

Urban Core Legislation — Impact Analysis

The proposed FAR increases as part of the Urban Core are intended to incentivize the replacement of transient uses, as well as incentivize the development of new residential units to serve permanent residents in the City's Urban Core. The proposed ordinance contemplates an increase in FAR up to 3.25 (0.50 raise) and a height increase up to 150 feet (50 additional feet); it does not propose additional density above the 150 dwelling units per acres already permitted for CD-3 zoned properties. To reiterate, these incentives are available for residential developments that covenant to not offer short term rentals—they are not available for commercial, office or lodging uses. Further, HPB review is required for any proposed project given that the subject area is in the Flamingo Park local historic district.

The proposed ordinance affects a full City block comprised of three parcels, 420 Lincoln Road, 1601 Drexel Avenue and 1600 Washington Avenue, all controlled by the Applicant. 420 Lincoln Road is improved with a mixed use commercial and office building that is a contributing historic structure ("420 Building"). The 420 Building is built out above currently permitted FAR so the incentives would only unlock approximately 17,606 square feet of additional FAR to use. Further the Code limits rooftop additions to a contributing building, whether attached or detached, to a one-story. In short, using these incentives at the 420 Building, which would require conversion from the historic commercial/office use the building was design for, to residential use and approval of the HPB only to unlock less than 20,000 square feet of new FAR, is not financially feasible for the Applicant or any potential future owner.

The Applicant does intend to use these incentives on the remaining parcels 1601 Drexel Avenue and 1600 Washington Avenue and has drafted drawings for a project that maximizes allowable density pursuant to these incentives (the "Project"). Although maximum allowable density would 229 units, a Code compliant project can only accommodate 210 units.

The impacts to infrastructure due to the potential increase was then quantified with the assumption that there are 2.5 people per residential unit to be consistent with other impact analysis prepared by City staff for similar legislative proposals. However, given that the Project proposes studios, one and two bedroom units only—calculating at 2.5 people per unit likely overestimates actual impact.

A concurrency analysis is included herein and summarized below. We note that this Urban Core legislation tracks the incentives proposed in the City sponsored Lincoln Road East and Washington Avenue Residential Plan incentives (the "City Items"). The City Items affect a larger land area and, in some instances, propose larger FAR, height incentives and even propose density increases here not contemplated. We are attaching as Exhibit "A" the impact and concurrency analysis prepared by City staff for these City Items for reference. If there is sufficient capacity to accommodate those more wide-spread and intense incentives, it follows that there is enough capacity to accommodate the Urban Core legislation's much more modest incentives.

Summary of Impacts

- Potential increase of 210 residential units;¹
- Potential population increase of 525 people;²
- Potential increase of 191 peak hour vehicle trips;³
- Potential increase of 73,500 gallons of potable water consumption per day;⁴
- Potential increase of 64,050 gallons of sanitary sewer transmission per day;⁵ and
- Potential increase of 525 tons of solid waste collection per year.⁶

Traffic. A traffic study was prepared for the Project which estimates net 88 AM peak hour vehicle trips and net 103 PM peak hour vehicle trips. This is a minor increase in peak hour vehicle trips; the levels of service should not be severely impacted. These impacts would be offset residents opting to walk or use transit for their commute to work which is not accounted for. The Urban Core is well served by transit and it is expected that a substantial portion of future residents will use transit or walk to commute to work.

Parks. With regards to parks levels of service, there is a deficiency in *basketball courts* and *tennis/pickleball courts*. There could potentially be a deficiency in *activity buildings for multiple uses*. As a result of these deficiencies, each development including the Project will pay impact and mitigations fees. The level of service for recreation and open space acreage would continue to be met.

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

¹ Maximizing density while still complying with the Code, the Project proposes 210 units.

² Assumes 2.5 residents per unit consistent with City Staff's analysis of similar legislation. Given the Project's proposed unit mix which is mostly studios and one-bedrooms, the actual resident population should be less.

³ References Traffic Study prepared for the Project. Note, the Traffic Study cannot capture how many people will chose to walk or use transit to commute to work given the Property's location in the Urban Core. We anticipate traffic impacts will be less than what is reflected in the traffic study.

⁴ In Miami-Dade County the average person consumes 140 gallons of potable water per day. See <https://www.miamidade.gov/global/economy/resilience/climate-strategy/water-waste.page>

⁵ In Miami-Dade County the average person produces 122 gallons of wastewater per day. See <https://www.miamidade.gov/planning/library/reports/planning-documents/cdmp/water-sewer-and-solid-waste.pdf>

⁶ In Miami-Dade County the average person produces 6 pounds of garbage per day or about 1 ton of garbage per year. See <https://www.miamidade.gov/global/economy/resilience/climate-strategy/water-waste.page>

Table 3: Population Projections

	2015	2016	2020	2025	2030	2035	2040
Total	92,472	93,490	97,563	102,564	107,745	112,836	117,927

Source: 2015 TAZ Population Projections Update, County draft 2020 WSP

Table 4: City Water Demand Projections

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

Source: CMB 2019 Water Master Plan

Per the most recent US Census, the City's population is below the projections utilized for the water supply plan. Therefore, it can be estimated that there is sufficient water supply to accommodate the additional 210 units enabled by this legislation.

