

**Miami River Commission's
Urban Infill and Greenways Subcommittee
April 20, 2015 Minutes**

The Miami River Commission's (MRC) Urban Infill and Greenways Subcommittees conducted a combined public meeting on April 20, 2015, 2:00 PM, 1407 NW 7 Street. The attendance sign in sheet is enclosed. MRC Urban Infill Subcommittee Chairman Jim Murley ran the meeting.

I) Consideration of Proposed Development on the Miami River's North Shore, West of Miami Ave Bridge, 24 SW 4 ST

Ms. Iris Escarra, Greenberg Traurig and Tsunehsia Tsuda, Rafael Vinoly Architects, presented plans for the Kar Properties proposed development, featuring 2 – 60 story residential buildings, including 402 residential units and 20 hotel rooms, 2,100 square feet of commercial / retail on the 1st floor and 30,000 square feet of commercial / retail space on the top 3 levels. The proposed development is seeking a Warrant to amend the sites previously approved Major Use Special Permit (MUSP), a warrant to maintain the previously approved MUSP's reduction of the City Charter and Zoning Code required "view corridor" or side-yard setbacks, a waiver to reduce the parking requirements by 30% because the site is close to mass transit, a waiver to allow parking on the 2nd level, and a waiver in order to allow vehicular drop off in the frontage. Ms. Escarra provided the City of Miami's Urban Design Review Board (UDRB) April 15 advisory recommendation to approve the development with one condition to "Create better activation along public space fronting the river." Ms. Escarra stated the waivers and warrants are all administrative, and will occur after the MRC formulates its advisory recommendation.

Ms. Escarra stated the proposal will purchase an additional 480,000 on the top 24 stories of the 2 buildings at \$13 per square feet is \$6,240,000, and still considering purchasing these from a historically designated site instead of paying the City or actually constructing public improvements. Director Bibeau stated it would be helpful to all reviewers, especially the City of Miami, if the decision of how to secure the additional floors, square footage and significant additional density is determined before the developments are considered, because a development which invests millions of dollars in "public benefits" in the impacted subject area where the development is located is different if the same proposal instead purchases the additional density from a private sector historic land owner, therefore no public benefit funding is provided in the subject impacted area to offset the increase in density, and all forms of transportation and mobility should be an allowable "public benefit", vehicular, bicycle, pedestrian, water taxi, etc.

Ms. Escarra stated the proposal includes a public riverwalk (for example pages Z203-Z206 and Z301), connecting at grade elevations with existing public riverwalk to the east beneath the S. Miami Ave Bridge where the temporary construction fences will be removed upon completion of the Miami Ave bridge repairs and construction of the proposed development and they are meeting with Alina Hudak, Miami-Dade County, to propose additional public benefits and improved connections to the existing public riverwalk beneath the Miami Ave bridge, and to the west with the existing public riverwalk at Ivy and Mint. The proposed waterfront building setback and public riverwalk are 65-78 feet wide, exceeding the 50' minimum required by code, and features a 3-story, 30-foot tall waterfall. Ms. Escarra stated the site has a history of having

a vessel, and they have hired Coastal Systems to assess the condition of the seawall and secure a permit to maintain rights to dock boats at the site. Director Bibeau noted the City of Miami issued a code violation on the condition of the site's seawall which appears to have the adjacent upland sinking and slipping out the bottom of the seawall, therefore recommended having the seawall replaced before finishing construction of the public riverwalk and high-density development. Ms. Escarra stated the 2-towers are separated by 60'-64' and they are counting the middle "Water Ave" between Ivy / Mint and Wind, as the proposed view corridor. Ms. Escarra stated the current guard gates will continue operating the way they do now (which is the same as the Brickell Key guard gate) in terms of accessing the public riverwalk. The guard stops the car, the driver indicates they are visiting the public riverwalk, the guard writes down the driver's license and license plate numbers, and allows the driver to enter. In addition there are businesses inside the area, which also have visitors. Ms. Escarra stated they will be meeting with the Homeowners association regarding the proposed improvements to the water feature and access to the public riverwalk where the common area and publicly accessible "Water Ave" dead ends in to the public Riverwalk area.

Attendees again noted the importance of including the City of Miami's adopted Miami River Greenway Design Standards and Guidelines, including but not limited to signage clearly indicating the public riverwalk, and the development team agreed to insert them into the next set of revised & amended plans.

Ms. Escarra again agreed to provide the "working river covenant" required by the City's adopted comprehensive plan.

Ms. Escarra stated if the presented plans are amended in the future, they will bring the revised plans back to the MRC subcommittee and full MRC for consideration.

Attendees agreed to present revised plans to the MRC's Urban Infill and Greenways April public subcommittee meeting, possibly followed by the full MRC on May 4, noon, 1407 NW 7 ST.

MRC Urban Infill Chairman Murley suggested the MRC find the proposal consistent with the Miami River Corridor Urban Infill Plan and the Miami River Greenway Action Plan subject to the following conditions:

- 1) Capture and use the developments impact fees and potential \$6,240,000 in "Public Benefits" within the impacted Miami River District, including but not limited to mobility improvements such as further offsite expansions of the public riverwalk**
- 2) Make improvements to "Water Ave", including improvements for public access to the connecting public riverwalk**

The item will be considered at the next public meeting of the full MRC, May 4, noon, 1407 NW 7 ST.

