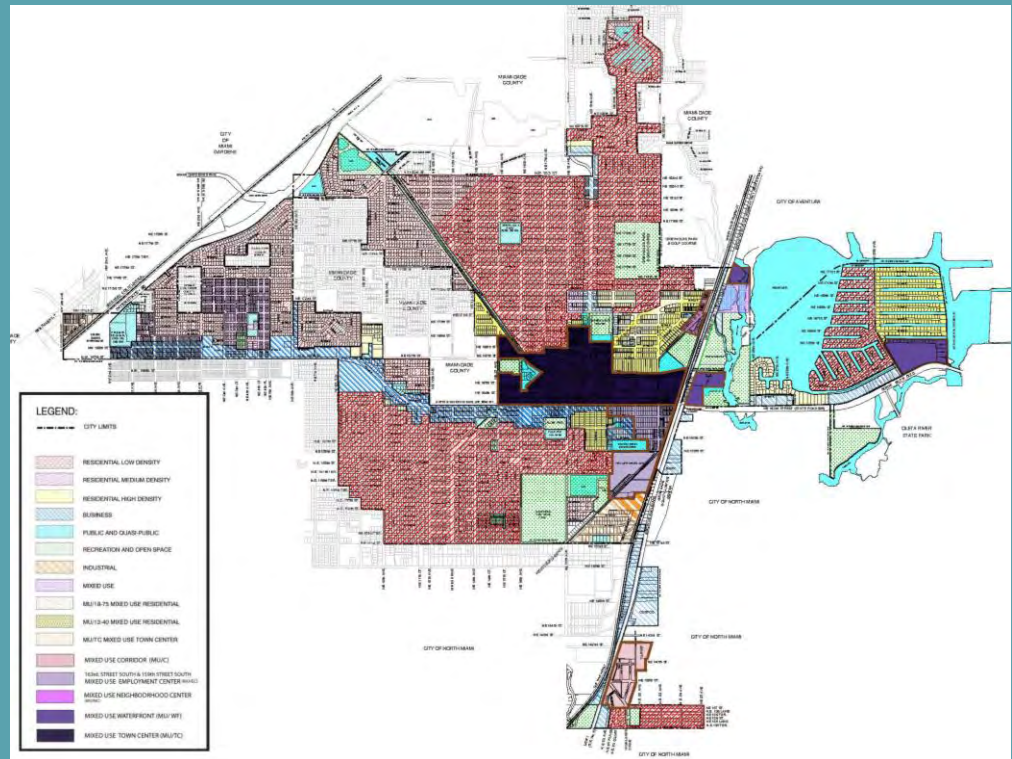


Map and Text Amendments

North Miami Beach Comprehensive Plan (Mixed Use Districts)

January 28, 2015

*Presentation
to the Miami-Dade County
Community Image Advisory Board*



North Miami Beach Strategic Plan

Mission Statement

"The Mission of the North Miami Beach City Government is to provide excellent municipal services in a financially responsible and environmentally conscious manner while engaging our residents."



Vision 2029

- North Miami Beach 2029 is the premier residential community in South Florida – the most beautiful and the safest.
- North Miami Beach 2029 has opportunities for active and healthy living and convenient mobility.
- North Miami Beach 2029 has a vibrant downtown and thriving major corridors.