Sewer. Regarding the impacts to potable water and sanitary sewer transmission infrastructure, specific upgrades are determined on a case-by-case basis as new developments are proposed due to the significant amount development details that are required to make these determinations. The Public Works Department is currently studying the water and sewer systems throughout the city. Given only 210 residential units are enabled by this legislation, there should be sufficient sewer capacity to accommodate same. Otherwise, the Applicant will finance and complete necessary upgrades.

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

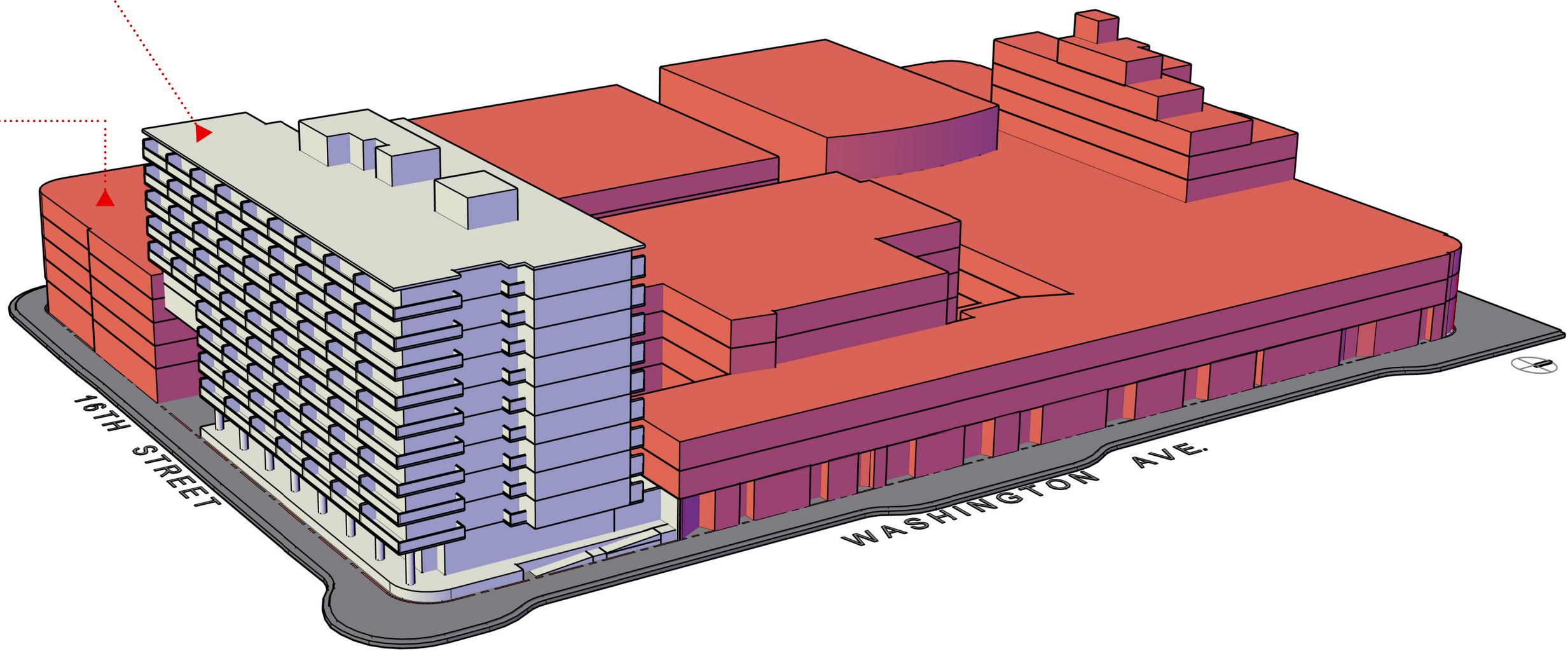
Urban Core Legislation - FAR Analysis

FAR BONUS REQUIRES ONLY RESIDENTIAL DEVELOPMENT ABOVE THE FIRST STORY

Property	Lot Size	Base FAR (2.75) SF	FAR Bonus (3.25) SF	Net SF Increase	Maximum Density
1600 Washington Ave.*					
1601 Drexel Ave.	66,708	183,447	216,801	33,354	229.71
420 Lincoln Rd.*	84,411	232,130	274,336	17,606**	290.67
*Pacels improved with a contributing historic structure					
**420 Lincoln is a contributing historic building and already built in excess FAR; Further as a contributing historic building a rooftop addition limited to 1-story.					

