NORTH MIAMI
FLORIDA







MAY 2013



CITY OF NORTH MIAMI

DOWNTOWN DEVELOPMENT AND MAJOR CORRIDOR MASTER PLAN

PREPARED BY

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FLORIDA'S *Big* LOCAL FIRM

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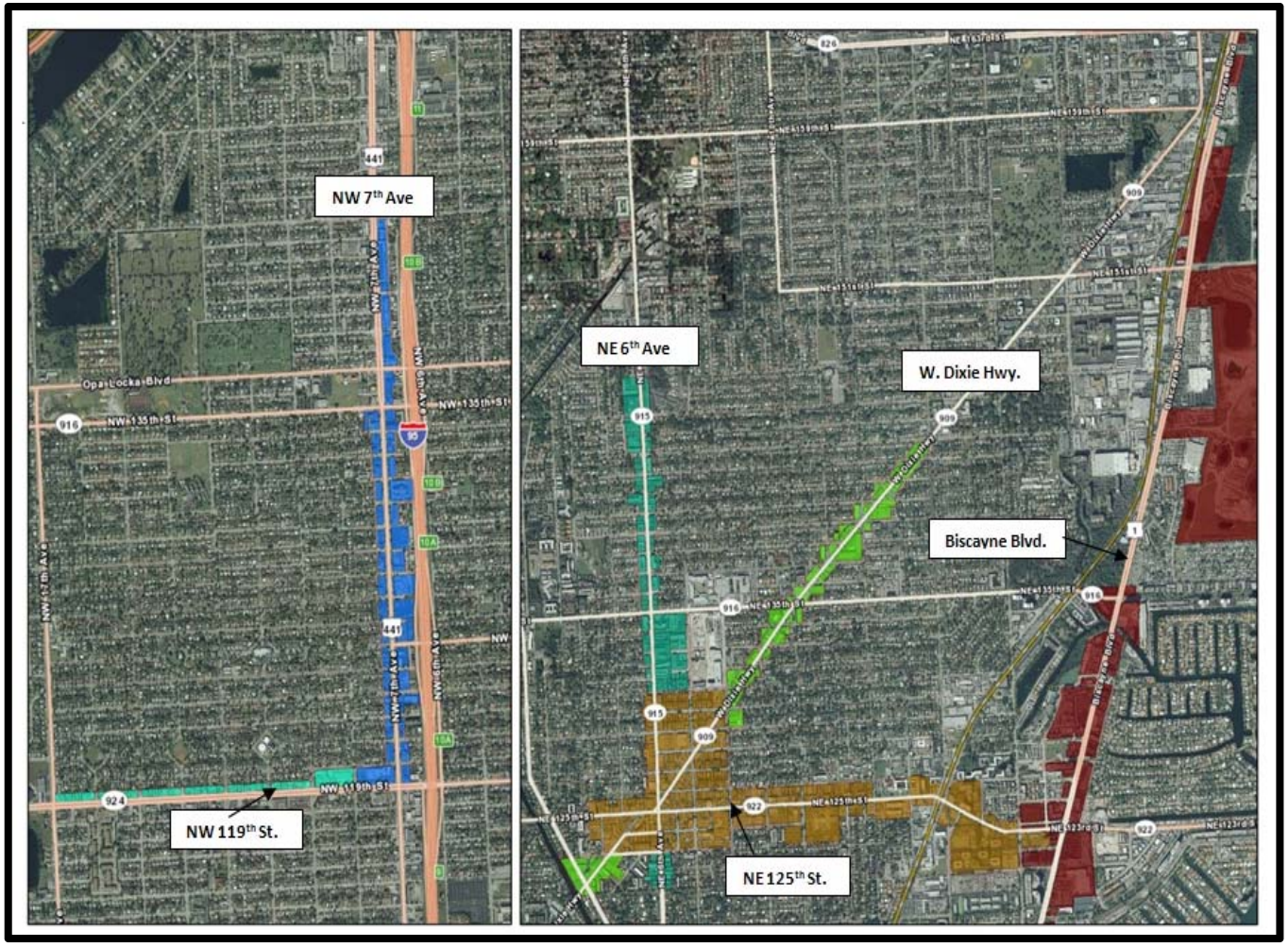
I. EXECUTIVE SUMMARY

It is the City's desire to create a Downtown Master Development and Major Corridor Plan (the "Plan") that implements the vision for the City's downtown area and major corridors.

