

SMART GROWTH NORTH MIAMI BEACH



A VISION FOR THE FUTURE

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SUBMITTED BY: 

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TABLE OF CONTENTS

ACKNOWLEDGMENTS	2
INTRODUCTION	3
FORMAT	8
WORKSHOP SUMMARIES	
Initiating Committee, June 6, 2005	9
Smart Growth Principles, June 22, 2005	11
Mixed-Use Development, July 6, 2005	15
Proposed Comprehensive Plan and Code Revisions, August 10, 2005	22
CONCLUSIONS AND RECOMMENDATIONS	25
APPENDICES	
Workshop Power Point Presentations (CD)	
June 6 Agenda, Hand-outs and Notes	
June 22 Agenda, Hand-outs and Notes	
July 6 Agenda, Hand-outs and Notes	
August 10 Agenda, Hand-outs and Notes	



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The City of North Miami Beach Smart Growth Visioning Process was a collaborative process that drew on the abilities and knowledge of many people. We would like to thank the many City residents and other stakeholders who enthusiastically invested their time and energy into the project to make North Miami Beach an even better place to live. We would also like to thank the Mayor and City Council for initiating the project, and for giving residents an opportunity to help direct the future growth, form and character of the City. And finally we would like to thank the community institutions who graciously hosted the public workshops, including Nova Southeastern University and the Fulford United Methodist Church.

Numerous individuals from the City and Consulting teams also contributed to the success of the Visioning Process through planning and facilitation, including Javier Acevedo, Chad Atkins, Kelvin Baker, David Barth, Patrick Brett, Lloyd Hathcock, Marlen Hecheverria, Andrea Henry, Audrea Hinds, Joseph Kaller, Keven Klopp, Paulette Murphy, Dave O'Brien, Harriet Orr, Robin Pelensky, Carlos Perez, Mark Perkins, Steve Pizzillo, Kevin Prescott, Sharon Ragoonan, Carlos Rivero, Alfredo Riverol, Beverly Roundtree, Jerry Smith, Mike Sobczak, Tom Vageline, Greg Williams and Gary Wohlforth.



INTRODUCTION



The City of North Miami Beach initiated a “Visioning Process” in May, 2005 to “reach an agreement regarding the desirable characteristics, appropriate scale and suitable locations for future projects that may be proposed”. The City had been experiencing increased market demand for higher density housing, while at the same time, residents were expressing their concerns about building heights, traffic congestion, open space and the generally sustaining the quality of life in North Miami Beach.

The Mayor and City Council initiated an all-inclusive process aimed at creating a unified vision for the City’s future and invited everyone to participate.

Background

Around the country, the challenges that were once limited to big, central cities are now being faced by “inner-ring” or “first-tier” suburbs, those built-out communities surrounding the large central cities. Often these smaller communities are affected by the socioeconomic changes that radiate from the metropolitan core, and their efforts to accommodate these changes are considered the next frontier in urban redevelopment. The dilemmas and opportunities faced by first-tier suburbs are being successfully confronted by the City of North Miami Beach -- a place where the infrastructure needs replacing, human services are increasingly necessary each day, and the balance between additional density and quality of life is contemplated with every decision. Like most inner-ring suburbs, at the same time it is dealing with such difficulties, North Miami Beach aspires to create a sense of place, a center and heart for the once fast-growing and now mature area.

A mainland community of 42,000 in southeast Florida, North Miami Beach developed primarily in the 1950s and 1960s. The City is located midway between Miami to the south and Fort Lauderdale to the north, and between the Golden Glades Interchange (where Interstate 95, Florida’s Turnpike, the Palmetto Highway, and U.S. 441 converge) and the Atlantic Ocean. Once a suburban “bedroom community”, complete with a suburban mall and wide highway commercial corridors, North Miami Beach is currently transforming itself into a higher density, urban city with a town center, interconnected street and bikeway system, and mixed-use development.

Additional Background

Maintaining the Fabric

A very stable and hard working City Council has successfully maintained North Miami Beach as the same great place to live, work, and play that attracted so many families and retirees during its development heyday. By utilizing an asset-building approach that includes town meetings, block parties, community patrol, and context-sensitive code enforcement for each neighborhood, the local government has stayed in touch with each of its 13 residential areas. Through an FLC-issued bond that was approved by referendum of its voters, the City is currently completing construction of \$17.5 million worth of capital improvement projects in the residential areas, under a program aptly called “Proud Neighborhoods.”

The commercial areas in the City have been maintained as well, with most of the efforts focused on the two main corridors:

- State Road 826 running east-west, and
- Biscayne Boulevard (a.k.a. U.S. 1) running north-south.

An aggressive rewrite of the applicable sign and landscape codes in the early 1990s and a FDOT widening of Biscayne Boulevard in the mid 1990s kept the corridors attractive for both business growth and modest redevelopment. While the efforts have been successful in stabilizing the commercial areas, the desire for new vibrancy grew in the late 1990s and is pervasive today.

Preparing for the Renaissance

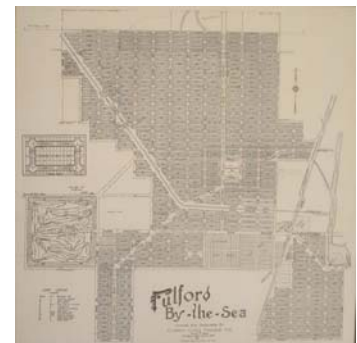
The City decided to use to its advantage the state-mandated Comprehensive Plan Evaluation and Appraisal Report (EAR) process in the mid-1990s. City planners guided the City Council through a process during which they named the assets that needed investment (neighborhoods) and the liabilities that might require attention (lack of a “downtown” or center). At about the same time, the Florida Department of Transportation partnered with the City, many stakeholders, and a professional steering committee to study the main east-west corridor, State Road 826.



Hanford Boulevard at Fulford City Center

With average daily traffic at 70,000 cars per day and climbing, and no feasible option for expansion, strategies for the future of the corridor and the land uses along it were needed. It did not take long for everyone to realize that SR 826 (a.k.a. North Miami Beach Boulevard) could no longer serve as both the community’s “main street” and FDOT’s throughway for transit between the beach and the Golden Glades interchange. Once again, the lack of a downtown or city center was cited.

Both the Comprehensive Plan and FDOT’s study recommended the creation of a city center and main street other than SR 826. A series of urban design charrettes and studies, each one more successful and more detailed than the previous, resulted in a vision now commonly known as Hanford Boulevard at Fulford City Center. The new Fulford City Center district is named after the City’s founder, Captain William T. Fulford. (The City was first incorporated as the Town of Fulford-by-the-Sea in 1927).



Original Fulford By-the-Sea Street Plan

Hanford Boulevard, which runs parallel one block north of SR 826, is the district's main street. Lenore Hanford was a pioneering developer of the City who helped plan the City in such a way that a town center would one day be possible. Recently rediscovered documents show that Ms. Hanford expected the boulevard would one day take on this role. With the assistance of Glatting Jackson, a New Urbanism-influenced zoning code was written and applied to the 20 city blocks within the district. The new zoning promotes pedestrian friendly, mixed-use buildings fronting wide sidewalks. It prohibits buildings from being set back and surrounded by parking as is typical for suburban highway commercial development.

Creating City Center

The City did not have time to set the plans on the shelf as implementation began immediately. The ribbon was cut on the first block of the new main street in April of 2002, construction of the next block was completed in 2005, and funding has been identified to complete all eight blocks of Hanford Blvd. by 2006. The private sector reacted immediately as well. Because City application and permit fees were cut in half and allowances for development within the district were increased, two property owners immediately took advantage of the incentives. Their mixed-use developments have been approved by the City Council and both are in pre-construction. They will be built in conformity with the principles of New Urbanism as set forth in the recently adopted zoning code.



Hanford Boulevard

WalMart at the Mall

At the west end of Hanford Boulevard, sits South Florida's very first enclosed regional mall which was built in 1956. In September of 2003 demolition of the eastern one-third of the mall began and the 21-acre parcel being cleared was sold. The Super WalMart being built on the vacated parcel will incorporate design elements from the adjacent Hanford Boulevard, thus providing a transition from Fulford City Center to the Mall. The Super WalMart will bring thousands of shoppers into the district each day. It is anticipated that this will rejuvenate the remainder of the mall and spark interest in the restaurants, specialty shops, and service-oriented businesses along Hanford Blvd.



***Hanford Boulevard
Ribbon Cutting
Ceremony, April 2002***

What's Next: A View to the Future

The City's accomplishments thus far have been impressive, particularly considering that there was no redevelopment vehicle, such as a CRA (community redevelopment agency), being utilized. However, with stable rents, escalating property values, and substantial land assembly challenges, at this time, the financial feasibility of numerous, fast-paced tear-towns and rebuilds in the district appears limited at best. Undoubtedly the district will evolve over time due to the fundamental alteration of the zoning regulations. In order to hasten the pace of the redevelopment and bring a more immediate return on its estimated \$9 million investment in creating Hanford Blvd assist, the City has created a CRA.

The City is committed to providing enough incentives and subsidies to make substantial private

investment in the district profitable.

Current Initiative

Recognizing the need for fiscal constraint and innovation while continuing to advance the redevelopment of North Miami Beach, the City desired a unified vision, a consensus about what the community aspires to be.

The private sector has taken notice of the area and has shown an interest in investing in new projects or redevelopment projects that have the potential to enhance the quality of life in North Miami Beach. The location, amenities, businesses, services, and public institutions all contribute to the existing quality of life currently enjoyed in NMB.

The beginning of a new era for the local economy of North Miami Beach is at hand, as evidenced by not only the continued strength of property values and the continued implementation of public improvements in the area, but by the much greater than expected development interest now being expressed.

Public improvements mentioned in more detail below, combined with the now very visible reconstruction of the Mall at 163rd Street, Wal-Mart, and several other retail, office, and residential projects in the City have generated substantial development interest. The approval of two twenty-four story condominium towers at Maule Lake Marina signaled a potential willingness on the City's behalf to consider heights and densities beyond what the City has previously hosted.



Marina Grande at Maule Lake Marina

The City's only large, vacant tract of land – the former People's Gas site on the southeast corner on NE 159 Street at Dixie Highway -- is a prime example of the shift the City has seen in development interest. Just three years ago an application was submitted which sought to develop this contaminated site with a series of warehouses. The proposal was given serious consideration due to the complexities of dealing with the site and the City's need for every possible addition to ad valorem revenue. Ultimately concerns about zoning as well as hope that the future may hold better possibilities for the site won out. In 2004 an application was submitted for a mixed-use development including 544 luxury condominium units at the site.

Two examples of major future development are described above. Numerous other projects, both of this scale and much larger, were in various stages of discussion as the Smart Growth effort began, but no formal applications have been made. Some of the development interest may be as a result of the proposed CRA and the potential to take advantage of the anticipated \$130 million the CRA will have to spend over the next 30 years. However, some of the proposed development is outside of the CRA area, so the CRA may be an engine but is not the only incentive.

The shift in the local economy of North Miami Beach is going to be substantial and beneficial. The challenge for the City will be to maintain its quality of life, its level of service, and its solid neighborhoods during this redevelopment period. Substantial care will also be required to ensure that all of the residents of the City are the benefactors of the coming economic prosperity.

Public Improvements Underway

The City had already committed to using its portion of the recent County-wide voter approved one-half percent increase in the sales tax to fund transit and transportation. This progressed with the opening of the second block of Hanford Boulevard and the engineering of the remaining blocks of the future main street, construction of which will start this year and be completed in 2006. And an additional \$2.2 million of federal funding was recently approved for reconstruction of the north/south avenues.

During FY 2004 Miami-Dade County successfully passed a package of bond issues totaling \$2.6 billion. North Miami Beach will specifically receive \$3.4 million for improvements to Parks and Recreation facilities. The Florida Department of Transportation has committed nearly one million dollars in its five year capital improvement plan to assist the City in extending its already impressive network of greenway trails.



The City's \$17.5 million Proud Neighborhoods program is nearly complete. The 46 originally planned and funded improvement projects – streets, sidewalks, lighting, and landscaping improvements -- were completed ahead of schedule and under budget, allowing 21 additional projects to be added to the plan. The last major project, which is the reconstruction of Corona Del Mar, is now underway.

The City's Community Redevelopment Area was approved by Miami-Dade County in June. The CRA is projected to focus at least \$130 million dollars toward the redevelopment of the City's central area over the next 30 years.



Realizing that the long-term financial impacts of future development, particularly of Fulford City Center, as it is known, will be extensive, the City initiated Fiscal Impact Modeling utilizing the State of Florida approved model. This will be particularly important to long-term planning considering the potential for future development.