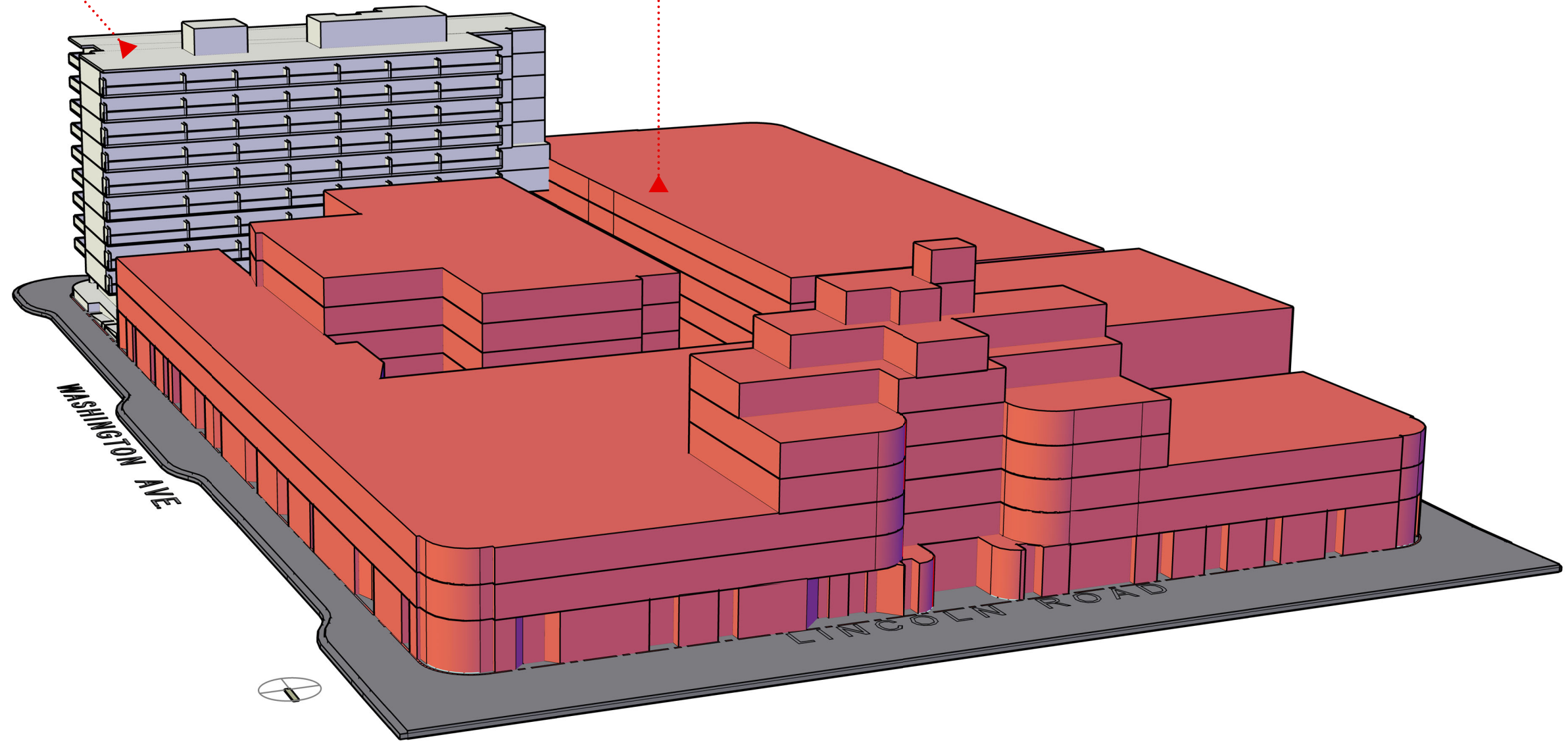
PROPOSED RESIDENTIAL
TOWER - PERMITTED FAR
AND BUILDING HEIGHT
UNDER RESILIENCY CODE

