

City of North Miami Beach Welcomes You

COMMUNITY WORKSHOP

PUBLIC INPUT AND DISCUSSION – July 31st, 2018

Mixed-Use Zoning Study Phase II

**NE 167th/163rd Street Corridor Commercial Corridor
Chinatown or International District**

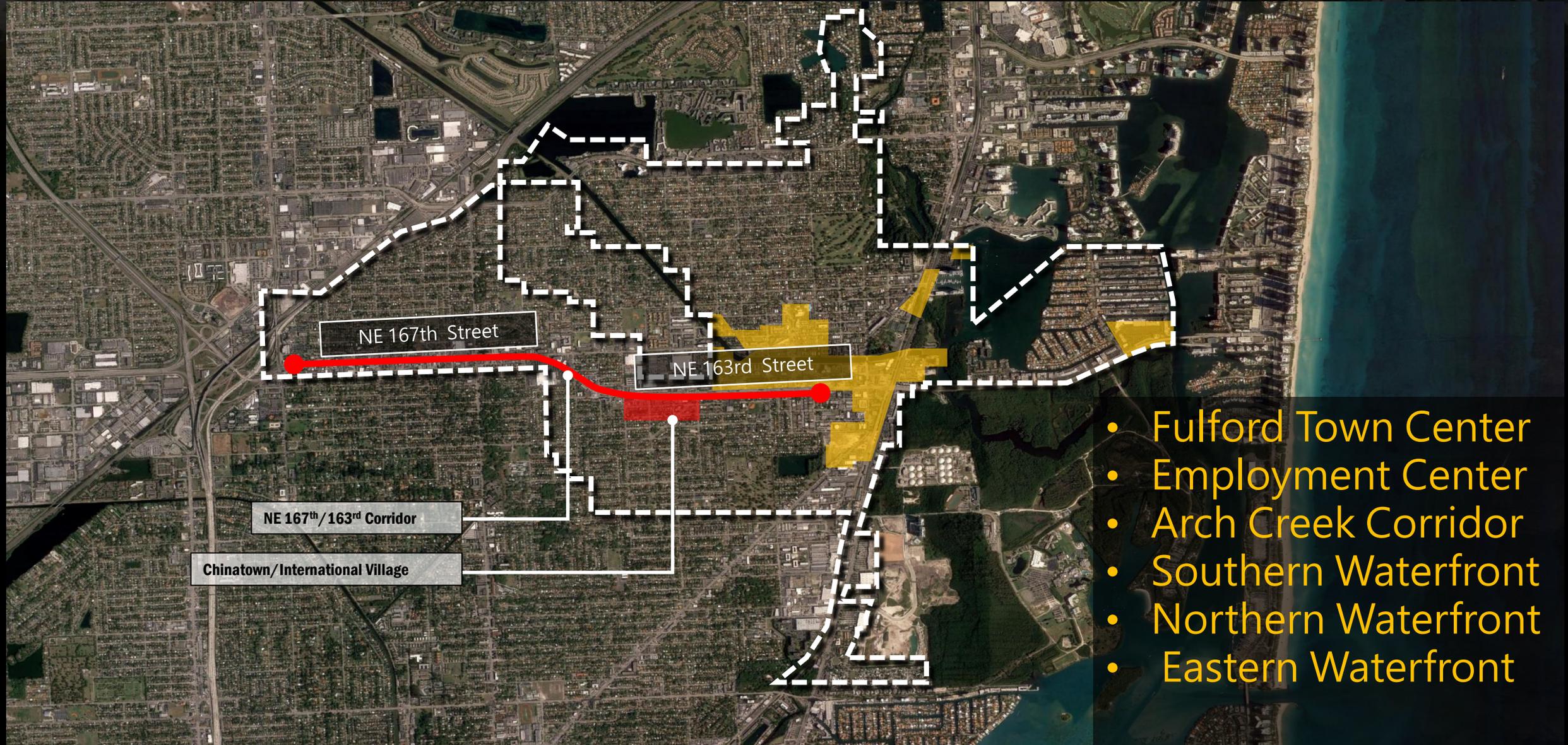
EMAIL: NMBCOMDEV@citynmb.com



WELCOME



INTRODUCTION— NMB Phase 1 MU Zoning Update



INTRODUCTION

An aerial, high-angle view of a modern city skyline, rendered in a monochromatic yellow-green color scheme. The image shows a dense cluster of skyscrapers and mid-rise buildings, interspersed with green spaces and a winding river or canal. The perspective is from a high vantage point, looking down on the city. The overall tone is professional and architectural.

BERMELLO AJAMIL & PARTNERS

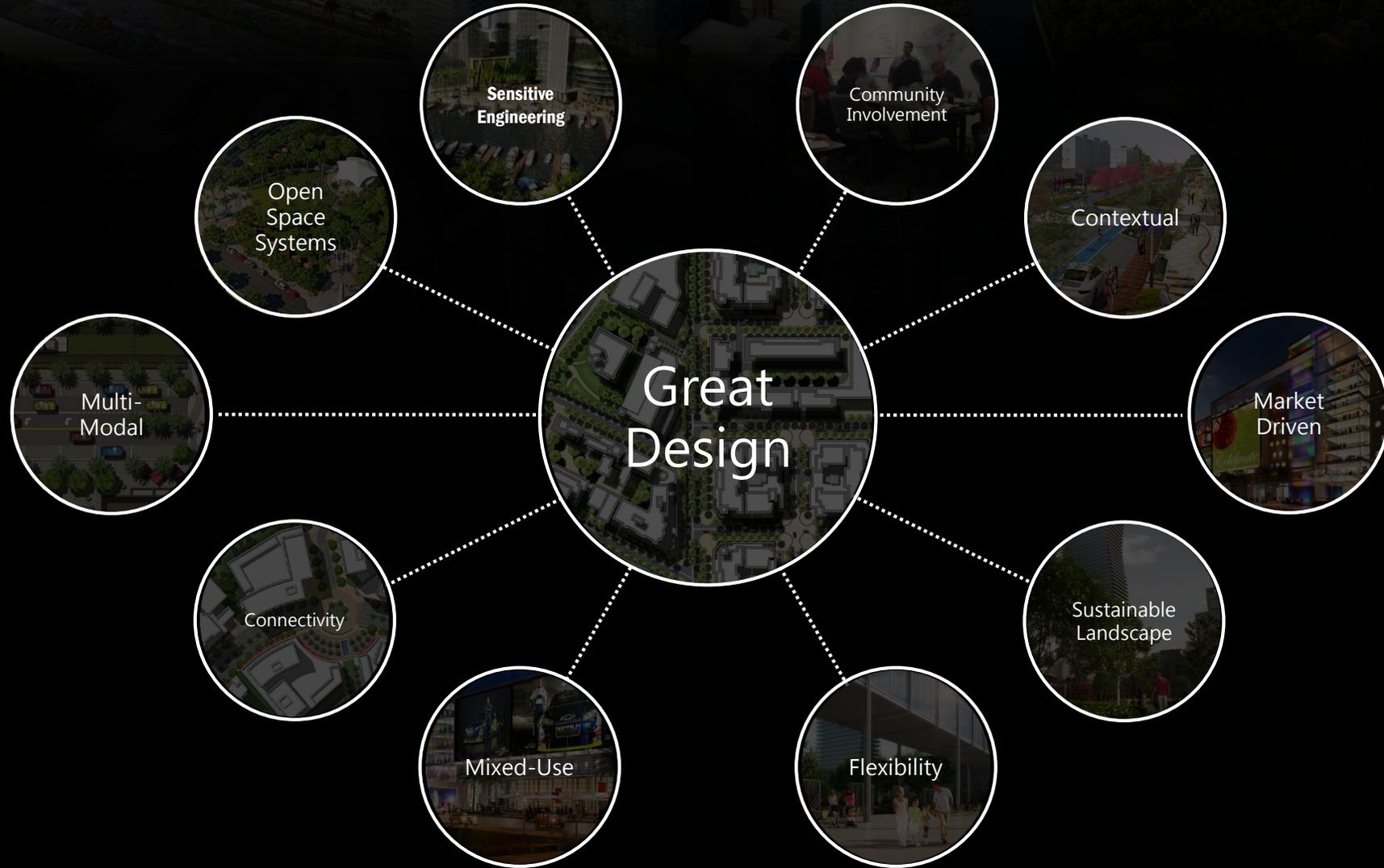
- Landscape Architecture
- Planning
- Architecture
- Civil Engineering
- Construction Services
- Interior Design
- Public Involvement