Fifty neighborhood street improvements projects have been completed and an addition 12 are underway as part of the \$17 million Proud Neighborhoods Capital Improvement Bond.



FORMAT

The Visioning Process was not intended as a “one-shot deal”, but as an ongoing conversation with residents regarding the desired form and character of their community. The first phase of the process, conducted from July – August 2005, was intended to:

- Identify residents’ issues and priorities
- Determine general attitudes about the desired location(s) and character(s) of mixed-use development in the City
- Develop consensus regarding future actions, including proposed Comprehensive Plan and Zoning Code amendments



North Miami Beach residents were introduced to the Principles of Smart Growth at the first of four community visioning workshops, held at Nova Southeastern University’s North Miami Beach campus.

The first phase was conducted through four (4) workshops:

- Initiating Committee, June 6, 2005
- Smart Growth Principles, June 22, 2005
- Mixed-Use Development, July 6, 2005
- Proposed Comprehensive Plan and Code Revisions, August 10, 2005

The following section of this report summarizes the findings from each workshop. The Appendices include more detailed information from each workshop, including the agenda, PowerPoint presentation, hand-outs and notes.



WORKSHOP SUMMARIES

Initiating Committee June 6, 2005

Stakeholders representing the varied interests within the City were invited by the City to participate in the Initiating Committee meeting. The list of attendees is included in the Appendices. Keven Klopp, Deputy City Manager and David Barth, Facilitator, outlined the proposed Visioning Process, requested input on how the process could be improved to maximize participation and effectiveness, and answered questions from participants.



In a “FutureScape” exercise, participants were asked to list the trends, issues, and concerns that they saw in the future for North Miami Beach. Their responses included:

- Protection of existing neighborhoods
- Traffic congestion
- Aging schools in disrepair
- Surrounding neighborhoods are in disrepair
- Attracting investors
- Competition with other communities for businesses, investment
- Poor building permitting process
- Decay of public infrastructure
- Lack of affordable housing
- Disjointed, ugly streets
- Accommodating redevelopment while protecting existing character
- Need for mixed-use, pedestrian-friendly development
- Adequate green space and recreation
- Establishing appropriate building densities and setbacks
- Providing access to businesses off of major corridors
- Roadway improvements and beautification
- Making NMB a safe, welcoming destination
- Unclear development regulations
- Wasted tax dollars
- City is 80 years old
- Want to be like Miami Beach without the clubs and sex shops
- City doesn't control streets, schools
- Want to be like Morningside – safe, no traffic

It was noted that the list of issues, trends and concerns generated during the “Futurescape” exercise was remarkably similar to Smart Growth America’s ten tools for forming a sensible and effective smart growth plan. These “Smart Growth Principles” would subsequently be reviewed and discussed at the June 22 Workshop.

Key Finding(s):

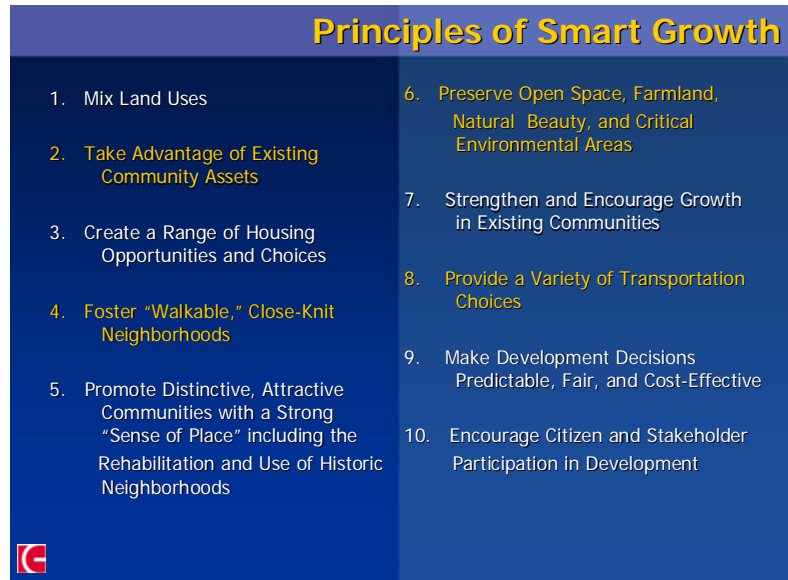
Residents' concerns and issues were consistent with those of other communities throughout Florida and the United States. The universal "Smart Growth Principles" provided a good starting point for discussions regarding the future form and character of the City.



June 22, 2005
Nova Southeastern University

The first of three “Smart Growth North Miami Beach” public workshops took place on June 22, 2005 with approximately 40 community members in attendance. Designed to create a setting which gave citizens an opportunity to “rate” their city in terms of Smart Growth principles, the workshop included the following elements and activities:

- Introduction to Smart Growth principles
- Review of current city initiatives
- “Rating” exercises to identify the top priority growth issues for three of five “targeted” areas of the city
- Citizen-based solutions, recommended actions and specified locations addressing the identified priorities as they pertain to the future form and character of North Miami Beach



The meeting began with reference to Mayor Raymond Marin’s announcement which clarified the purpose of the visioning process:

*“The private sector has taken notice of our wonderful area and has shown an interest in investing in new projects or redevelopment projects that have the potential to enhance the quality of life in North Miami Beach. Our location, amenities, businesses, services, and public institutions all contribute to the existing quality of life we enjoy. This same allure is starting to attract additional residents. There is no question that all stakeholders desire to maintain and enhance the current quality of life in North Miami Beach. For this reason, **it is imperative for the city, as a community, to reach an agreement regarding the desirable characteristics, appropriate scale, and suitable locations for future projects that may be proposed.**”*

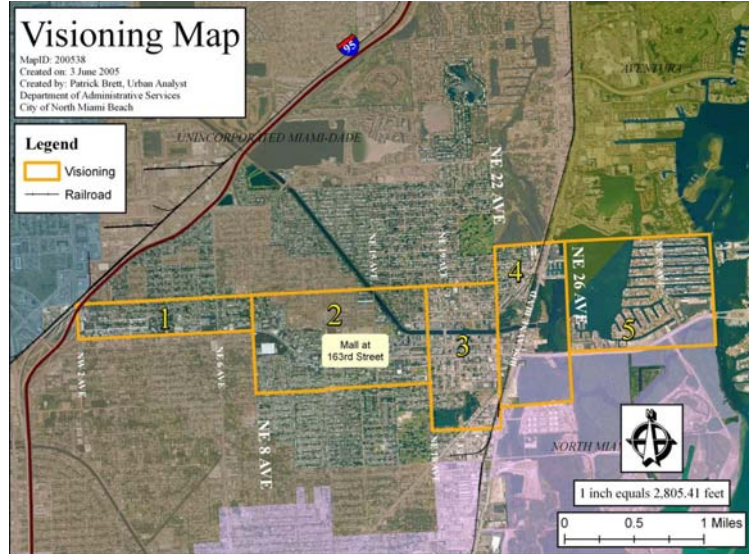
The Initiating Committee’s findings were reviewed, noting that the resultant issues and concerns were consistent with Smart Growth America’s ten principles regarding “growth that is economically sound, environmentally responsible, and supportive of community livability – growth that enhances the quality of life.”

A presentation on Smart Growth principles incorporated an extensive review of current and proposed initiatives for neighborhood, streets, parks and open space improvements which contribute to maintaining and enhancing the quality of life in North Miami Beach. Also included were a listing of public safety efforts and community awareness programs administered by the North Miami Beach police department.

Workshop participants broke into small groups representing Areas 2, 3 and 4 of the city (see Visioning Map.) City staff facilitated the groups who were charged with two tasks. In the first

exercise, attendees “rated” the area in terms of the Smart Growth Principles presented earlier. “Scores” were averaged and recorded on a “scorecard,” which was then used to facilitate discussion and build consensus within the group for the top priority Smart Growth principles for their area. This process allowed for discussion from different perspectives and with varied groups, with the result being consensus and confirmation.

The second exercise gave participants the opportunity to offer their ideas and suggestions for improvements to address the three prioritized principles. Potential action steps were discussed and recorded, and prospective locations for these improvements were recommended. A summary of those recommendations is included in the Appendices.



Smart Growth North Miami Beach:
Vision for the Future *studied five potential planning areas – not sites that anyone has proposed be redeveloped, but sites that a pure fiscal analysis shows have the potential for redevelopment in the not so distant future.*



Workshop participants used a “scorecard” to give their area of North Miami Beach a “grade” based on the leading Smart Growth Principles.



Following the break-out exercise, workshop participants reconvened as a single group to present the rankings and top priorities for their respective areas, as well as share their thoughts and

recommendations for improvement.

This process brought attention to current and proposed city initiatives, refined thinking about each of the ten Smart Growth principles as they relate to the City of North Miami Beach, and resulted in a list of top priority "Smart Growth" issues for three of the five targeted areas of the city. A summary of the area's Smart Growth ratings and comments is included in the Appendices.

HOW DOES NORTH MIAMI BEACH MEASURE UP TO SMART GROWTH PRINCIPLES?

Smart Growth North Miami Beach Ranking Sheet
June 22, 2005
Table # _____ Area # _____

Please rank the following "Principles of Smart Growth" from 1 - 10. Consider how well North Miami Beach currently meets the stated principle and how important it is to you that we do better in the future. Then, on the second handout, check the three principles you believe are top priority in NMB. Return this Ranking Sheet to your Table Facilitator at the end of the meeting. Thank you.

	0 - 3 Could Be Improved	4 - 7 Acceptable	8 - 10 Great Job!
1. Mix Land Uses New, clustered development works best if it includes a mix of stores, jobs and homes. Single-use districts make life less convenient and require more driving.			
2. Take advantage of existing community assets From local parks to neighborhood schools to transit systems, public investments should focus on getting the most out of what we've already built.			
3. Create a range of housing opportunities and choices Not everyone wants the same thing. Communities should offer a range of options: houses, condominiums, affordable homes for low income families, and "granny flats" for empty nesters.			
4. Foster "walkable," close-knit neighborhoods These places offer not just the opportunity to walk - sidewalks are a necessity - but something to walk to, whether it's the corner store, the transit stop or a school. A compact, walkable neighborhood contributes to peoples' sense of community because neighbors get to know each other, not just each other's cars.			
5. Promote distinctive, attractive communities with a strong "sense of place" including the rehabilitation and use of historic neighborhoods In every community, there are things that make each place special, from train stations to local businesses. These should be protected and celebrated.			
6. Preserve open space, farmland, natural beauty, and critical environmental areas People want to stay connected to nature and are willing to take action to protect farms, waterways, ecosystems and wildlife.			
7. Strengthen and encourage growth in existing communities Before we plow up more forests and farms, we should look for opportunities to grow in already built-up areas.			
8. Provide a variety of transportation choices People can't get out of their cars unless we provide them with another way to get where they're going. More communities need safe and reliable public transportation, sidewalks and bike paths.			
9. Make development decisions predictable, fair, and cost-effective Builders wishing to implement smart growth should face no more obstacles than those contributing to sprawl. In fact, communities may choose to provide incentives for smarter development.			
10. Encourage citizen and stakeholder participation in development decisions Plans developed without strong citizen involvement don't have staying power. When people feel left out of important decisions, they won't be there to help out when tough choices have to be made.			

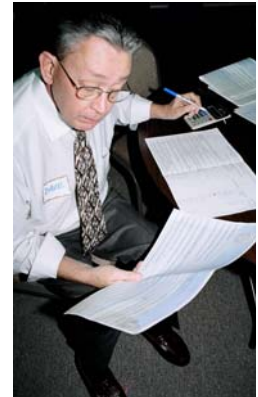
Smart Growth "scorecards" and suggestion charts kept participants focused on the issues, and at the same time, ensured that their comments were noted.



Workshop participants discussed how well the City measured up to 10 Smart Growth principles.

Key Findings:

Residents reviewed the City's current and proposed initiatives and determined that the City is already implementing several smart growth strategic programs that encourage development in areas with existing or planned infrastructure, preserve and enhance neighborhoods, strengthen the city's economy and tax base, and protect its natural environment.



Smart Growth issues common to Areas 2, 3, and 4 that residents noted to be of highest importance and most in need of being addressed in the future are as follows:

- *Mix land uses*
- *Foster "walkable", close-knit neighborhoods*
- *Promote distinctive, attractive communities with a strong "sense of place"*
- *Take advantage of existing community assets*
- *Increase transportation options*

An evaluation of existing uses is necessary in order to focus on "voids"; i.e. market study, transportation and parking needs.