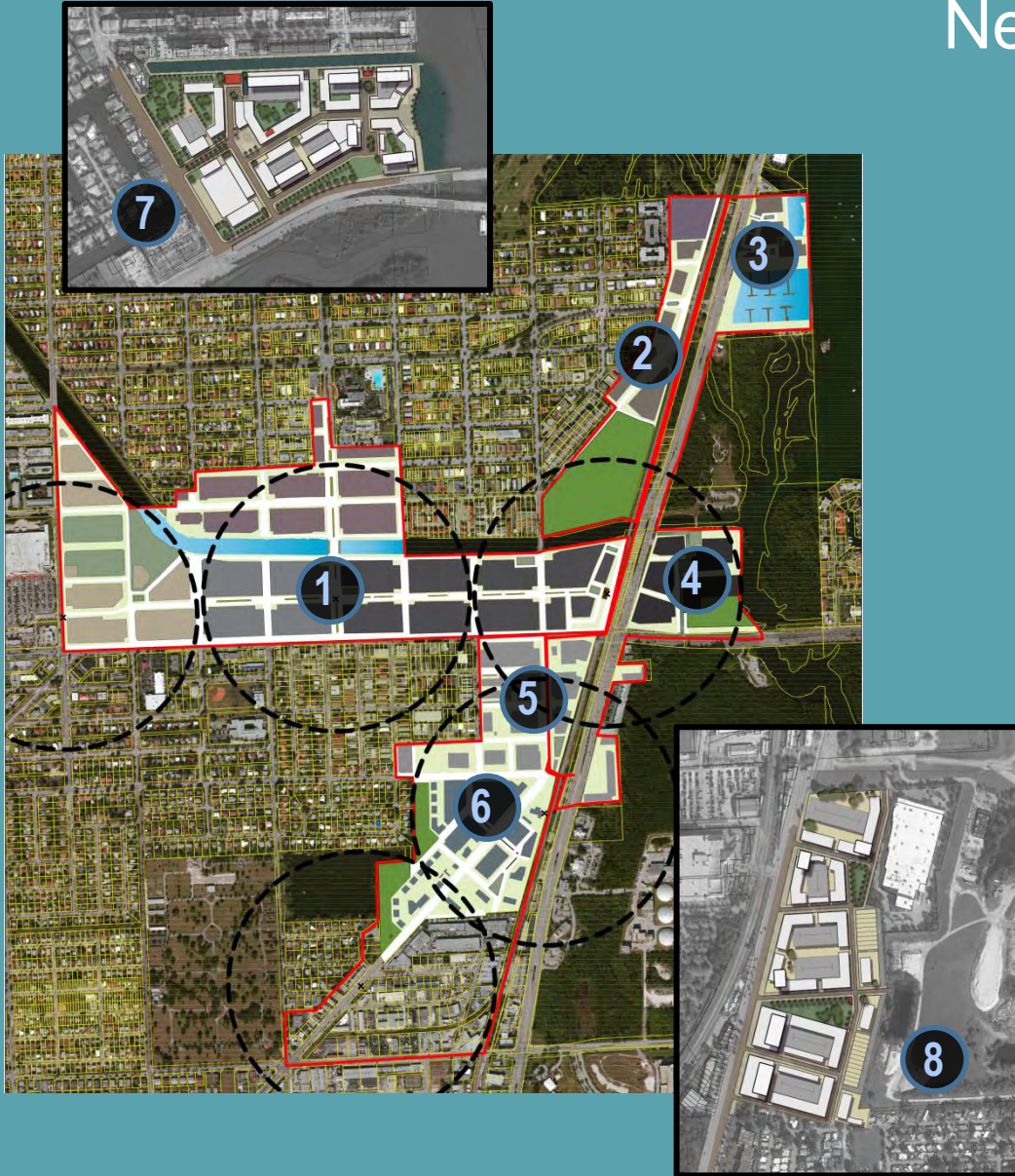
Goals

- Financially Sound City Government
- The Place to Live: Beautiful, Safe and Livable
- High Performing City Organization Providing Great Customer Services
- Revitalized Downtown and Major Corridors

Policy Actions

- Establish Mixed Use Districts for:
 - Dixie Highway
 - Hanford Boulevard
 - 19th Avenue
 - Biscayne Boulevard
 - Intracoastal Mall

New Mixed Use Districts



Town Center (MU/TC):
FCC area (Study Area 1)

Employment Centers (MU/EC):
South of 163rd Street (Study Area 5)
South of 159th Street (Study Area 6)

Waterfront Districts (MU/WF):
Waterfront District North – Marina Palms
(Study Area 3)
Waterfront District South – Blue Palms
(Study Area 4)
Waterfront District East – Intracoastal
(Study Area 7)

Mixed Use Corridor (MU/C):
Highland Village (Study Area 8)

Neighborhood Center (MU/NC):
West Dixie Hwy. (Study Area 2)