The Plan is intended to guide future development and redevelopment within the downtown core and major corridors, work in concert with the various City regulations, and provide visual guidelines to assist City staff to portray the potential for development and redevelopment.

The Plan portrays the ideas from the elected leadership, City staff, citizens and stakeholders within the City and incorporates their desires for the future into the Plan. To help facilitate the formulation of the Plan, two business community workshops were held early in the process. At these idea exchanging workshops, the Keith and Schnars Team presented the data/analysis, existing conditions, and the findings of the economic/market report.



Downtown Development and Major Corridor Plan Boundaries

The Plan areas, as shown in the above map, have been defined as the downtown area along NE 125th Street (gold areas) and the major corridors along West Dixie Highway (green areas), NE 6th Avenue (teal areas), NW 7th Avenue (blue areas), NW 119th Street (aqua areas), and Biscayne Boulevard (red areas).

Existing Plans, Studies and Other Data

Development of the Plan began with compiling and analyzing existing data for this project which consisted of:

- City of North Miami Land Development Regulations;
- City of North Miami Comprehensive Plan;
- City of North Miami FY 2011/12-2016 Capital Improvement Plan;
- *Urban Land Institute Technical Assistance Panel Report* (April 15-16, 2009);
- *Buxton Company's North Miami, FL Retail Trade Study* (April 2009)
- City of North Miami Comprehensive Way Finding Signage Design Analysis (Ongoing 2010);
- City of North Miami 125th Streetscape Design (April 2010);
- 125th Street/6th Avenue/Dixie Highway Intersection Study FDOT (2010);
- *North Miami Economic Development Action Plan* (Final Draft as of 07-23-10);
- City of North Miami Comprehensive Way Finding Design Analysis Presentation; and
- *City of North Miami Bike, Park and Ride, A Plan for Connecting Bicycle Parking and Transit* (June 2009).

What was found in all of these documents was an overarching theme:

- Diversify and strengthen the retail mix (encourage public/private partnerships and invest in the public realm);
- Capitalize on the City's distinguishing assets (an educational and cultural community);
- Strengthen the existing niche retail;
- Create Transit Oriented Design projects;
- Encourage parks, plazas, pedestrian friendly major corridors;
- Promote livable and complete streets (bike lanes/parking, pedestrian friendly, shade trees, awning, etc.); and
- Continue the Business Assistance Program (includes the commercial façade improvements).

Economic/Market Analysis

An integral part of the Plan is an economic/market evaluation performed by Keith and Schnars Team members Strategic Planning Group, Inc. The major recommendations of this evaluation are summarized below:

1. **Create student housing opportunities within the Plan areas that are in proximity to FIU, Johnson & Wales, and Barry University.**

    a. *It is recommended that the City meet with representatives of FIU, Johnson & Wales and Barry University officials to discuss the opportunities. Johnson & Wales and Barry University have some on-campus housing, but housing could extend to the downtown area, bringing this market to the downtown area.*

    b. *It is recommended that the City pursue and speak with student housing developers, as this is a specific commercial real estate sector that could bring opportunities to the downtown area.*

2. **Verify the location and timing of the FEC Depot for the future commuter train (All Aboard Florida) that is currently proposed near the N.E. 125th Street location.**

    a. *Consider the preparation of a special area plan around the proposed depot to take advantage of this important resource.*

    b. *Consider moving ahead with land use/zoning changes within a ½ mile radius around the proposed depot that would allow mixed-use development that supports transit oriented design and the future commuter rail.*

    c. *Prepare for the issuance of Letters of Interest to developers for the redevelopment of the depot surrounding area.*

    d. *If the FEC commuter rail doesn't move forward, then still consider land use/zoning changes of the existing industrial in this area, as light industrial uses may better be suited along the NW 7th Avenue or NW 119th Avenue corridor.*

3. **The City should consider land assembly activities and continue façade and density enhancement along NE 125th Street, West Dixie Highway and 6th Avenue.**

   a. *City regulations have already been amended to provide increased density and façade program to assist with downtown redevelopment, supporting this land assembly opportunity.*

   b. *With redevelopment efforts currently hindered by the commercial lending institutions, the City should work with land/business owners within the CCD boundary and its corridors to see who is interested in redevelopment, and then the City can work with the local lending institutions to find out willingness to provide funding and conditions for funding. If more than one owner is willing to proceed with more detailed redevelopment, then the City needs to prioritize redevelopment opportunities and limit its exposure in the short term.*