The assurance of public safety is essential when considering Smart Growth measures.

Incentives should be used to attract attractive mixed-use development and provide set-asides, i.e. parks, open space.

Affordable housing options are needed.

An attractive, mixed-use "downtown" is desired by most participants.

There is a need to standardize zoning and codes to help unify the city and create a "Big Arch" image.

A study in height and density will set the stage for further discussions regarding the character of future mixed use development within the City.



City staff served as volunteer facilitators for each of the break-out groups. They recorded citizen comments, tabulated "scores," and ensured that all participants had equal time to voice their ideas and suggestions.





July 6, 2005
Fulford United Methodist Church, Hanford Boulevard

At the second *Smart Growth North Miami Beach: A Vision For the Future* workshop, a summary of the previous workshop's findings concluded with a listing of the top five "Smart Growth" priorities for the City as determined by a consensus of those in attendance at the first public meeting. An itemized review of the City's current initiatives as they relate to the identified top priorities once again revealed that the City is presently using many Smart Growth planning tools to address and encourage the type of growth that enhances the quality of life in North Miami Beach. The results indicated that residents would like the City to consider mixing land uses as part of its Smart Growth strategy for future.

Summary of Top "Smart Growth" Priorities

1. Mix Land Uses
2. Foster "Walkable," Close-knit Neighborhoods
3. Promote Distinctive, Attractive Communities with a Strong "Sense of Place"
4. Take Advantage of Existing Community Assets
5. Increase Transportation Options



The public identified five top "Smart Growth" priorities for the City of North Miami Beach.

Glatting Jackson offered Urban Land Institute's "Why Higher Density?" powerpoint presentation as a starting point for group discussion regarding mixed use development. The presentation described how projects that mix land uses can achieve several Smart Growth objectives simultaneously. For example, by incorporating a variety of housing types and integrating convenience retail facilities, development can attract homeowners of various income levels and reduce their dependence on the automobile, thus providing housing and transportation options.



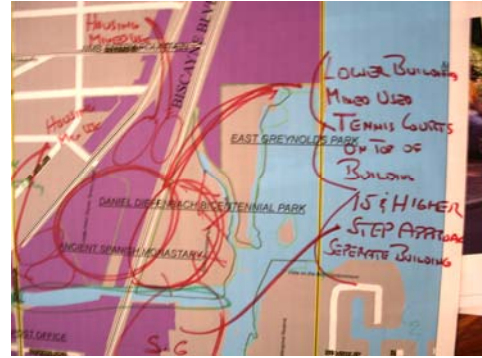
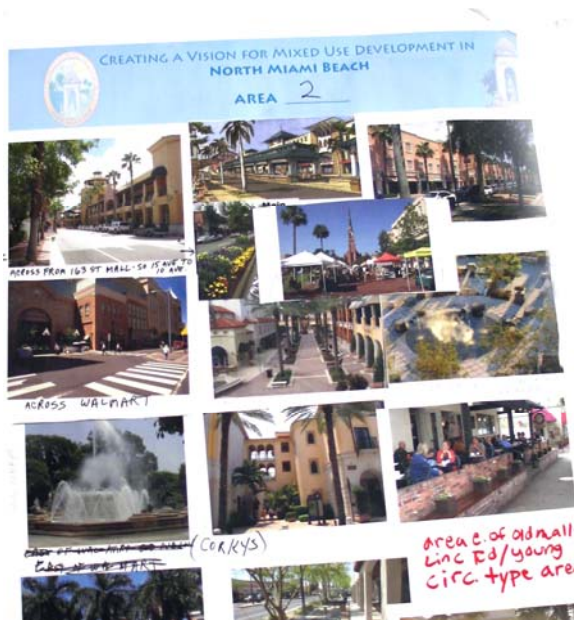
Local Architect Joseph Kaller followed up with an overview and visual tour of mixed-use development projects in the South Florida region, focusing on developments with varying architectural styles and ranging from 3 - 30+ stories.



Before meeting in break-out groups to create a vision for mixed-use in their area, residents viewed a range of mixed-use development "types" that currently exist throughout South Florida.



Break-out groups for each of the five targeted areas were delegated with creating a pictorial collage illustrating the desired character of future mixed-use development in their planning area. As group members wielded scissors and glue to a thick packet of varying mixed-use images, discussions centered on appropriate building height, character, and style; the desired appearance of streets, bike lanes, and parking; and the experience to be encountered along City sidewalks and plazas in the future.



The groups used area maps to indicate their preferences for mixed-use development, building height and character.

Lively and sometimes animated “Creating a Vision” collage presentations were made summarizing each group’s discussion regarding the style and character of mixed-use development for their area. The result was a surprisingly similar mix of “mixed-use visions” that drew several positive comments and support from many workshop attendees.

Final collage presentations at Fulford United Methodist Church



Key Findings:

Residents are generally in agreement that mixing land uses is a viable strategy that can help achieve a number of “quality of life” objectives; i.e., walkable streets, connectivity between commercial and residential areas, transportation choices, housing options, and community identity. Their comments were centered on the following categories:

Building Heights, Character, and Style:

Desired future building heights throughout the City ranged from 3 – 30 stories, with the majority of preferences ranging from 3 – 10 stories. A more detailed summary of comments is available in the Appendices.

The nomenclature and connotation for building height is not consistent among the residents. Some participants defined “high rises” as buildings of 10 to 12 stories, while others described 15 to 30 floors as “premium tall buildings.” However, “low rises” were commonly described as between 3 and 10 stories.

It was noted by a few residents that “tall” buildings created up to a 25 percent lot coverage which translated into “more green space” for the area.

Consideration should be given to the height and character of existing buildings to avoid “over shadowing” the older buildings with tall buildings with different architectural styles.

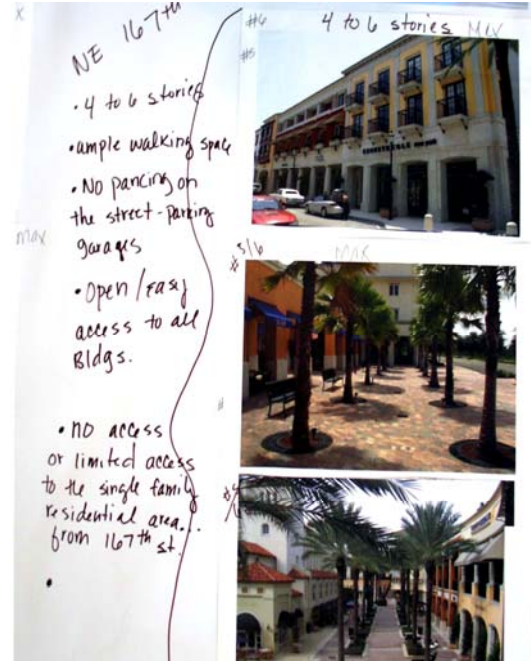
Residents expressed a desire for building character that looks “upgraded and sophisticated,” “similar to Starbucks,” “multi-tiered,” “not boxy,” and with “set-backs so it doesn’t look like it’s 10 or 12 stories.”

The majority of groups indicated they would like to see a Mediterranean architectural style dominate future mixed use development projects.

Residents want to see a unique area of mixed use development created around the Monastery, “our Vizcaya in NMB.” They want the architecture of the buildings from the creek to the Monastery to reflect the Spanish-historic building.



Some residents perceive more density as an opportunity to create open space in the urban environment.



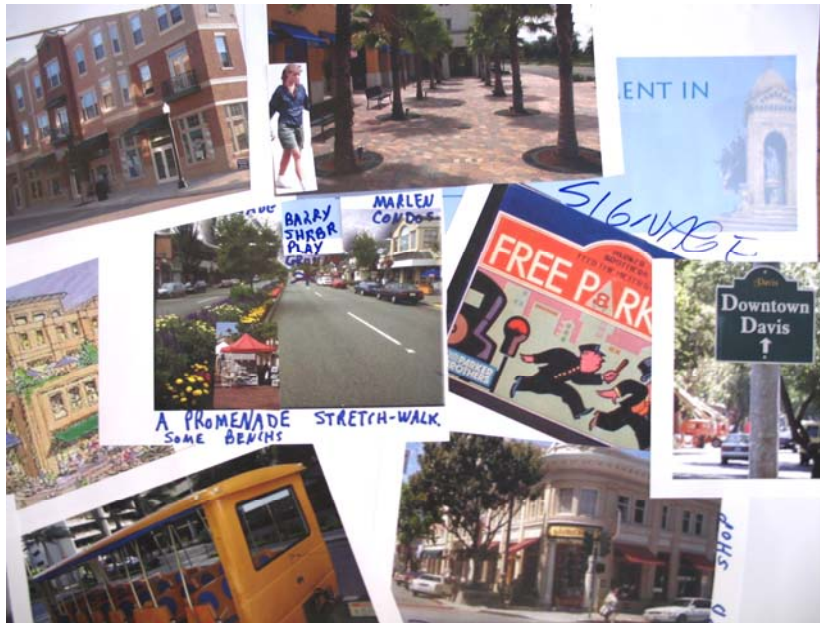
Workshop participants used images of existing areas to illustrate their vision for mixed use development with building heights ranging from 3 – 30 stories.

Street Life:
Sidewalks, Streets, Bike Lanes, Parking, Plazas

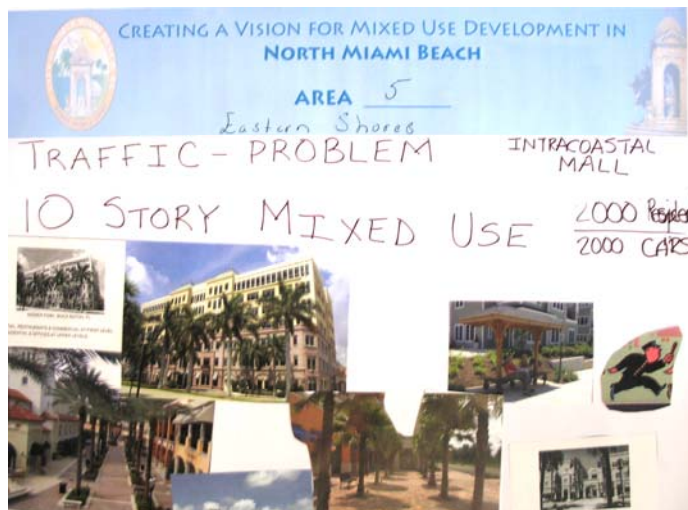
Residents representing all areas of the city indicated a desire for sidewalks wide enough for walkers and joggers, accessible for seniors, some type of divider between people and cars, and "plenty of shade" along streets and sidewalks.

Attractively landscaped streets and sidewalks are seen as an important ingredient in creating community identity and character. Each of the areas mentioned a need for comfortable pedestrian paths and seating areas for families, seniors, teenagers, shoppers, as well as workers and visitors.

Snake Creek Canal and other waterways should be accessible to the public; ie, a multi-use path with park from Miami Gardens Drive to the Spanish Monastery, pedestrian bridges over canals, pedestrian paths around the hospital, small public parking areas for access to paths, benches, and lots of shade and "greenery."



Area collages featured such architectural elements as colonnades, porticos, archways, balconies, ironwork, brick, tile, stucco, stonework and "interesting facades that have dimension."



Increased traffic congestion was viewed as a possible negative effect of mixed-use development, particularly in the area of the Intracoastal Mall.

Residents want to see pedestrian connections between future mixed-use developments and existing residential areas; however, they do not want commercial traffic routed through these areas.

Better traffic flow through Eastern Shores, more traffic calming devices, and easier vehicle access to businesses on 167th Street are important traffic issues that need to be addressed, particularly in light of future mixed-use development in those areas.

Bicycles were included on nearly all collages; however, it was noted that some type of physical barrier is needed in high traffic areas to ensure the safety of the cyclist.

Public transportation was noted as a means of reducing traffic congestion and increasing accessibility to businesses in the areas targeted for mixed use. It was also noted that disadvantaged areas would benefit greatly from increased availability of public transportation. Open-air trolleys and alternative-fuel buses were mentioned as viable options.



Workshop participants for Area 2 pasted images on a map to illustrate their vision for the potential redevelopment of NE 163rd Street.

Ideas for parking ranged from on-street parking similar to Hanford Boulevard, parking lots at either end of 163rd Street to ease congestion and get people walking, parking garages that allow light through, and parking garages incorporated into the buildings and on upper floors to allow for businesses at street level. Free parking to NMB residents was mentioned as an incentive to get residents downtown to shop and do business.