EXISTING PARKING
GARAGE BUILDING



EXISTING PARKING
GARAGE BUILDING

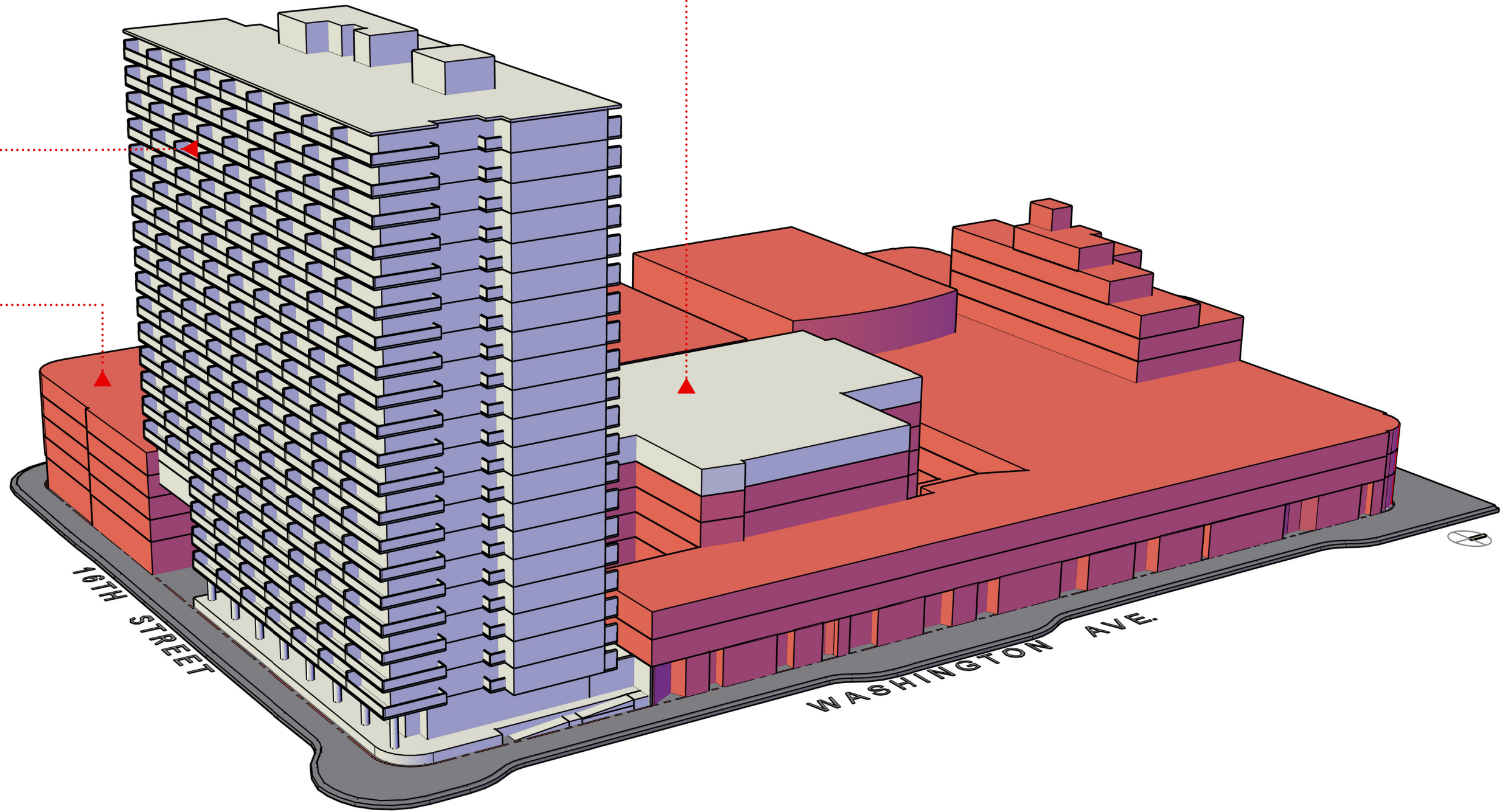
PROPOSED RESIDENTIAL
TOWER - PERMITTED FAR
AND BUILDING HEIGHT
UNDER RESILIENCY CODE