Public Input and Hearing Process (2014-2015)

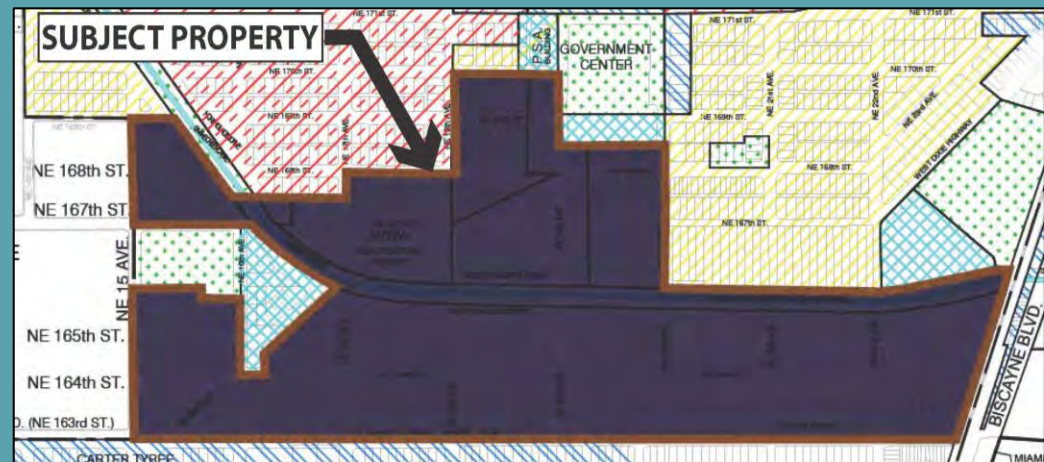
- March 11 – Comp Plan and Zoning Kickoff Meeting
- March thru June – Stakeholder Interviews, Urban Design, Land Use and Zoning Analysis
- July – City Council Interviews
- September 15 – Community Planning Workshop (Downtown/CRA)
- September 22 – Community Planning Workshop (Intracoastal Mall)
- October 6 – Community Planning Workshop (Highland Village)
- October 21 – City Council Planning Workshop (Entire Study Area)
- January 6 - City Council Planning Workshop (Comp. Plan Amendments)
- January 12 – P&Z Hearing
- January 20 – First Reading Comp Plan Amendments
- **January 27 - City Council Planning Workshop (Zoning Amendments)**



Map and Text Amendments

FCC MU/TC Policy 1.6.6 (NEW):

- Added new policy describing the MU/TC – Mixed Use Town Center (Study Area 1)
- Highlights:
 - Encourage transit oriented development consistent with an urban downtown
 - Prohibit stand alone auto-oriented uses such as surface parking lots, gas stations, auto service and repair, etc.



Recommendations:

- Require open spaces/plazas at corners of blocks
- Require streetscape improvements on all sides of development
- Require greenways connecting to Snake Creek Trail
- Require frontage on waterfronts and all streets
- Require retail uses on ground floor east of NE 21st Avenue (to support mixed use and transit)
- Permit residential uses on ground floor west of NE 21st Avenue
- Unlimited Density (to allow for development flexibility, which is dependent on lot size)
- Increase Maximum Height to 30 floors east of NE 21st Ave (to support mixed use and transit)
- Increase Maximum Height to 20 floors west of 21st Avenue (to increase development capacity on difficult lots)
- Allow offsite and on-street parking to count
- Apply a shared use parking methodology

Study Area 1: Future Downtown/CRA (FCC Area) Proposed Development Scenario Between NE 19th Avenue and FEC Tracks



Key:

1. Transit Stop/Kiss and Ride Plaza
2. Park and Ride/Bus Transit/Mixed Use
3. Mixed Use
4. Plaza

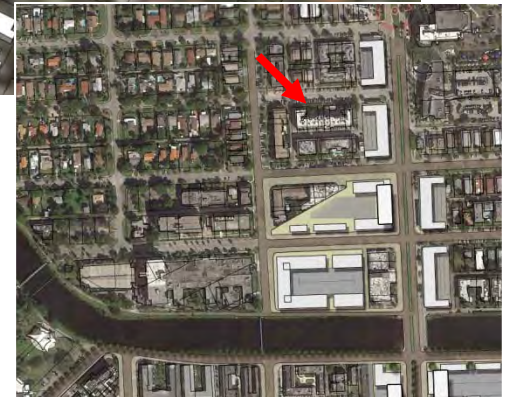


Study Area 1: Future Downtown/CRA (FCC Area) Proposed Development Scenario Between NE 19th Avenue and FEC Tracks



Study Area 1: Future Downtown/CRA (FCC Area)

Proposed Development Scenario north of canal



Issues Raised FCC (MU/TC):

- Treatment of Snake Creek Canal
- Alleys and Utility Issues
- Public Art
- Incentives for Redevelopment in the CRA

INCENTIVES FOR REDEVELOPMENT:

Policy 1.6.3

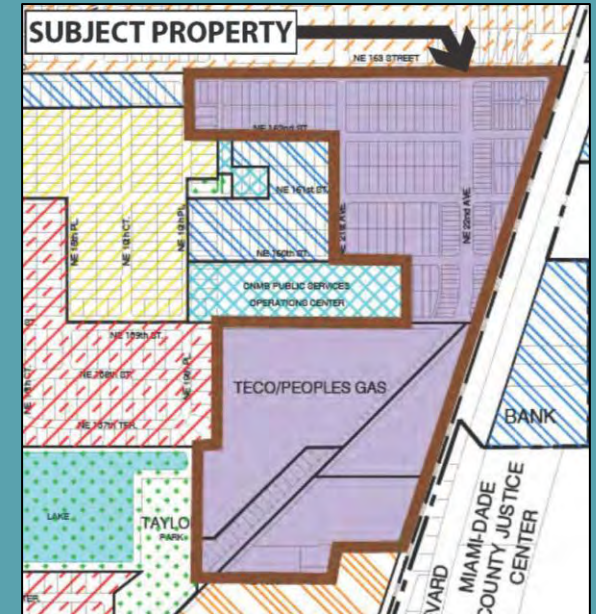
The City shall facilitate and encourage development of the city's designated Mixed Use Districts.
...these incentives:

- a. reduction of required off-street parking requirements and/or shared parking agreements
- b. ~~strict enforcement of existing codes~~ air rights easements over alleys or other rights-of-way
- c. reduction of road impact fees (reverse impact fee structure, since higher density and intensity supports transit usage)
- d. revision of impact fees to instead fund transit, bicycle and pedestrian infrastructure
- e. Financial assistance and/or parcel assemblage coordination assistance from the Community Redevelopment Agency, when applicable
- f. Marketing assistance from the Community Redevelopment Agency, when applicable
- g. Location of circulator bus stop ~~in front of the development~~ as part of a local transit network
- h. Initial property tax rebate program, when applicable
- i. Public-Private- Partnerships

Map and Text Amendments

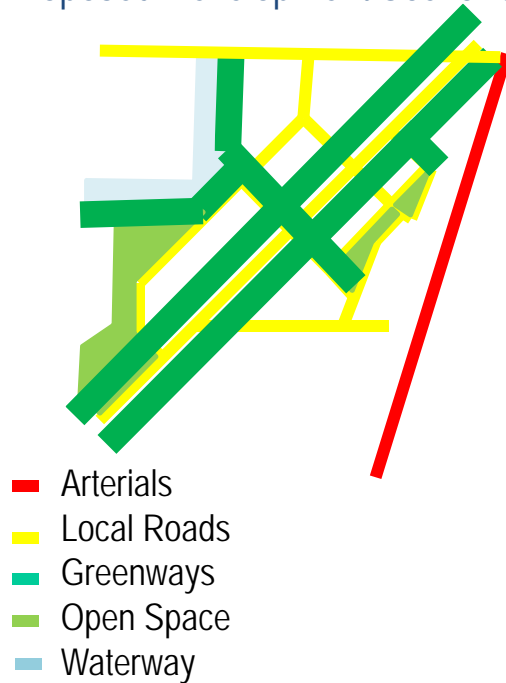
MU/EC Policy 1.6.7 (NEW)