WORLD-WIDE EXPERIENCE



CORE VALUES FOR PLANNING AND DESIGN



WORKSHOP AGENDA

1. Project Scope

- **What brings us together today?**

2. Existing Conditions

- **What factors influence development in the study area?**

3. Opportunities for Good Urbanism

- **What does this look like?**

4. Open Discussion/Brainstorming

- **How do you envision the future of this corridor?**

PROJECT SCOPE — NMB Phase 1 MU Zoning Update

Mixed-Use Zoning District

Fulford Town Center

Employment Center

Arch Creek Corridor

Southern Waterfront

Northern Waterfront

Eastern Waterfront

Form-Based
Code

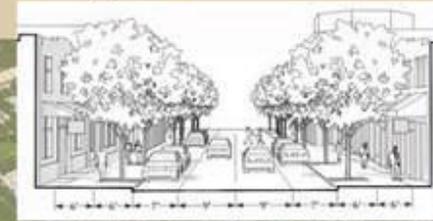


FORM-BASED CODE... IN 30 SECONDS

A FORM-BASED CODE (FBC) is a type of zoning code that fosters PREDICTABLE built results and a HIGH QUALITY PUBLIC REALM, by using the PHYSICAL FORM of architecture to organize regulations, whereas, TRADITIONAL ZONING relies on the SEPARATION OF USES for organization.

What are Form-Based Codes?

This brief slide show explains how form-based codes help communities achieve development goals.



FORM-BASED CODE... IN 30 SECONDS

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A Form-Based Code will...

- **Implement the** CONSENSUS VISION **of a** COMMUNITY
- **Encourage a mixture of** COMPATIBLE USES, DENSITIES AND INTENSITIES
- PRIORITIZE HUMAN **beings rather than** cars
- **Incorporate** MULTI-MODAL TRANSPORTATION
- **Develop architecture and design to the** HUMAN SCALE

A Form-Based Code will NOT...

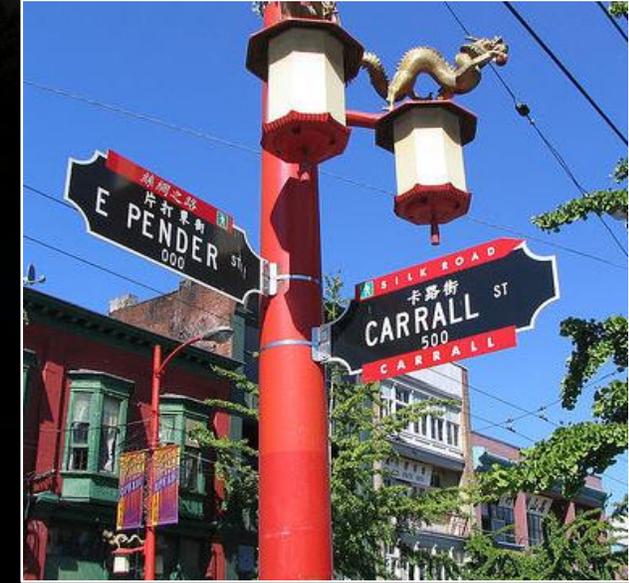
- **FORCE PROPERTY OWNERS to do** anything right now
- **PREVENT property owners from** OPERATING **as they do** CURRENTLY
- **SEPARATE USES, increasing trips and** generating more strain on our road network.
- **REQUIRE mandatory** INCREASE **to** HIGH-DENSITY AND INTENSITY **redevelopment**

PROJECT SCOPE — Plan for Chinatown/International Village



PROJECT SCOPE — Plan for Chinatown/International Village 13

- Ideal place on the corridor to establish an “Urban Village”
- Area with unique demographics/market that can provide basis for unified theme of architecture and urbanism.
 - **Catalyst for redevelopment of a unique place**
- **Architectural Details, Streetscape elements and Signage reflective of the specialized theme which reinforces a “special” identity place along the corridor**



PROJECT SCOPE — Economic and Demographic Headlines

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- The region as a whole is facing modest population growth compared to historic levels.
 - **Accommodating growth will require in-fill development**
- The City of NMB has a number of under-utilized parcels along its major corridors that can be positioned for redevelopment/growth.
- **Need to monitor** long-term transit planning efforts, which may have significant impact on development to the west.
- Employment growth is anticipated to be steady, but not driving force in commercial redevelopment within NMB during foreseeable future

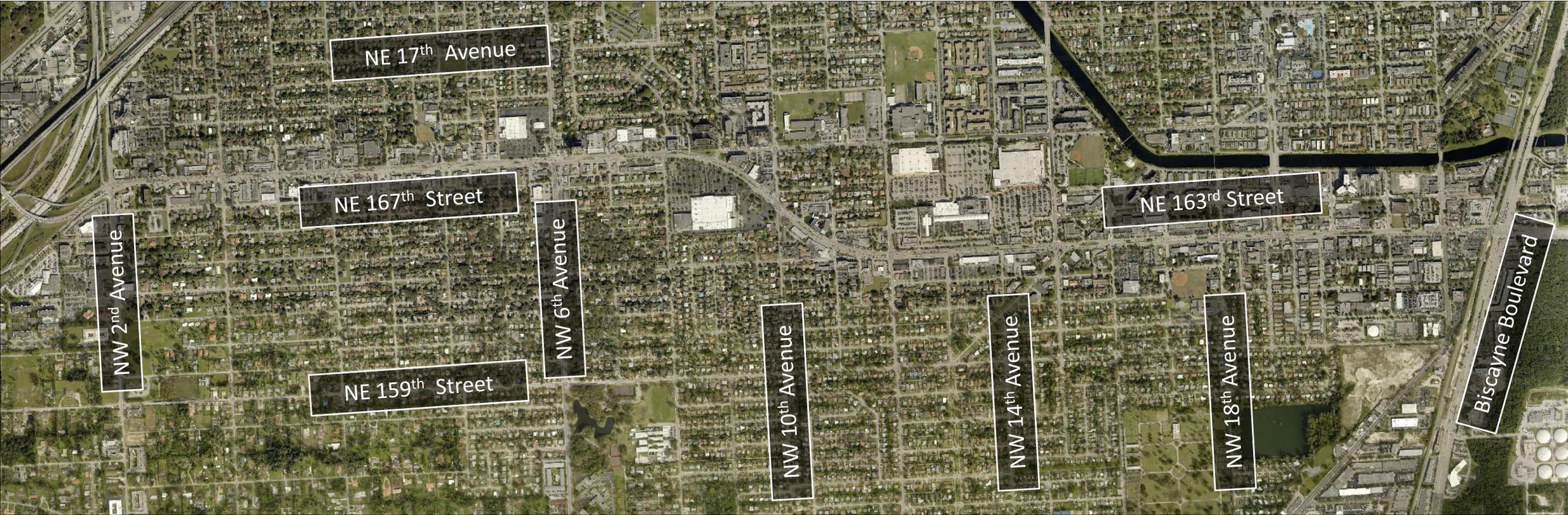
PROJECT SCOPE — Summary of Estimated Demand

20 Year Horizon								
	Multi-family (units)		Office (sq.ft.)		Retail (sq.ft.)		Hotel (rooms)	
	Lower	Upper	Lower	Upper	Lower	Upper	Lower	Upper
Year 1-10	1,500	2,300	50,000	150,000	160,000	200,000	150	250
Years 11-20	2,000	2,700	75,000	200,000	160,000	200,000	200	300
Total – 20 Years	3,500	5,000	125,000	350,000	320,000	400,000	350	550
Average Annual	175	250	6,250	17,500	16,000	20,000	18	28