4. **Explore possible aggregation of land along the downtown corridors and increase the depth of the corridors with land use/zoning changes to provide parcels of sufficient size for redevelopment.**

5. **Expand the zoning and provide potential land assembly for light industrial usage within the NW 7th Avenue corridor. Examples of light industrial uses are clothing manufacturing and consumer electronics, which are more compatible with neighboring area and are not associated with harmful environmental matters.**

6. **Consider preparing a new Strategic Economic Development Program for the next 5-10 years.**

Corridor Zoning Characteristics and Limitations to Redevelopment

The parcels adjacent to each of the major corridors contain the following zoning districts, some of which limit redevelopment potential. Below is a brief summary of each and an explanation of any limitations.

NE 125th Street from NW 7th Avenue to Biscayne Boulevard

- Zoning and Overlay Districts: C-3, PU – within the Neighborhood Redevelopment Overlay, Central City District Node and the Arts & Design Overlay. The Central City District Node Overlay was developed to, "…create a mixed-use, high intensity activity center along the West Dixie Highway, NE 6th Avenue, and NE 125th Street corridors."

NW 7th Avenue from NW 119th Street to NW 143rd Street:

- Zoning District: C-1

- Limitations:
  1. On the west side, height is limited to 35' with a 25' minimum front setback.
  2. C-1 does not allow mixed-use. Consider rezonings (and appropriate land use amendments) along this corridor to allow mixed uses, consistent with the Comprehensive Plan goals, objectives and policies.

NE 6th Avenue from NE 121st Street to south of 147th Street:

- Zoning and Overlay Districts: C-1, C-3, R-4, R-5, and R-6 – within the Neighborhood Redevelopment Overlay, Central City District Node and the Arts & Design Overlay. The Central City District Node Overlay was developed to, "…create a mixed-use, high intensity activity center along the West Dixie Highway, NE 6th Avenue, and NE 125th Street corridors."

- Limitations:
  1. In the R-4, R-5 and R-6 districts, buildings with a height of thirty-five (35) feet or less which are located on parcels of land adjacent to and/or abutting a R-1 or R-2 district shall be set back at least twenty-five (25) feet from the proposed development's property line which is adjacent and/or abutting to a R-1 or R-2 district, and portions of a building which exceed thirty-five (35) feet up to the maximum permitted height shall be setback an additional ten (10) feet.

2. Buildings and structures immediately north of Village of Biscayne Park (121st Street boundary), shall not exceed thirty-five (35) feet in height for the first one hundred (100) feet north of 121st Street. Thereafter the height may increase at the rate of one (1) foot vertical for every two (2) feet horizontal, not to exceed the maximum height allowed by the underlying land use designation.

West Dixie Highway from Griffing Boulevard to NW 143rd Street:

- Zoning and Overlay Districts: C-1, C-3, and R-5 - within the Neighborhood Redevelopment Overlay, Central City District Node and the Arts & Design Overlay. The Central City District Node Overlay was developed to, *"…create a mixed-use, high intensity activity center along the West Dixie Highway, NE 6th Avenue, and NE 125th Street corridors."*

- Limitations:
  1. Buildings and structures immediately north of Village of Biscayne Park (121st Street boundary), shall not exceed thirty-five (35) feet in height for the first one hundred (100) feet north of 121st Street. Thereafter the height may increase at the rate of one (1) foot vertical for every two (2) feet horizontal, not to exceed the maximum height allowed by the underlying land use designation.

  2. In the R-5 district, buildings with a height of thirty-five (35) feet or less which are located on parcels of land adjacent to and/or abutting a R-1 or R-2 district shall be set back at least twenty-five (25) feet from the proposed development's property line which is adjacent and/or abutting to a R-1 or R-2 district and portions of a building which exceed thirty-five (35) feet up to the maximum permitted height shall be setback an additional ten (10) feet.

NW 119th Street from NW 17th Street to NW 7th Avenue:

- Zoning/Overlay District: C-1

- Limitations:
  1. C-1 does not allow mixed-use. Consider rezonings (and appropriate land use amendments) along this corridor to allow mixed uses, consistent with the Comprehensive Plan goals, objectives and policies.

Biscayne Boulevard from San Souci Boulevard to NE 156th Street (Sunny Isles Boulevard):

- Zoning Districts: C-2BE and C-2BW

- Limitations:
  1. If building height is over fifty (50) feet, need twenty thousand (20,000) square foot minimum lot size.

