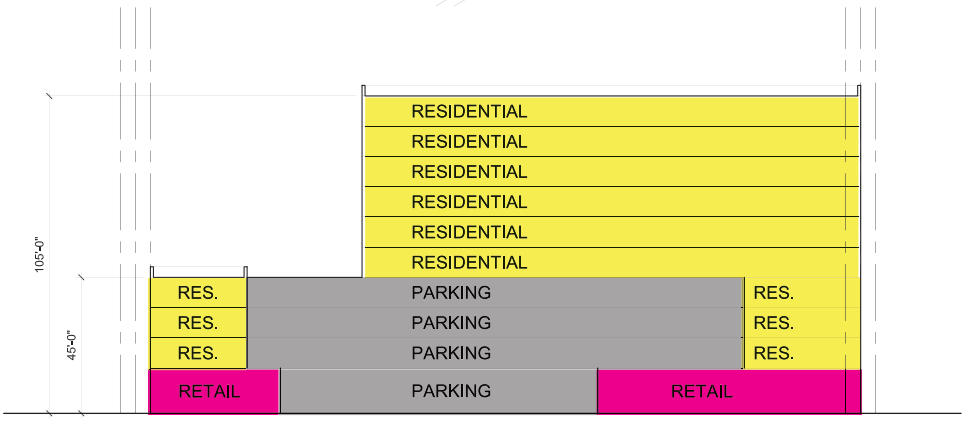
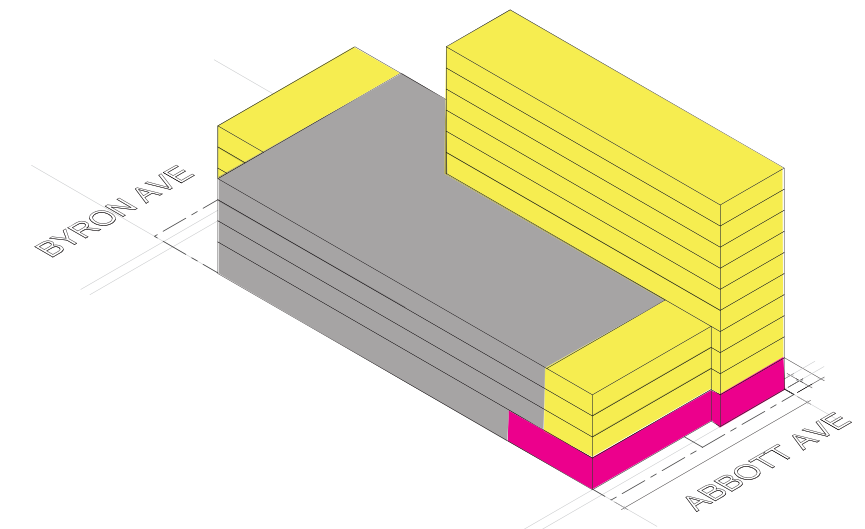


OPTION A

LOT SIZE:	25,000 SF
LOT DIMENSIONS:	125' X 200'
FAR:	2.75
HEIGHT	
Pedestal	45' 4 stories
Tower	105' 10 stories
SETBACKS	
Front Pedestal	10'
Front Tower	5'
Side Pedestal	0'
Side Tower	0'

FAR SUMMARY

GROUND FLOOR RETAIL	6,000 SF
RESIDENTIAL	61,000 SF
PARKING SUMMARY	
REQUIRED RETAIL	0 SPACES
REQUIRED RESIDENTIAL	91 SPACES
PROVIDED	101 SPACES

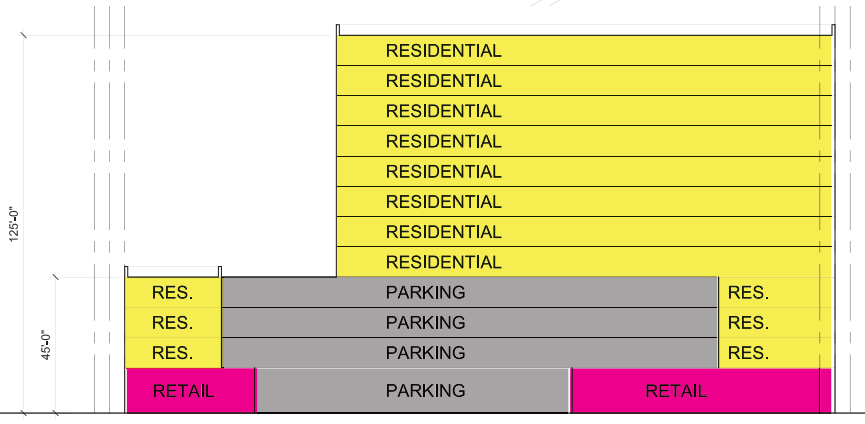
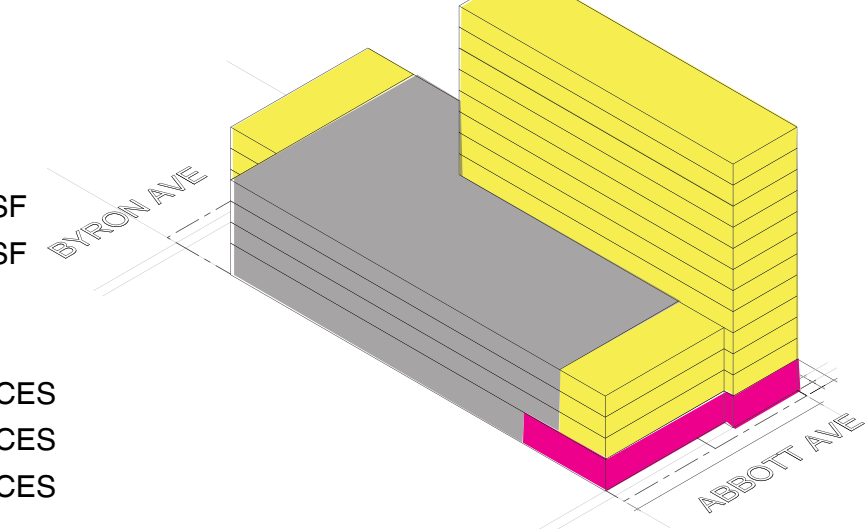


OPTION B

LOT SIZE:	25,000 SF
LOT DIMENSIONS:	125' X 200'
FAR:	3.25
HEIGHT	
Pedestal	45' 4 stories
Tower	125' 12 stories
SETBACKS	
Front Pedestal	10'
Front Tower	5'
Side Pedestal	0'
Side Tower	0'

FAR SUMMARY

GROUND FLOOR RETAIL	6,000 SF
RESIDENTIAL	72,000 SF
PARKING SUMMARY	
REQUIRED RETAIL	0 SPACES
REQUIRED RESIDENTIAL	109 SPACES
PROVIDED	101 SPACES



- residential
- parking
- retail

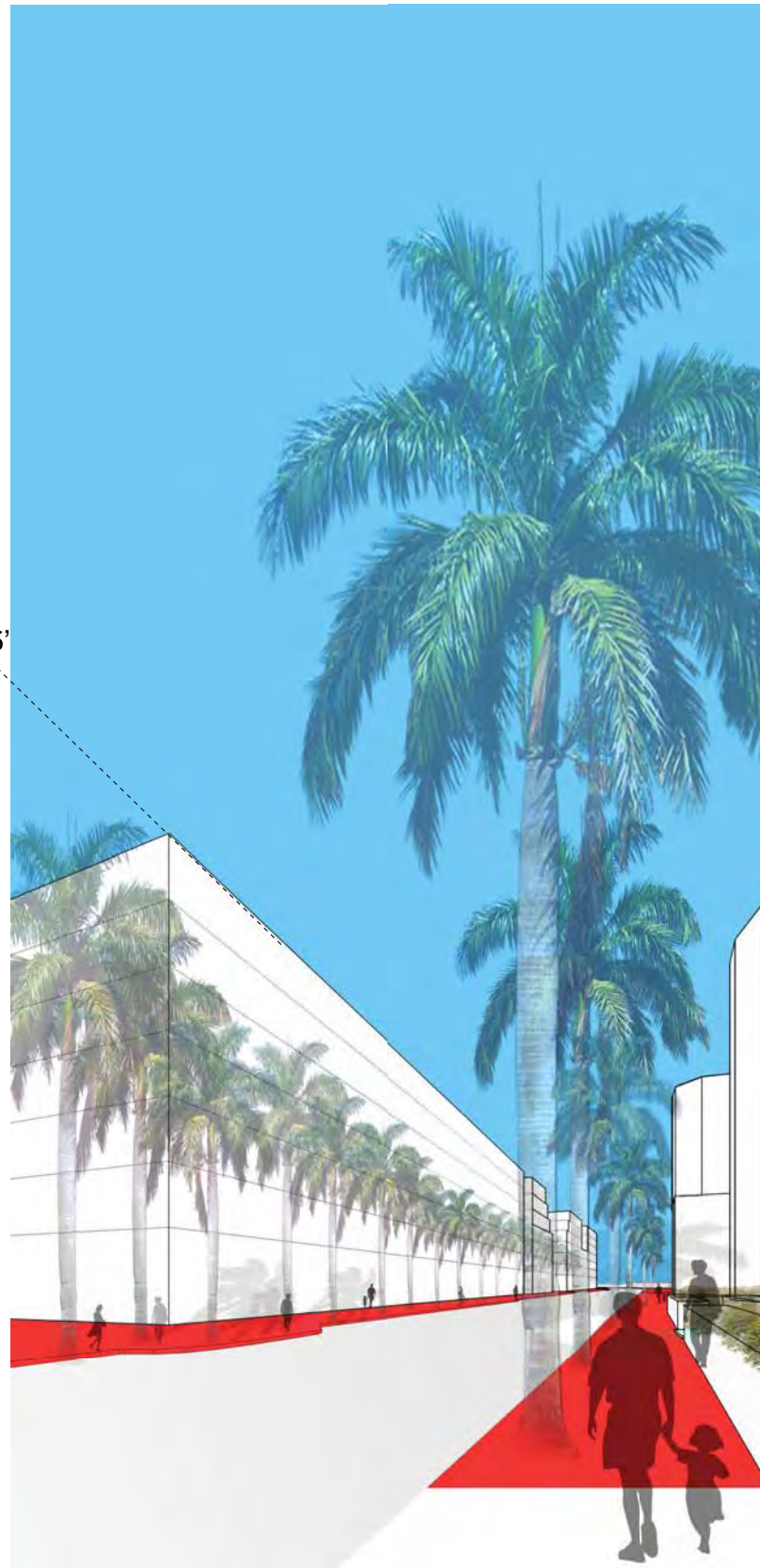
**MASSING
STUDIES**

4



COLLINS AVENUE CORRIDOR





TC-1 (northern blocks)

FAR: 2.25 (2.75 if lot >45,000sf)

HEIGHT		STORIES
Pedestal	-'	7
Tower	75'	

SETBACKS

Pedestal	-'
Tower	5'

TC-2 (southern part of block)

FAR: 1.5 or
2.0 Mixed Use Buildings

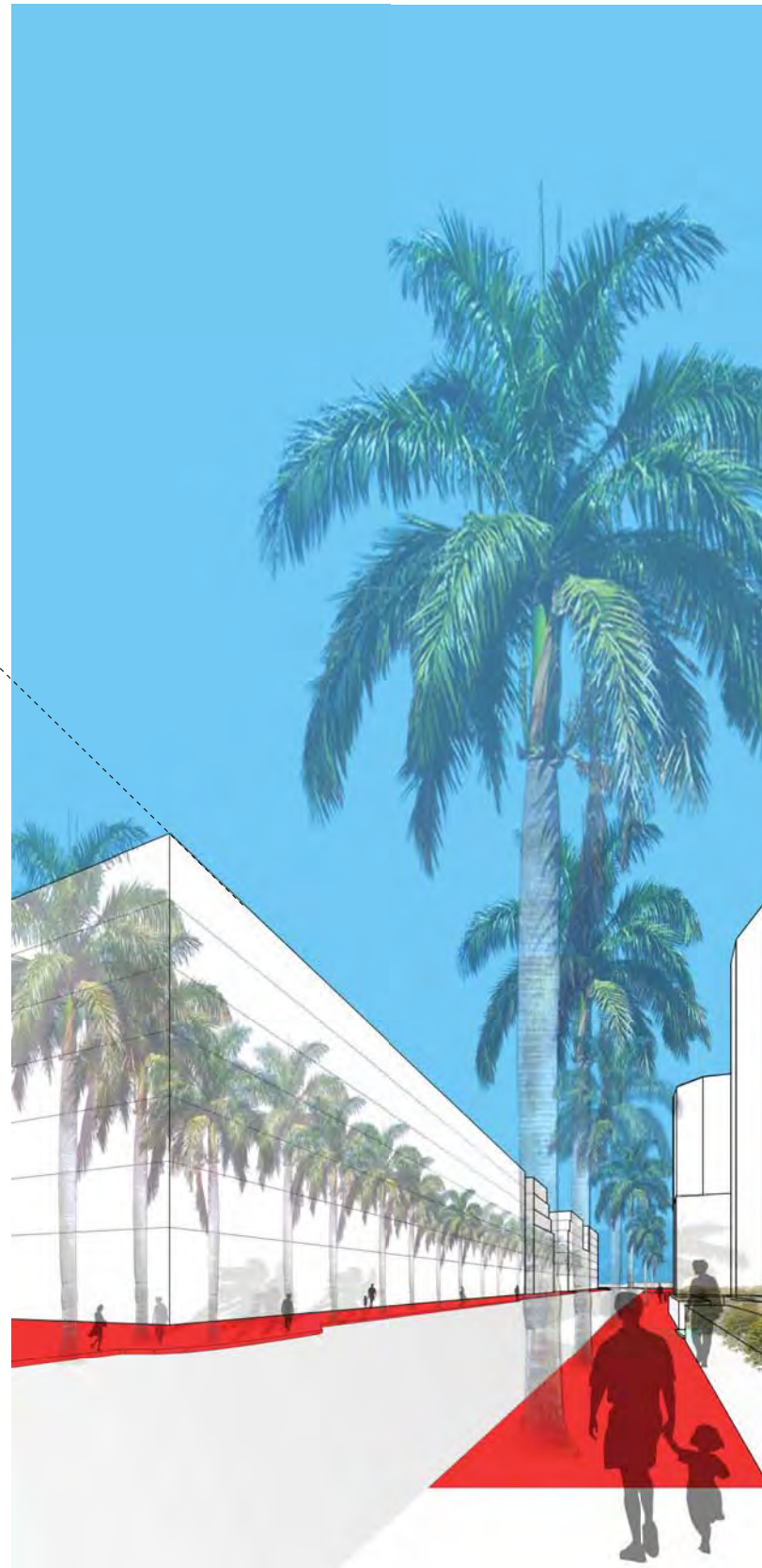
HEIGHT		STORIES
Pedestal	50'	5

SETBACKS

Pedestal	5'
----------	----



CURRENT ALLOWABLE ZONING



TC-1 (northern blocks)
FAR: 2.25 (2.75 if lot >45,000sf)

HEIGHT		STORIES
Pedestal	-'	
Tower	75'	7

SETBACKS

Pedestal	-'
Tower	5'