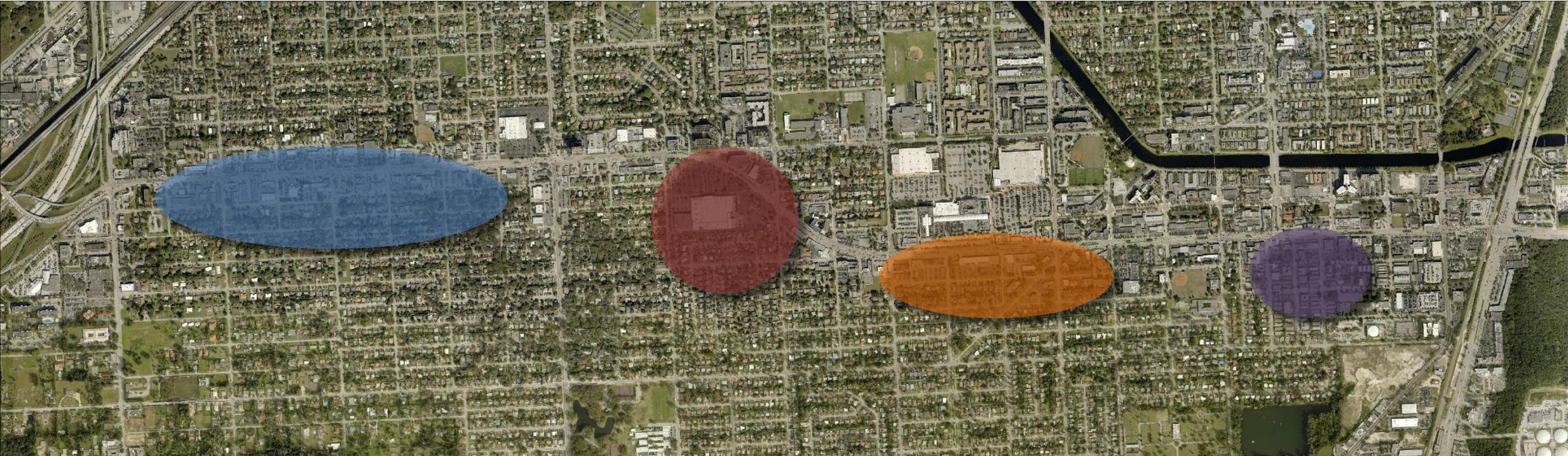
EXISTING CONDITIONS



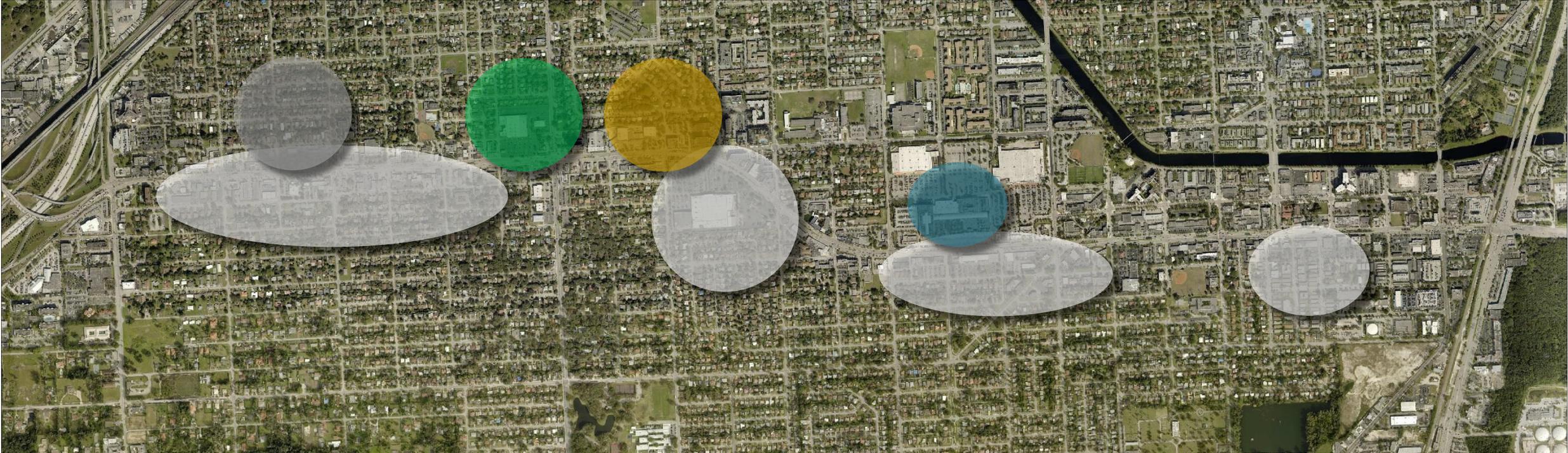
EXISTING CONDITIONS — Aerial



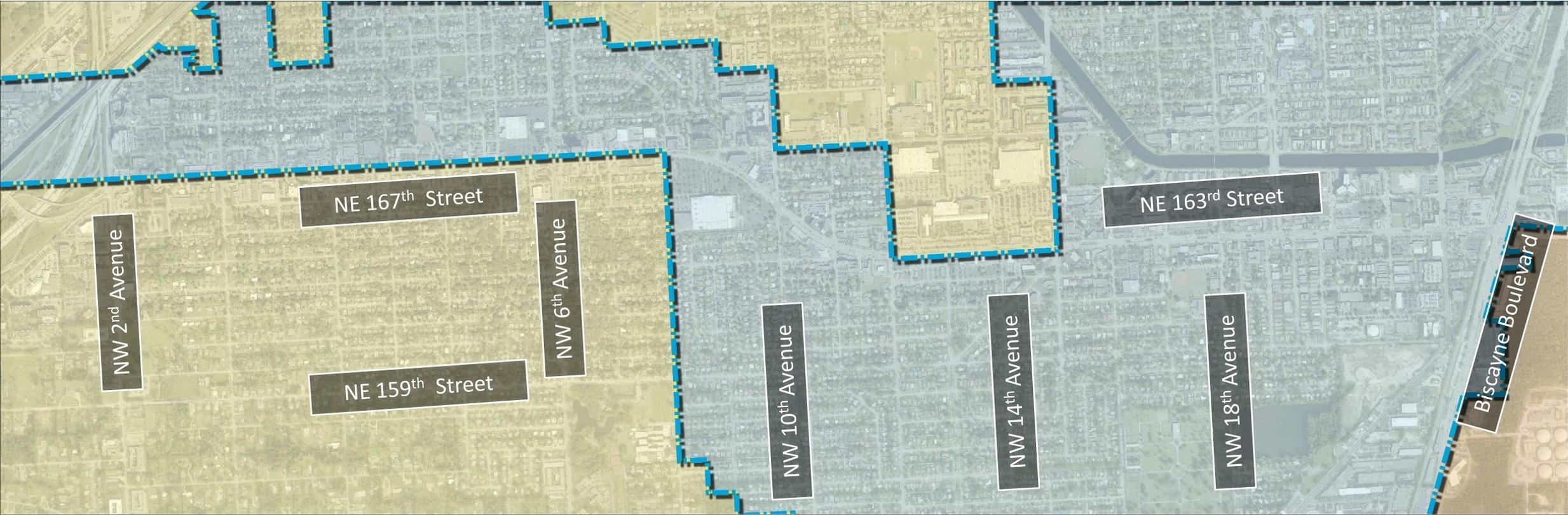
EXISTING CONDITIONS — Corridor Photographs