- 163rd and 159th Street Mixed Use Employment Center (Study Areas 5 and 6)
- Highlights:
 - Encourage economic development supportive of high technology and service based activities compatible with residential uses
 - Limited auto-oriented uses are acceptable provided they are designed in a manner that encourages pedestrian and transit use
 - Vertically and horizontally integrated mixed uses



Study Area 6: Employment Center (Former TECO site)

Proposed Development Scenario



Recommendations:

- Allow for mixed use on the east side of W. Dixie Hwy.
- Establish proper height transitions and buffers to address incompatibility on west side
- Require public open spaces and accessibility
- Require improvements to existing park
- Require new streets and frontages on all streets
- Increase density to 100 units/acre

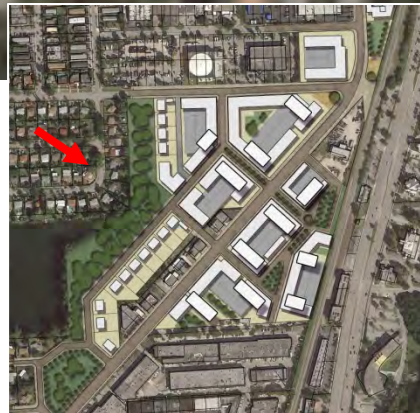


Key:

1. Alternate FEC Station Location
2. Mixed Use/Residential
3. Multi-Family Residential
4. Public Park

Study Area 6: Employment Center (Former TECO site)

Proposed Development Scenario



TRANSITIONAL AREA MINIMUM REQUIREMENTS:

Policy 1.8.8

Design Principles and Procedures....

Land Use Compatibility:

1. Complement and support adjacent existing land uses...

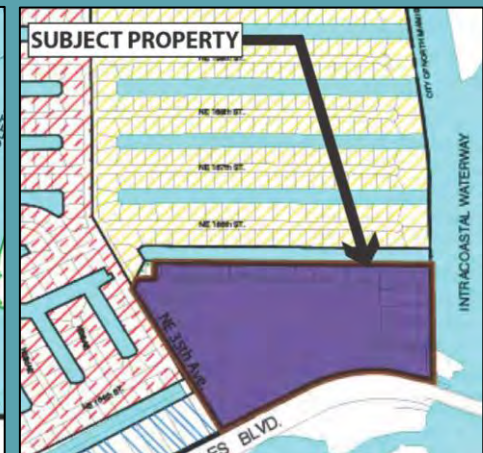
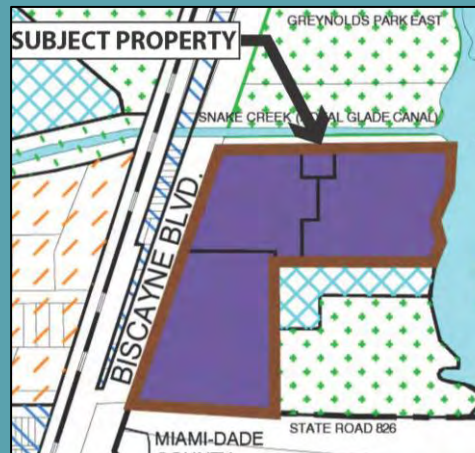
Where a proposed mixed-use project is adjacent to SF residential property or having lower density than the proposed mixed-use project ("Adjacent Lower Density Property"):

- (a) There shall be created a **fifty (50) foot wide landscaped buffer** within the proposed mixed-use project property ("Mixed Use Property") along the property line, between the Mixed Use Property and the Adjacent Lower Density Property...
- (b) There shall be a Transitional Area adjacent to the Adjacent Lower Density Property. The Transitional Area shall include the fifty (50) foot wide landscaped buffer where applicable. **The Transitional Area shall extend for the length of the portion of the Mixed Use Property that lies adjacent to and directly faces the Adjacent Lower Density Property and be a minimum of 200 feet and a maximum of 300 feet wide.** The Transitional Area shall be focused on **compatible building height transitions and maximum development intensities to be defined in the adopted building heights regulating plan** for the district.