ADDITION AVAILABLE TO
420 LINCOLN AVE – NOT
PROPOSED

PROPOSED RESIDENTIAL
TOWER UNDER THE FAR
BONUS INCREASE

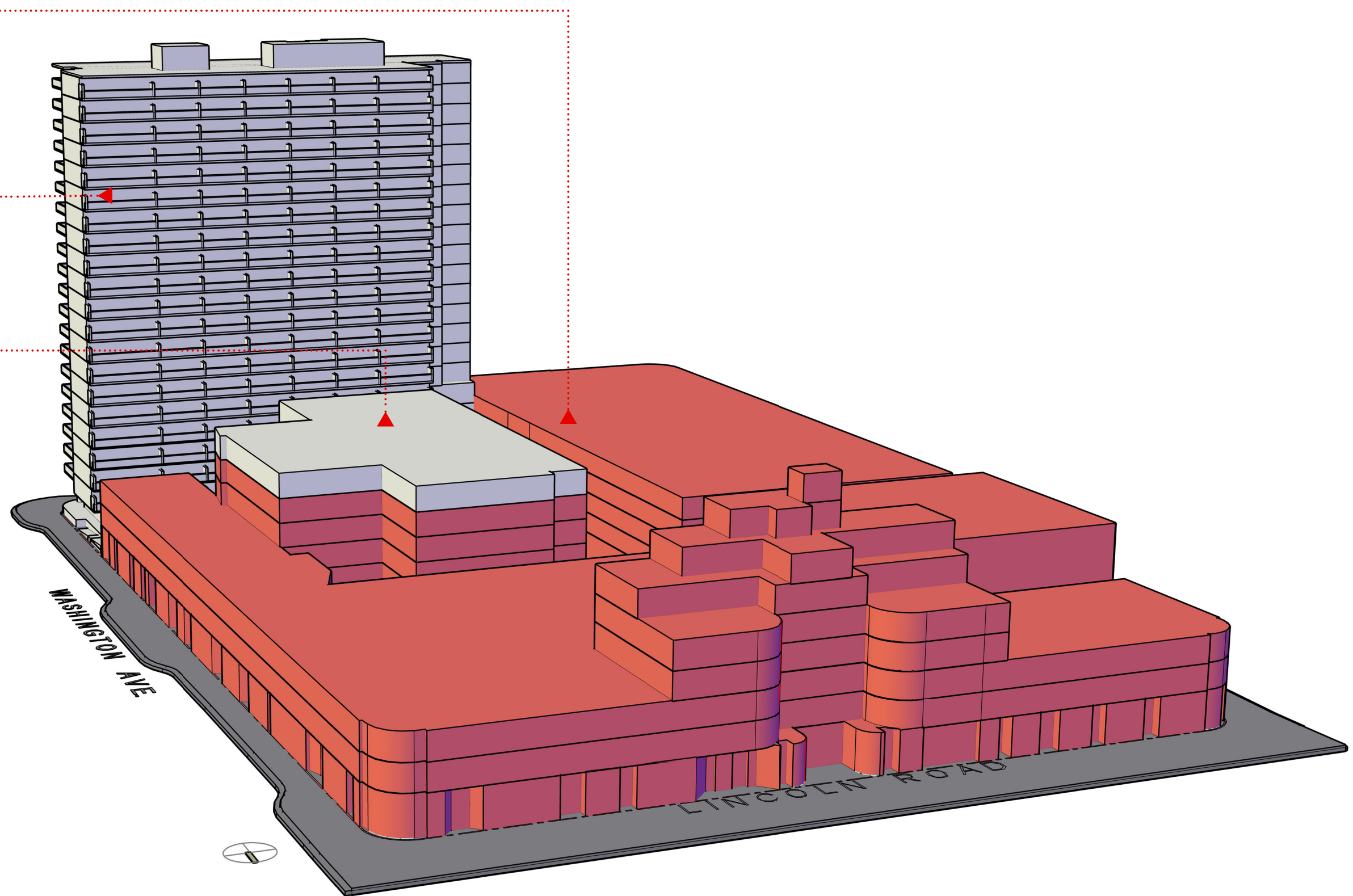
EXISTING PARKING
GARAGE BUILDING



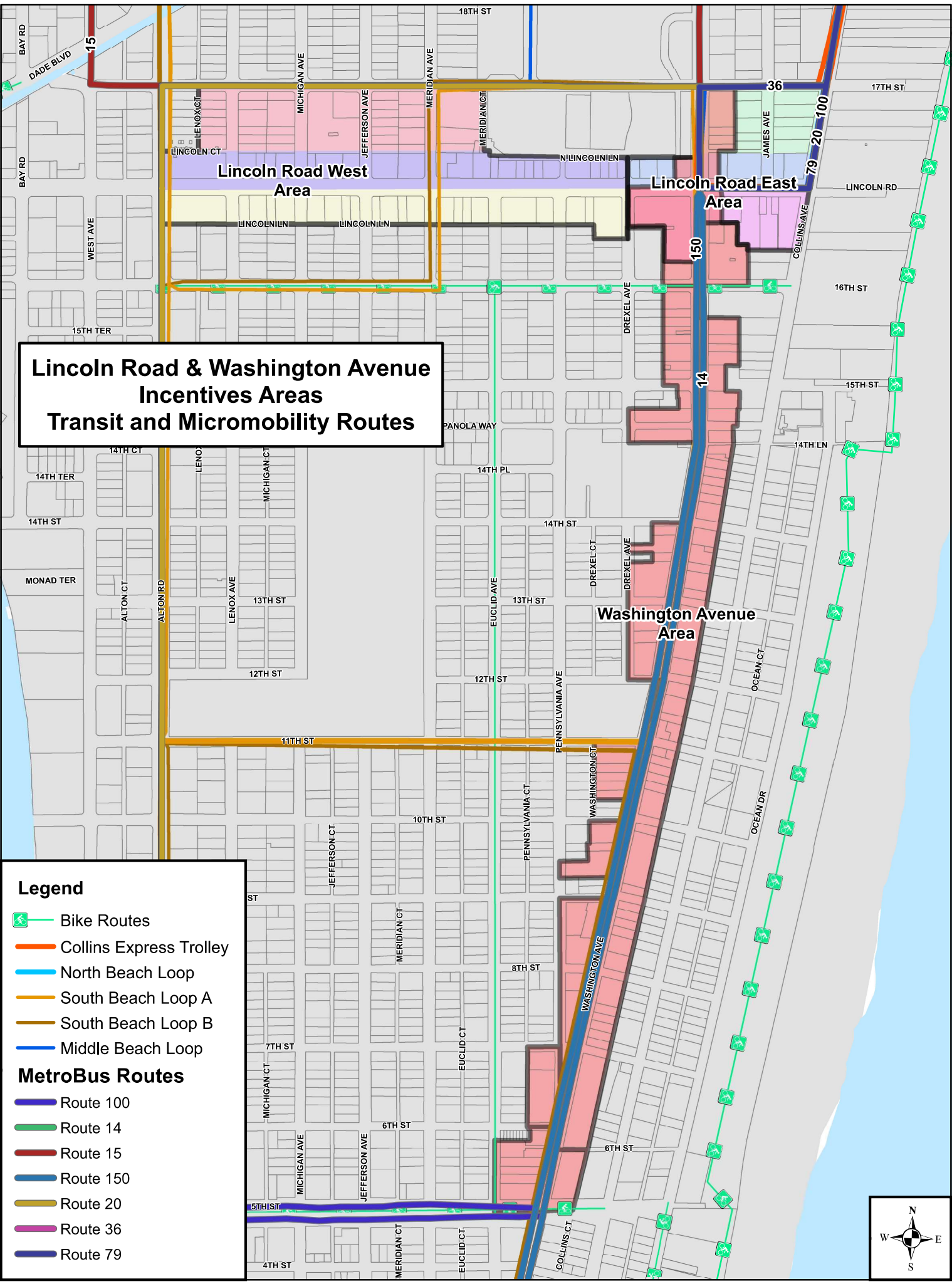
EXISTING PARKING
GARAGE BUILDING

PROPOSED RESIDENTIAL
TOWER UNDER THE FAR
BONUS INCREASE

ADDITION AVAILABLE TO
420 LINCOLN AVE – NOT
PROPOSED



Lincoln Road & Washington Avenue Incentives Areas Transit and Micromobility Routes



Legend

- Bike Routes
- Collins Express Trolley
- North Beach Loop
- South Beach Loop A
- South Beach Loop B
- Middle Beach Loop

MetroBus Routes

- Route 100
- Route 14
- Route 15
- Route 150
- Route 20
- Route 36
- Route 79

EXHIBIT "A"

Washington Avenue Residential Plan – Impact Analysis

The proposed FAR increases as part of the Washington Avenue Residential Plan are intended to incentivize the replacement of transient uses, as well as incentivize the development of new residential units to serve permanent residents along Washington Avenue. The proposed ordinance contemplates an increase in FAR up to 4.0 and an increase in the residential density up to 175 units per acre; these intensity and density increases are considered in the analysis.

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

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

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

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

- Potential increase of ~~4,604~~ 2,462 residential units;
- Potential population increase of ~~4,040~~ 6,155 people;
- Potential increase of ~~938~~ 1,702 peak hour vehicle trips;
- Potential increase of ~~625,560~~ 987,216 gallons of potable water consumption per day;
- Potential increase of ~~561,400~~ 861,700 gallons of sanitary sewer transmission per day; and