EXISTING CONDITIONS — Corridor Photographs



EXISTING CONDITIONS — Jurisdiction Map



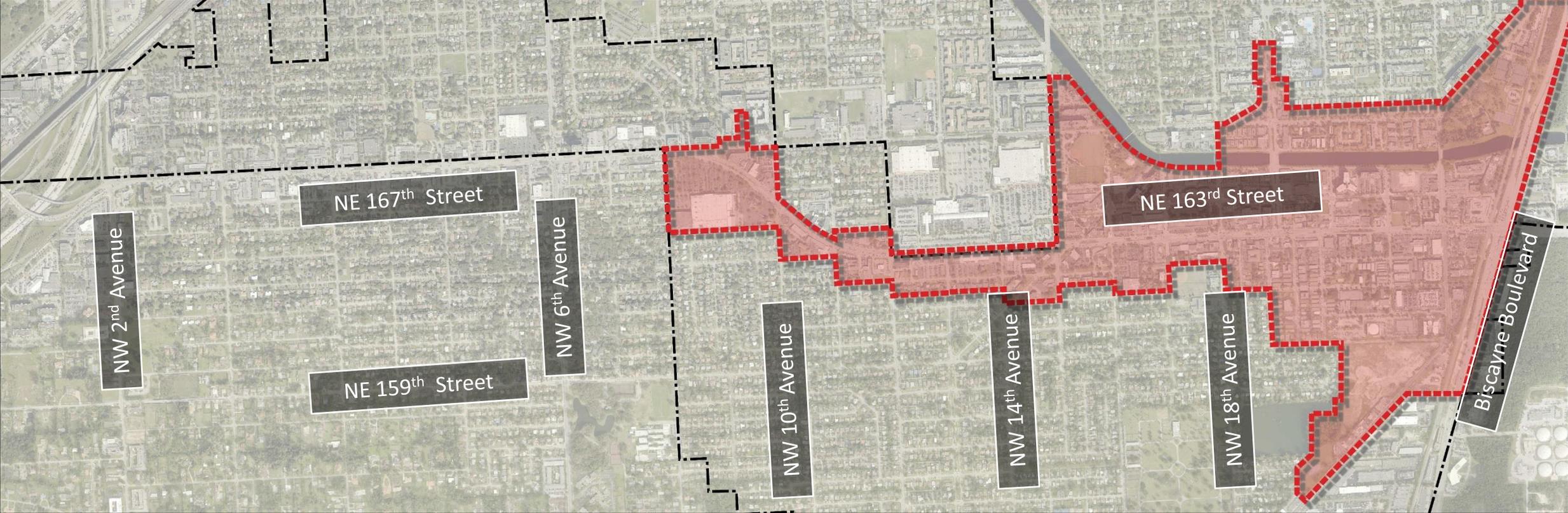
-  City of North Miami Beach
-  City of North Miami
-  Miami-Dade County

EXISTING CONDITIONS — City of North Miami Beach Aerial



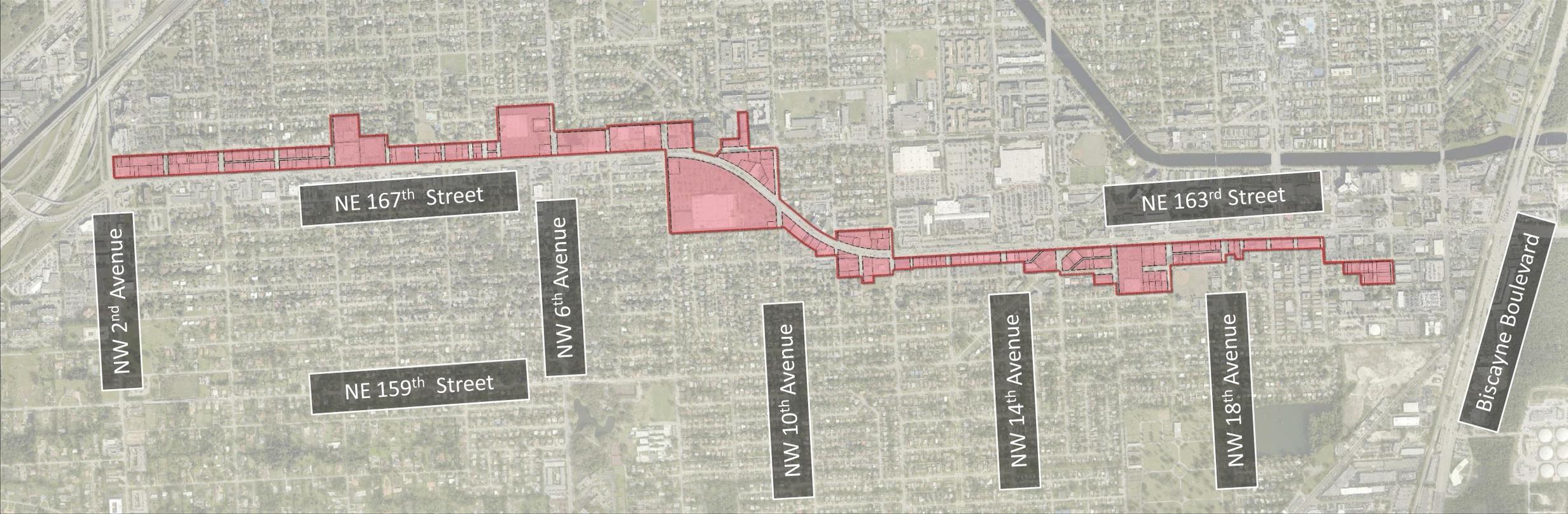
 City Boundary

EXISTING CONDITIONS — City of North Miami CRA



 City of North Miami Beach CRA

EXISTING CONDITIONS — B-2 Zoning



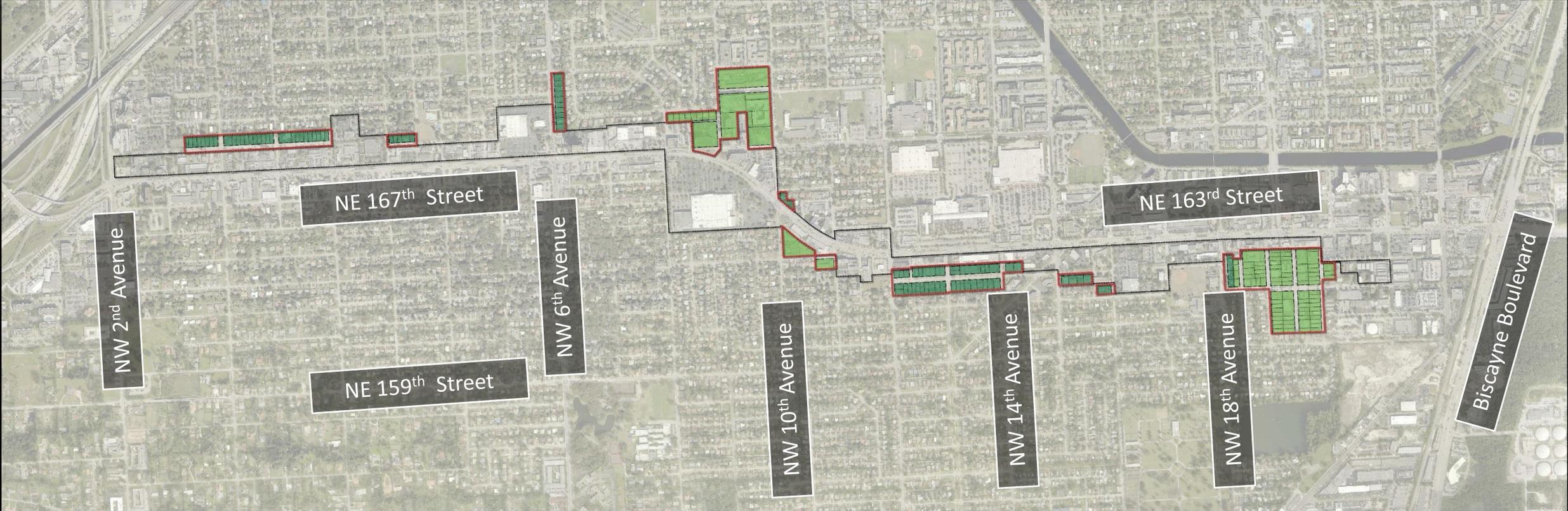
 B-2 Zoning

EXISTING CONDITIONS — B-2 Zoning

B-2 General Business District

Site Development Standards		Setbacks	
Lot Area (min.)	5,000 SF	Front	25'
Lot Width (min.)	100'	Rear	20'
Height (max.)	15 stories (150')	Side (Interior)	0
Landscape Area	20% (lot area)	Side (Corner)	20'
Floor Area (min.)	1,000 SF	Adjacent More Restrictive Dist.	25'