Map and Text Amendments

MU/WF Policy 1.6.9 (NEW):

- Added new policy 1.6.9 describing the MU/WF – Mixed Use Waterfront (Study Areas 3, 4 and 7)
- Highlights:
 - Maximize the economic and aesthetic resource created by its waterfront location
 - Require public access to and beautification of the waterfront
 - Provide for multi-family housing enabling residents to live on the waterfront



Study Area 4: Waterfront District South (Blue Palms)

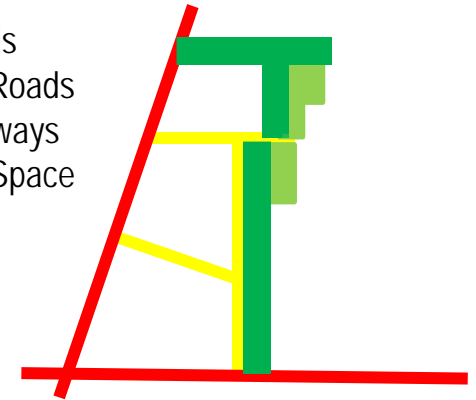
Proposed Development Scenario



Key:

1. Future Development (Blue Palms)
2. Existing sub-station
3. Existing preserve
4. Proposed Mixed Use
5. Proposed waterfront plaza and greenway
6. Proposed green

- Arterials
- Local Roads
- Greenways
- Open Space



Observations:

- Land use density is too low in comparison to cost of construction on waterfront sites
- Maximum allowable height is intended for non-residential
- Site is more appropriate for residential

Recommendations:

- Require public access to waterfront
- Require public open spaces and greenways for access and connectivity to open spaces and waterfront
- Require vehicular connectivity between developments
- Require new streets and frontages on all streets
- Increase maximum allowable height to 30 floors (compatible with Blue Palms)
- Increase density to 100 units/acre

Study Area 4: Waterfront District South (Blue Palms)

Proposed Development Scenario



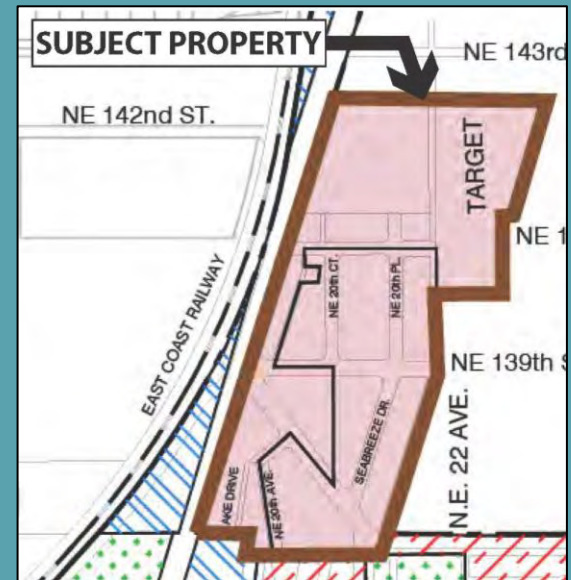
Issues Raised (MU/WF):

- Public access to waterfront
- Screening of existing FPL substation in South Waterfront District
- Additional access points to East Waterfront District (Eastern Shores)
- Retain and enhance rescue station for Eastern Shores
- Add police substation for Eastern Shores

Map and Text Amendments

MU/C Policy 1.6.10 (NEW):