- Potential increase of ~~5,143~~ 7,848 tons of solid waste collection per year.

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

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

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

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

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

Table 3: Population Projections

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

Source: 2015 TAZ Population Projections Update, County draft 2020 WSP

Table 4: City Water Demand Projections

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Water Demand (MGD) - Total (Annual Average Demand)	24.7	26.7	28.2	29.8	31.4	33.0

Source: CMB 2019 Water Master Plan

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

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

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

MIAMIBEACH

PLANNING DEPARTMENT

Comprehensive Plan and Zoning Amendment Concurrency Analysis

Date Prepared: 10/2/2024
 Name of Project: Washington Avenue Residential Use Incentives
 Address of Site: Washington Avenue between 5th Street & 17th Street

Concurrency Management Area: South Beach
 Square Feet in the Amendment: 1,475,170
 Acreage in the Amendment: 33.87

Proposed FLUM Designation

Designation:

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

Maximum Density		Maximum FAR
175		4.0

	Residential (Units)	Hotel (Rooms)	Retail (SF)	Office (SF)	Industrial (SF)	Proposed Total
	5,890		592,026	1,184,052		
Peak Hour Trips Generated*	4,594	N/A	892	1,764	N/A	7,250
Residential Demand	14,725	0				14,725

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

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

Existing FLUM Designation

Designation:

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

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

	Residential (Units)	Hotel (Rooms)	Retail (SF)	Office (SF)	Industrial (SF)	Existing Total
	3,428		514,335	1,028,670		
Peak Hour Trips Generated*	2,674	N/A	775	1,533	N/A	4,981
Residential Demand	8,570	0				8,570

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

Transportation Analysis

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

Parks and Recreation Concurrency

Net New Residential Demand: 6,155 People

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

Required Mitigation to be determined at Building Permit Application

Potable Water Transmission Capacity

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

Concurrency to be determined at Building Permit Application

Sanitary Sewer Transmission Capacity

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

Concurrency to be determined at Building Permit Application

Solid Waste Collection Capacity

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

Concurrency to be determined at Building Permit Application

Storm Sewer capacity

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

Note:

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

LINCOLN ROAD EAST

INFRASTRUCTURE IMPACTS

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

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

To this end, the proposed FAR increases are intended to incentivize the replacement of transient uses as well as the development of new residential units to serve permanent residents along Lincoln Road, east of Drexel Avenue and west of Collins Avenue. The proposed amendment does not impact the maximum residential density, as all districts are zoned CD-3 district, which has a maximum density of 150 units per acre. The analysis is based on not being able to achieve the maximum density given the current FAR limits. The analysis assumes that 0.5 of the allowable FAR will be for ground floor commercial uses, that 15% of the FAR is for back of house uses, and that the number of units is maximized with the remaining FAR up to the allowable density.

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

Summary of Impacts

- Potential increase of 350 residential units;
- Potential population increase of 875 people;
- Potential increase of 205 peak hour vehicle trips;
- Potential increase of 136,500 gallons of potable water consumption per day;
- Potential increase of 122,500 gallons of sanitary sewer transmission per day; and
- Potential increase of 1,116 tons of solid waste collection per year.

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

Additionally, the standard Institute of Traffic Engineers (ITE) rate was used for the analysis, including reductions of 15% for transit use and 10% for mixed-use projects. However, there are

no current rate reductions or rate ratios identified by ITE for residential projects that provide reduced off-street parking on site, or no off-street parking. Since these incentives are intended for users that either do not have a vehicle or can store their vehicle remotely and use micromobility for daily commutes, the Administration is researching additional trip reduction formulas that take into consideration reduced off-street parking.

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

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

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amount development details that are required to make these determinations. The Public Works Department is currently studying the water and sewer systems throughout the City.

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

Lincoln Road East Residential Use Incentive Area Property Calculations															
Area	Zoning	Lot Size (SF)	Lot Size (AC)	Current FAR	Current Max Floor Area (SF)	Proposed FAR	Proposed Max Floor Area (SF)	Proposed Floor Area Increase (SF)	Current Density (Units/AC)	Current Max Units per Density	Current Max Units per FAR and Density	Proposed Density (Units/AC)	Proposed Max Units	Proposed Max Units per FAR and Density	Proposed Max Unit Increase per FAR and Density
North	CD-3	4,987.00	0.11	2.25	11,221	3.5	17,455	6,234	150	17	13	150	17	17	4
North	CD-3	10,500.00	0.24	2.25	23,625	3.5	36,750	13,125	150	36	27	150	36	36	9
North	CD-3	10,500.00	0.24	2.25	23,625	3.5	36,750	13,125	150	36	27	150	36	36	9
North	CD-3	17,680.00	0.41	2.25	39,780	3.5	61,880	22,100	150	60	45	150	60	60	15
North	CD-3	9,000.00	0.21	2.25	20,250	3.5	31,500	11,250	150	30	23	150	30	30	7
North	CD-3	15,216.00	0.35	2.25	34,236	3.5	53,256	19,020	150	52	39	150	52	52	13
North	CD-3	16,200.00	0.37	2.25	36,450	3.5	56,700	20,250	150	55	42	150	55	55	13
North	CD-3	10,248.00	0.24	2.25	23,058	3.5	35,868	12,810	150	35	26	150	35	35	9
North	CD-3	17,940.00	0.41	2.25	40,365	3.5	62,790	22,425	150	61	46	150	61	61	15
North	CD-3	18,766.00	0.43	2.25	42,224	3.5	65,681	23,458	150	64	48	150	64	64	16
North	CD-3	29,100.00	0.67	2.25	65,475	3.5	101,850	36,375	150	100	75	150	100	100	25
North	CD-3	7,575.00	0.17	2.25	17,044	3.5	26,513	9,469	150	26	19	150	26	26	7
North	CD-3	8,325.00	0.19	2.25	18,731	3.5	29,138	10,406	150	28	21	150	28	28	7
North	CD-3	7,500.00	0.17	2.25	16,875	3.5	26,250	9,375	150	25	19	150	25	25	6
North	CD-3	7,500.00	0.17	2.25	16,875	3.5	26,250	9,375	150	25	19	150	25	25	6
North	CD-3	12,000.00	0.28	2.25	27,000	3.5	42,000	15,000	150	41	31	150	41	41	10
North	CD-3	15,000.00	0.34	2.25	33,750	3.5	52,500	18,750	150	51	39	150	51	51	12
North	CD-3	7,500.00	0.17	2.25	16,875	3.5	26,250	9,375	150	25	19	150	25	25	6
North	CD-3	30,000.00	0.69	2.25	67,500	3.5	105,000	37,500	150	103	77	150	103	103	26
North	CD-3	7,500.00	0.17	2.25	16,875	3.5	26,250	9,375	150	25	19	150	25	25	6
North	CD-3	7,500.00	0.17	2.25	16,875	3.5	26,250	9,375	150	25	19	150	25	25	6
North	CD-3	4,500.00	0.10	2.25	10,125	3.5	15,750	5,625	150	15	12	150	15	15	3
North	CD-3	12,066.00	0.28	2.25	27,149	3.5	42,231	15,083	150	41	31	150	41	41	10
South	CD-3	84,411.00	1.94	2.75	232,130	3.5	295,439	63,308	150	290	282	150	290	290	8
South	CD-3	29,448.00	0.68	2.25	66,258	3.5	103,068	36,810	150	101	76	150	101	101	25
South	CD-3	17,250.00	0.40	2.25	38,813	3.5	60,375	21,563	150	59	44	150	59	59	15
South	CD-3	11,250.00	0.26	2.25	25,313	3.5	39,375	14,063	150	38	29	150	38	38	9
South	CD-3	4,975.00	0.11	2.25	11,194	3.5	17,413	6,219	150	17	13	150	17	17	4
South	CD-3	22,500.00	0.52	2.25	50,625	3.5	78,750	28,125	150	77	58	150	77	77	19
South	CD-3	4,000.00	0.09	2.25	9,000	3.5	14,000	5,000	150	13	10	150	13	13	3
South	CD-3	32,730.00	0.75	2.25	73,643	3.5	114,555	40,913	150	112	84	150	112	112	28
Total		493,667.00	11.33		1,152,956		1,727,835	574,878		1,683	1,333	4650	1,683	1,683	350