EXISTING CONDITIONS — RO and RM-23 Zoning



- RO-Residential Office Zoning
- RM-23-Residential Low Rise Multi-Family Zoning

EXISTING CONDITIONS — RO Zoning

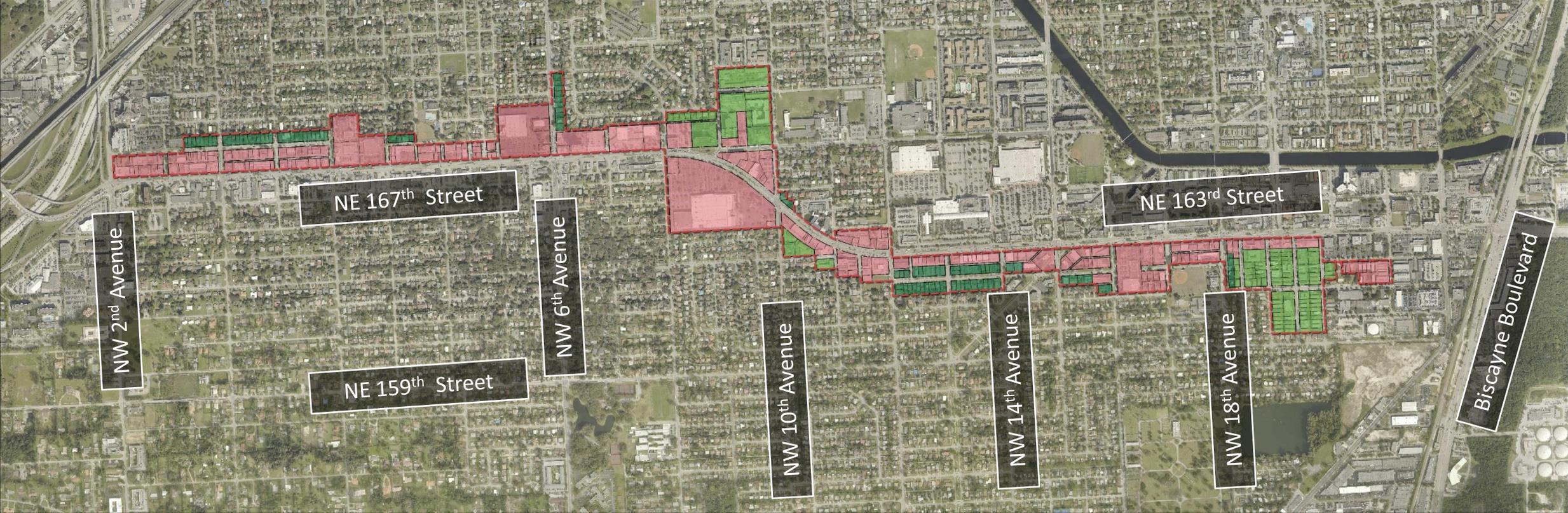
Residential Office (RO) District			
Site Development Standards		Setbacks	
Lot Area (min.)	6,000 SF	Front	25'
Lot Width (min.)	60'	Rear	15'
Height (max.)	1 story (15')	Side (Interior)	7'-6"
Landscape Area	30% (lot area)	Side (Corner)	25'
Floor Area (min.)	2,500 SF		

EXISTING CONDITIONS — RM-23 Zoning

Residential Mid-Rise Multifamily (RM-23) District

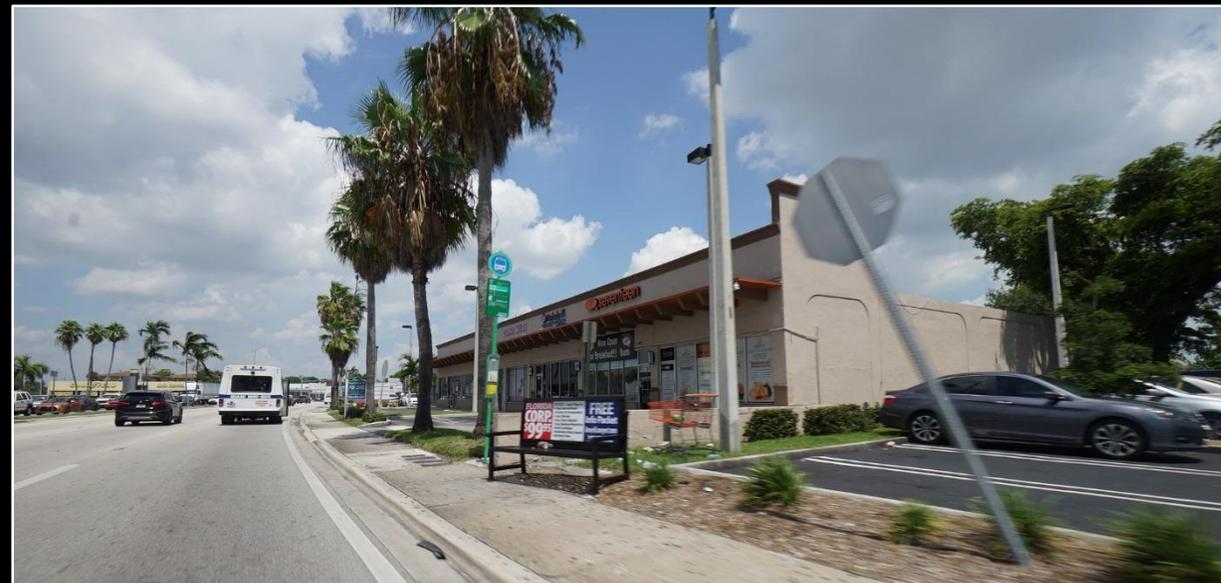
Site Development Standards (23 du/acre density)		Setbacks	
Lot Area (min.)	15,000 SF	Front	25'
Lot Width (min.)	100'	Rear	25'
Height (max.)	3 stories (35') 6 stories (65')* *authorized by council	Side (Interior)	1 story (15') 2 or 3 (20') 4 to 6 (30')
Landscape Area	30% (lot area)	Side (Corner)	30'
Floor Area (min.)	By unit type	Side (Between Structures)	30'

EXISTING CONDITIONS — RO and RM-23 Zoning



- B-2 Zoning
- RO-Residential Office Zoning
- RM-23-Residential Low Rise Multi-Family Zoning

EXISTING CONDITIONS — Building Uses



EXISTING CONDITIONS — Building Uses

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- Commercial Retail
 - **Strip Shopping**
 - **Automotive-centric Uses**
 - **Restaurants/Fast Food**
- Small Storefront Offices
- Minimal Residential Low-Rise Multifamily
- In TRADITIONAL ZONING, uses are separated
 - **Emphasizes auto-centric development**
 - **More trips = cars on the road**