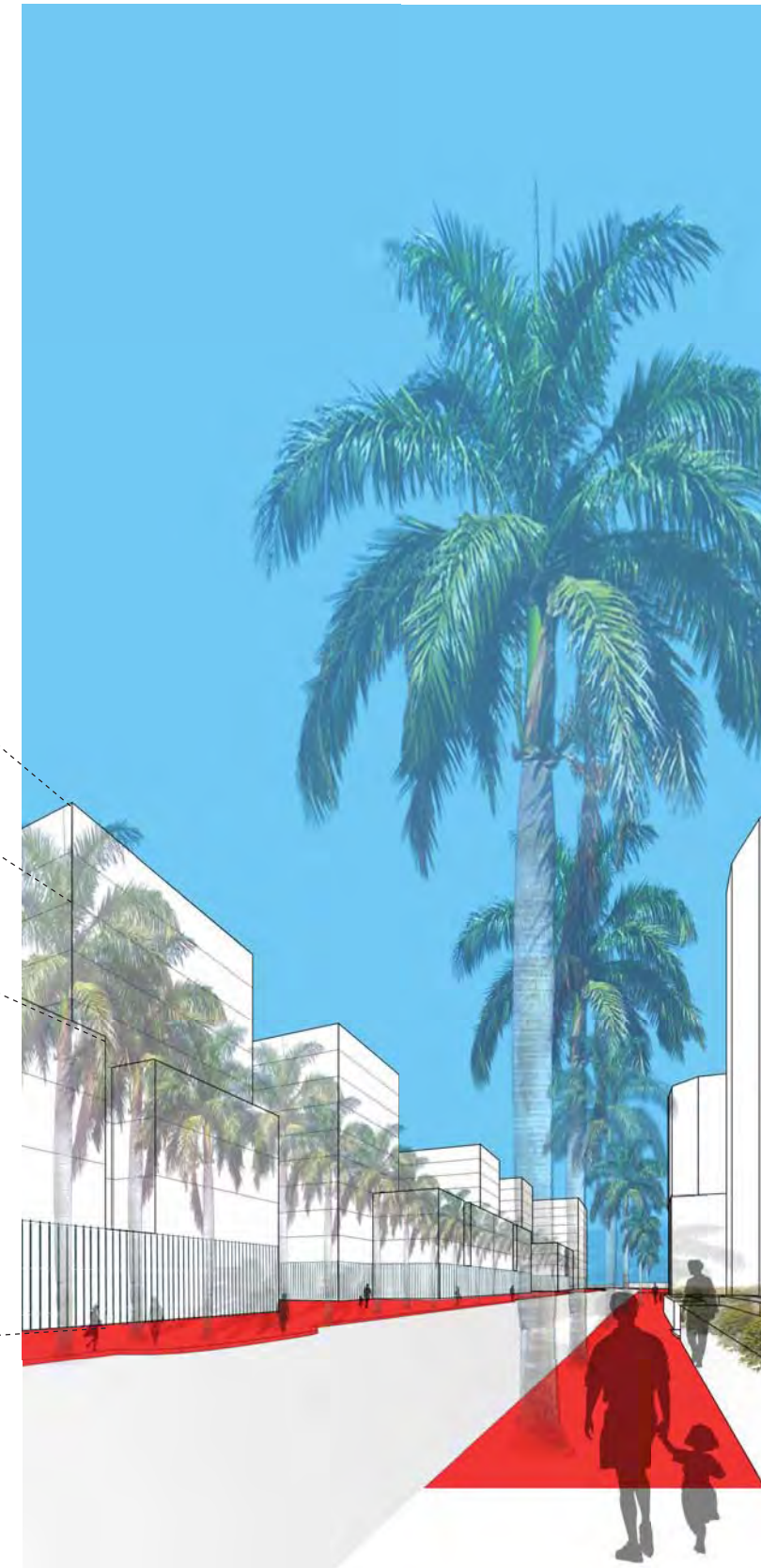
TC-2 (southern part of block)
FAR: 1.5 or 2.0 Mixed Use Buildings

HEIGHT		STORIES
Pedestal	50'	5

SETBACKS

Pedestal	5'
----------	----

OPTION A: FAR 3.0



FAR: 3.0

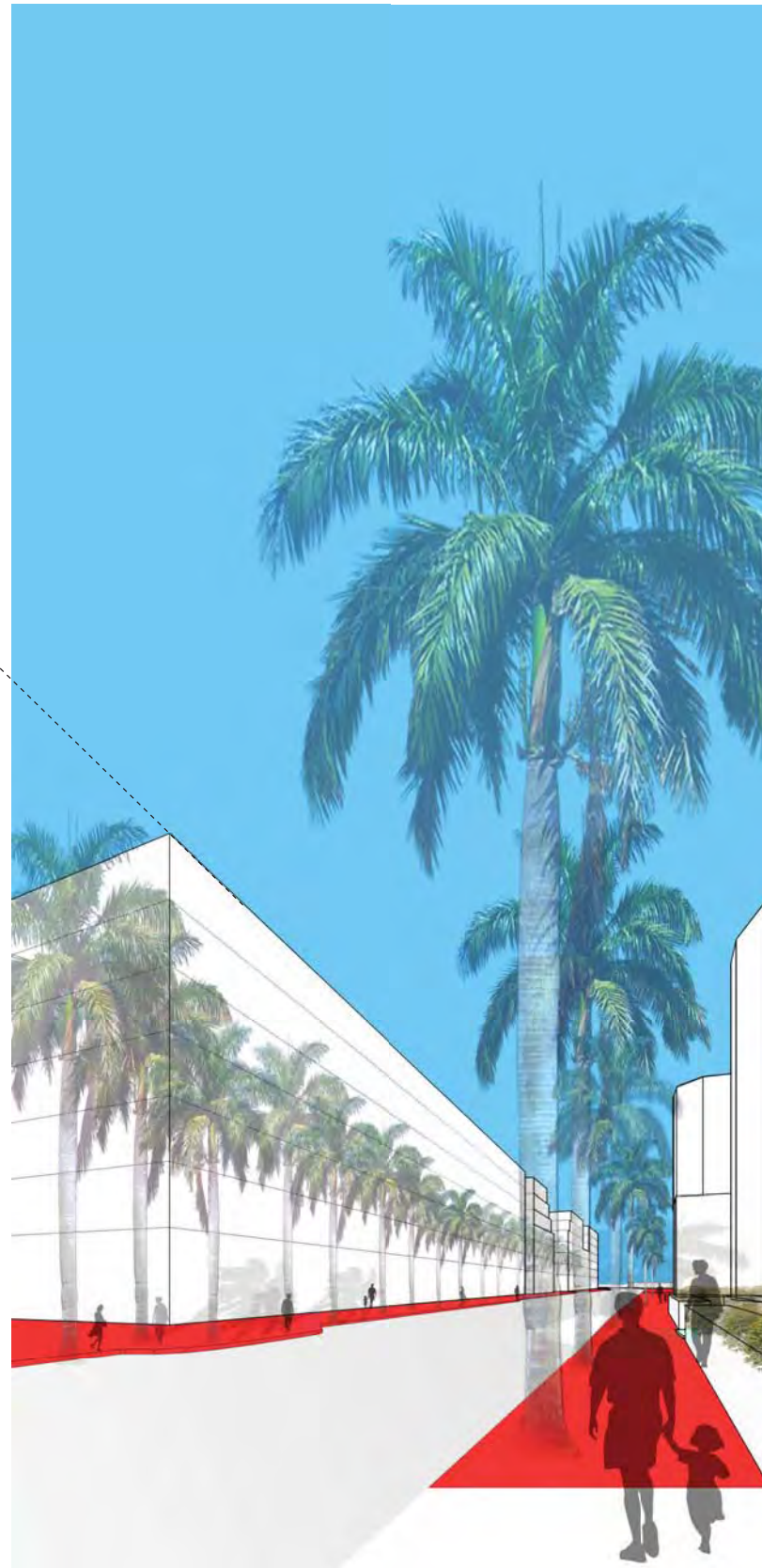
HEIGHT		STORIES
Pedestal	45'	4
Tower	105'	10

SETBACKS

Pedestal	20'
Tower	50'
Side (Interior)	0'

- Tower perpendicular to the street to provide light and air between towers
- Provide mid block break and possible alley connection east-west to reduce scale of the block
- Plazas in front of towers to create larger public dining opportunities and allow the tower to come down to the ground
- Set towers back dramatically to allow for more height but a scaled street profile
- Keep pedestal lower to offset existing tall buildings to the east.

CURRENT ALLOWABLE ZONING



TC-1 (northern blocks)
FAR: 2.25 (2.75 if lot >45,000sf)

HEIGHT		STORIES
Pedestal	0'	
Tower	75'	7

SETBACKS

Pedestal	0'
Tower	5'

TC-2 (southern part of block)
FAR: 1.5 or 2.0 Mixed Use Buildings

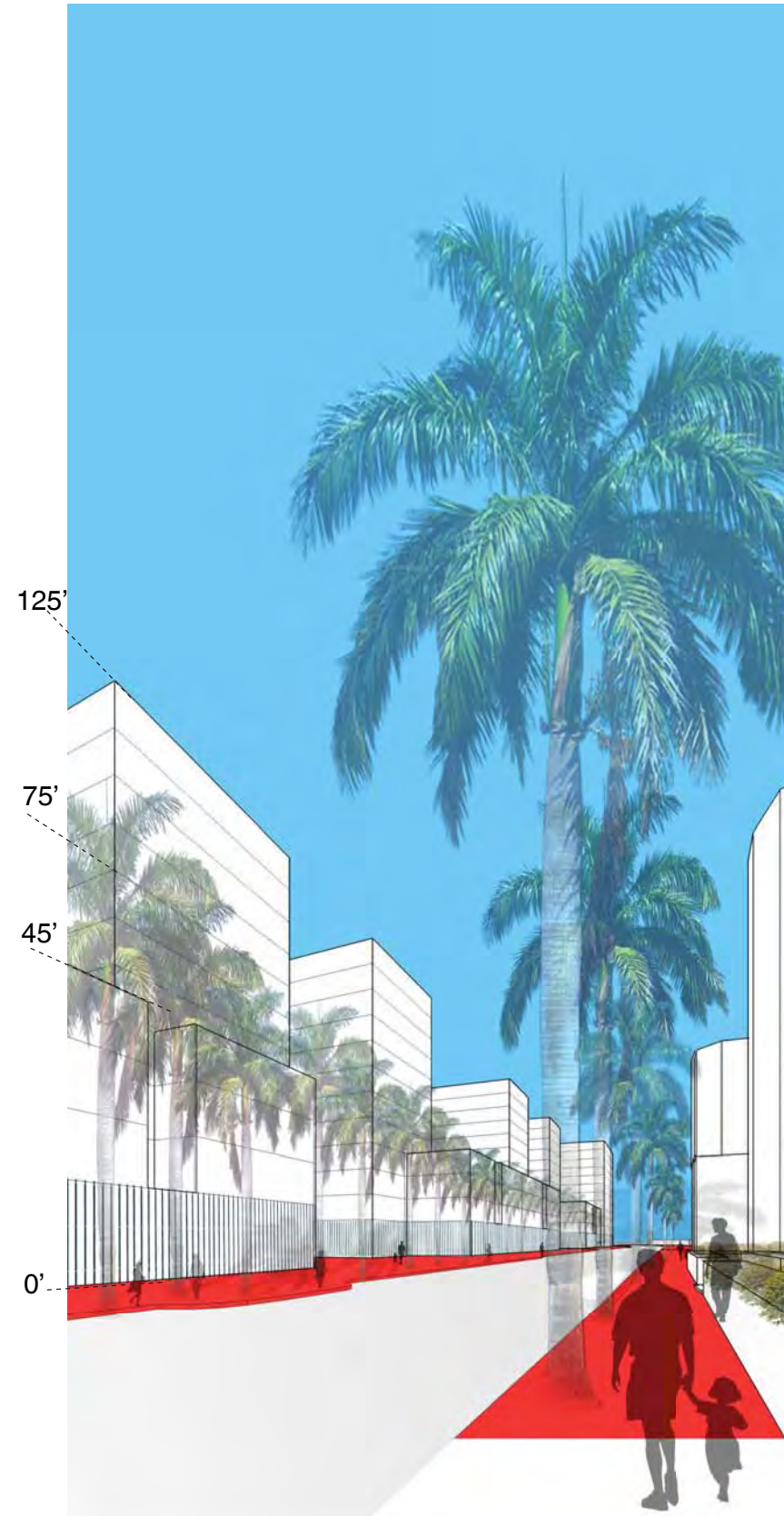
HEIGHT		STORIES
Pedestal	50'	5

SETBACKS

Pedestal	5'
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OPTION B: FAR 3.5

COLLINS AVENUE



FAR: 3.5

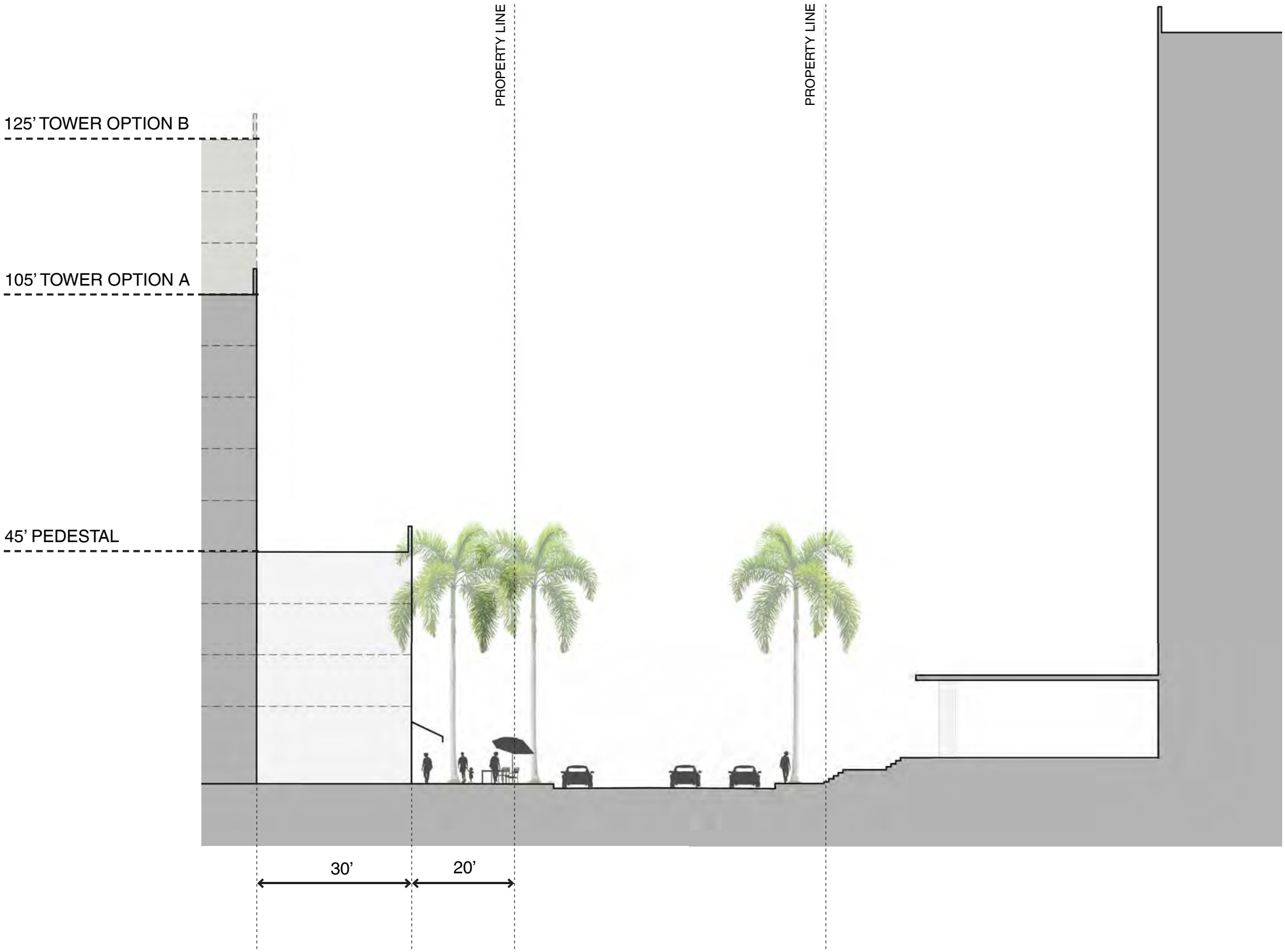
HEIGHT		STORIES
Pedestal	45'	4
Tower	125'	12