Attractive public transportation shelters were seen as an important necessity throughout the city. The shelters would offer shade and comfort, and could double as public "art" or community identifiers.

Defined Commercial + Residential | OPEN MIX

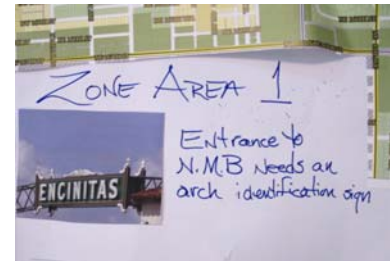


Many area residents would like to see public plazas included in future mixed-use development. These sites would help increase acceptance of social diversity in the city and offer places for large and small gatherings. Residents desire safe and comfortable meeting places within the city that also serve as venues for passive recreation, colorful markets, sidewalk cafes and seasonal festivals. Pleasant appearance, shade, seating, safety and pedestrian access were deemed the most important characteristics of these public spaces.

Many residents indicated that public plazas, like this one at City Place in West Palm Beach, should be considered an important part of the "Smart Growth Vision" for North Miami Beach.

Residents would like future mixed-use development to include design elements that clearly announce arrival into the City, as well as into areas of the City that are unique and interesting. Some ideas for creating this "Sense of Place" include shaded streets, colorful awnings, sidewalk cafes, signs, clocks, archways, and varied landscaping.

While differences between communities should be encouraged through public art, fountains, neighborhood parks and playgrounds, it was noted that visitors and residents should "know" that they are in the city regardless of which area they are in.



Consistent design standards for street signs and other wayfinding and identifying aids are desired to help create a "Place" that is uniquely North Miami Beach.



"We're not opposed to high rises..." was a comment repeated many times by area residents. Vision collages revealed that the majority of participants favor mixed-use development which promotes economic growth, "walkable" neighborhoods, and a Sense of Place for the City of North Miami Beach.

SMART GROWTH NORTH MIAMI BEACH: MIXED-USE DEVELOPMENT

GROUP DISCUSSION POINTS - JULY 6, 2005

Building Height & Type/ Location	Character	Other Public Amenities	Streetscape	Parking
AREA 1 3 - 8 stories Buffer residential areas		Public Art Water Features Clock or other identifier	Benches	Garages
AREA 2 3 - 8 stories Condos & retail	Mediterranean	Water Features Public Art Dog park Covered bus shelters	Shade More Green Outdoor cafes	Parking lots - free
AREA 3 High- or mid-rise apartments over Winn Dixie Townhomes 25+ stories on canal with setbacks 1 story only/ N, MB Blvd. - NW 2nd - NE 3rd 4 - 10 stories/ NW 2nd - NE 8th 10 stories/ NE 167th St. & NE 6th Ave 5 - 6 stories/ NE 167th & NE 8th Ave - lower near residential	Awnings & overhangs over retail shops Setbacks to allow for arch. detailing Mediterranean	Water Features Entrance to community, i.e. archway Playground Plazas	Need amenities within 2-mile radius 3 mile walking path (Turnberry) Wide sidewalks w/shaded tables Potted plants & flowering vines Benches Pergolas Landscaping	
AREA 4 3 - 8 stories/ US 1 12 - 15 stories/ north of Greynolds Park 15+ stories south of Snake Creek Canal 15 - 30 stories w/25% lot coverage/Biscayne Blvd. south of NMB Blvd. Multi-use housing b/w NE 17th Ave. & Snake Creek Canal	Mediterranean Tie in with historic Spanish character Stepped	Water park Playground Public Art Decorative plazas & open areas w/seating Public Trolley or Bus Multi-use path around waterways	Sidewalk cafes Divider b/w people & cars Bicycle lanes	On-street Garages Parking lots
AREA 5 Max. 15 stories 15 - 20 stories "soft" architecture High rise over water/ 3-5 approaching residential area 10 story mixed use	Mediterranean Overhangs and awnings Stepped Arches, columns, "interesting"	Playground Plazas	Plentiful pedestrian amenities Outdoor cafes Plants Shade on sidewalk Benches Bicycle Lanes	Enclosed garages Behind buildings



August 10, 2005
McDonald Center

The purpose of the third and final *Smart Growth North Miami Beach: A Vision For the Future* workshop was to discuss how to “translate” residents’ visions for the future form and character of the City (as expressed in *Workshop #2*) into the City’s regulatory tools, such as the Comprehensive Plan and the Land Development Codes.



The workshop began with a review of the findings from the July 6 workshop, as outlined in the previous section. Particular emphasis was placed on the fact that:

- 1) The majority of participants favor mixed-use development which promotes economic growth, “walkable” neighborhoods, and a sense of place
- 2) Desired future building heights range from 3 – 30 stories , with the majority of preferences ranging from 3 – 10 stories
- 3) There is a great demand for more livable streets and public spaces that include wide, shaded sidewalks; bike lanes and paths; public plazas and fountains; outdoor cafes and seating; and other amenities that improve the appearance, comfort and enjoyment of the City’s public spaces
- 4) Public transportation, e.g. open-air trolleys and alternative-fuel busses, is needed to reduce traffic congestion and increase accessibility to businesses
- 5) A “Sense of Place” should be created throughout the City using public art and sculpture, colorful awnings, bus shelters, entrance features, signs, clocks, archways, and varied landscaping

Many of these elements can be designed and constructed by the City using tax revenues, grants, bonds and other funding mechanisms. However it was explained that “the City can’t do it alone”, and will rely on the private development community to incorporate many of these elements into their designs. Therefore it is important for the City to decide 1) where higher intensity mixed-use development should occur, and 2) what types of incentives should be provided to encourage developers to design “smart growth projects” that include the livability elements desired by City residents (as outlined above).

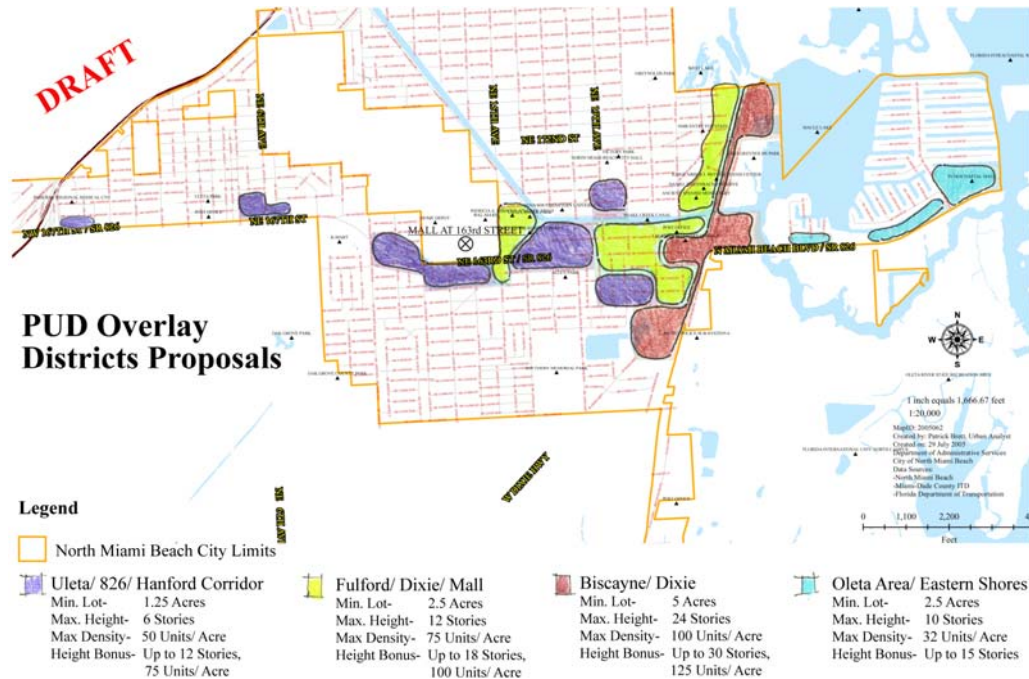
Proposed Locations for Mixed-Use Development

Workshop participants were asked to review and discuss the following map, which illustrates four (4) proposed PUD Zoning Overlay Districts, where mixed-use development would be encouraged. The four Districts shown include:

- 1) Uleta/826/ Hanford Corridor District (shown in purple), with a proposed maximum height and density (assuming the developer qualifies for the density bonuses) of up to 12 stories and up to 75 units/ acre
- 2) Fulford/ Dixie/ Mall District (shown in yellow), with a proposed maximum height and density (assuming the developer qualifies for the density bonuses) of up to 18 stories

and up to 100 units/ acre

- 3) Biscayne/ Dixie District (shown in red-brown), with a proposed maximum height and density (assuming the developer qualifies for the density bonuses) of up to 30 stories and up to 125 units/ acre
- 4) Oleta/ Eastern Shores District (shown in blue), with a proposed maximum height and density (assuming the developer qualifies for the density bonuses) of up to 15 stories and up to 32 units/ acre



Density Bonus Incentives

After reviewing the maps, participants were asked to review, discuss and rank the following list of “Potential Density Bonus Incentives” that could be used to encourage developers to design and build “smart growth projects”:

- Additional Open Space
- Public Parks or Plazas
- Transit Shelters and/or Subsidies
- Wider Sidewalks and/or Bicycle Paths
- Bicycle/Pedestrian Connections e.g. Bridges, Crosswalks, etc
- Public Parking Spaces or Structures
- Ground Floor Retail Cafes or Shops, and/or Other Uses
- Specialty Aesthetic Design Requirements
- Affordable Housing
- Public Art
- Additional Public Infrastructure Improvements
- Other (s)



These incentives could be incorporated into new Land Development Codes (“overlays”) for the Districts outlined above, providing project developers with the opportunity to earn the right to

increase building heights or densities. The following Table shows how each of the seven (7) groups of participants ranked the incentives, with "1" being "the most important" and "12" being the least important":

Ranking of Incentives

Incentives	G r o u p s						
	Uleta/826/ Hanford Corridor	Fulford/ Dixie/Mall	Biscayne/ Dixie	Oleta Area/ Eastern Shores			
Additional Open Space	11	3	7	3A	1	6	2
Public Parks or Plazas	3	1	3	2	2	4	3
Transit Shelters and/or Subsidies	4	7	6	4B	7	10	8
Wider Sidewalks and/or Bicycle Paths	10	8	2	3B	6	8	5
Bicycle/Pedestrian Connections (Bridges, Crosswalks, etc.)	6	5	8	9	4	11	6A
Public Parking Spaces or Structures	5	10	10	5	5	5	4
Ground Floor Retail, Cafes or Shops, and/or Other Uses	2	2	1	7A	3	3	1A
Specialty Aesthetic Design Requirements	1B	6	4	4A	11	2	7
Affordable Housing	9	4	9	8	10	12	10
Public Art	8	11	5	7B	9	9	9
Additional Public Infrastructure Improvements	7	9	11	6	8	7	6B
Other (s)	1A	12	12	1	-	1	1A

Protection of Existing Residential Neighborhood from New Development, 6 Stories Only, Schools							
Solar Power, Less Traffic Congestion, Public Transportation							
Shade Trees, Covered Walkways, Parking in Front, Less Density, Safety-Police Presence & Protection							
Traffic control on 35 th							
Traffic Alternatives							

The "top ranking" incentives – those that were most important to workshop participants are noted in bold numbers on the chart above and include:

- Public Parks, Plazas and Open Space (including dedication of funds to acquire land and develop larger parks in lieu of providing small "pocket" parks)
- Ground Floor Retail, Cafes and Shops
- Improvements to Traffic Circulation and/or Congestion, including Wider Sidewalks and/or Bicycle Paths.



CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

It is clear that residents and other community stakeholders care deeply about the future growth, form and character of the City of North Miami Beach. The City has many assets that make it a great place to live, including:

- Safe, established neighborhoods with a variety of housing choices
- An interconnected network of local streets
- A vibrant economy and local business districts
- Politically and socially active residents
- Parks, community centers, churches, colleges and other civic and cultural facilities
- Easy access to the beach, Oleta River State Park, Greynolds Park and other natural amenities
- Great year-round climate

The City is at an interesting crossroads in its growth and development. While it is no longer a suburban bedroom or retirement community, it doesn't have the characteristics yet of a "real city", the kind of place described by many of the workshop participants, with:

- A town center with pedestrian-friendly streets, outdoor cafes and plazas, interesting retail shops and restaurants, and mixed-use development with a variety of housing types
- A safe, reliable and comfortable public transportation system to provide access for residents of all ages
- An interconnected system of bikeways and shaded sidewalks
- An expanded system of parks, recreation and cultural centers and other open spaces to meet residents' recreation and social needs
- Aesthetically pleasing streets that incorporate transit shelters, public art, shade trees and landscaping to create a sense of place for the City
- First class schools and other educational opportunities

It is important to note that none of these characteristics have much to do with *building heights or densities*, which is a topic that has been the focus of much discussion and debate in North Miami Beach. Rather these characteristics are at the core of what makes a City a great place to live, work and play – the kind of place that attracts new residents, visitors, investors and businesses, and forms the basis for the future economic success of the community.