EXISTING CONDITIONS — Frontage Conditions



EXISTING CONDITIONS — Frontage Conditions

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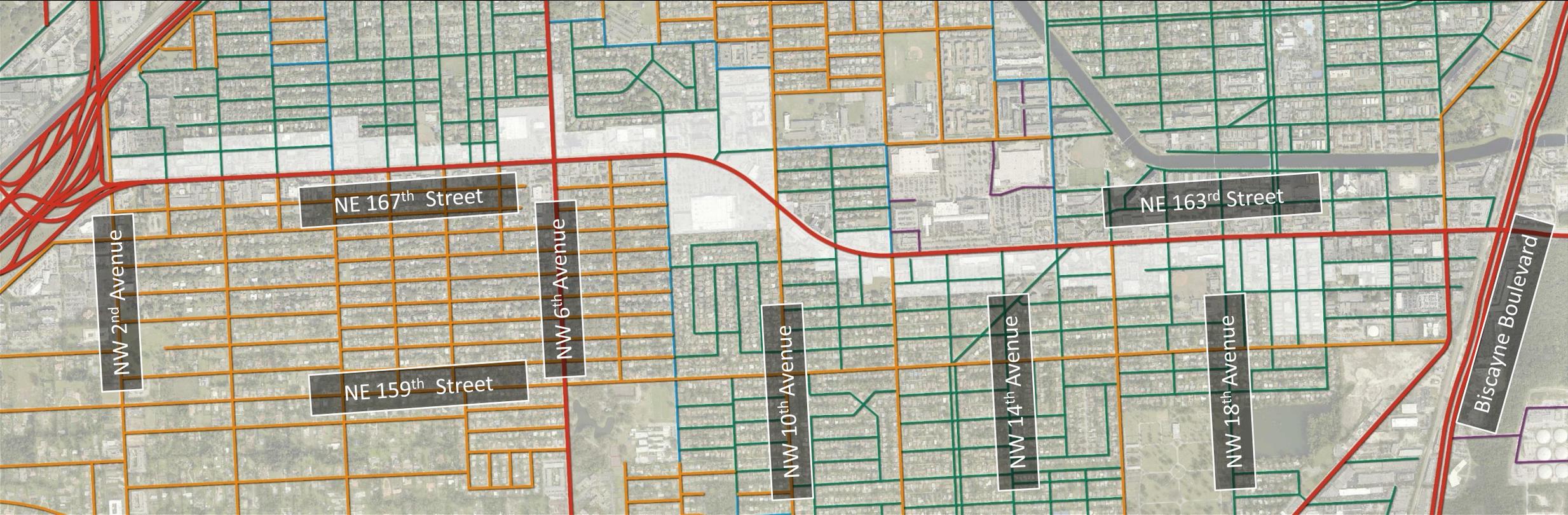
- Suburban Storefront
- Arcade
- Parking
 - **Parallel**
 - **Diagonal**
 - **Head-in**
- Building frontages serve as the transition from the public realm into the building.
 - **Frontages activate the street and create an environment/identity of a place.**

EXISTING CONDITIONS — Roadways



-  Primary Roadways
-  Secondary Roadways

EXISTING CONDITIONS — Roadway Jurisdiction



- State Road
- County Road
- City Road
- Private Road
- Joint Ownership

EXISTING CONDITIONS — Street Scene



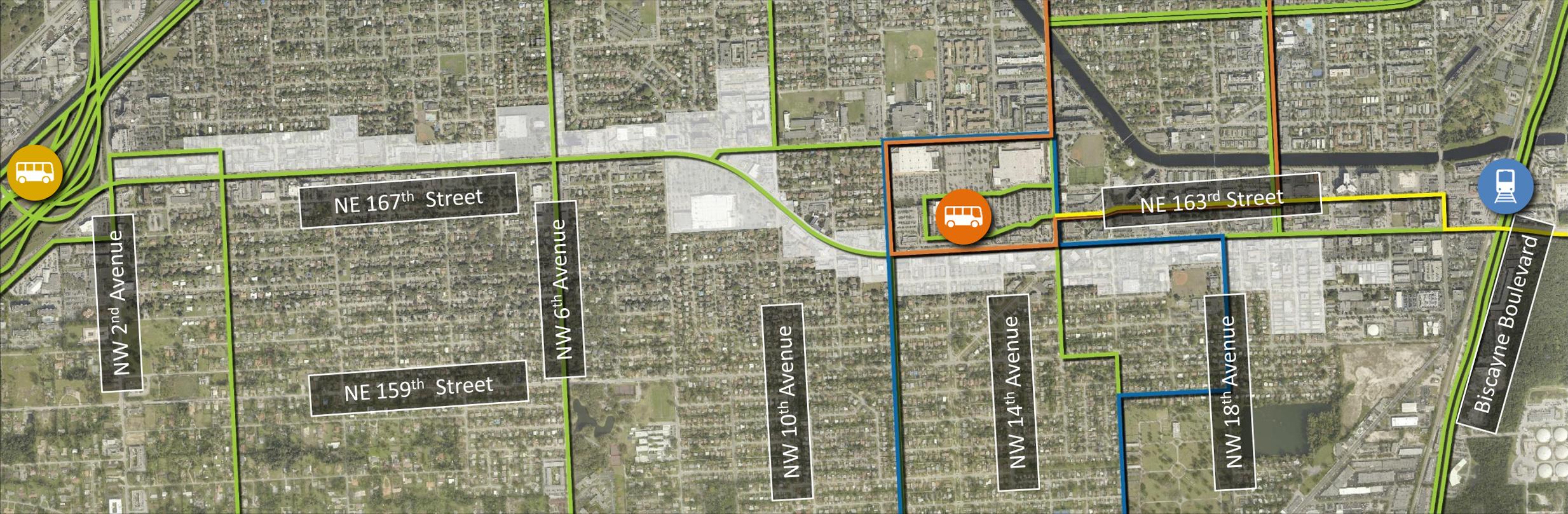
EXISTING CONDITIONS — Street Scene

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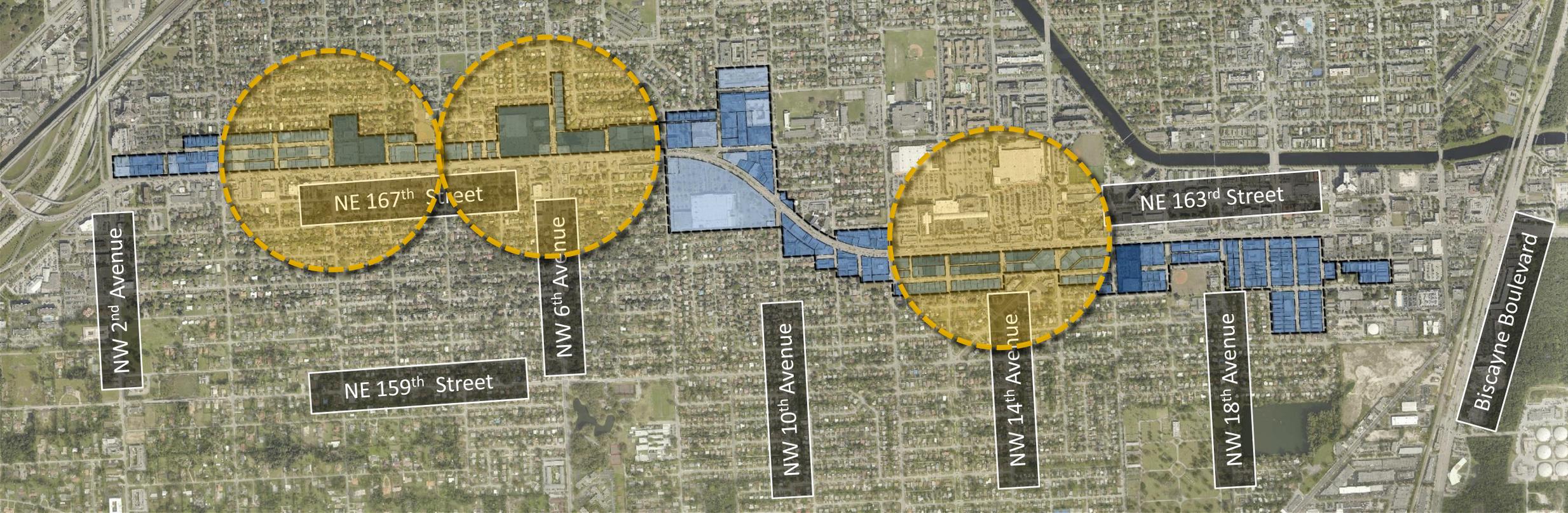
- Minimal pedestrian area
 - **6' sidewalk is most places**
- Disconnected from building uses
- Lack of sufficient landscaping
 - **Provides natural beauty, shade from the elements**
- Limited street with no measures taken to protect pedestrians
- Auto-Oriented with limited provisions for the pedestrian/bicycles

EXISTING CONDITIONS — Bus Service



-  **Bus Service**
-  **NMB Trolley Route A**
-  **NMB Trolley Route B**
-  **NMB Trolley Route C**
-  **Golden Glades Multi-Modal Center**
-  **Walmart Transit Center**
-  **Potential Train Station**