SETBACKS

Pedestal	20'
Tower	50'
Side (Interior)	0'

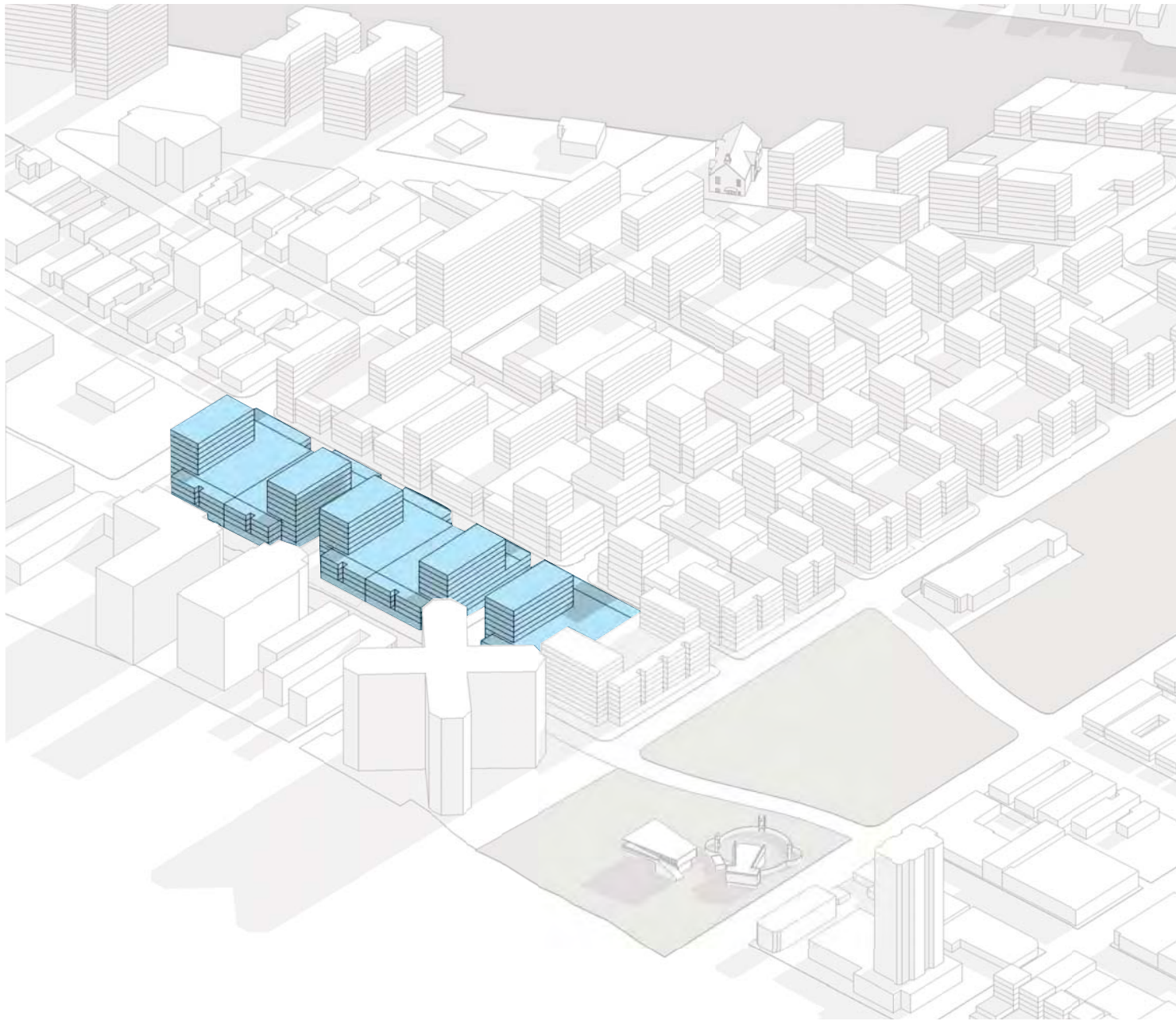
- Tower perpendicular to the street to provide light and air between towers
- Provide mid block break and possible alley connection east-west to reduce scale of the block
- Plazas in front of towers to create larger public dining opportunities and allow the tower to come down to the ground
- Set towers back dramatically to allow for more height but a scaled street profile
- Keep pedestal lower to offset existing tall buildings to the east.

COLLINS AVENUE SECTION

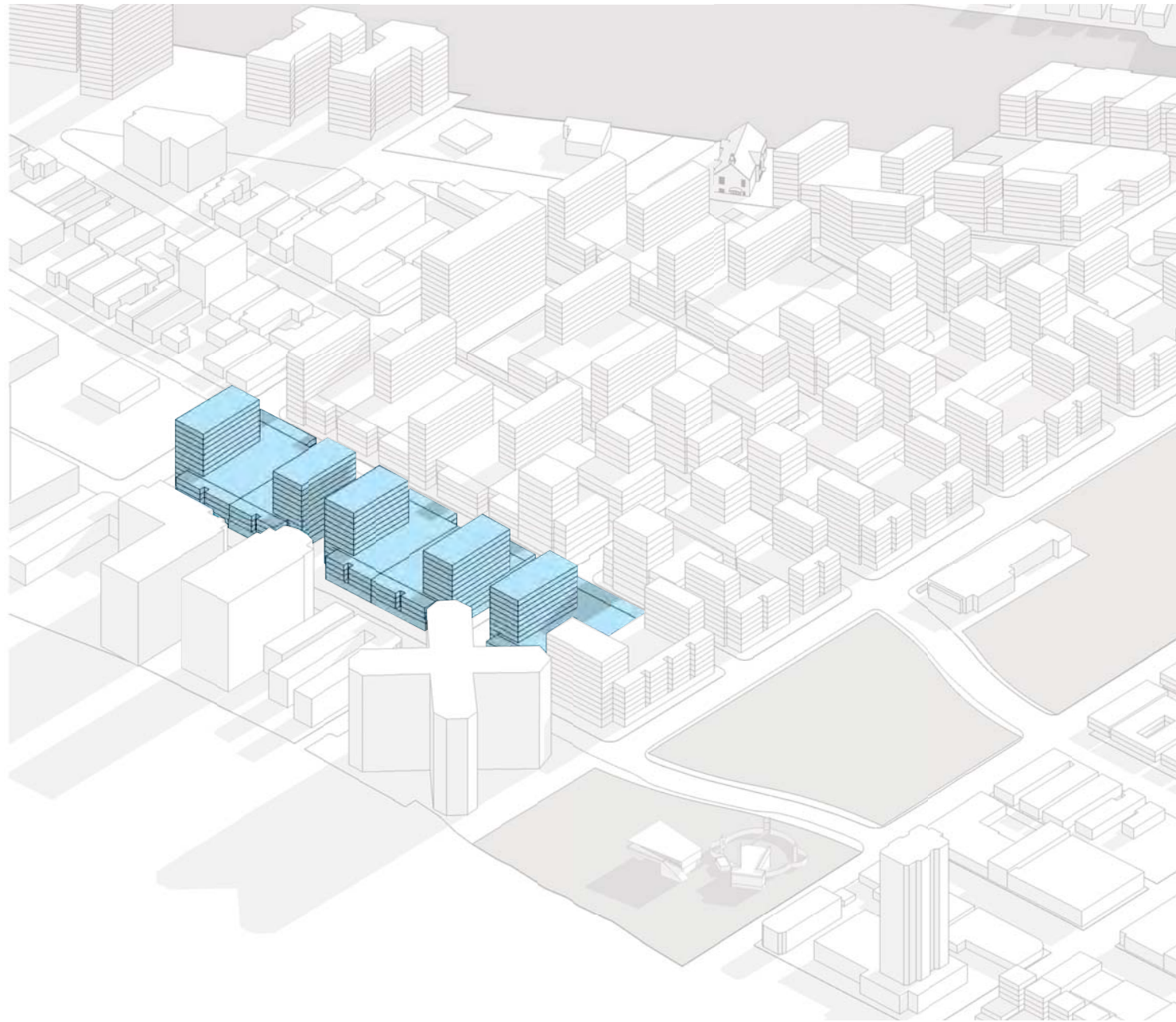


- Sidewalk expanded to 20'
- Plazas in front of towers to create larger public dining opportunities and allow the tower to come down to the ground
- Set towers back dramatically to allow for more height but a scaled street profile
- Keep pedestal lower to offset existing tall buildings to the east.

COLLINS AVENUE CORRIDOR OPTION A



COLLINS AVENUE CORRIDOR OPTION B



72ND STREET



72ND STREET (SEPTEMBER 2014)

72ND STREET



TC-1 (eastern blocks)

FAR: 2.25 (2.75 if lot >45,000sf)

HEIGHT		STORIES
Pedestal	-'	
Tower	75'	7

SETBACKS

Pedestal	-'
Tower	5'
Side (Interior)	0'

TC-3 (western part of block)

FAR: 1.25 or 2.0

HEIGHT		STORIES
Pedestal	45'	4

SETBACKS

Pedestal	15'
Side (Interior)	0'



72ND STREET: CURRENT ALLOWABLE ZONING

72ND STREET OPTION A WITHOUT TOWER: FAR 2.75

72ND STREET

FAR: 2.75

HEIGHT		STORIES
Pedestal	45'	4
Lower Tower	75'	7
Tower	105' with parking (or none)	

SETBACKS	
Pedestal	20'
Tower	45'
Side (Interior)	0'

- Projects that include parking are allowed to push their FAR into towers.
- Projects with no parking must maximize the 75' facing the park before increasing the footprint of the building.
- Increase setback at the street level to encourage food and beverage



72ND STREET: CURRENT ALLOWABLE ZONING

72ND STREET OPTION A WITH TOWER BEHIND: FAR 2.75

72ND STREET

FAR: 2.75

HEIGHT		STORIES
Pedestal	45'	4
Lower Tower	75'	7
Tower	105' with parking (or none)	

SETBACKS	
Pedestal	20'
Tower	45'
Side (Interior)	0'

- Projects that include parking are allowed to push their FAR into towers.
- Projects with no parking must maximize the 75' facing the park before increasing the footprint of the building.
- Increase setback at the street level to encourage food and beverage



72ND STREET: CURRENT ALLOWABLE ZONING

72ND STREET OPTION B: FAR 3.25

72ND STREET



FAR: 3.25

HEIGHT		STORIES
Pedestal	45'	4
Lower Tower	75'	7
Tower	125'	12

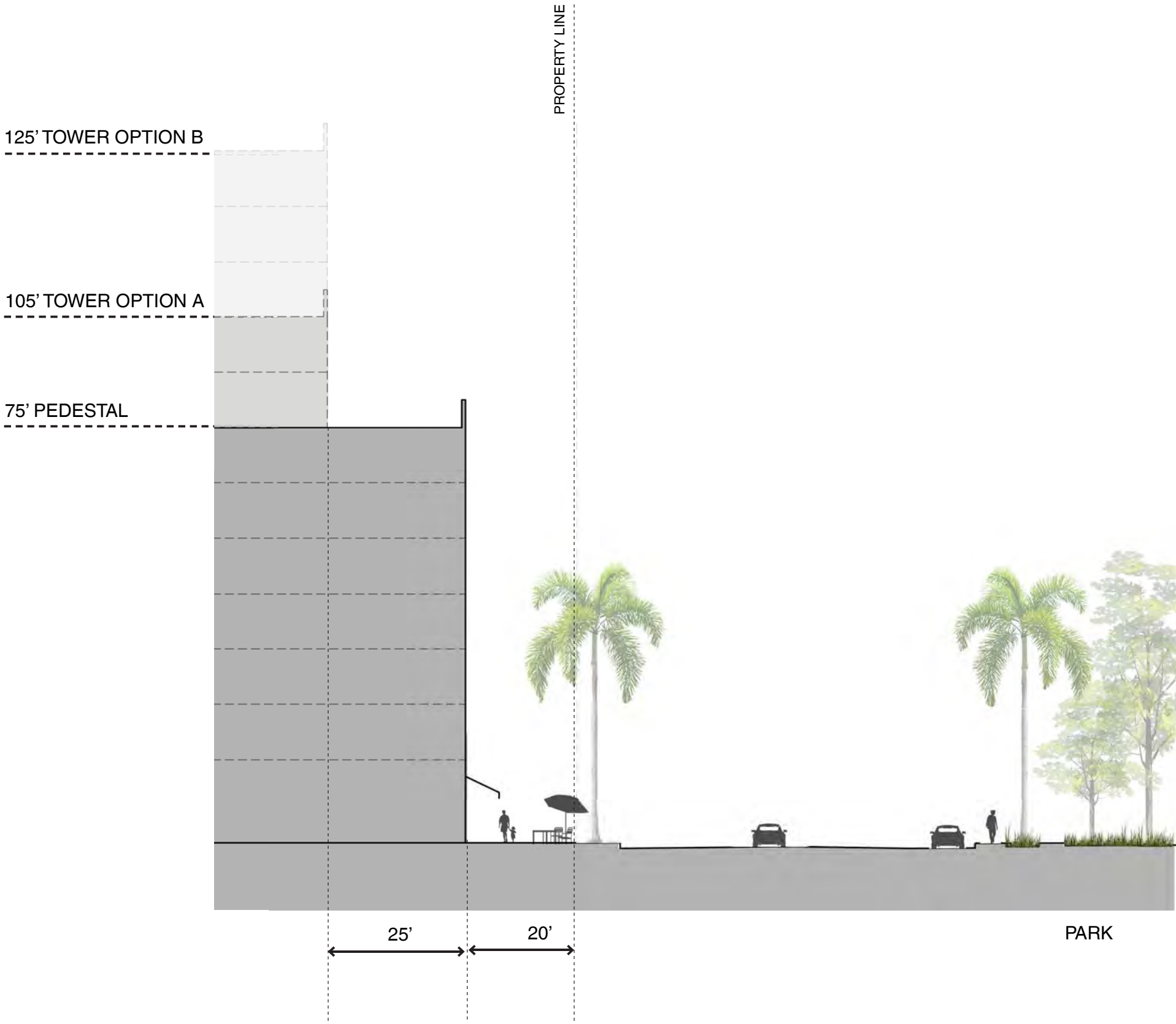
SETBACKS	
Pedestal	20'
Tower	45'
Side (Interior)	0'

- Projects that include parking are allowed to push their FAR into towers.
- Projects with no parking must maximize the 75' facing the park before increasing the footprint of the building.
- Increase setback at the street level to encourage food and beverage