Recommendations

Pedestrian-friendly design encourages people to walk from place to place along the corridors. Design features to consider include build-to lines for redevelopment, which means that buildings would be built at the edge of the right-of-way line and would be more accessible for pedestrians and transit users. Other pedestrian-oriented design standards include wider sidewalks, streetscaping, such as vegetation for shade and benches for resting, human-scale signing, and street lighting.

C1, C-2BE, C-2BW, C-3 Districts

- In the C-1 District within the NW 7th Avenue corridor, light industrial uses should be extended and placed under a Transit Oriented Design (TOD) Overlay District.

- These districts require a 15' front setback. This hinders a more pedestrian friendly environment with buildings occurring on a build-to line, close to the right-of-way and sidewalk.

- Require that parking be provided behind buildings or along the side of buildings. This will allow the front of the buildings to be visible from the street and will orient the buildings toward pedestrians and transit users. This will also require an amendment to *Article 5, Parking and Loading*.

- The current 55' maximum height limitation is appropriate; this will allow proper implementation of vertical presence and density. No changes are recommended.

- The Central City District Node Overlay was developed to, "…create a mixed-use, high intensity activity center along the West Dixie Highway, NE 6th Avenue, and NE 125th Street corridors." City will need to market the existing incentives that encourage mixed used development, e.g., housing above retail.

Neighborhood Redevelopment Overlay (NRO)

- Require that parking be provided behind buildings or along the side of buildings. This will allow the front of the buildings to be visible from the street and will orient the buildings toward pedestrians and transit users. This will also require an amendment to *Article 5, Parking and Loading*.

- Height requirement of 110'is adequate.

- Setbacks in the underlying zoning districts along the project corridors within the NRO is 15' and the maximum height is 55'; however, within this overlay the regulations require that portions of buildings above thirty-five (35) feet in height must be set back an additional one (1) foot for every two (2) feet of building height above 35'. This would further extend the setback and, as a result, will hinder the development of a more pedestrian friendly environment. While this step back requirement may be appropriate, it is recommended that the City consider extending the maximum height prior to the step-back requirement to match that of the underlying zoning.

R-4 District

- The R-4 District requires a 25' front setback. This hinders a more pedestrian friendly environment with buildings occurring on a build-to line, close to the right-of-way and sidewalk.

- Require that parking be provided behind buildings or along the side of buildings. This will allow the front of the buildings to be visible from the street and will orient the buildings toward pedestrians and transit users. This will also require an amendment to *Article 5, Parking and Loading*.

R-5 District

- The R-5 District requires a 25' front setback. This hinders a more pedestrian friendly environment with buildings occurring on a build-to line, close to the right-of-way and sidewalk.

- Building height is limited to 75'; this is adequate to implement the recommended vertical presence and density.

- Require that parking be provided behind buildings or along the side of buildings. This will allow the front of the buildings to be visible from the street and will orient the buildings toward pedestrians and transit users. This will also require an amendment to *Article 5, Parking and Loading*.

R-6 District

- The R-6 District requires a 35' front setback. This hinders a more pedestrian friendly environment with buildings occurring on a build-to line, close to the right-of-way and sidewalk.

- Building height is limited to 110'; this is adequate to implement the recommended vertical density.

- Require that parking be provided behind buildings or along the side of buildings. This will allow the front of the buildings to be visible from the street and will orient the buildings toward pedestrians and transit users. This will also require an amendment to *Article 5, Parking and Loading*.

II. Background and Existing Conditions

In the process of conducting this type of master plan and implementing a city's vision for the future, it is important to incorporate the rich heritage and history of a city into the process. ***Where have we come from? How have we progressed as a City? Where are we now? Where are we going?*** These are all important questions we need to know and understand.

Where have we come from?

With the City's current overarching theme and desire to encourage multi-modal development in the future, it is important to take a look back in time and realize that the City's very start as a farming community surrounded Flagler's Florida East Coast (FEC) Railway in 1896 at the Arch Creek Railroad Depot. This was located in the heart of the City at N.E. 125th Street and the FEC railroad tracks. The area around this depot became the hub of the growing community. In the 1920s, North Miami entered a period of rapid growth with the Florida land boom. In 1926, the land boom declined due to a hurricane and the depression of the 1930s. As a result of the Florida land boom of the 1920's and the need for developable land, the Biscayne Canal was dug in 1924 and this drained land became available development. In 1926 the City was incorporated as the "Town of Miami Shores" as the original town was bounded on the South by Miami and Miami Beach, on the East by the Atlantic Ocean, on the West by 17th Avenue, and on the North by a line which approximates Golden Glades Drive or 166th Street.