Coincidentally, the current (August 2005) issue of Outside Magazine makes just this point. Titled the "Best Towns Special Issue", it features "18 Perfect Towns That Have it All". The article doesn't discuss building heights or density in its descriptions of the best places to live in America, it focuses on towns and cities across the country "with the freshest ideas for making neighborhoods better places to live, work and play – with tons of green space, easy access to the outdoors, and big-think visions for smarter, more sustainable everyday living". The article goes on to say that "Communities of all sizes are waking up and relearning old lessons: That many residents want the option of walking or biking to get from A to B. That locals will swarm to a town's natural assets – its shoreline or lakefront, riverbank or foothills – if the paths and piers welcome them. And that change starts with a willingness to look hard at your weaknesses and then play to your strengths."

The magazines criteria for the "new American dream towns" includes:

- Commitment to open space
- Smart solutions to sprawl and gridlock
- Can-do community spirit
- Active embrace of the adventurous life
- Green design and green-thinking mayors

- Thriving farmer's markets
- Healthy Job markets

Their "Top Ten" list includes:

- Salt Lake City, Utah; population 182,000
- Littleton, New Hampshire; population 6,000
- Fort Collins, Colorado; population 126,000
- Charleston, South Carolina; population 97,000
- Davis, California; population 65,000
- Portland, Oregon; population 550,000
- Chicago, Illinois; population 2.7 million
- Madison, Wisconsin; population 208,000
- Pasadena, California; population 146,000
- Portland, Maine; population 64,000

While Outside Magazine, with a paid circulation of over 650,000, may not be the definitive source of what makes a great community, it helps to illustrate what's important to people across the country, including residents of North Miami Beach. Throughout the three workshops, participants focused more on the elements of Smart Growth and livability than they did on "heights and densities". Our recommendations from the Visioning Process are organized around the ten "Principles of Smart Growth" presented in Workshop 1, as follows.

Principles of Smart Growth	
1. Mix Land Uses	6. Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas
2. Take Advantage of Existing Community Assets	7. Strengthen and Encourage Growth in Existing Communities
3. Create a Range of Housing Opportunities and Choices	8. Provide a Variety of Transportation Choices
4. Foster "Walkable," Close-Knit Neighborhoods	9. Make Development Decisions Predictable, Fair, and Cost-Effective
5. Promote Distinctive, Attractive Communities with a Strong "Sense of Place" including the Rehabilitation and Use of Historic Neighborhoods	10. Encourage Citizen and Stakeholder Participation in Development



RECOMMENDATIONS

1. Mix Land Uses

- a) Amend Land Development Regulations to offer developers height and density bonuses for the top priority incentives discussed in the previous section, such as parks and open spaces, first floor cafes and shops, transportation improvements, and others
- b) Identify the specific desired locations for new multi-story mixed use projects, and develop Site Planning/ Architectural Design Guidelines to define the preferred form and character of such projects
- c) Ensure that the City has adequate Architectural and Urban Design staff or consultants to interpret and administer the new regulations and design guidelines
- d) Involve local citizens and design professionals - architects, landscape architects and urban designers – in the review and approval of all proposed mixed-use projects

2. Take Advantage of Existing Community Assets

- a) Form a Citizen's Task Force (or continue the Visioning Process) to inventory the community's existing assets, and to list the improvements needed to protect, improve and/or enhance them; many of these assets are listed in the City's November 2004 Pedestrian and Bicycle Safety Analysis Report
- b) Prioritize the list of improvements, and incorporate into the City's CIP
- c) Create a "mechanism" to update and publish the list annually (which will have an added benefit of making more people aware of the assets, and building community support of improvements)

3. Create a Range of Housing Opportunities and Choices

- a) Establish goals for various housing types (single family homes, rental apartments, town homes, condominiums, etc) and various price ranges
- b) Incorporate goals into development requirements and incentives
- c) Annually monitor the range of housing choices in the City, and adjust codes, incentives and/or subsidies as necessary

4. Foster Walkable, Close-Knit Neighborhoods

- a) Implement the recommendations for sidewalks and other street improvements outlined in the November 2004 Pedestrian and Bicycle Safety Analysis Report
- b) Monitor and publish the City's progress in completing an interconnected network of pedestrian-friendly streets, including the numbers of street trees planted, sidewalks repaired, new sidewalks, crosswalks, etc

5. Promote Distinctive, Attractive Communities with a Strong Sense of Place Including the Rehabilitation and Use of Historic Neighborhoods

- a) Continue to work with existing neighborhoods and Homeowners Associations (HOAs) to address neighborhood issues
- b) Continue to have City staff attend HOA meetings; serve as Neighborhood Liaisons; identify and respond to neighborhood issues or needs; and to maintain neighborhood programs such as the existing clean-up days, street parties, etc
- c) Extend the Neighborhood Identity/ Signage Program to identify City Center as a neighborhood, and to establish a separate identity
- d) Investigate ways to build on the City's heritage and history; consider using more references to the City's unique original name and identity, "Fulford-by-the-Sea"

6. Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas

- a) Prepare a Parks and Open Space System Master Plan that identifies the needs for additional parks, recreation facilities and/or other public open space; identifies locations of proposed facilities; and estimates the costs of acquisition, demolition, design, construction and operations/ maintenance
- b) Prioritize proposed acquisitions/ improvements, and incorporate into the City's CIP, grant applications and/or other funding sources
- c) Consider using impact fees, payments in lieu of land, incentives and other techniques to fund the acquisition of new parks and open space through the development approval process

7. Strengthen and Encourage Growth in Existing Communities

- a) Conduct an annual assessment of neighborhood conditions with the assistance of the HOAs and Neighborhood Liaisons
- b) Incorporate neighborhood needs into the City's CIP
- c) Identify in-fill opportunities, and provide incentives to encourage developers to build the desired types of units

8. Provide a Variety of Transportation Choices

- a) Prepare a Transportation/ Urban Design Master Plan that identifies potential roadway network improvements; identifies opportunities for public transportation; makes recommendations for revisions to site planning and/or urban design requirements; and makes other recommendations for minimizing congestion and managing the City's transportation needs
- b) Continue implementing the City's Bicycle/ Pedestrian Master Plan, as identified in the November 2004 Pedestrian and Bicycle Safety Analysis Report
- c) Continue the Mayor's Northeast Miami-Dade Transportation Initiative with surrounding communities. Work to "take control" over the design of all the major roadways in North Miami Beach including state and county roads to ensure that they are aesthetically pleasing, pedestrian and bicycle friendly, and accommodate various modes of public transit shelters, stops, stations, etc.

9. Make Development Decisions Predictable, Fair and Cost-Effective

- a) Convene "round table" discussions with local developers and citizen groups, as the proposed revisions to the land development regulations and design guidelines are being developed, to review and discuss the implications of the new codes
- b) Make sure that the new codes will result in desired new projects
- c) Publicly review all pending development decisions to determine if they are consistent with the Smart Growth Principles and Recommendations included in this Report, i.e. will the decision result in a more livable and sustainable North Miami Beach?

10. Encourage Citizen and Stakeholder Participation in Development

- Continue to engage residents in visioning and development processes, including the processes outlined above (architectural and urban design review; Citizen's Task Force to identify assets; Homeowners Association Liaisons; "Round Table" Discussions re: proposed codes)
- Continue to present and review proposed City-wide Planning initiatives to the public, e.g. the Parks and Open Space System Master Plan and Transportation/ Urban Design Master Plan outlined above
- Develop an illustrative City-wide Master Plan that shows residents how the City will be developed over the next ten – twenty years.



APPENDICES

- Workshop Power Point Presentations (CD)
 - June 6 Agenda, Hand-outs, and Notes
 - June 22 Agenda, Hand-outs, Public Notices, and Notes
 - July 6 Agenda Hand-outs, Public Notices, and Notes
 - August 10 Agenda, Hand-outs, and Notes
-

Smart Growth NMB: A Vision for the Future

Workshop Agenda
June 22, 2005

WELCOME, INTRODUCTION

- 6:00 p.m. Welcome, Introductions
- 6:05 Purpose of the Visioning Process
Schedule – June 22, July 6, August 10
- 6:15 Recap of June 6 Workshop

SMART GROWTH

- 6:30 Principles of Smart Growth
- 6:45 Current Smart Growth NMB Initiatives
- 7:00 Break

WORKSHOP EXERCISES

- 7:15 Exercise 1 –
How Does NMB “Measure Up” to Smart Growth Principles?
Which Principles Need Work?
What Are the Top Three Priorities for Improvement/ Resolution?
- 7:35 Exercise 2 –
What Improvements Can Be Made to Address the Prioritized Principles?
What are the Opportunities and Some Recommended Actions,
Solutions, or Locations?
- 8:15 Group Summaries:
 - “Scores” from Exercise 1
 - Top Priorities for Improvement
 - Locations of Opportunity and Potential Solutions
- 9:00 Wrap-up, Review of Next Steps, Adjourn
-

How is Smart Growth Achieved?

Setting goals is easy. Attaining them is always the challenge. But after years of experience with an assortment of projects, we are beginning to see what approaches work best. Though techniques will vary across regions and community types, the ten tools listed here can form the basis for a sensible and effective smart growth plan. This list has been adopted by a variety of political and business leaders, including the National Governors' Association.

To achieve smart growth, communities should:

- 1. Mix Land Uses.** New, clustered development works best if it includes a mix of stores, jobs and homes. Single-use districts make life less convenient and require more driving.
- 2. Take Advantage of Existing Community Assets.** From local parks to neighborhood schools to transit systems, public investments should focus on getting the most out of what we've already built.
- 3. Create a Range of Housing Opportunities and Choices.** Not everyone wants the same thing. Communities should offer a range of options: houses, condominiums, affordable homes for low income families, and "granny flats" for empty nesters.
- 4. Foster "Walkable," Close-Knit Neighborhoods.** These places offer not just the opportunity to walk—sidewalks are a necessity—but something to walk to, whether it's the corner store, the transit stop or a school. A compact, walkable neighborhood contributes to peoples' sense of community because neighbors get to know each other, not just each other's cars.
- 5. Promote Distinctive, Attractive Communities with a Strong Sense of Place, Including the Rehabilitation and Use of Historic Buildings.** In every community, there are things that make each place special, from train stations to local businesses. These should be protected and celebrated.
- 6. Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas.** People want to stay connected to nature and are willing to take action to protect farms, waterways, ecosystems and wildlife.
- 7. Strengthen and Encourage Growth in Existing Communities.** Before we plow up more forests and farms, we should look for opportunities to grow in already built-up areas.
- 8. Provide a Variety of Transportation Choices.** People can't get out of their cars unless we provide them with another way to get where they're going. More communities need safe and reliable public transportation, sidewalks and bike paths.
- 9. Make Development Decisions Predictable, Fair, and Cost-Effective.** Builders wishing to implement smart growth should face no more obstacles than those contributing to sprawl. In fact, communities may choose to provide incentives for smarter development.
- 10. Encourage Citizen and Stakeholder Participation in Development Decisions.** Plans developed without strong citizen involvement don't have staying power. When people feel left out of important decisions, they won't be there to help out when tough choices have to be made.

www.smartgrowthamerica.org

What is Smart Growth?