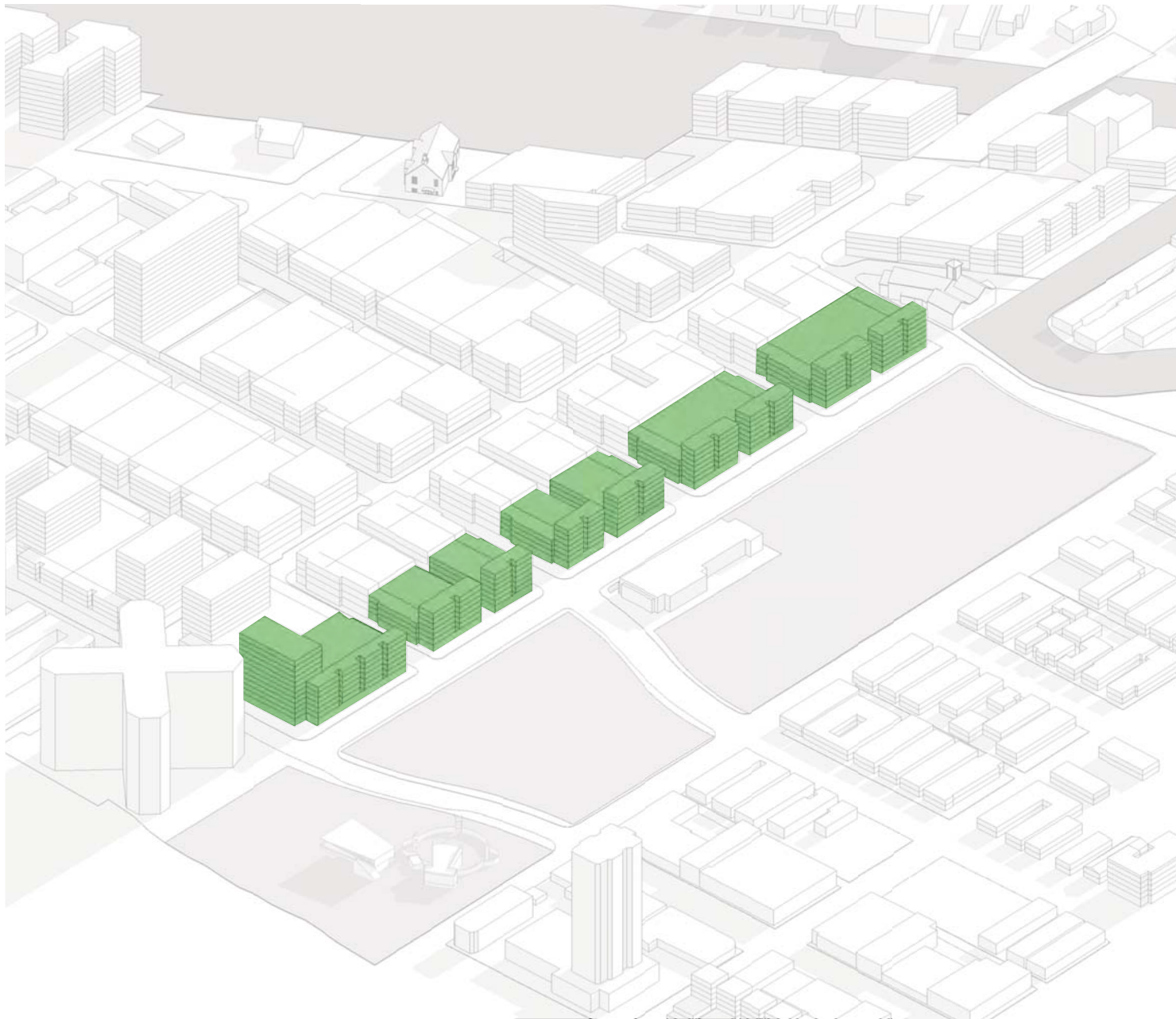
72ND STREET: CURRENT ALLOWABLE ZONING

72ND STREET PROPOSED SECTION



- Sidewalk expanded to 20'
- Plazas in front of towers to create larger public dining opportunities and allow the tower to come down to the ground
- Set towers back dramatically to allow for more height but a scaled street profile
- Keep pedestal lower to offset existing tall buildings to the east.

72ND STREET OPTION A



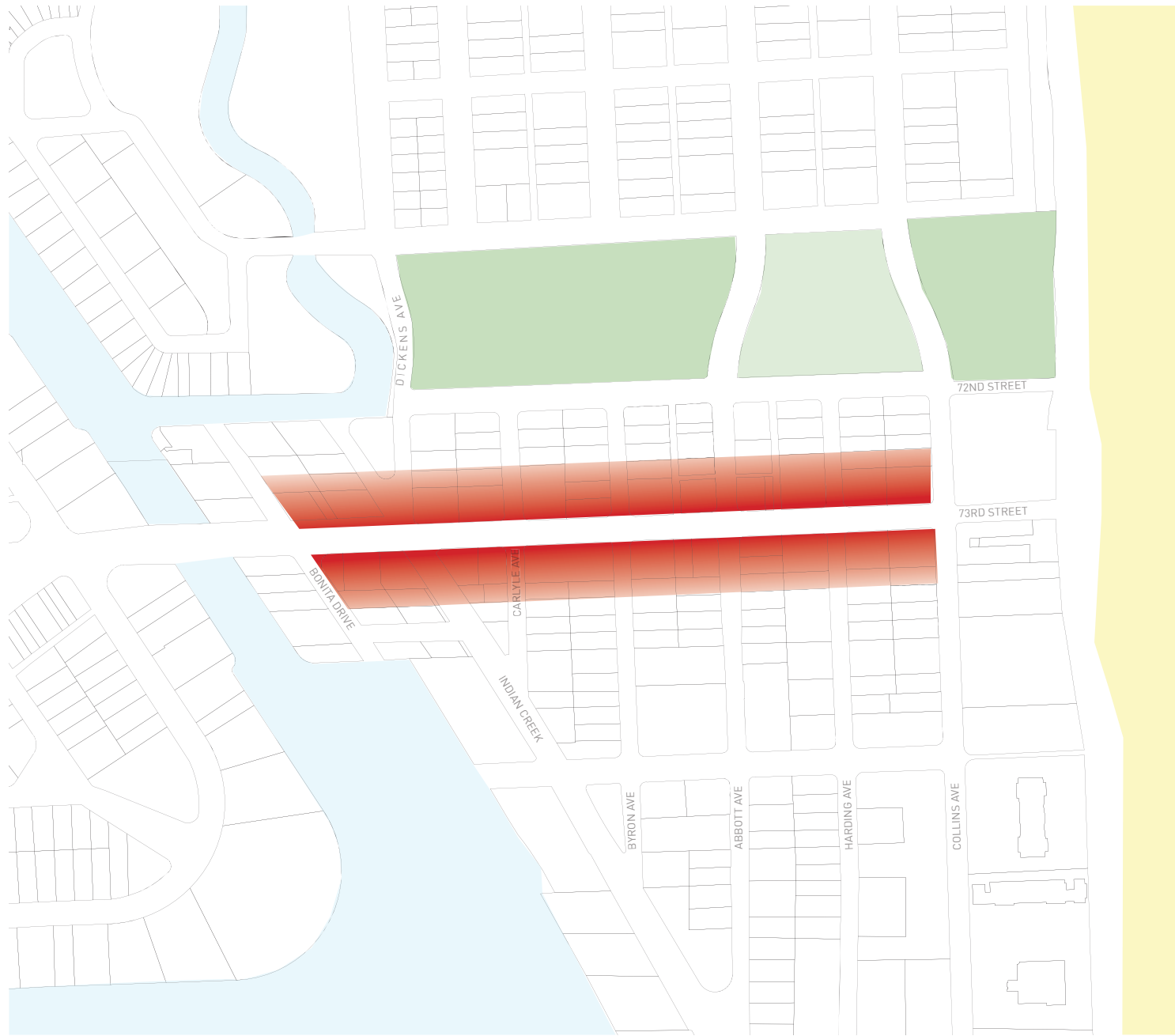
72ND STREET OPTION A WITH TOWER

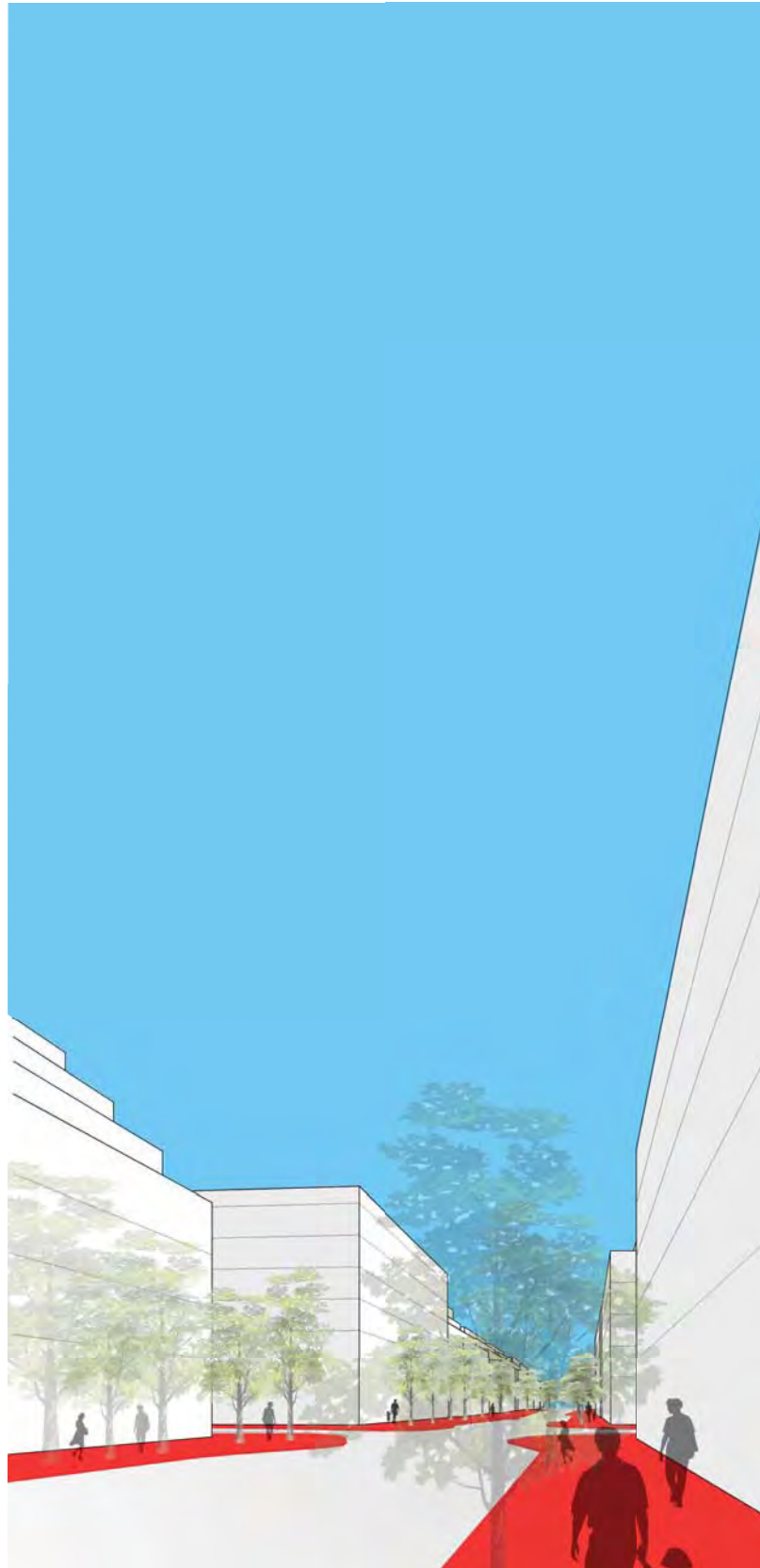


72ND STREET OPTION B



71ST STREET





TC-1 (northern blocks)

FAR: 2.25 (2.75 if lot >45,000sf)

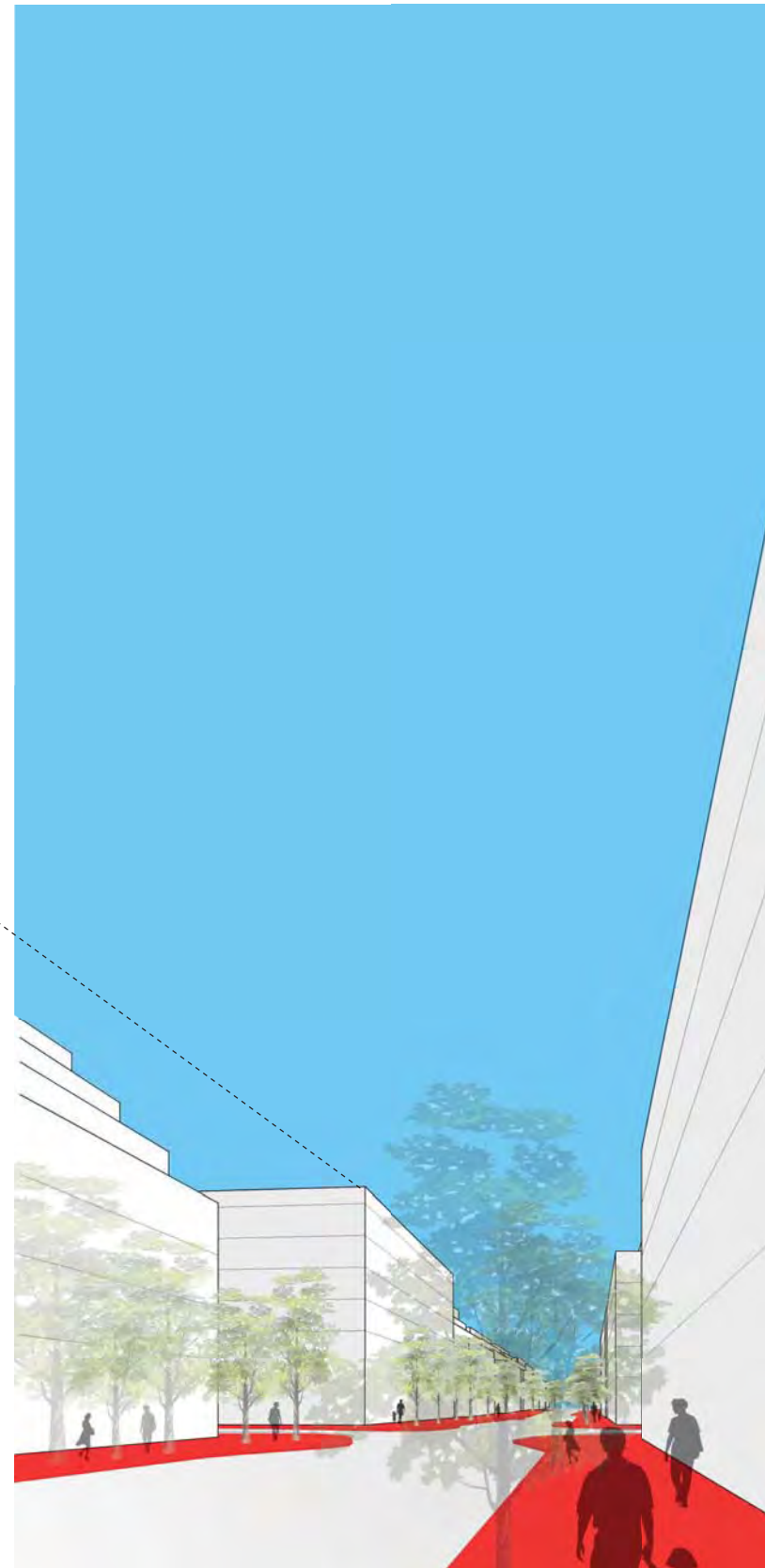
HEIGHT		STORIES
Pedestal	-'	
Tower	75'	7

SETBACKS

Pedestal	-'
Tower	5'
Side (Interior)	0'