Growth took off again at the end of World War II when former military veterans and their young families moved to North Miami. By 1951, reports described North Miami as one of the fastest growing cities in the U.S. and by 1950 the city center had shifted to the area around City Hall and what today is called Five Points. As a result of the new charter enacted on May 27, 1953, the City established its new boundaries and its new name - "City of North Miami".

It is important to note that today, the FEC railway and N.E 125th Street are again gaining interest as a commuter rail elevated train station. This takes the City right back to its start and will be an important reminder as this rich history links us to the future.

How have we progressed as a City?

North Miami began a period of disinvestment and decline in the 70's and 80's as investors and developers focused opportunities along Biscayne Boulevard and other nearby communities. In early 2003, the City started a process to create a Community Redevelopment Area, and in December of 2003 the North Miami Community Redevelopment Area (NMCRA) was designated and adopted by the City Council. In June of 2005, the Miami-Dade County Board of County Commissioners approved the NMCRA Plan and the City Council began the implementation process to form a Community Redevelopment Agency. With the City's strategic location between regional markets, excellent connection to major transportation corridors, and home to excellent educational and cultural facilities, there has been great changes and stimulation of new private development within the City, especially the Central City District.

The City's demographics have also progressed over the years and reflects a rich diversity of cultures with an ethnic mix (based on the 2010 Census) of approximately 47% of the City's population being White, 41% Black, 2% Asian, 3% Other and 7% Multiracial. According to the 2006-2010 American Community Survey (ACS), 27% of the population noted their ancestry as Hispanic or Latino.

Where are we now?

The City has recently updated their guiding and regulating documents, such as the Comprehensive Plan and Land Development Code that incorporate the necessary goals and regulations that reflect the City's vision for the future. The City has an active community outreach, keeping the citizens and community informed of programs, events, and developments, along with many planned community events, such as Gallery Walk on the last Friday of every month and the Farmers Market at City Hall/MOCA plaza. The City has established a CRA, and is a Certified Silver Florida Green City. There is a State Enterprise Zone that covers a large portion of the City. That designation makes a significant portion of the major corridors eligible for participation in the U.S. Small Business Administration's Small Business HUB-ZONE program. North Miami is an "All American City" 2010 award winner, a prestigious recognition issued by the National Civic League. The League recognizes ten communities each year for outstanding civic accomplishments. The City offers a Business Assistance Program, providing grant assistance for business attraction, beautification and rehabilitation. The City has a business and economic development webpage www.NoMibiz.com that promotes economic development and provides resources for North Miami businesses. There are active business stakeholders within the City, such as the NW 7th Avenue Merchants Association. All of this reflects a major focus on the City's redevelopment and community outreach and provides a bright future for the City.

www.nomibiz.com

Location

This section provides excerpts from the *North Miami Economic/Market Evaluation,* dated April 24, 2012.

As shown in **Figure 1**, the City of North Miami is strategically located between Miami and Fort Lauderdale. It is served by an excellent transportation network making it easily accessible from Interstate 95, US Highway 1, the Florida Turnpike, West Dixie Highway, and the US Highway 441. North Miami is less than a 30-minute drive from Florida's two major airports - Fort Lauderdale/Hollywood International and Miami International. It is also in close proximity to the Port of Miami and Port Everglades, both important gateways to major national and international markets.

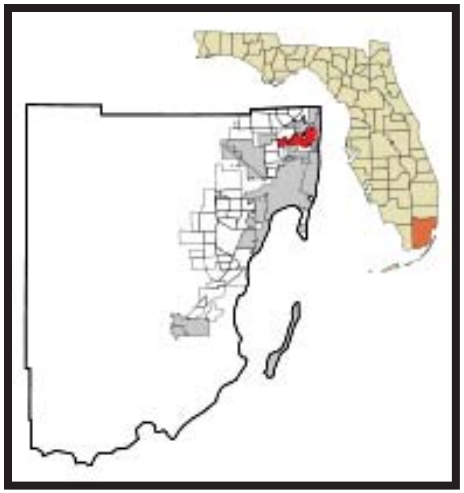




Figure 1. Location Maps

The City forms is rectangular in shape, comprising, according to the United States Census Bureau, a total area of 10.0 square miles (26 km^2) of which 8.5 square miles (22 km^2) of it is land and 1.5 square miles (3.9 km^2) of it (15.32%) is water.