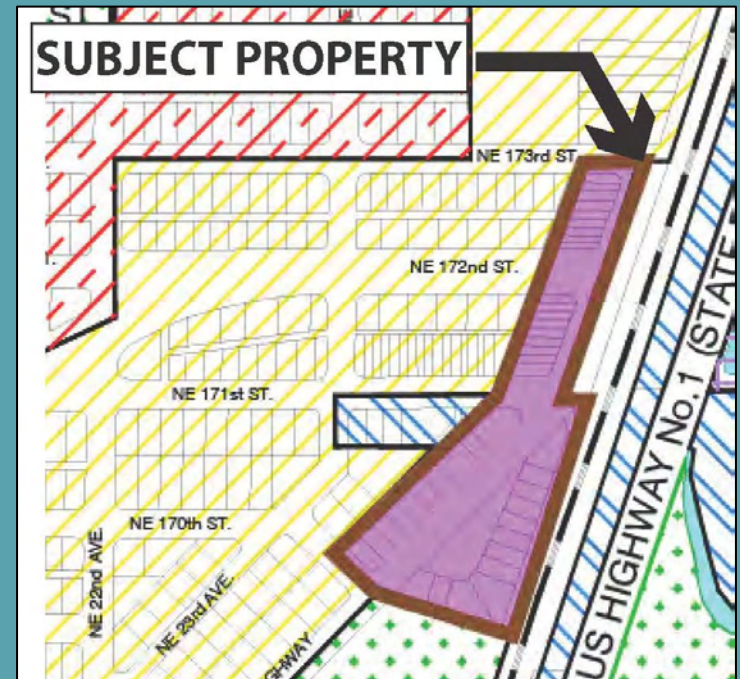
- Added new policy describing the MU/C – Mixed Use Corridor
- Highlights: (Study Area 8)
 - Maximize its location on a primary transit and business corridor, encourage economic development to support both local and regional activity and encourage a variety of workforce and market rate housing
 - Limited auto-oriented uses are acceptable provided they are designed in a manner that encourages pedestrian and transit use
 - Vertically and horizontally integrated mixed uses



Map and Text Amendments

MU/NC Policy 1.6.8 (NEW):

- Added new policy describing the MU/NC – Mixed Use Neighborhood Center (Study Area 2)
- Highlights:
 - Encourage a balanced mixed of uses characterized by compactness, pedestrian friendly design and neighborhood scale
 - Development patterns shall reflect design principles such as walkable neighborhoods oriented around the five-minute walk and public transit systems
 - (No specific Issues Raised During Outreach Process)



Study Area 2: Neighborhood Center (W. Dixie Highway)

Proposed Development Scenario



- Arterials
- Local Roads
- Greenways
- Open Space



Observations:

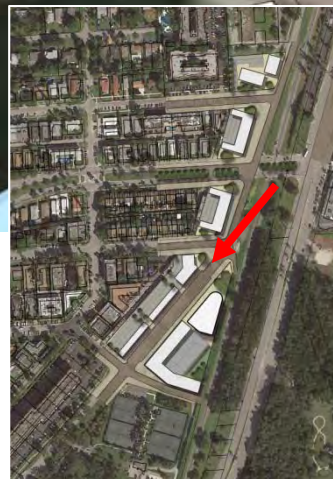
- Multi-family residential (i.e. townhouses) or stand alone commercial may be more appropriate on west side of road
- Multi-family or mixed-use is more appropriate on east side of road

Recommendations:

- Require streetscape improvements along W. Dixie Hwy. (including on-street parking, lighting, and landscaping)
- Require frontage along all streets
- Prohibit on-site parking along the front
- Cap maximum allowable height (up to 4 floors total) on west side in order to maintain a proper transition of height and protect the lower density multi-family residential on the west
- Maintain maximum allowable height (up to 15 floors total) on east side only, to take advantage of views and to establish a focal point at end of street
- Maintain maximum permitted height (up to 10 floors total) on hotel site
- Unlimit density in neighborhood center for site maximization
- Allow offsite parking for non-residential uses
- Require development of a public open space on triangular site

Study Area 2: Neighborhood Center (W. Dixie Highway)

Proposed Development Scenario



Project Timeline

Comprehensive Plan Amendment

January 06	City Council Workshop
January 12	Planning and Zoning Board Public Hearing
January 20	City Commission First Reading
Jan.-March	State Review
March 17	City Commission Second Reading (Tentative)

Zoning Regulations

January 27	City Council Workshop
February 9	Planning and Zoning Board Public Hearing
March 3	City Commission First Reading
March 17	City Commission Second Reading (Tentative)



THANK YOU