We define smart growth according to its outcomes —outcomes that mirror the basic values of most Americans. Smart growth is growth that helps to achieve these six goals:

- 1. NEIGHBORHOOD LIVABILITY** The central goal of any smart growth plan is the quality of the neighborhoods where we live. They should be safe, convenient, attractive, and affordable. Sprawl development too often forces trade-offs between these goals. Some neighborhoods are safe but not convenient. Others are convenient but not affordable. Too many affordable neighborhoods are not safe. Careful planning can help bring all these elements together.
- 2. BETTER ACCESS, LESS TRAFFIC** One of the major downfalls of sprawl is traffic. By putting jobs, homes and other destinations far apart and requiring a car for every trip, sprawl makes everyday tasks a chore. Smart growth's emphasis on mixing land uses, clustering development, and providing multiple transportation choices helps us manage congestion, pollute less and save energy. Those who want to drive can, but people who would rather not drive everywhere or don't own a car have other choices.
- 3. THRIVING CITIES, SUBURBS AND TOWNS** Smart growth puts the needs of existing communities first. By guiding development to already built-up areas, money for investments in transportation, schools, libraries and other public services can go to the communities where people live today. This is especially important for neighborhoods that have inadequate public services and low levels of private investment. It is also critical for preserving what makes so many places special—attractive buildings, historic districts and cultural landmarks.
- 4. SHARED BENEFITS** Sprawl leaves too many people behind. Divisions by income and race have allowed some areas to prosper while others languish. As basic needs such as jobs, education and health care become less plentiful in some communities, residents have diminishing opportunities to participate in their regional economy. Smart growth enables all residents to be beneficiaries of prosperity.
- 5. LOWER COSTS, LOWER TAXES** Sprawl costs money. Opening up green space to new development means that the cost of new schools, roads, sewer lines, and water supplies will be borne by residents throughout metro areas. Sprawl also means families have to own more cars and drive them further. This has made transportation the second highest category of household spending, just behind shelter. Smart growth helps on both fronts. Taking advantage of existing infrastructure keeps taxes down. And where convenient transportation choices enable families to rely less on driving, there's more money left over for other things, like buying a home or saving for college.
- 6. KEEPING OPEN SPACE OPEN** By focusing development in already built-up areas, smart growth preserves rapidly vanishing natural treasures. From forests and farms to wetlands and wildlife, smart growth lets us pass on to our children the landscapes we love. Communities are demanding more parks that are conveniently located and bring recreation within reach of more people. Also, protecting natural resources will provide healthier air and cleaner drinking water.

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Meeting Minutes

Meeting Date: June 22, 2005

Project: Smart Growth NMB

Location: NOVA Campus – Main Auditorium

Purpose: To Determine Priority Issues for NMB Based on Smart Growth Principles

Compiled By: Robin Pelensky

1. Keven Klopp: Welcome and Introductions
2. Keven Klopp: Purpose of the Visioning Process and Schedule of Meetings
3. Keven Klopp: Recap of June 6 Workshop
4. Dave Barth: Principles of Smart Growth, Current Smart Growth NMB Initiatives
5. Approximately 45 people participated in one hour workshops focusing on Areas 2, 3, and 4 of NMB. City staff facilitated the groups of 5 – 10 people who addressed the following issues as they pertain specifically to their area:
 - Exercise #1:
 - How Does NMB “Measure Up” to Smart Growth Principles?
 - Which Principles Need Work?
 - What are the Top Three Priorities for Improvement/Resolution?
 - Exercise #2:
 - What Improvements Can Be Made to Address the Prioritized Principles?
 - What are the Opportunities and Some Recommended Actions, Solutions, or Locations?
6. Group Notes, Ratings, and Solutions:

AREA 2:
Table A

Scores	Top Priorities	Actions/Solutions/Locations	Locations
3.8	Create a Range of Housing Opportunities and Choices	Incentives/Subsidies for developers Zoning set asides	
4	Provide a Variety of Transportation Choices	More sidewalks Bus/ Rapid Transit Circulators Safety/Security (pedestrian) Max Service	
4	Strengthen and Encourage Growth in Existing Communities	Safety and Security Public Wastewater collection systems Drainage and Flood control Improve incentives	

Comments:

- Community Asset – make most of what you have

- Citizen involvement is important
- Citizen input is critical throughout the process
- Sense of Place – NMB has none
- Walkability – more sidewalks are needed
- Do better, modernize existing facilities
- Mixed Land Uses – could be a primary driver
- Transportation choices – depends on land use choices
- Would desire walkable neighborhoods
- Affordable housing – inflation causing unaffordable living situations
- Land use – make best use of land to solve transportation issues

AREA 2:

Table B

Scores	Top Priorities	Actions/Solutions	Locations
3.2	Promote Distinctive, Attractive communities with a Strong Sense of Place	<i>Disconnect between N163rd St. and City Hall East vs. West in general</i> Play up multiculturalism (arts/food) Standardization (zoning/planning) Color/ signs/ landscape coordination Restaurants along NE 163 St. Permitting easier Unique shops Distinct art for areas (Lions, Roosters, etc.) Cultural/Historical Tours for historic buildings in city	NE 163 St Mall needs facelift WalMart as a conduit to attract restaurants/ people Concerts at amphitheater
3.4	Foster Walkable, Close-Knit Neighborhoods	<i>Safety Lights</i> <i>Chain Link</i> <i>Swales / Flooding</i> <i>Potholes</i> Aesthetics and Maintenance	By NMB and JFK
3.6	Provide a Variety of Transportation choices	Mixed Use – re-evaluation of use Type of business uses Existing buildings: upgrade No meeting rooms of quality Need hotel - lack amenities Chamber of Commerce Business community support Need to capture tourist dollars Better job of green space Walkability Unique shops\restaurants (outdoor) Palm trees Better bus shelters	Along NE 163 St Tear down run down commercial areas City halls in mall Free buses in hotels Bus stops between West and East end with parking lots

Comments:

- Importance of transportation
- Opportunity to travel and see different people
- Language skills a problem – especially elderly
- Retain small town feel – city within a city
- Traffic congestion
- Commercial Corridor appears NE 163 St.

- Color code landscape
- Mish-mash of stuff
- Determine what degree of density is important
- Doesn't like the isolation of things
- Mixed Use – condos
- Concerned about Eastern Shores – walkability

AREA 3:

Table A

Scores	Top Priorities	Actions/Solutions	Locations
3.5	Foster Walkable, Close-Knit Neighborhoods	New Developments should include new destination – ie., Restaurants, shops <i>Safety</i> – bike patrols, foot patrols <i>Lighting, communication</i> – new lighting fixtures, West-East network Citizens Crime Watch <i>Speed of Traffic</i> – Traffic Calming Devices and increased police enforcement Get rid of drug houses Continue flowers and trees plantings	NE 19 th Ave 163 St. Behind City Hall and Police Station 20 th Ave. and 168 th , and 169 th Public Housing
4.5	Take Advantage of Existing Community Assets	Reduce overcrowded schools Lack of buses Improve school opportunities School philosophy	
4.5	Provide a Variety of Transportation choices	Community bus lines – Expand areas served and times of operation and frequency Bus hub, light rail Bike path for 163 rd St.	

Comments:

- Appeal to county for more funds to permanent solutions (charter school)
- Smaller, more frequent buses
- Light rail system
- Direction from all walks of professions
- School board to address complete rethinking
- Mentoring systems
- Year round access to pool facilities
- Splash Park for young children
- Extended hours for community centers and sports facilities

AREA 3:
Table B

Scores	Top Priorities	Actions/Solutions	Locations
3.5	Mix Land Uses		
3.75	Encourage Citizen and Stakeholder Participation in Development Decisions		
4	Take Advantage of Existing Community Assets		

Comments:

- Advertise public visioning meetings in a manner similar to how we advertise block parties or on water bills
- Encourage citizen involvement for “making decisions” out to be amended to “participate with the professional planners and engineers”

AREA 3:
Table C

Scores	Top Priorities	Actions/Solutions	Locations
3	Take Advantage of Existing Community Assets	Take existing structures and reallocate new uses Research and study ecological uses of area Improve economical aspect of the area	Transformation occurring of old Eckerds to B 164 th and 24 th across from Winn Dixie 159 th St. and Dixie Highway
3.1	Mix Land Uses	Apartments/condos with business on first level Job development Mixed usage, i.e. Mall to be inclusive of a variety of professions Entertainment district Reutilize existing structures to new business Parking behind the stores Businesses provide valet parking and security	164 th and 171 St. 19 th Ave. across from City Hall
3	Promote Distinctive, Attractive communities with a Strong Sense of Place	Maintain existing historical sites and items Grants and city programs that offer assistance for preservation of property	Lorenzos

AREA 4**Table A**

Scores	Top Priorities	Actions/Solutions	Locations
2.8	Foster Walkable, Close-Knit Neighborhoods	Provide destinations Improve sidewalks Shade trees Mixed use Traffic calming	
3.16	Create a Range of Housing Opportunities and Choices	Ensure mix-income housing	
3.16	Encourage Citizen and Stakeholder Participation in Development Decisions	Newsletter Incentives CRAs Workshops Better Public Notice – media, channel 77	

Comments:

- Strengthen and encourage growth in every community
- Provide good balance of mixed land use – redevelopment
- Preserve historic or integrity of certain areas
- Density – strike balance
- Redevelopment - more density
- Future growth – urban destination with walkability / recreation
- Give people a reason to get out and walk
- Mass transit - look at other cities – Boston, New York
- Need incentives to develop mix land uses – lack of ordinance
- Allow people to walk to conveniences
- Housing opportunities – small single houses, need high rise, condos, and other types of housing
- City can't stay stagnant
- Development decisions should be fair
- Code needs few modifications
- Not enough citizen participation
- Developers should not be given free rein
- Preserve open space – public access to water
- Snake Creek Canal – develop like River Walk
- Look at Biscayne Boulevard – need adequate sidewalks
- Neighborhoods blend into each other – lack identity
- Community Assets: public schools/tennis courts but no good programs for kids.
- Utilize public grounds
- Rebuild, restore cookie cutter developments – encourage creativity to allow developers to design creatively
- Promote retail/mixed use around historic sites

AREA 4

Table B

4	Mix Land Use		
4	Foster Walkable Close-Knit Neighborhoods		
4	Strengthen and Encourage Growth in Existing Communities		
4	Make Development Decisions Predictable, Fair, and Cost-Effective		

Comments:

- NMB Proud – build on that pride
- Revitalization – good quality – not shoddy
- More greenspace
- Wants beautiful city /Mizner in Boca
- Walkable neighborhoods – small schools
- Take advantage of parks and schools – multipurpose use
- Residents need to participate
- Preservation incentives
- Incorporate as one city– transportation around city
- Unify city – 19th Ave. the Town Square

7. Dave Barth: Wrap-up included general observations based on group summaries.

- Top Priorities overall in order of importance:
 1. Mix Land Uses
 2. Walkable Streets
 3. Close-Knit Neighborhoods
 4. Distinctive, Attractive Communities with Sense of Place
 5. Take Advantage of Community Assets
 6. Transportation Options
 7. Citizen and Stakeholder Participation

8. Additional participant comments:

- Evaluate what we have – “fill in” voids (Note: market study?, shuttle, parking,)
- Creative development
- Open space
- Joint school/park facilities
- Youth center
- Schools
- Busses/Light rail
- Community Centers
- Splash Parks
- Reuse existing structures
- Indoor recreation
- Safety is top priority – lighting, swales, etc.
- Shade
- Existing historic sites

- Disconnected
- Design standards for existing commercial strips
- Create a “Big Arch” for NMB
- Utilities, drainage, etc.
- Bike lanes, sidewalks

General Observations:

Smart Growth Principles Top Priorities:

Area 2:

1. Create a range of housing opportunities and choice
1. Promote distinctive, attractive communities with a strong “sense of place”
2. Foster “walkable” close-knit neighborhoods
2. Provide a variety of transportation choices
3. Strengthen and encourage growth in existing communities

Area 3:

1. Mix land uses
1. Take advantage of existing community assets
1. Foster “walkable” close-knit neighborhoods
2. Take advantage of existing community assets
2. Encourage citizen and stakeholder participation in development decisions
3. Promote distinctive, attractive communities with a strong “sense of place”
3. Provide a variety of transportation choices

Area 4:

1. Mix land uses
1. Foster “walkable” close-knit neighborhoods
1. Strengthen and encourage growth in existing communities
1. Make development decisions predictable, fair, and cost-effective
2. Create a range of housing opportunities and choices
3. Encourage citizen and stakeholder participation in development decisions

9. Keven Klopp and Dave Barth:

Next meeting will narrow the focus and concentrate on more specific issues, i.e.:

- Identity exercises
- Assignments/Committees
- Initiatives/ Planning Effects
- Height/ Density Study
- Market Study
- Infrastructure Study
- Bicycle and Pedestrian Master Plan
- Transit Plan

10. Next Meeting July 6 at 6 p.m. Fulford United Methodist Church

11. Adjourn

Smart Growth Public Visioning Workshop Summary June 22, 2005

Area 2



Description of area:

Priorities

- Create a Range of Housing Opportunities and Choices
- Provide a Variety of Transportation Choices
- Strengthen and Encourage Growth in Existing Communities
- Promote Distinctive, Attractive Communities with a Strong Sense of Place
- Foster Walkable, Close-Knit Neighborhoods