As shown on **Figure 2**, the City is bisected north and south by Interstate 95 (the major north/south highway), and N.W. 7th Avenue on the west, and on the east by 6th Avenue, West Dixie Highway and Biscayne Boulevard. The City has limited east-west corridors with only NE 135th Street (SR 926) completely traversing the City. NE 125th Street (SR 922) provides access primarily from I-95 eastward where it converges with NE 123rd Street and the Broad Causeway providing direct access to the affluent beach communities. Finally, NW 119th Street (SR 924) provides access from the west to just beyond I-95 to the east.

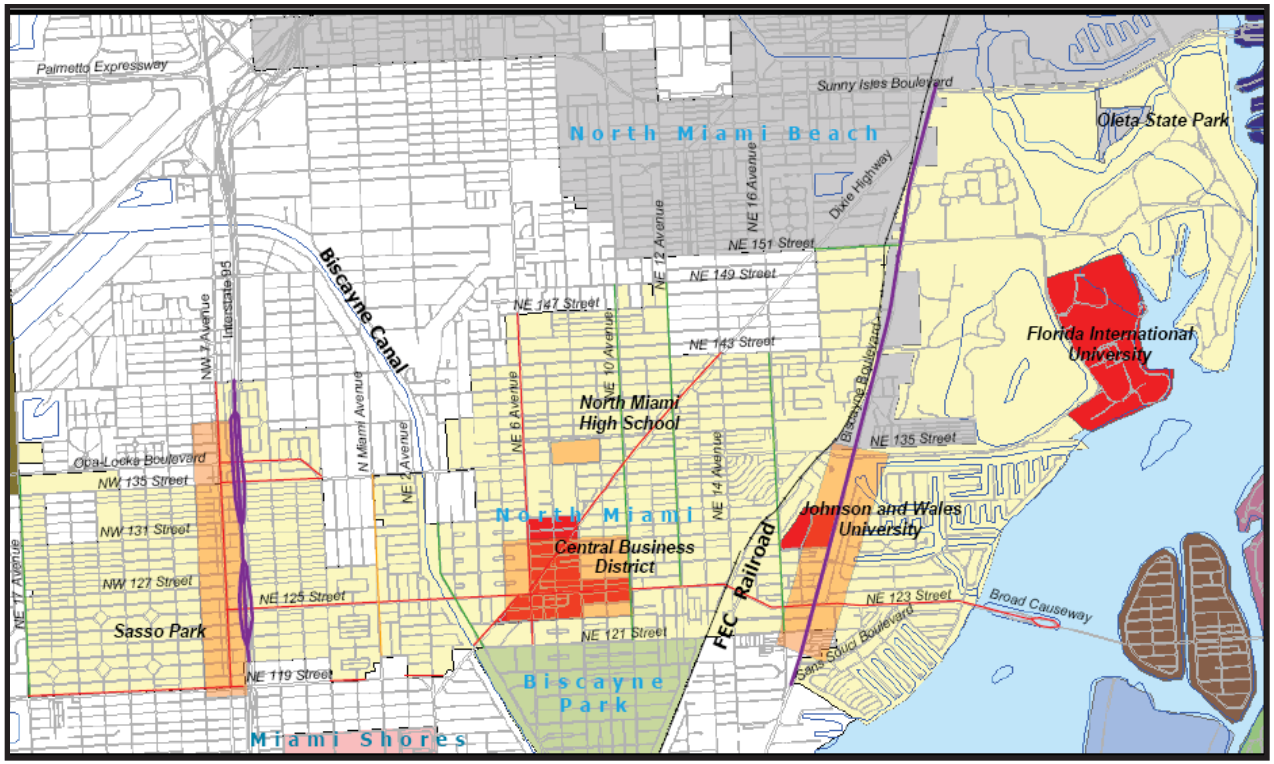


Figure 2. City of North Miami Boundaries

From a transportation and economic development perspective, the City of North Miami is divided into three or four major north-south subareas. The eastern subarea is bounded by Biscayne Bay to the east and the FEC railroad corridor (which limits east-west connections) to the west. This subarea is dominated by US1 (Biscayne Blvd) which, together with NE 123rd Street, provides access to many of the more affluent neighborhoods/communities on both sides of Biscayne Bay. The western subarea lies west of I-95, which effectively separates this subarea from the rest of the City. The center section of the City can be divided into two areas due in large part to the Biscayne Canal (see **Figure 3**), which limits east-west traffic.