EXISTING CONDITIONS — Susceptibility to Change

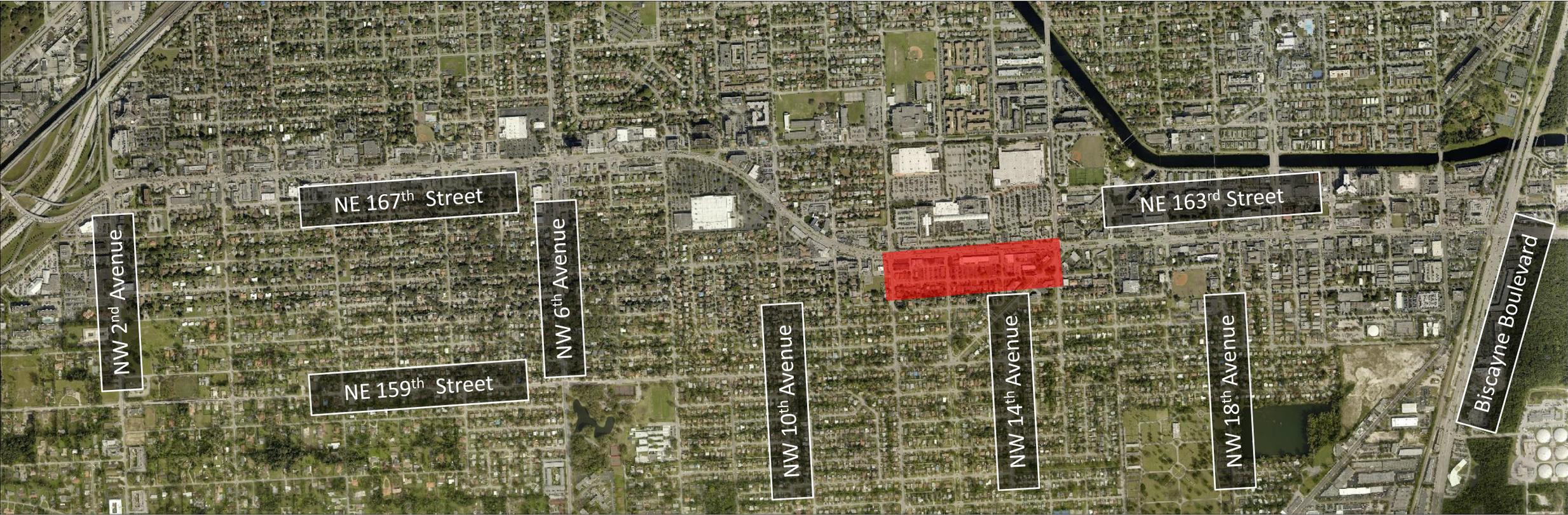


- Low
- Medium
- High

EXISTING CONDITIONS — Corridor Residential Precedent



EXISTING CONDITIONS — Chinatown/International Village



EXISTING CONDITIONS — Chinatown/International Village



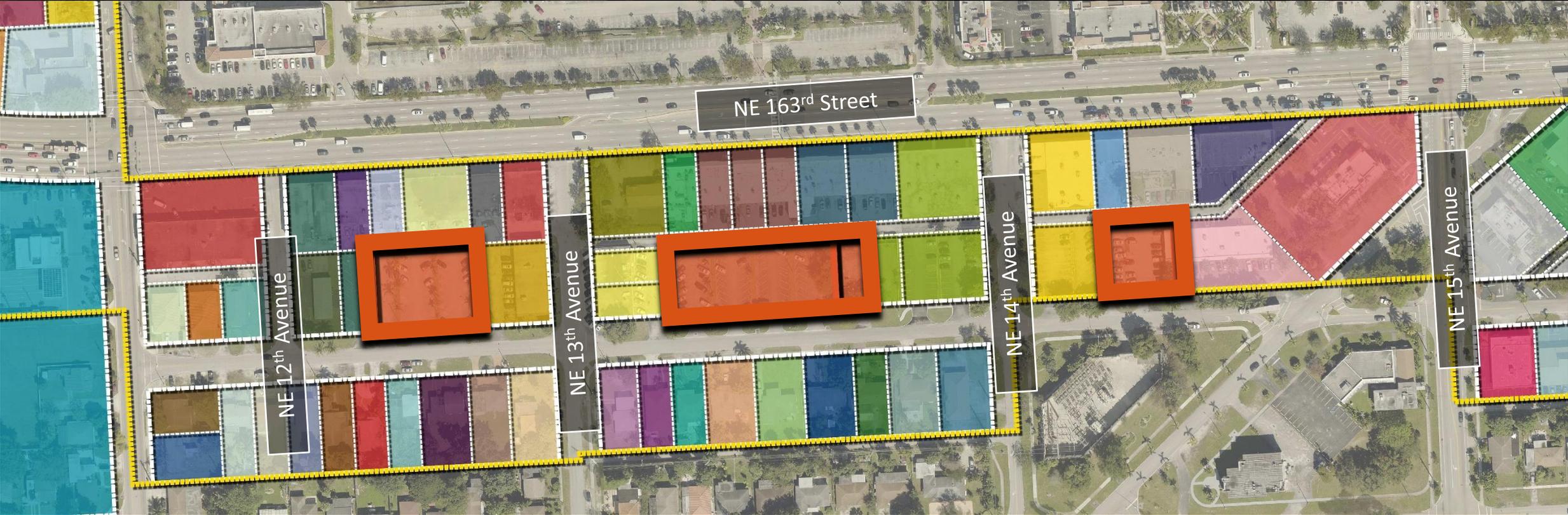
EXISTING CONDITIONS — Chinatown/International Village

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- Building Conditions are generally satisfactory
 - **Some evidence of wear, such as: paint chip, cracks etc...**
 - **Building form is not conducive to modern urban design**
- Site Conditions could use updating
- Close proximity to concentration of development across the street at the retail complex
- Parking lots behind the building would provide larger footprint for potential development

EXISTING CONDITIONS — Chinatown/International Village



 City-Owned Property

Opportunities

An aerial photograph of a city, likely Dubai, showing a dense cluster of modern skyscrapers and buildings along a river. The image is overlaid with a semi-transparent yellow filter. The word "Opportunities" is written in a large, yellow, sans-serif font across the middle of the image.

OPPORTUNITIES — Urban Design

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- Improve quality of Urban Design on the Corridor
 - **Create a sense of place with identity so corridor is a destination, rather than a means to pass through**
- Architecture designed for the human scale
 - **Buildings that address the street and encourage human interaction (pedestrian activity vs. automobile)**
 - Transition of building density/intensities **within Core sub-districts (NODES) to general corridor development and edge areas**
- Improved network of open spaces
 - **Open spaces provide alternative means of movement through a place, without interference of automobiles.**
 - **Designed open space help define character and beauty of city, while providing contrast to urbanism**

OPPORTUNITIES — Urban Design



OPPORTUNITIES — Mixed-Uses

- Pedestrian-friendly development that blends 2 or more residential, commercial, cultural, institutional or industrial uses.
- Economic benefits include: area revitalization, increased private investment, higher property values, increased tourism attraction, improved business climate.
- Mixed-use development reduces sprawl and provides communities with a pattern of development that encourages live/work/play.
- Health benefits include opportunities for more active lifestyles, improving general health, lowering incidence of obesity and related diseases.