Solutions

- Incentives/Subsidies for developers
- Zoning set asides
- More sidewalks
- Bus/Rapid Transit
- Drainage and Flood Control
- WalMart as a conduit to attract restaurants/people
- NE 163 St. Mall needs facelift
- Tear down run-down commercial areas
- Bus stops between West and East end with Parking Lots

- Area 3:

Description of Area:



Priorities

- Foster Walkable, Close-Knit Neighborhoods
- Take Advantage of Existing Community Assets
- Provide a Variety of Transportation Choices
- Mix Land Uses
- Encourage Citizen and Stakeholder Participation in Development Decisions
- Promote Distinctive, Attractive Communities with a Strong Sense of Place

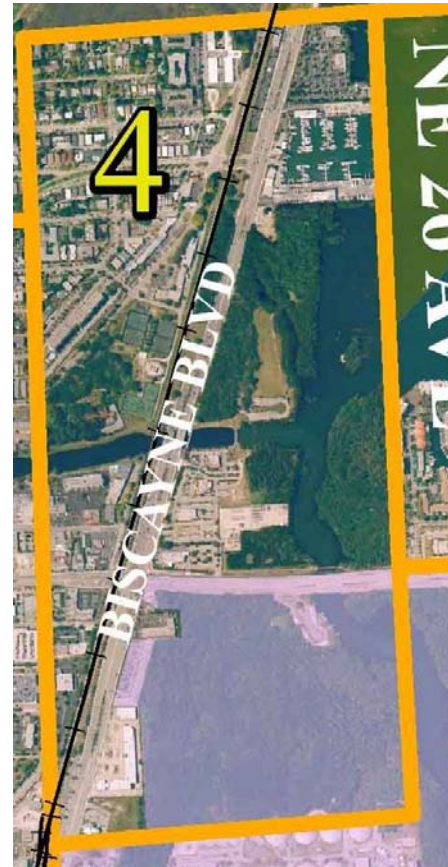
Solutions

- Increased Law Enforcement, Lighting, Traffic Calming at NE 19th Ave. and 163 St.
- Continue landscaping behind City Hall and Police Station, 20th Ave. and 168th and 169th Public Housing
- Smaller, more frequent buses, Light Rail
- Extend hours, offer year-round access to leisure facilities
- Reallocate new uses to existing structures
- Mixed Uses at 164th and 171 St., 19th Ave. across from City Hall
- Mix Uses at Mall
- Create Entertainment District
- Parking Behind Stores
- City/Businesses offer Valet Parking
- Promote retail/mixed use around existing Historical Sites
- Develop Snake Creek Canal like River Walk
- Strike balance with Density

Area 4:



Description of Area:



Priorities

- Foster Walkable, Close-Knit Neighborhoods
- Create a Range of Housing Opportunities and Choices
- Encourage Citizen and Stakeholder Participation in Development Decisions
- Mix Land Use
- Strengthen and Encourage Growth in Existing Communities
- Make Development Decisions Predictable, Fair, and Cost-Effective

Solutions

- Provide Destinations
- Improve sidewalks, add shade trees, traffic-calming
- Add mixed-income housing
- Allow and Promote Mixed Use
- Incentives for Stakeholder Participation
- Better Communication with Public
- Unify the city by making 19th Ave. the Town Square
- Incentives for Preservation

Summary of Smart Growth Priorities Workshop:

Based on the results of the Smart Growth ranking exercises for Areas 2, 3, and 4 and participants' comments, the following conclusions can be made:



- Top priority Smart Growth principles (those the City needs to work on the most) common to Areas 2, 3, and 4 are:
 - Mix land uses
 - Foster “walkable”, close-knit neighborhoods
 - Promote distinctive, attractive communities with a strong “sense of place”
 - Take advantage of existing community assets
 - Increase transportation options
- There is a need to evaluate existing uses in order to focus on “voids”; i.e. market study, transportation and parking needs
- The assurance of public safety is essential when considering smart growth measures.
- Incentives should be used to attract attractive mixed-use development and provide set-asides, i.e. parks, open space.
- Affordable housing options are needed.
- An, attractive, mixed-use “Downtown” is desired by most participants.
- There is a need to standardize zoning and codes to help unify the city and create a “Big Arch” image.

**Smart Growth North Miami Beach:
A Vision for the Future
Workshop 1 – June 22, 2005**

Facilitation Guidelines

One hour will be devoted to Workshop Exercises beginning at **7:15 p.m.** after the Break and ending at **8:15 p.m.** Each table should have at least one Facilitator.

The Facilitator's job is to make sure that:

- ✓ the group stays focused and on task
- ✓ the exercise is completed on time
- ✓ everyone has a chance to participate
- ✓ no one monopolizes the discussion
- ✓ everyone's thoughts and ideas are recorded accurately by the scribe

During the Workshop Session the Facilitator will:

- State the "rules":
 - one person speaks at a time; do not interrupt
 - no need to raise your hand; everyone will take a turn speaking
 - be respectful of other's opinions; do not criticize or debate, simply state your own ideas
 - feel free to "pass" if you don't wish to speak when it's your turn
- Ask for three volunteers from the table:
 - a *Scribe* to record notes on the table's flip chart during the discussion period;
 - a *Scorekeeper* to average the table's rankings and top priorities;
 - a *Spokesperson* to report the group's findings to the larger group.
- Make sure everyone at the table has a Ranking Sheet.
- Begin Exercise #1:
 - How Does NMB "Measure Up" to the Principles?*
 - Which Principles Need Work?*
 - What are The Top Three Priorities for Improvement/Resolution?*
 - Ask participants to quietly fill out their own "Smart Growth Principles Scorecard" and indicate their top 3 Priority Principles on the separate handout (3 – 5 minutes). Then hand in the Scorecard to the Scorekeeper to average their scores by adding the individual scores and dividing by the number of participants at each table.
 - While the participants are discussing, the Scorekeeper will average the scores for each principle and then record the results on the large scorecard.
 - Explain that participants each be given 1-2 minutes to individually ask questions and/or express their opinions regarding Smart Growth principles and how they relate to current NMB initiatives. The Scribe should record abbreviated comments under each Smart Growth principle.

- Next, ask the person to confirm that the Scribe recorded his comment(s) correctly on the flip chart.
- After 1- 2 minutes, go on to the next person; do not get bogged down in discussion or debate.
- The Scorekeeper then displays the table's "scores" that he has recorded on the large scorecard.
- As a group, determine the Top 3 Priorities (the group's three lowest scores) and record on the large scorecard. The Scribe records the final results on the large scorecard.

Exercise 2:

What Improvements Can Be Made to Address the Prioritized Principles?

What are the Opportunities and Some Recommended Actions, Solutions, or Locations?

- Go around the table and ask each participant to offer their ideas and suggestions on what improvements can be made to address the 3 prioritized principles.
 - The Scribe should record these suggestions in the columns labeled "Opportunities, Recommended Actions/Solutions, or Location".
 - Make sure that the Scribe records all of the comments accurately.
- After going around the table once, see if anyone has any other ideas.
- Repeat for each of the other two top priorities.

Return to the main auditorium. The Group Summaries will follow the Workshop Exercises:

- The facilitator should make the large scorecard visible while the table's Spokesperson reports to the larger group.
- Gather all other materials and leave on the table at the end of the Workshop Session.

Smart Growth North Miami Beach: A Vision for the Future

Workshop Agenda
July 6, 2005

WELCOME, INTRODUCTIONS, BACKGROUND

- 6:00 p.m. Welcome, Introductions
- 6:05 Purpose of the Visioning Process
Schedule – June 22, July 6, August 10
- June 6 Comments
- June 22 Exercises - Top Priorities, Current Initiatives

PRESENTATIONS

- 6:20 Mixed Use Development 101 – Why Higher Density?
Building Height and Character
- 6:30 Break

WORKSHOP EXERCISES

- 6:45 Visions for Mixed Use Development in NMB
- 8:15 Group Summaries
- 8:45 Summary/ Consensus
- 9:00 Wrap-up, Review of Next Steps, Adjourn

City of North Miami Beach
Public Visioning Workshop
July 6, 2005

**Creating a Vision for
Mixed Use Development in North Miami Beach**

It is the year 2015 and the mixed use development in your planning area exceeds your wildest dreams. Please describe - in as much detail as possible - what you like so much about the development, including the:

BUILDINGS - HEIGHT, CHARACTER, STYLE

STREETS, BIKE LANES, PARKING

SIDEWALKS, PLAZAS

Smart Growth North Miami Beach: A Vision for the Future Workshop 2 – July 6, 2006 Facilitation Guidelines

One and a half hours will be devoted to the Workshop Exercises beginning at **6:45 p.m.** after the Break and ending at **8:15 p.m.** Each table should have at least one Facilitator.

The Facilitator's job is to make sure that:

- ✓ the group stays focused and on task
- ✓ the exercise is completed on time
- ✓ everyone has a chance to participate
- ✓ no one monopolizes the discussion
- ✓ everyone's thoughts and ideas are recorded accurately by the scribe

During the Workshop Session the Facilitator will:

- State the "rules":
 - one person speaks at a time; do not interrupt
 - no need to raise your hand; everyone will take a turn speaking
 - be respectful of other's opinions; do not criticize or debate, simply state your own ideas
 - feel free to "pass" if you don't wish to speak when it's your turn
- Ask for one volunteer from the table:
 - a *Spokesperson* to report the group's findings to the larger group.
- Begin by explaining that the group will have 1 ½ hours to complete a number of exercises. It is up to them to decide the order of their completion:
 - *Visioning Worksheet* - Everyone at the table should complete the Visioning worksheet. They may feel free to discuss their ideas with others or some may prefer to complete it individually. The exercise is intended to generate group discussion. Have them decide whether to fill it out before or after the discussion.
 - *Collage* – Your table will have a number of images that represent a variety of mixed-use developments. Explain that the participants are to use the supplies at the table (scissors, glue, markers) to create a collage of images and words that best represent their vision for mixed use development in their area of NMB.
 - *Map* – Have participants indicate on their map the location(s) they feel are best suited for future mixed-use development. Explain that they are free to illustrate their thoughts and write their comments and suggestions for development on the map.

Remind the table's spokesperson that he/she will present the group's results to the larger audience.

Return to the main auditorium.

Meeting Minutes

Meeting Date: Wednesday, July 6, 2005

Project: Smart Growth North Miami Beach

Location: Fulford United Methodist Church, Hanford Blvd.

Purpose: Public Visions for Mixed Use Development in North Miami Beach

Compiled By: Robin Pelensky

1. Attendance

The Mayor; Joe Kaller, Kaller Architects; representatives from various departments of the City of North Miami Beach; and approximately 70-80 community members

2. Introductions and Overviews

The meeting began with introductions and an overview presentation by the Deputy City Manager and the consultants describing the purpose of the visioning process and a recap of the June 6 initiating committee meeting. Following a review of the 10 Smart Growth principles, the results of each of the area's break-out exercises were presented -- namely, the Smart Growth principles that were determined to be the top priorities for Areas 2, 3, and 4. An overview of the City's current initiatives as they line up with the identified top priorities revealed that the City is well on its way to "smart growth." According to the break-out groups, the City needs to address the issue of mixing land uses to accommodate a growing population.

3. Presentations

David Barth presented an Urban Land Institute Power Point which addressed the many benefits, as well as misconceptions about mixed use development.

Joe Kaller followed up with an extensive slide presentation illustrating existing multi-use projects of varying heights and character that currently exist in South Florida.

4. Break-Out Groups

After the presentations, attendees formed small groups representing the city's five planning areas. Large area maps highlighting locations highly suitable for mixed use were provided. The groups were asked to describe in detail what the mixed use development in their planning area would look in the year 2015. They were to indicate on the map their "comfort level" for height and density. In addition, they were charged with creating a collage of images that would best illustrate their ideas. Participants chose from pre-selected urban images focusing on three main areas:

- Buildings – height, character, style
- Streets, Bike Lanes, Parking
- Sidewalks, Plazas

5. Group Presentations

To conclude the meeting, groups came together and presented their collages. Spokespersons for each group gave summaries of their discussions, explained the rationale for the images displayed on their collage boards, and in most cases, referred to notes on their area map to illustrate their preferences for building heights.

6. Wrap-Up

Keven Klopp and Dave Barth made brief comments on the similarities and differences between the area "Vision" collages.