CURRENT ALLOWABLE ZONING



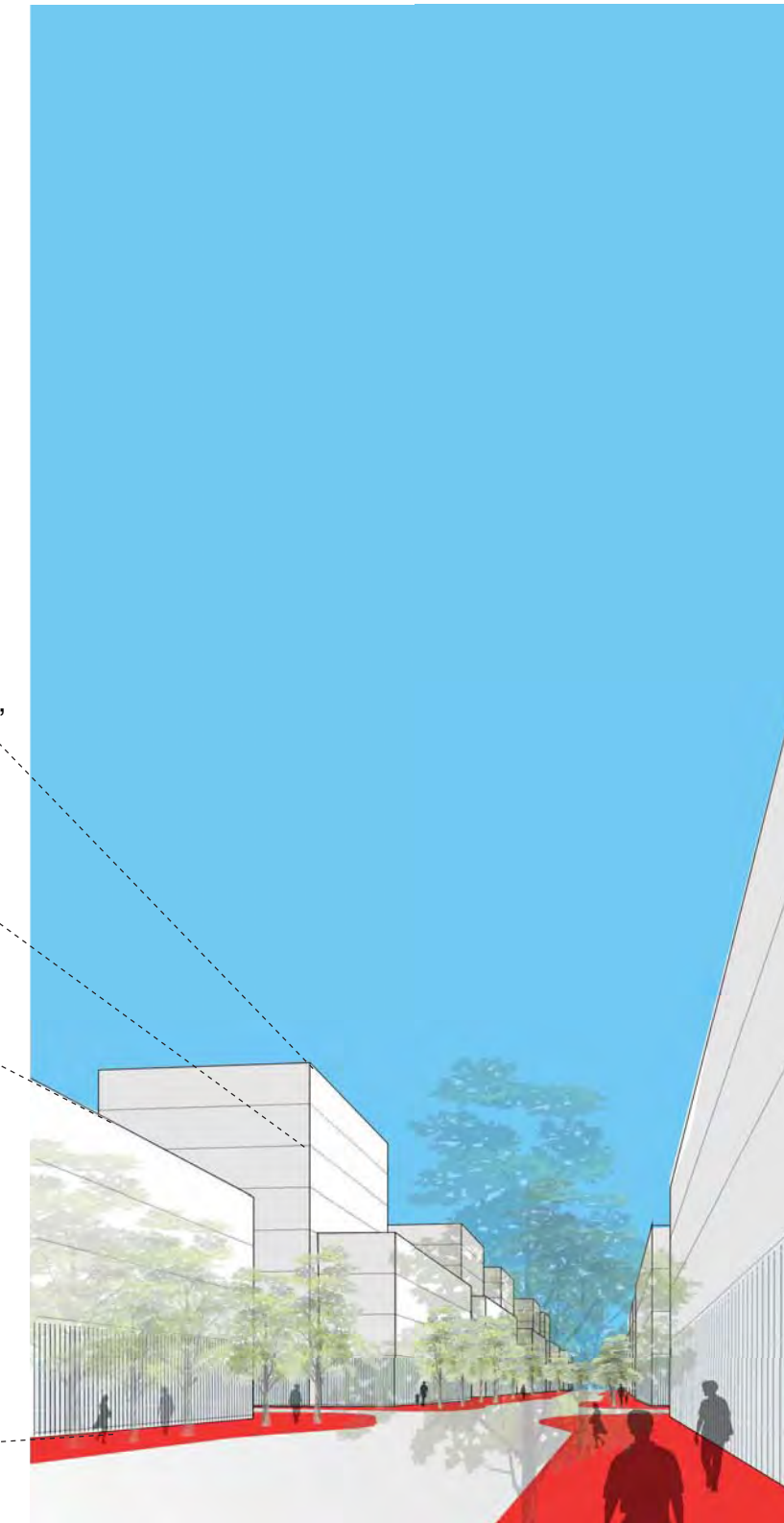
TC-1 (northern blocks)
FAR: 2.25 (2.75 if lot >45,000sf)

HEIGHT		STORIES
Pedestal	-'	
Tower	75'	7

SETBACKS	
Pedestal	-'
Tower	5'
Side (Interior)	0'

OPTION A: FAR 3.0

71ST STREET



FAR: 3.0

HEIGHT		STORIES
Pedestal	55'	4
Tower	110'	8

SETBACKS	
Pedestal	10'
Tower	35'
Side (Interior)	0'

- Tower perpendicular to the street to provide light and air between towers
- Provide mid block break where there is not an alley already.
- Parking ratio may need to be adjusted to accommodate office use. 1 per 400sf pushes the FAR down or the pedestal too high

CURRENT ALLOWABLE ZONING



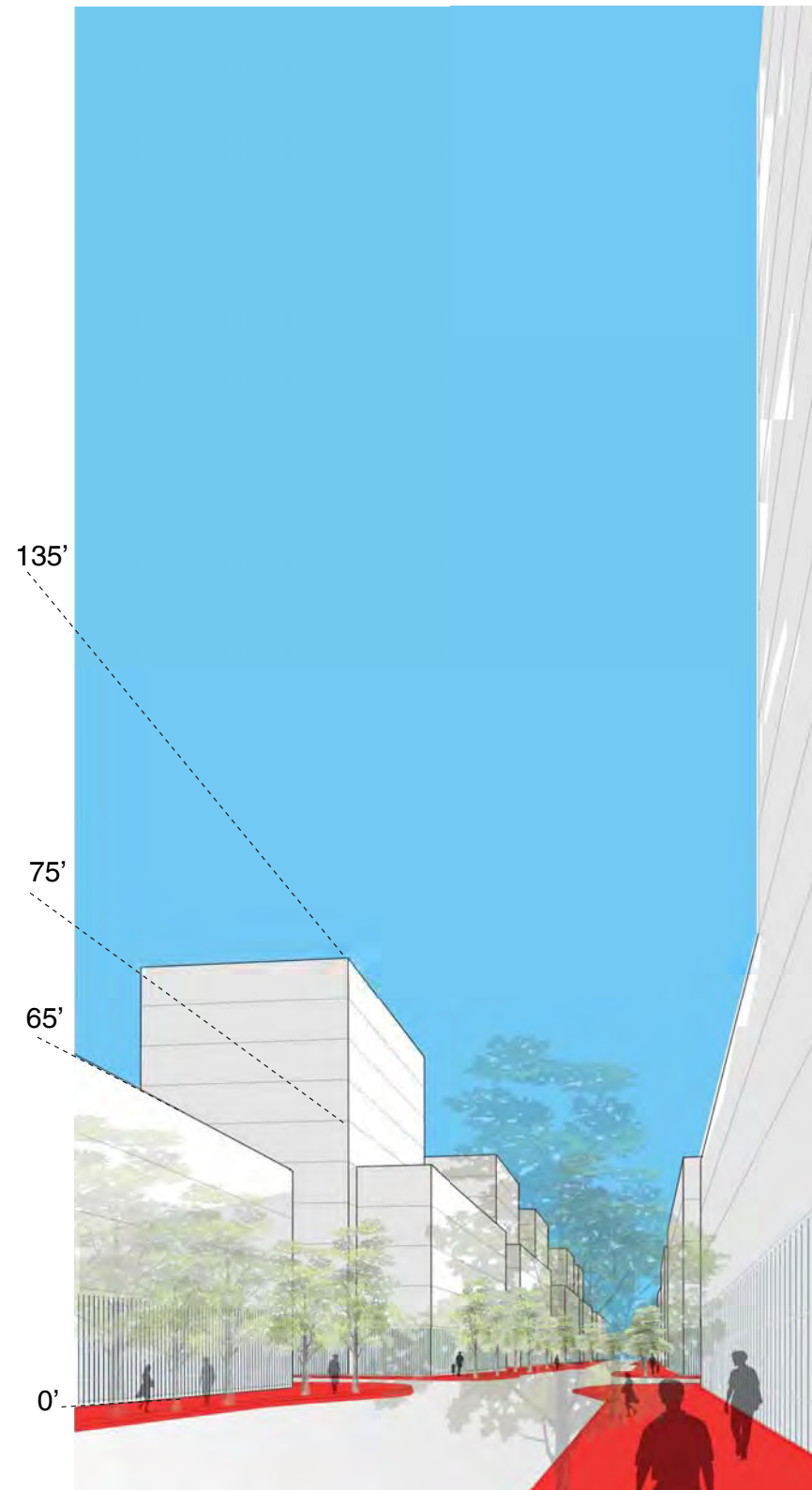
TC-1 (northern blocks)
FAR: 2.25 (2.75 if lot >45,000sf)

HEIGHT		STORIES
Pedestal	-'	
Tower	75'	7

SETBACKS	
Pedestal	-'
Tower	5'
Side (Interior)	0'

OPTION B: FAR 3.5

71ST STREET



FAR: 3.5

HEIGHT		STORIES
Pedestal	65'	5
Tower	135'	10

SETBACKS	
Pedestal	10'
Tower	35'
Side (Interior)	0'

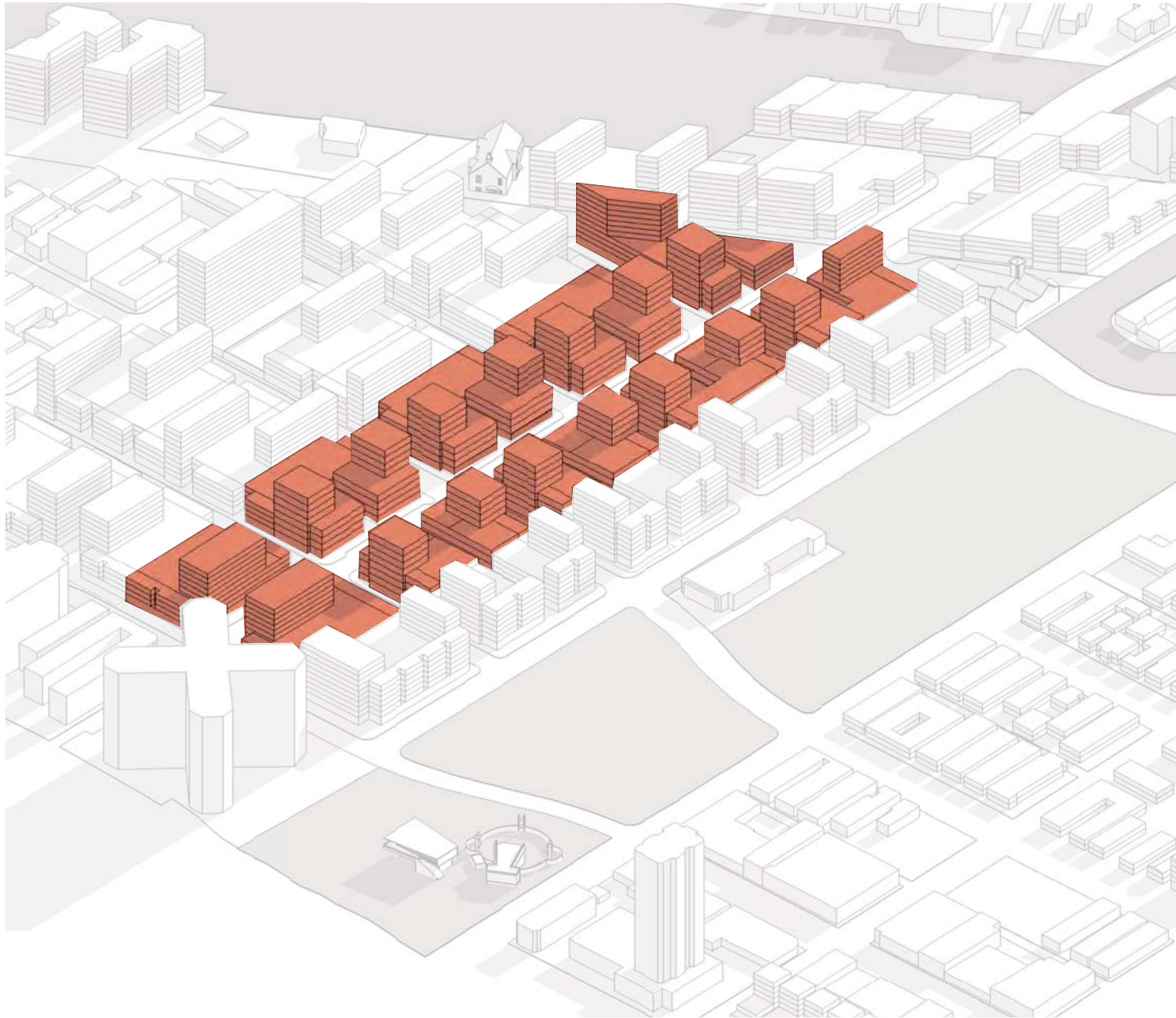
- Tower perpendicular to the street to provide light and air between towers
- Provide mid block break where there is not an alley already.
- Parking ratio may need to be adjusted to accommodate office use. 1 per 400sf pushes the FAR down or the pedestal too high

71ST STREET PROPOSED SECTION

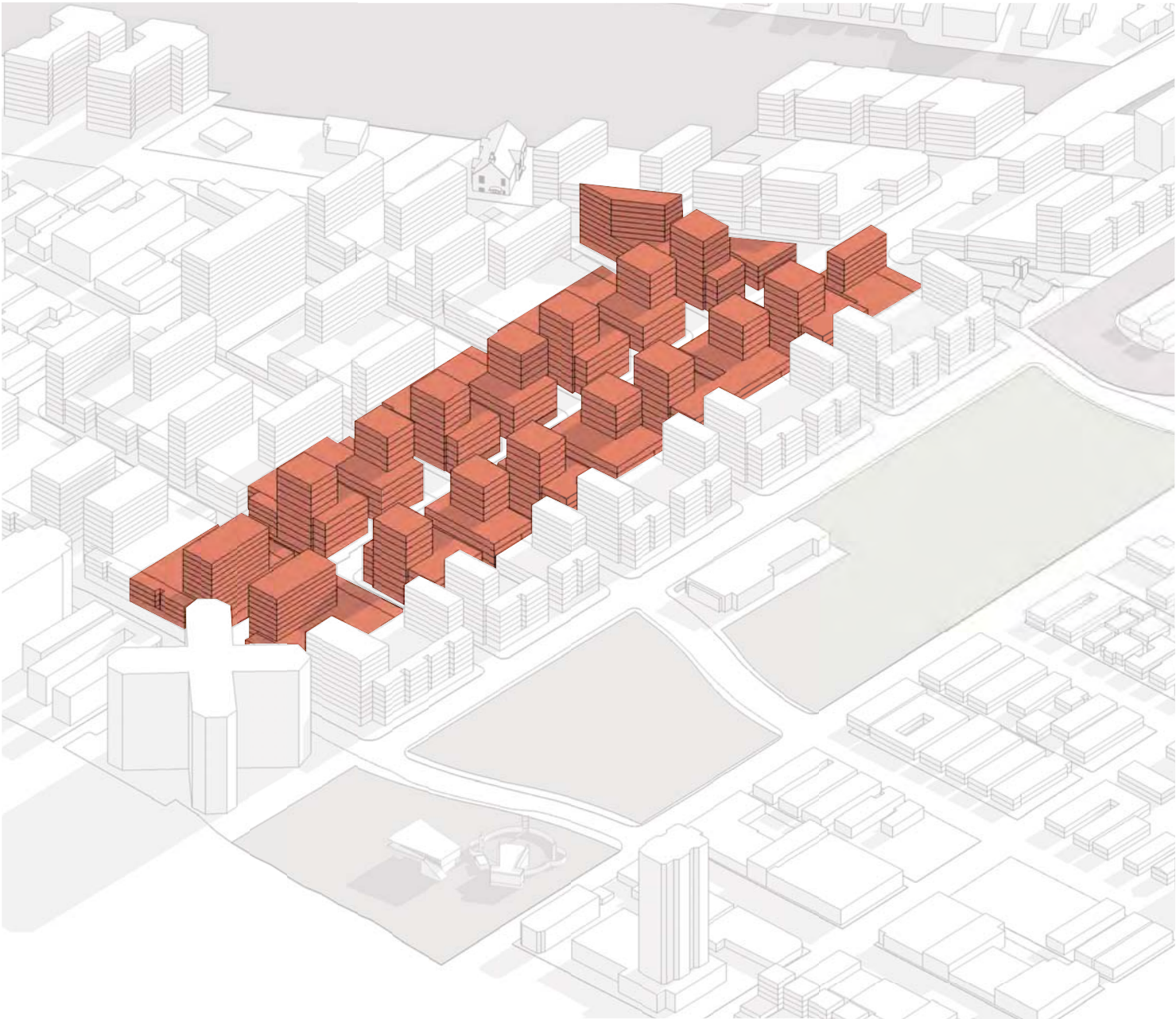
- Sidewalk expanded to 10'