OPPORTUNITIES — Mixed-Uses



OPPORTUNITIES — Mixed-Uses



OPPORTUNITIES — Active Street Frontages

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- Transition **from the** public (the street) to private (development)
 - **Provide active uses of at the street level to bring people into the development.**
- Enhances public security **and passive surveillance by maintaining more** eyes on the street.
- **Creates a variety of** architectural facades, improving overall design of the street **and** character of buildings.
- **Improves the** amenity of the public domain **by encouraging** pedestrian activity **and** economic viability **of the street.**

OPPORTUNITIES — Active Street Frontages



OPPORTUNITIES — Complete Streets

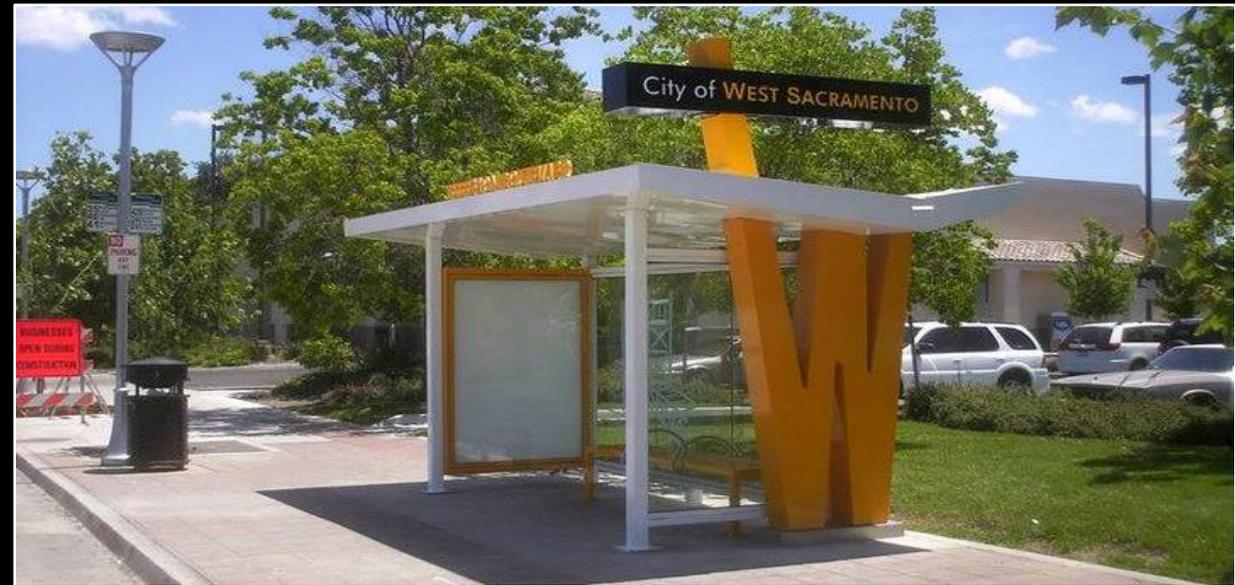
- Designing for pedestrian safety reduces car crashes.
 - **Landscaping, traffic calming, textured crosswalks and intersections**
- Ease of traffic on the roadways
 - **Improved street network (more options)**
 - **Encourages multi-modal transportation**
- Accommodates all forms of transportation, i.e. public transportation, bicycles, pedestrians



OPPORTUNITIES — Complete Streets



- Dedication of open space and additional pedestrian space
 - Increased density bonuses and opportunities for development
- Improvements to public transportation infrastructure



OPPORTUNITIES — Urban Villages

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- Unique **place that** attracts private investment **as a hub for** specialized mixed-use **development**
- Contemporary **architectural design with “international details”**
 - **Remains consistent with the development of the whole corridor, however stands apart as unique**
 - **Special development can be regulated by an urban design pattern book or architectural guidelines**
- Open space designs reflective of the images of international styles
 - **Take advantage of local landscape, street furniture and other elements of streetscape**
- Opportunities to host community festivals/events in the same style of many places around the world

OPPORTUNITIES — Urban Villages



OPPORTUNITIES — Urban Villages



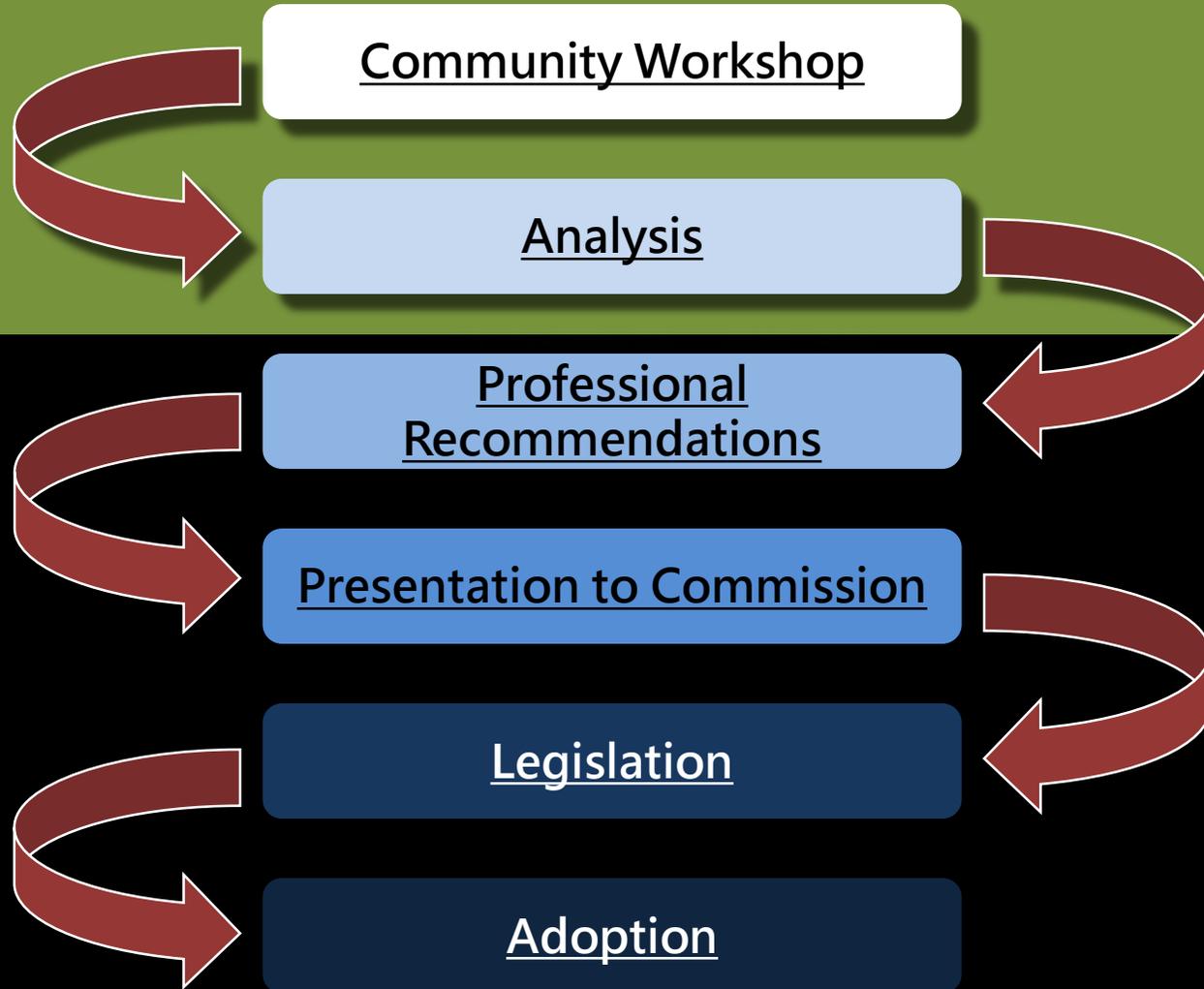
San Diego

Discussion/Brainstorming



DISCUSSION — Process Going Forward

TODAY



DISCUSSION —

- What do you think of the name Chinatown? International Village?
 - **Other ideas for the naming/branding of this “special district”**
- What do you think is reasonable for maximum building heights and intensities?
 - **At nodes of major intersections?**
 - **Generally, along the corridor?**
- How do you view the inclusion of open space?
 - **Do you see yourself using it?**
 - **What activities would you like to see programmed in the open space?**
- How would you brand the future of the corridor?
 - **Change it from a pass-through corridor, to one with more destinations/identity?**

STAY INVOLVED!

 NMBCOMDEV@citynmb.gov

<http://bit.do/nmbmixedusezoningphase2study>