II) Consideration of Proposed Development at 5 SW South River Drive

Deferred to the next MRC Urban Infill and Greenways Subcommittee's public meeting, May 18, 2 PM, 1407 NW 7 ST.

III) Consideration of Miami River SAP's Plans to Improve Jose Marti Park

Deferred to the next MRC Urban Infill and Greenways Subcommittee's public meeting, May 18, 2 PM, 1407 NW 7 ST.

IV) New Business

MRC Urban Infill Chairman Murley stated he is working on convening a meeting with FDOT, Department of State, City of Miami, Miami Parking Authority (MPA), Bob Carr, and the MRC, regarding the Brickell Bridge. **Mr. Murley stated he recommends FDOT meet with all impacted parties and agencies to:**

- 1) Find a better final solution to maximize safe and efficient vehicular, pedestrian and bicycle use at the Brickell Bridge. MRC Chairman Aguirre stated City Commissioners Sarnoff & Gort agree with the recommendation to restore the vehicular lane on the Brickell Bridge, which FDOT recently removed in the current "trial" project.**
- 2) Seeking FDOT, DOS, and FHA cooperation to approve the long standing plans and Mr. Bob Carr's revised archeological work plan for the MPA to be able to fund and construct improvements beneath the Brickell Bridge on the south shore, including but not limited to a public riverwalk and public paid parking.**

Mr. Murley suggested a follow up meeting with the now contracted planners for the "Underline" (improvements to the existing public "M-Path" bicycle and pedestrian pathway beneath Metro-Rail) and its connection to the public riverwalk currently under construction beneath Metro-Rail. Mr. Murley noted based on the lessons learned along the public Riverwalk, both the Miami River Greenway and the Underline (M-Path) would benefit from increased maintenance, security and special events.

The meeting adjourned.

**Miami River Commission's
Urban Infill Working Group
Development Technical Review Report**

Project Name: "Miami River"

Project Address: Miami River's North shore, west of Miami Ave Bridge, 24 SW 4 ST

Developer Name: Kam Properties

Contact Information: Iris Escarra, Greenberg Traurig , escarrai@gtlaw.com

Is the proposed development compatible with the "Miami River Corridor Urban Infill Plan" and the "Miami River Greenway Action Plan"? Yes, the proposed development is compatible with this "Lower River" site. For example, *Miami River Corridor Urban Infill Plan*, pg. 15 "Vision for the River" for this specific "Downtown" portion of the Miami River states in part, "The potential for this waterfront is greatly enhanced through a requirement that all new development and redevelopment provide active pedestrian uses oriented toward the river and a broad public 'Riverwalk' along the water's edge...the Downtown waterfront is presently zoned for Central Business District (which) allows high-intensity mixed-use development appropriate to the downtown core" as proposed in the subject development. The proposed residential-mixed use development is setback 65-78 feet from the Miami River featuring a publicly accessible 65-78 foot-wide public Riverwalk (with a minimum 16-foot wide unobstructed pathway / "circulation zone), potential boat slips, etc.

Does the proposed project require any zoning amendments, land use amendments, special exceptions, waivers, or Special Area Plan? Yes, the proposed development is seeking a reduction in the City Charter and Zoning Code's required view corridor (side-yards) from via a warrant to maintain the site's previously approved reduction of the view corridor (side-yards) in this site's previously approved Major Use Special Permit. In addition, the project is seeking a parking waiver to reduce the required parking spaces by 30%, because the site is close to mass transit, a waiver to allow parking on the 2nd level, and a waiver in order to allow vehicular drop off in the frontage.

Additional recommendations to optimize the positive impacts of the project on the Miami River Corridor and to improve coordination among public and private entities:

- 1) Capture and use the development's impact fees and potential \$6,240,000 in "Public Benefits" within the impacted Miami River District, including but not limited to mobility improvements such as further off-site expansions of the public Riverwalk, etc.
- 2) Make improvements to Water Ave, including improvements for public access to the connecting public riverwalk.

**Miami River Commission's
Urban Infill and Greenways Subcommittees
Public Meeting**

Monday, April 20, 2015

2 PM

1407 NW 7 ST

Miami, FL

| <u>NAME</u> | <u>ORGANIZATION</u> | <u>PHONE / FAX / E-MAIL</u> |
|------------------------|---|--|
| Dalayna Tillman | The Goldstein Environmental Law Firm | (305) 777-1686 dtillman@goldsteinenvlaw.com |
| Iris Escarra | Greenberg Traurig | escarra@gtlaw.com |
| Tsunehisa Tsuda | Rafael Vinoly Architects | tsuda@rvapc.com |
| Horacio Stuart Aguirre | | |
| Alex Buzneso | Miami Marlins | abuzneso@mlb.com |
| John M. Connell | HURRICANE COVE/FSSS | (580) 214-1475 |
| Brendon Cunningham | MRC | 69brendon@gmail |
| Brett Bibeau | MRC | 305 644 0544 miamiriver1@bellsouth.net |
| Jim Murley | SFRPC | Jmurley@sfrpc.com |