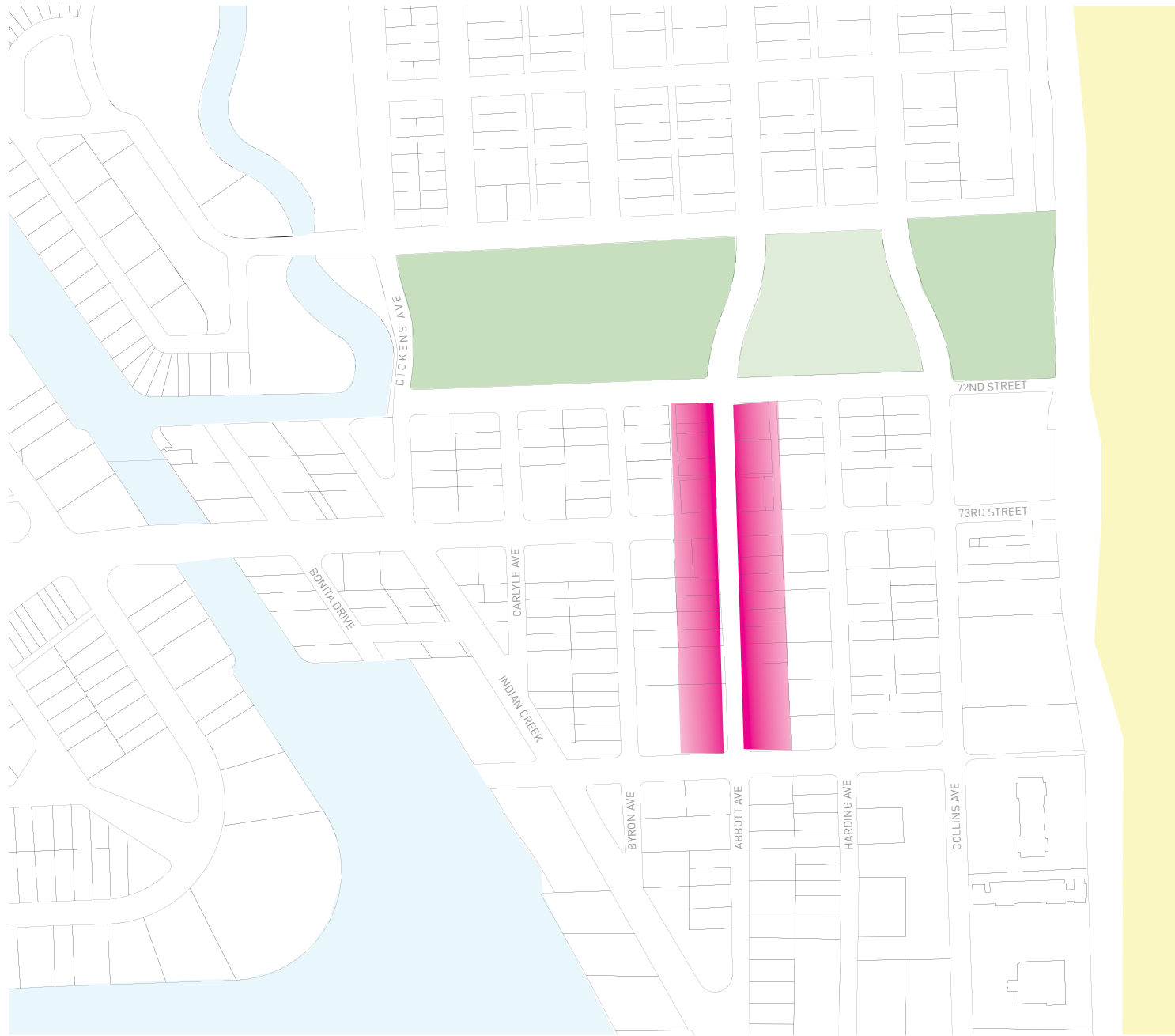
71ST STREET OPTION A



71ST STREET OPTION B



ABBOTT AVENUE

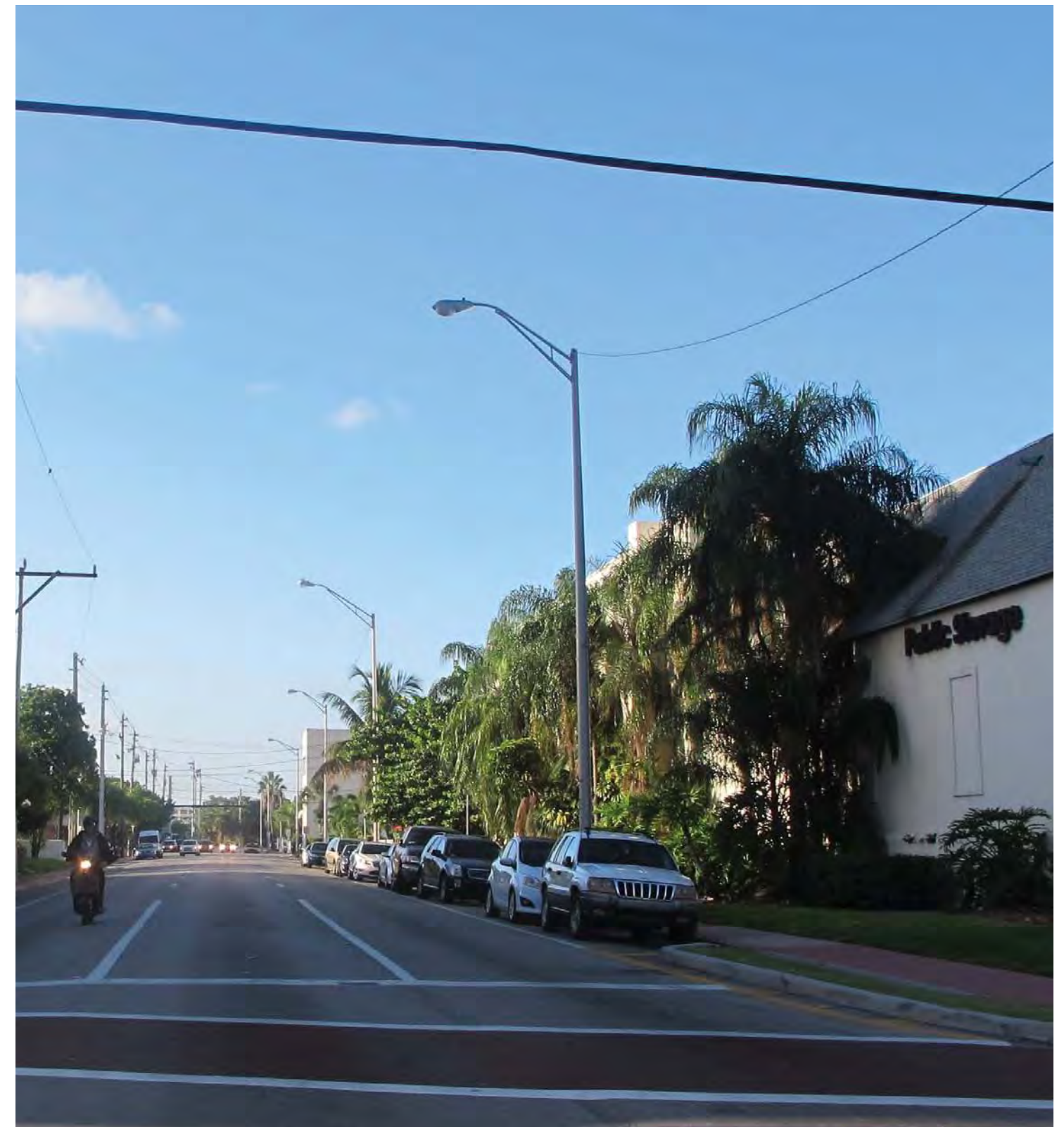
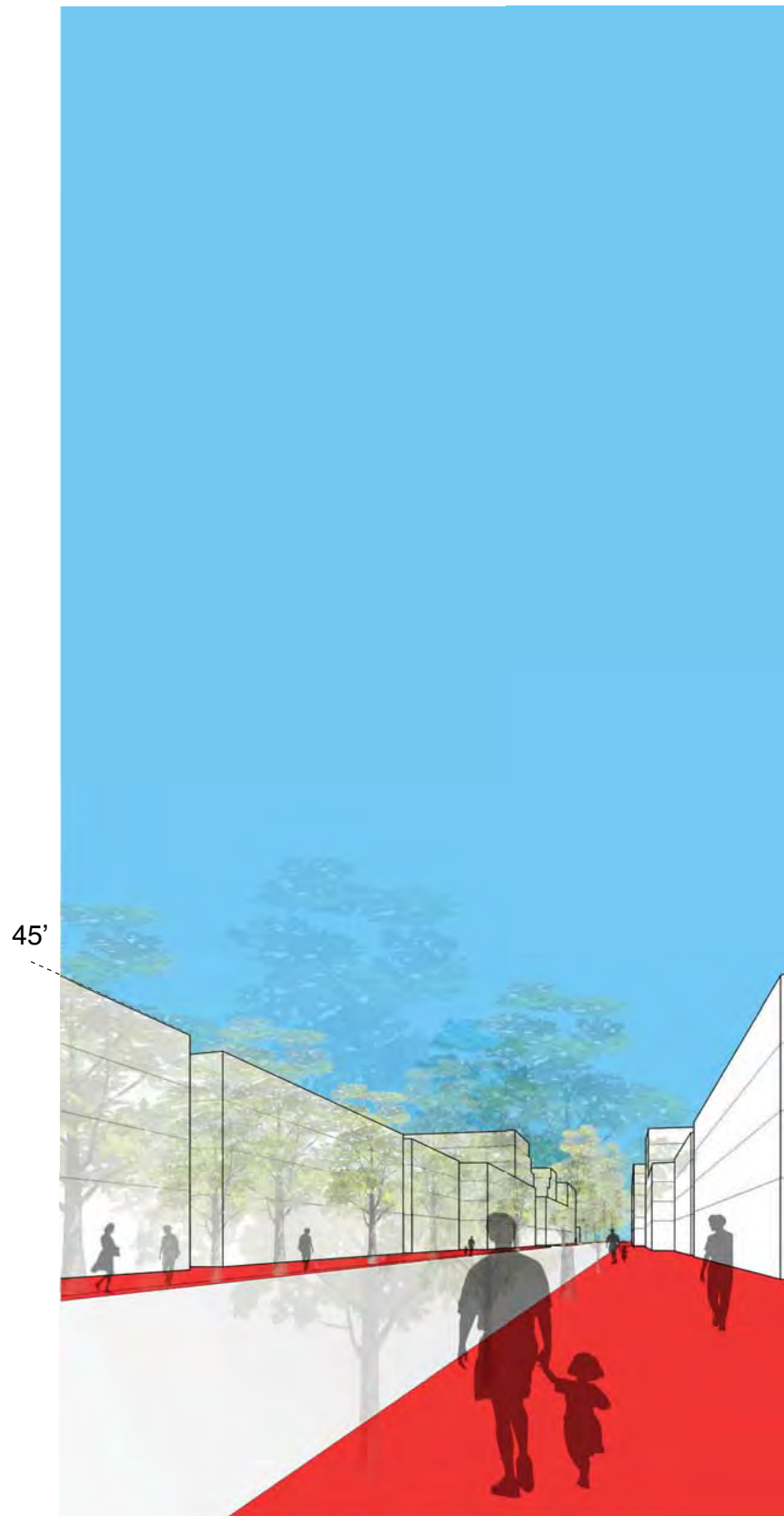


TC-3
FAR: 1.25 or 2.0

HEIGHT		STORIES
Pedestal	45'	4

SETBACKS

Pedestal	15'
Side (Interior)	0'

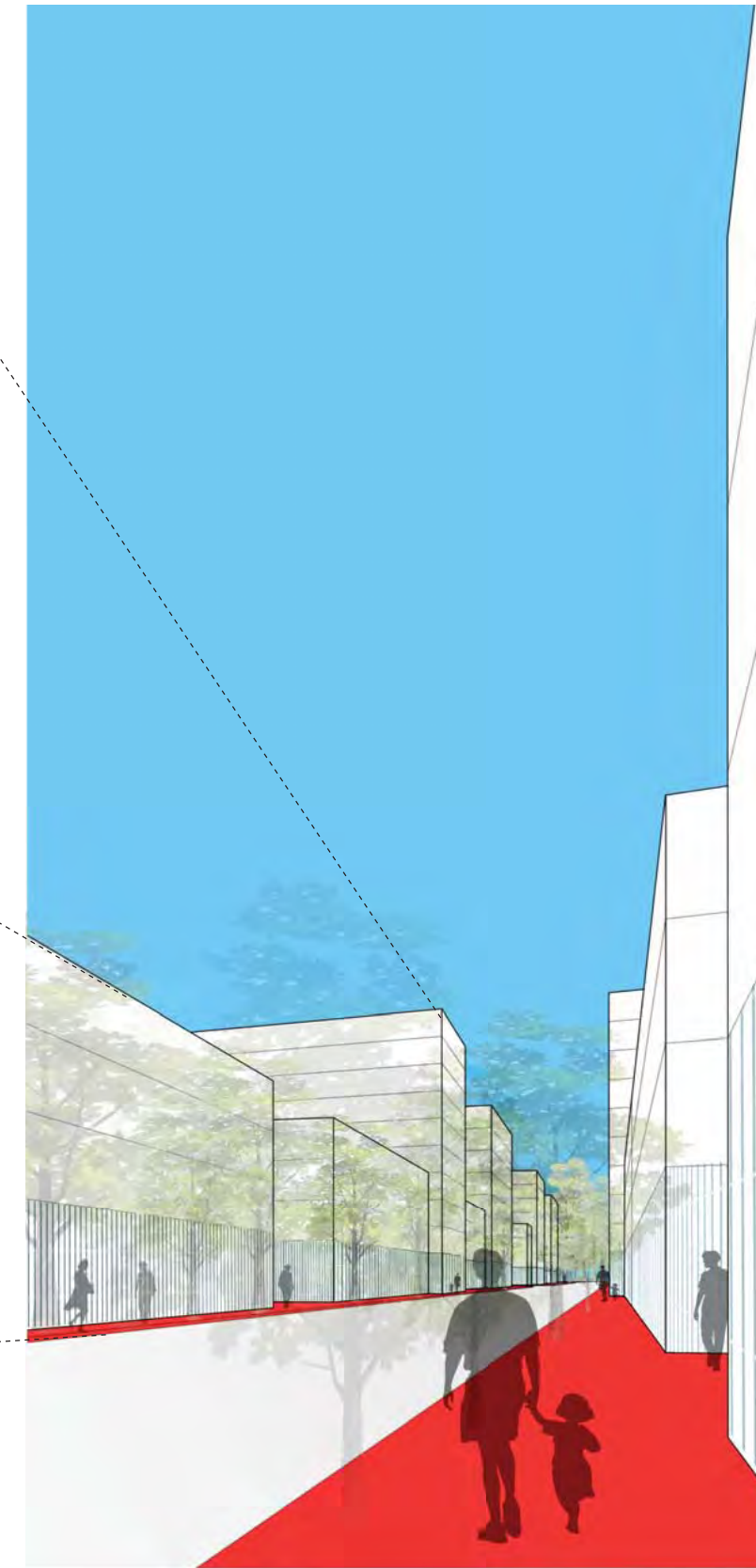


CURRENT ALLOWABLE ZONING



TC-3		
FAR: 1.25 or 2.0		
HEIGHT		
Pedestal	45'	4
SETBACKS		
Pedestal	15'	
Side (Interior)	0'	