Figure 3. Biscayne Canal Road Crossings

As shown below in **Figure 4**, the City has only three (3) roads crossing the Canal: NE 135th Street, NE 125th Street and West Dixie Highway.

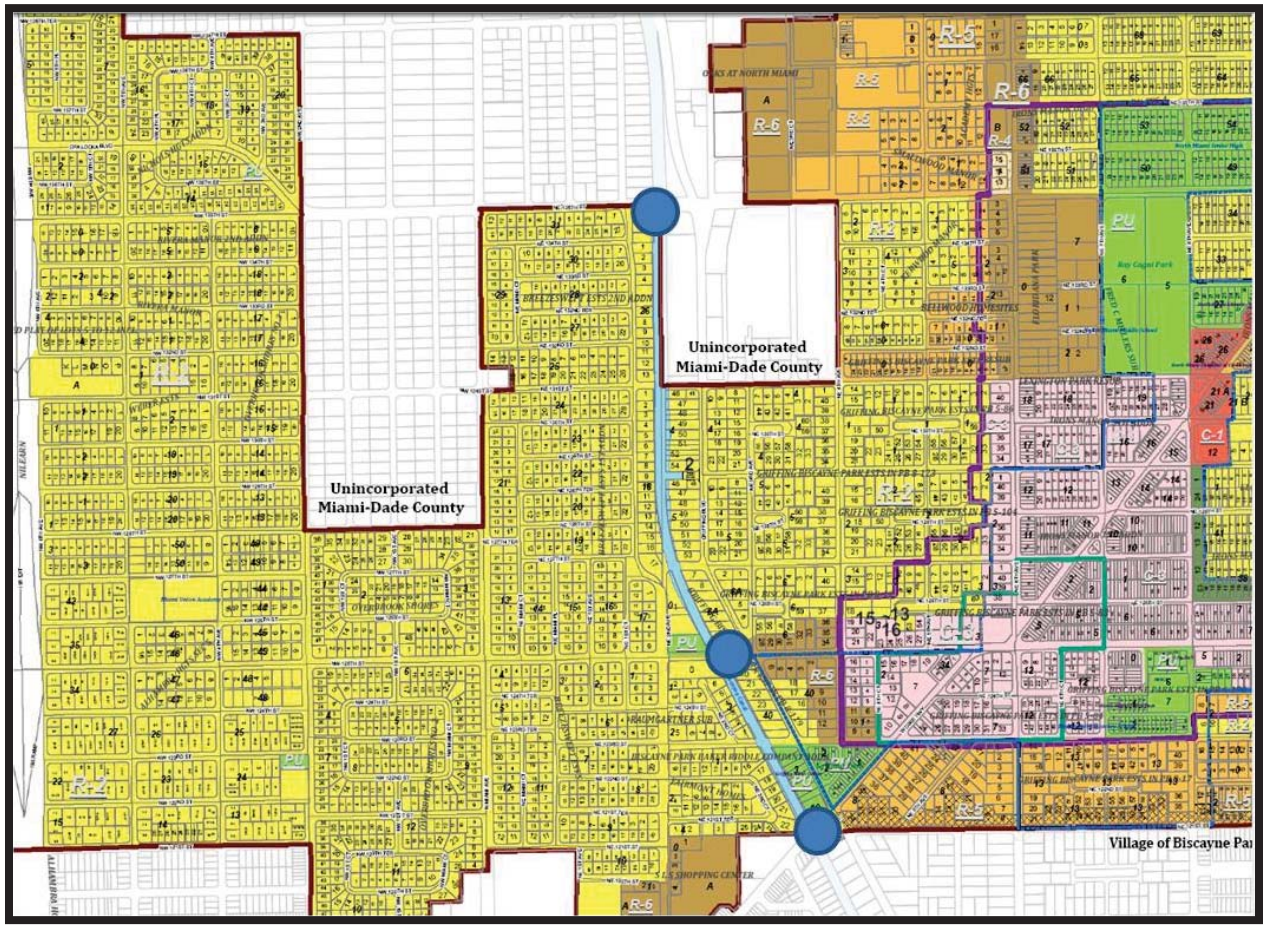


Figure 4. City of North Miami Biscayne Canal Road Crossings

Demographics/Housing

This section continues with excerpts from the *North Miami Economic/Market Evaluation,* dated April 24, 2012, prepared by Strategic Planning Group, Inc.