7. Next Meeting

6:00 p.m., August 10, 2005 at the McDonald Center, 17051 N.E. 19 Avenue

8. Adjourn

Smart Growth NMB: A Vision for the Future

Workshop Agenda
August 10, 2005

INTRODUCTIONS, BACKGROUND (FOR NEW PARTICIPANTS)

6:00 p.m. Welcome, Introductions

6:05 Purpose of the Visioning Process, Schedule

RECAP OF PREVIOUS WORKSHOPS

6:10 June 6 Comments

6:15 June 22

6:20 July 6

WORKSHOP

6:35 Presentation – Proposed Overlay Districts: Principles, Boundaries, Incentives,
Bonuses

7:00 Break out Groups – Review of Overlay District Boundaries, Incentives, Bonuses

8:00 Group Summaries

8:45 Summary/ Consensus

9:00 Wrap-up, Review of Next Steps, Adjourn

Meeting Minutes

Meeting Date: Wednesday, August 10, 2005

Project: Smart Growth North Miami Beach

Location: McDonald Center, N.E. 19th Ave.

Purpose: Proposed PUD Overlay Districts for City of North Miami Beach.

Compiled By: Carlos Perez, David Barth.

1. Attendance

The Mayor; City Manager, Keven Klopp, and representatives from various departments of the City of North Miami Beach; Glatting Jackson: David Barth, Mike Sobczak, Chad Atkins, Carlos Perez; approximately 60-70 community members.

2. Overview and Presentation

The workshop began with a review of the findings from the July 6 workshop. Particular emphasis was placed on the fact that:

- 6) The majority of participants favor mixed-use development which promotes economic growth, "walkable" neighborhoods, and a sense of place
- 7) Desired future building heights range from 3 – 30 stories , with the majority of preferences ranging from 3 – 10 stories
- 8) There is a great demand for more livable streets and public spaces that include wide, shaded sidewalks; bike lanes and paths; public plazas and fountains; outdoor cafes and seating; and other amenities that improve the appearance, comfort and enjoyment of the City's public spaces
- 9) Public transportation, e.g. open-air trolleys and alternative-fuel busses, is needed to reduce traffic congestion and increase accessibility to businesses
- 10) A "Sense of Place" should be created throughout the City using public art and sculpture, colorful awnings, bus shelters, entrance features, signs, clocks, archways, and varied landscaping

Many of these elements can be designed and constructed by the City using tax revenues, grants, bonds and other funding mechanisms. However it was explained that "the City can't do it alone", and will rely on the private development community to incorporate many of these elements into their designs. Therefore it is important for the City to decide 1) where higher intensity mixed-use development should occur, and 2) what types of incentives should be provided to encourage developers to design "smart growth projects" that include the livability elements desired by City residents (as outlined above).

Proposed Locations for Mixed-Use Development

Workshop participants were asked to review and discuss four (4) proposed PUD Zoning Overlay Districts, where mixed-use development would be encouraged. The four Districts shown include:

- 5) Uleta/826/ Hanford Corridor District (shown in purple), with a proposed maximum height and density (assuming the developer qualifies for the density bonuses) of up to 12 stories and up to 75 units/ acre
- 6) Fulford/ Dixie/ Mall District (shown in yellow), with a proposed maximum height and density (assuming the developer qualifies for the density bonuses) of up to 18 stories and up to 100 units/ acre
- 7) Biscayne/ Dixie District (shown in red-brown), with a proposed maximum height and density (assuming the developer qualifies for the density bonuses) of up to 30 stories and up to 125 units/ acre
- 8) Oleta/ Eastern Shores District (shown in blue), with a proposed maximum height and density (assuming the developer qualifies for the density bonuses) of up to 15 stories and up to 32 units/ acre

3. Break Out Groups

After reviewing the maps, participants were asked to review, discuss and rank the following list of “Potential Density Bonus Incentives” that could be used to encourage developers to design and build “smart growth projects”:

- Additional Open Space
- Public Parks or Plazas
- Transit Shelters and/or Subsidies
- Wider Sidewalks and/or Bicycle Paths
- Bicycle/Pedestrian Connections e.g. Bridges, Crosswalks, etc
- Public Parking Spaces or Structures
- Ground Floor Retail Cafes or Shops, and/or Other Uses
- Specialty Aesthetic Design Requirements
- Affordable Housing
- Public Art
- Additional Public Infrastructure Improvements
- Other (s)

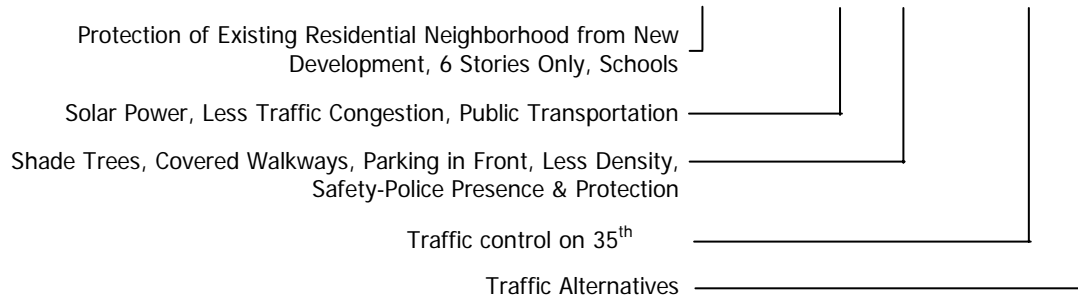
These incentives could be incorporated into new Land Development Codes (“overlays”) for the Districts outlined above, providing project developers with the opportunity to earn the right to increase building heights or densities. Residents broke out into seven (7) groups and were asked to rank the Bonus Incentives, with “1” being “the most important” and “12” being the least important.”

5. Group Presentations

A spokesperson from each group presented a summary of their group’s discussion and explained their ranking of the bonus incentives for their PUD area. Following is a chart depicting each groups rankings.

Ranking of Incentives

Incentives	G R O U P S						
	Uleta/826/ Hanford Corridor	Fulford/ Dixie/Mall	Biscayne/ Dixie	Oleta Area/ Eastern Shores			
Additional Open Space	11	3	7	3A	1	6	2
Public Parks or Plazas	3	1	3	2	2	4	3
Transit Shelters and/or Subsidies	4	7	6	4B	7	10	8
Wider Sidewalks and/or Bicycle Paths	10	8	2	3B	6	8	5
Bicycle/Pedestrian Connections (Bridges, Crosswalks, etc.)	6	5	8	9	4	11	6A
Public Parking Spaces or Structures	5	10	10	5	5	5	4
Ground Floor Retail, Cafes or Shops, and/or Other Uses	2	2	1	7A	3	3	1A
Specialty Aesthetic Design Requirements	1B	6	4	4A	11	2	7
Affordable Housing	9	4	9	8	10	12	10
Public Art	8	11	5	7B	9	9	9
Additional Public Infrastructure Improvements	7	9	11	6	8	7	6B
Other (s)	1A	12	12	1	-	1	1A



As residents presented, David Barth tallied the top ranking incentives of all the groups. The “top ranking” incentives – those that were most important to workshop participants - included:

- Public Parks, Plazas and Open Space (including dedication of funds to acquire land and develop larger parks in lieu of providing small “pocket” parks)
- Ground Floor Retail, Cafes and Shops
- Improvements to Traffic Circulation and/or Congestion, including Wider Sidewalks and/or Bicycle Paths.

6. Wrap-Up

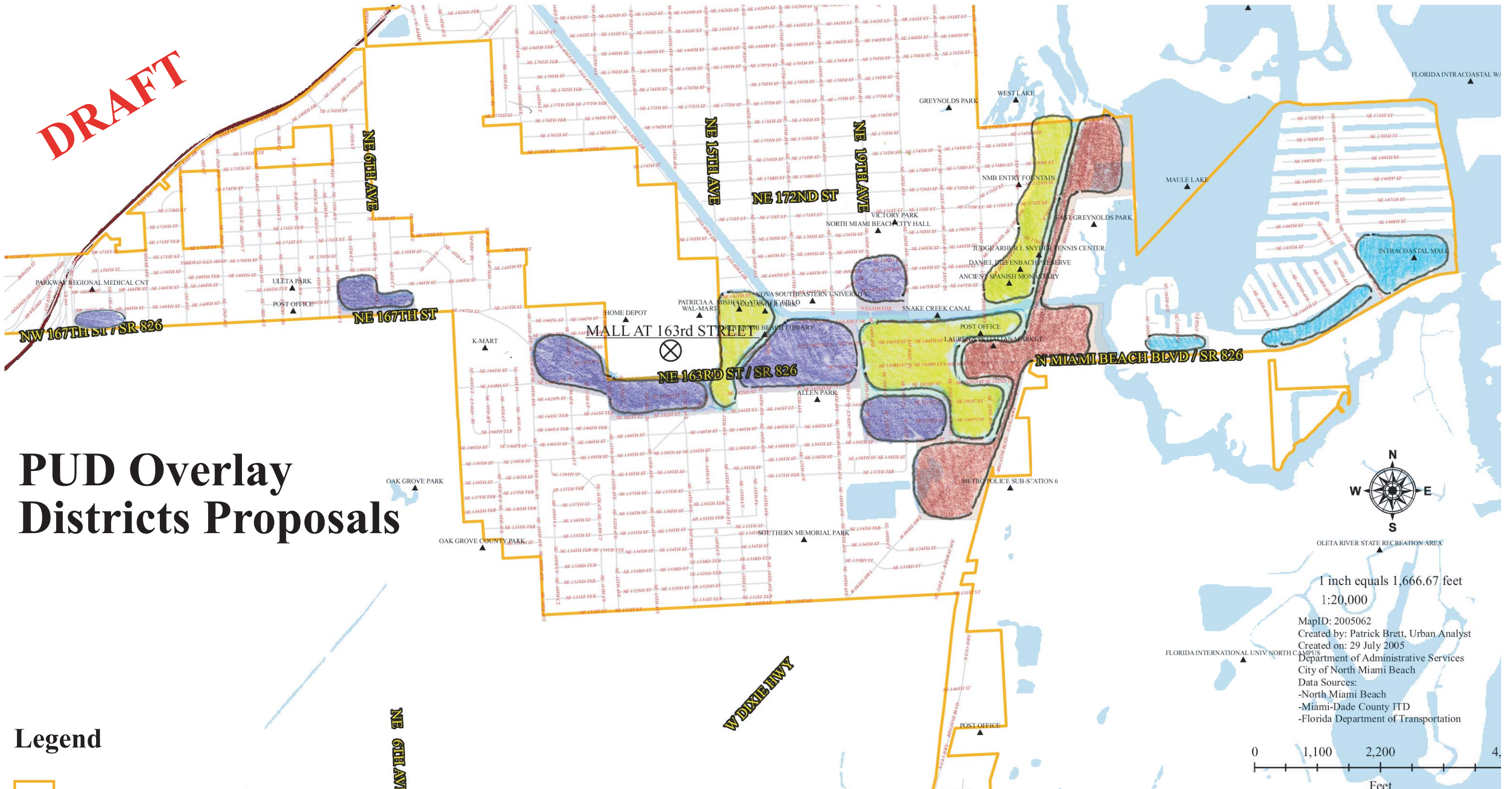
Keven Klopp and Dave Barth made brief closing remarks. The major closed the meeting by thanking the community for their participation and expressed his desire to see the vision of City of North Miami Beach take form.

7. Next Steps

Glating Jackson to update and finalize Report Summary to then turn in a draft copy of the Report to the client by the week of August 22, 2005. City will then notify the community for the next public workshop where the findings of the report will be presented.

8. Adjourn

DRAFT



PUD Overlay Districts Proposals

Legend

-  North Miami Beach City Limits
-  Uleta/ 826/ Hanford Corridor
 - Min. Lot- 1.25 Acres
 - Max. Height- 6 Stories
 - Max Density- 50 Units/ Acre
 - Height Bonus- Up to 12 Stories, 75 Units/ Acre
-  Fulford/ Dixie/ Mall
 - Min. Lot- 2.5 Acres
 - Max. Height- 12 Stories
 - Max Density- 75 Units/ Acre
 - Height Bonus- Up to 18 Stories, 100 Units/ Acre
-  Biscayne/ Dixie
 - Min. Lot- 5 Acres
 - Max. Height- 24 Stories
 - Max Density- 100 Units/ Acre
 - Height Bonus- Up to 30 Stories, 125 Units/ Acre
-  Oleta Area/ Eastern Shores
 - Min. Lot- 2.5 Acres
 - Max. Height- 10 Stories
 - Max Density- 32 Units/ Acre
 - Height Bonus- Up to 15 Stories

1 inch equals 1,666.67 feet
 1:20,000
 MapID: 2005062
 Created by: Patrick Brett, Urban Analyst
 Created on: 29 July 2005
 Department of Administrative Services
 City of North Miami Beach
 Data Sources:
 -North Miami Beach
 -Miami-Dade County ITD
 -Florida Department of Transportation

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