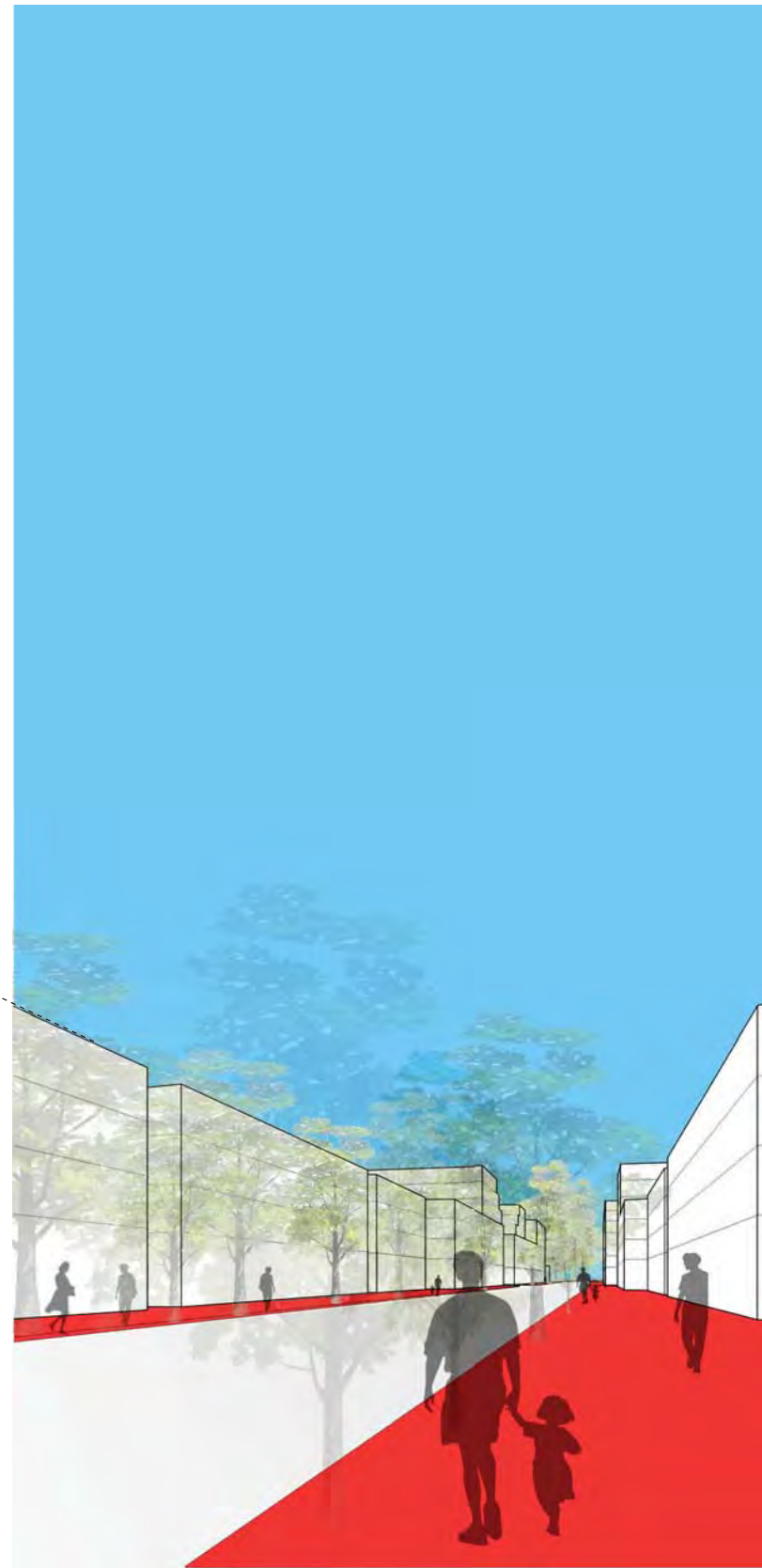
OPTION A: FAR 2.75



FAR: 2.75		
HEIGHT		
Pedestal	45'	4
Tower	105'	10
SETBACKS		
Pedestal	10'	
Tower	5'	
Side (Interior)	0'	

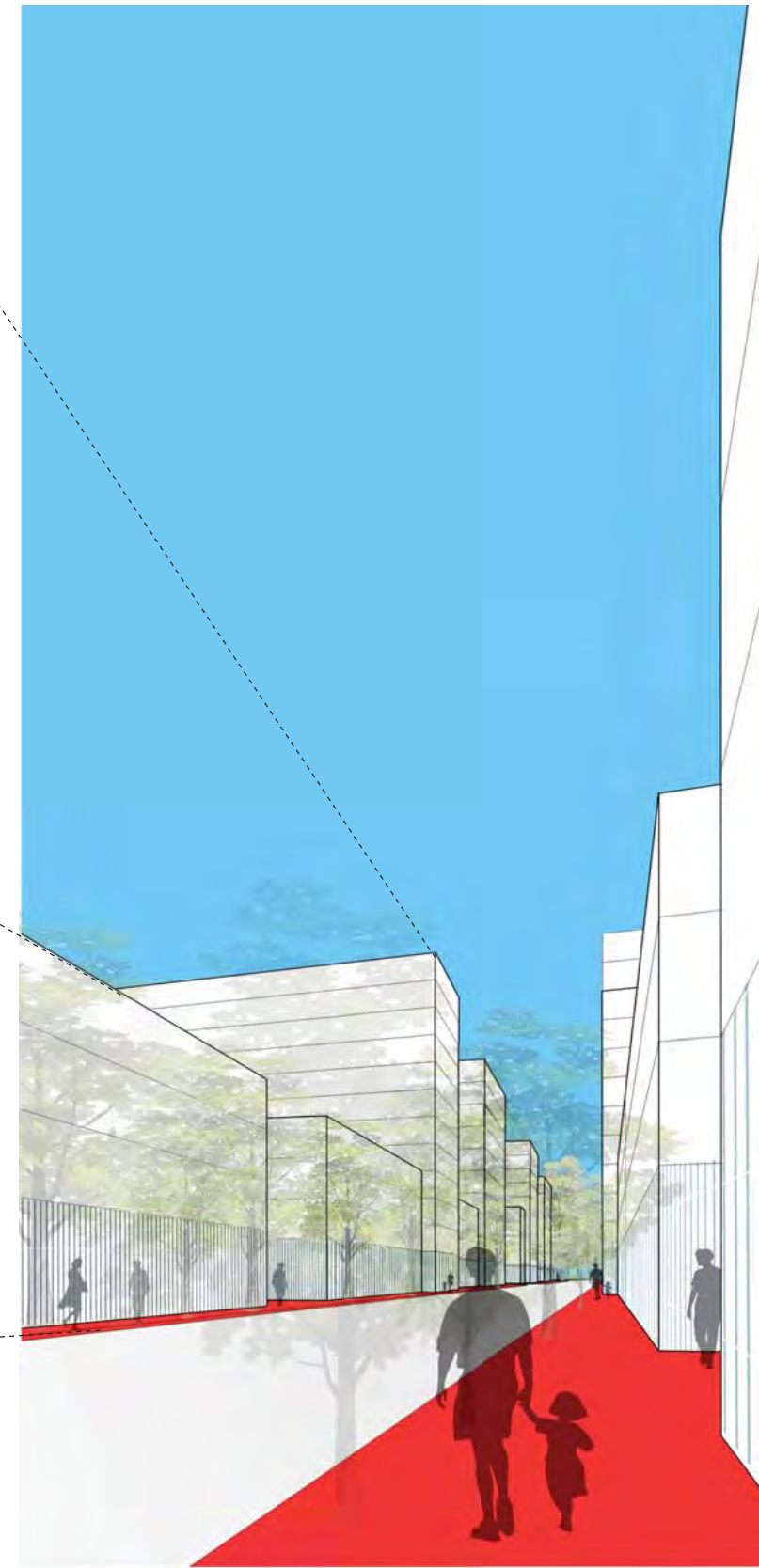
- Tower perpendicular to the street to provide light and air between towers

CURRENT ALLOWABLE ZONING



TC-3		
FAR: 1.25 or 2.0		
HEIGHT		
Pedestal	45'	4
SETBACKS		
Pedestal	15'	
Side (Interior)	0'	

OPTION B: FAR 3.25

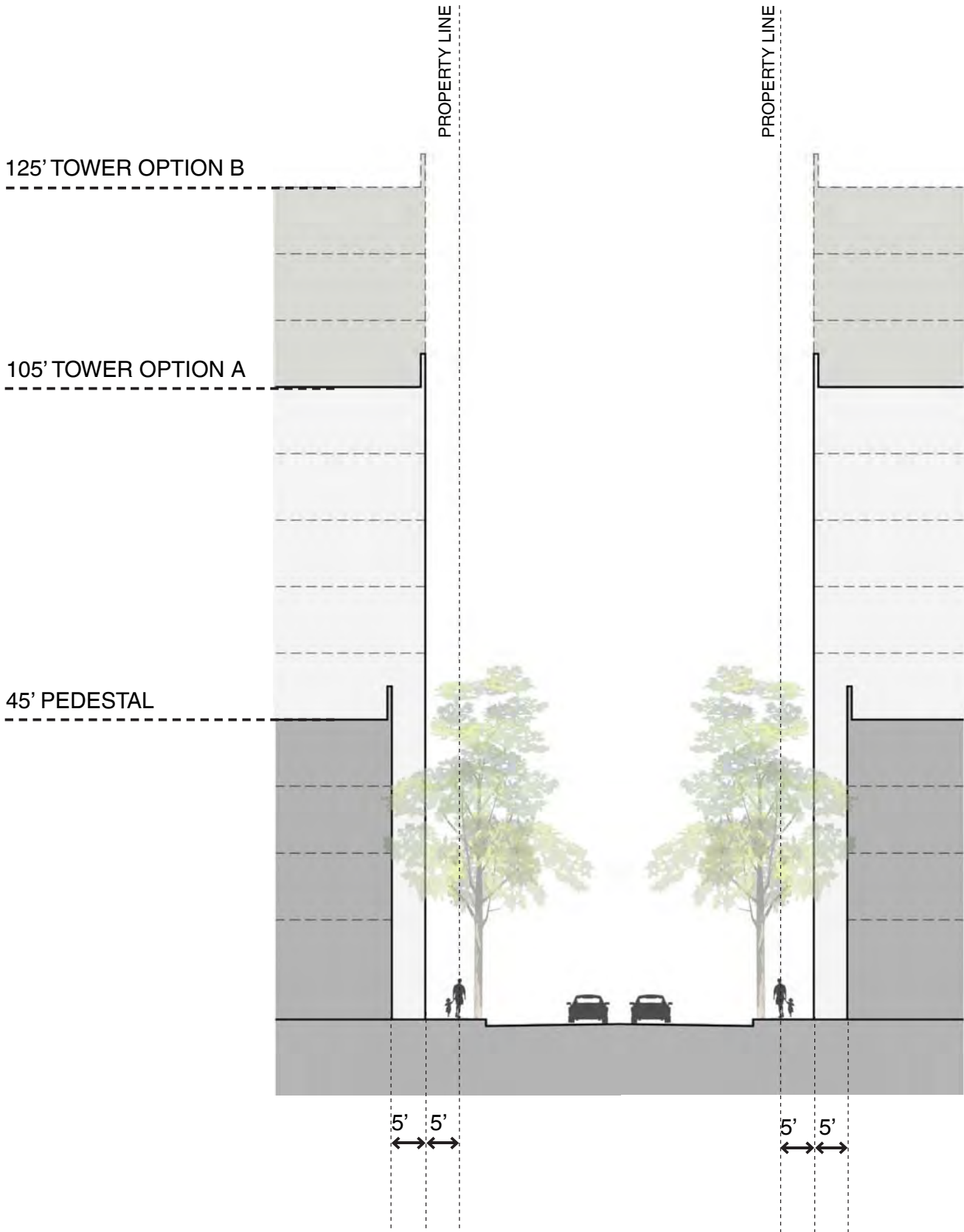


FAR: 3.25		
HEIGHT		
Pedestal	45'	4
Tower	125'	12
SETBACKS		
Pedestal	10'	
Tower	5'	
Side (Interior)	0'	

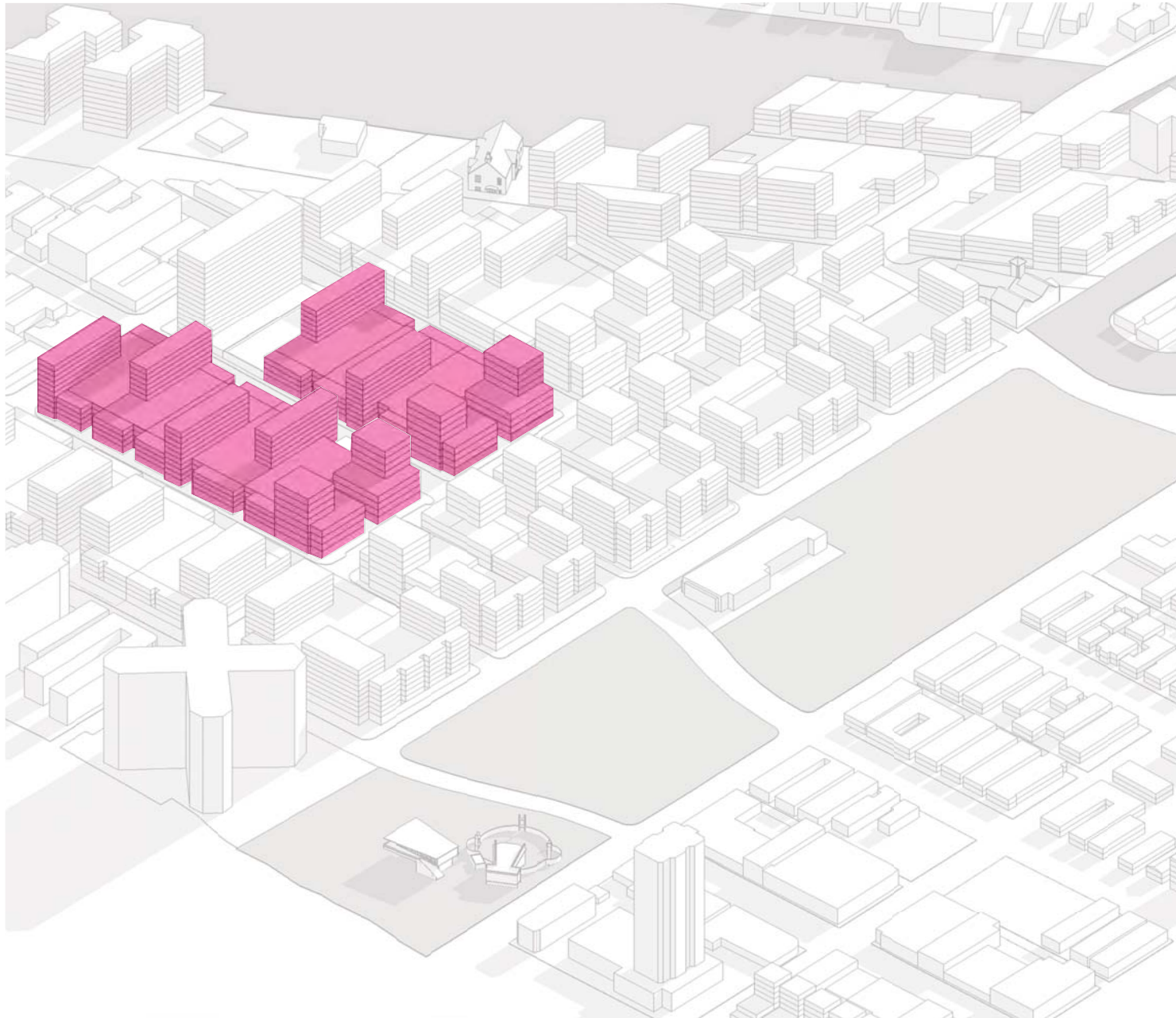
- Tower perpendicular to the street to provide light and air between towers