MIAMI BEACH

PLANNING DEPARTMENT

Comprehensive Plan and Zoning Amendment Concurrency Analysis

Date Prepared: 10/2/2024
 Name of Project: Lincoln Road East Residential Use Incentives
 Address of Site: Lincoln Road between Drexel Avenue & Collins Avenue

Concurrency Management Area: South Beach
 Square Feet in the Amendment: 493,667
 Acreage in the Amendment: 11.33

Proposed FLUM Designation

Designation:

CD-3 with Residential Incentives

Maximum Density		Maximum FAR
150		3.5

	Residential (Units)	Hotel (Rooms)	Retail (SF)	Office (SF)	Industrial (SF)	Proposed Total
	1,683					
Peak Hour Trips Generated*	1,313	N/A	N/A	N/A	N/A	1,313
Residential Demand	4,208	0				4,208

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

Note: See "Lincoln Road East Residential Use Incentive Area Property Calculations" table for assumptions

Existing FLUM Designation

Designation:

CD-3

Maximum Density		Maximum FAR
150		2.25/2.75

	Residential (Units)	Hotel (Rooms)	Retail (SF)	Office (SF)	Industrial (SF)	Existing Total
	1,333					
Peak Hour Trips Generated*	1,040	N/A	N/A	N/A	N/A	1,040
Residential Demand	3,333	0				3,333

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

Transportation Analysis

New Trips Generated	Trip Allowances	Transit	15%	Alton Road/Washington Avenue Sub Area	Capacity:	6,250 Trips
273 Trips		Pass-by			Existing Trips:	4,221 Trips
		Mixed-use	10%		Net New Trips Generated:	205 Trips
The City is a Transportation Concurrency Exception Area		Total	25%		Concurrent:	YES

Parks and Recreation Concurrency

Net New Residential Demand:

875 People

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

Required Mitigation to be determined at Building Permit Application

Potable Water Transmission Capacity

Proposed Max Demand:	656,370 Gallons Per Day
Existing Max Demand:	519,870 Gallons Per Day
New Max Demand:	136,500 Gallons

Concurrency to be determined at Building Permit Application

Sanitary Sewer Transmission Capacity

Proposed Max Demand:	589,050 Gallons Per Day
Existing Max Demand:	466,550 Gallons Per Day
New Max Demand:	122,500 Gallons

Concurrency to be determined at Building Permit Application

Solid Waste Collection Capacity

Proposed Max Demand:	5,365 Tons Per Year
Existing Max Demand:	4,249 Tons Per Year
New Max Demand:	1,116 Tons Per Year

Concurrency to be determined at Building Permit Application

Storm Sewer capacity

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

Note:

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