ABBOTT AVENUE PROPOSED SECTION

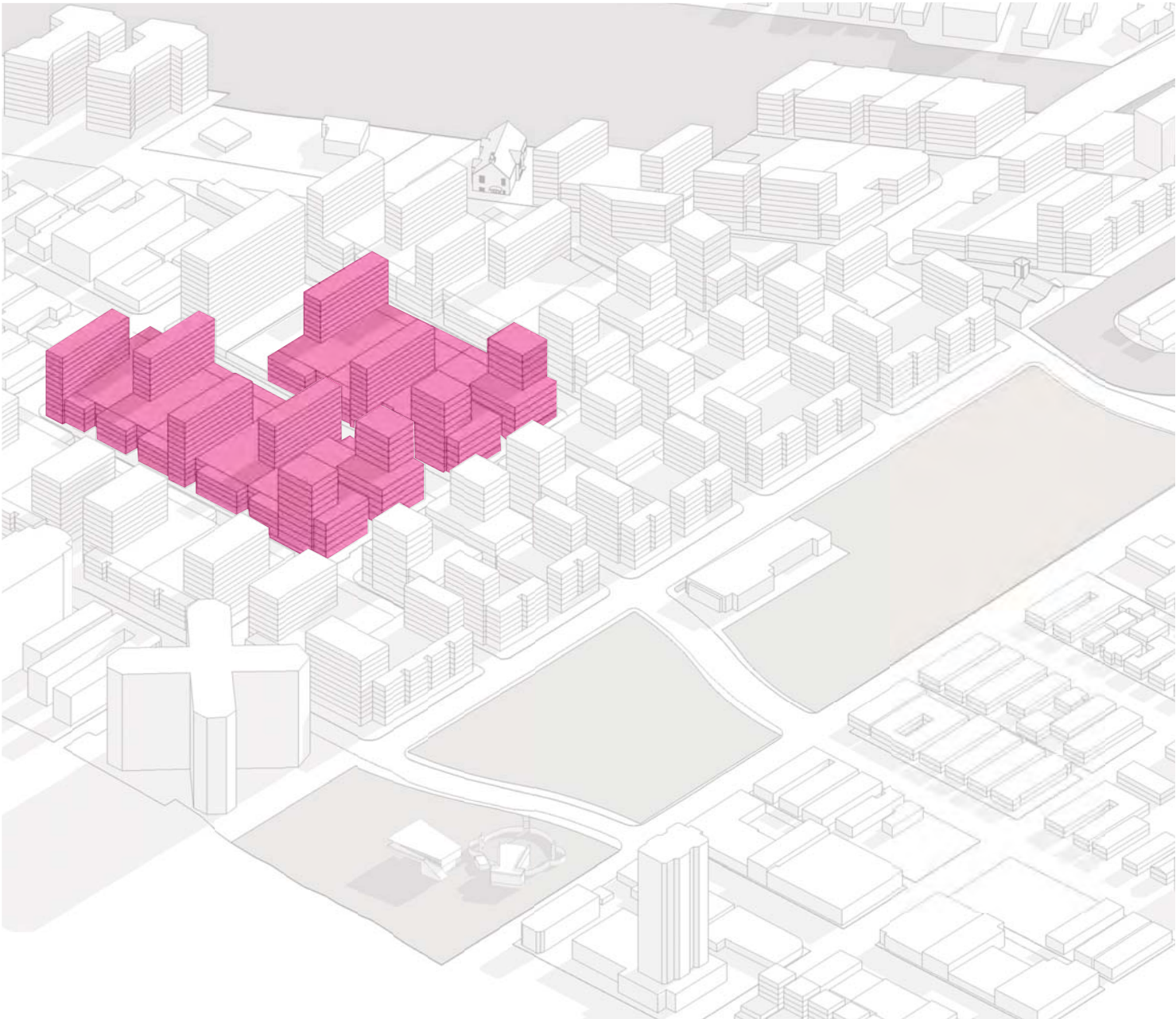
- Sidewalk expanded to 10'



ABBOTT AVENUE: OPTION A



ABBOTT AVENUE: OPTION B

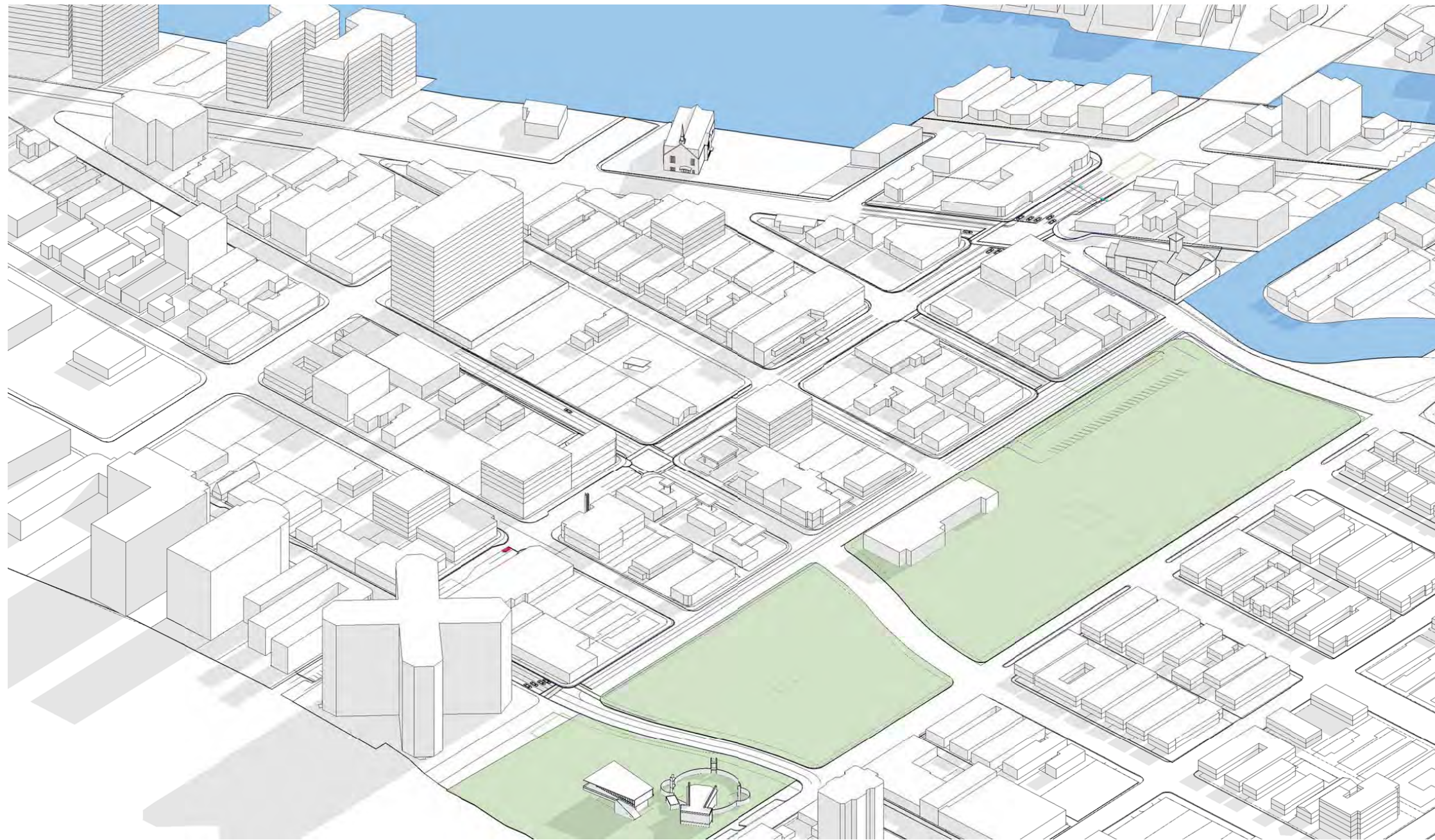


**EXECUTIVE
SUMMARY**

5



EXISTING



Findings

Considered as an area, the maximum average FAR is 1.5. This might be considered too low to develop the critical mass necessary for a truly vibrant town center. It seems plausible that a higher average FAR is warranted.

The district comprises many localized and unique conditions, and the attached proposal reflects an attempt to customize the zoning to reflect these conditions. For instance, the north end of the study area faces a large park, so greater height and residential uses seem more appropriate here. The eastern end adjoins the Collins Avenue resort corridor, marked by large hotels and condominiums. Here too, greater density and height seem warranted. Along the western side, the district abuts the Indian Creek Waterway and Isle of Normandy. Here it seems more appropriate to step down to a smaller scale.

ZONING (SEPTEMBER 2014)



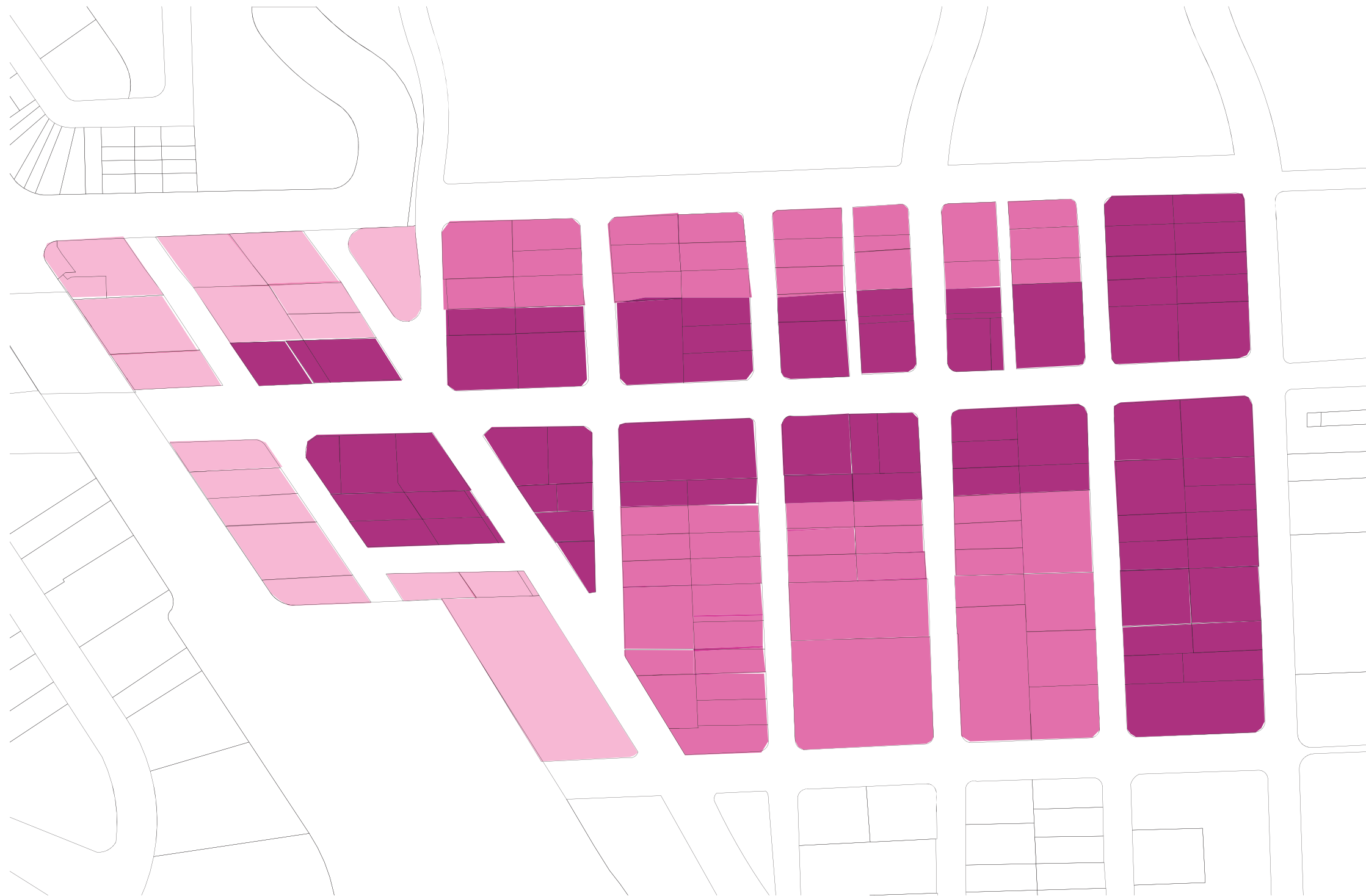
PROPOSED MASSING: OPTION A



As the overall character of North Beach is low scale, this study looks at ways to balance a low scale street character with higher densities and building heights. This is accomplished by creating a stepped profile. To some extent, the zoning code already requires a setback at 50' along 71st Street. We propose to lower that initial vertical height to 45', and increase the step back to 25'. This would allow significantly larger buildings to rise behind, while maintaining a generally moderate street scale.

One finding is that increased zoning may lead to lot aggregation, and the development of larger buildings spanning multiple lots. One proposed strategy to counterbalance this effect is to allow smaller lots to be developed without on-site parking. This would likely require the development of stand-alone garages, and an area for these garages has been suggested.

PROPOSED FAR: OPTION A

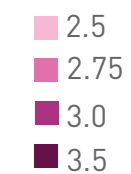


FAR increase facing Collins Avenue to increase the density closest to public transportation and the Recreation and Commercial Activity Center

FAR increase along the 72nd Street to provide a strong activated edge toward North Shore Park.

FAR increase along 71st street to allow for parcels smaller than 45,000 sf to provide more density.

FAR increase from 1.25 to 2.0 in the residential areas to promote development of higher density and quality residential development commensurate in scale with existing 4 story residential properties.



PROPOSED OPTION B



PROPOSED FAR: OPTION B



FAR increase facing Collins Avenue to increase the density closest to public transportation and the Recreation and Commercial Activity Center

FAR increase along the 72nd Street to provide a strong activated edge toward North Shore Park.

FAR increase along 71st street to allow for parcels smaller than 45,000 sf to provide more density.

FAR increase from 1.25 to 2.0 in the residential areas to promote development of higher density and quality residential development commensurate in scale with existing 4 story residential properties.