The City of North Miami is virtually built-out with only a limited amount of vacant land available for development. Census estimates place the population of the City at 58,786 in 2010 a decline of 1,094 since 2000. The City boasts a rich ethnic mix with approximately 47% of the City's population being White, 41% Black, 2% Asian, 3% other and 7% multiracial. According to the 2006-2010 American Community Survey (ACS) 27% of the population noted their ancestry as Hispanic or Latino.

The median 2010 household income was $42,526 increasing from $29,778 in 2000. The City still has a relatively young population with the average age in 2010 of 36.4 years compared to 32 years in 2000.

As illustrated in **Table 1**, according to the 2006-2010 American Community Survey (ACS), the City had 21,823 housing units of which 18,554 or 85% where occupied. In 2010 the homeowner vacancy rate was 5.7% and the rental vacancy was 10.5% The City's overall housing stock is old with only 608 units (2.8%) built since 2000. Approximately 44% of the housing stock is over 60 years old.

Table 1. North Miami Housing Age

YEAR STRUCTURE BUILT	Estimate	+/- Error	Percentage
Total housing units	21,823	+/-673	21,823
Built 2005 or later	124	+/-76	0.6%
Built 2000 to 2004	484	+/-153	2.2%
Built 1990 to 1999	544	+/-202	2.5%
Built 1980 to 1989	1,568	+/-366	7.2%
Built 1970 to 1979	5,214	+/-537	23.9%
Built 1960 to 1969	4,217	+/-459	19.3%
Built 1950 to 1959	7,631	+/-484	35.0%
Built 1940 to 1949	1,559	+/-292	7.1%
Built 1939 or earlier	482	+/-178	2.2%

Source: 2006-2010 American Community Survey, US Department of Commerce, Census Bureau.

As shown in **Table 2**, approximately 40% of the City's housing stock is 1-unit detached housing. Slightly over 41% of housing is multi-family with buildings containing 20 or more units each. According to 2006-2010 ACS figures, the City has only 20 mobile homes.

Table 2. North Miami Housing Structures

UNITS IN STRUCTURE	Estimate	+/- Error	Percentage
Total housing units	21,823	+/-673	21,823
1-unit, detached	8,639	+/-443	39.6%
1-unit, attached	809	+/-198	3.7%
2 units	1,068	+/-209	4.9%
3 or 4 units	541	+/-163	2.5%
5 to 9 units	1,017	+/-232	4.7%
10 to 19 units	734	+/-214	3.4%
20 or more units	8,995	+/-525	41.2%
Mobile home	*	*	*
Boat, RV, van, etc.	0	+/-136	0.0%

*ACS reported 20 mobile homes but City data shows no mobile homes in City
Source: 2006-2010 American Community Survey, US Department of Commerce, Census Bureau.

Tenure/Value/Rent

This section continues with excerpts from the *North Miami Economic/Market Evaluation,* dated April 24, 2012, prepared by Strategic Planning Group, Inc.

Of the City's occupied housings stock, 53.1% is owner occupied and 46.9% is rental according to 2010 Census figures. Approximately 39.5% of the occupants have moved in since 2005. Census estimates place the median value of owner occupied housing at $220,700 in 2010 and median rent at $947. The 2006-2010 ACS reports that 56.8% of renters apply 35% or more of their income on housing.

Employment Characteristics and Commuting

This section continues with excerpts from the *North Miami Economic/Market Evaluation,* dated April 24, 2012, prepared by Strategic Planning Group, Inc.

2006-2010 ACS data estimates that 68.7% of the City's population 16 years and older are in the labor force of which 9.4% are unemployed.

Table 3 illustrates that service occupations make up the largest segment (32.7%) of resident employment, followed by sales and office occupations (25%), management business, science and arts (19.9%), production, transportation and material moving (12.5%) and natural resources and construction (9.5%).

Table 3. North Miami Resident Occupations

OCCUPATION	Estimate	+/- Error	Percent
Civilian employed population 16 years and over	26,812	+/-1,073	26,812
Management, business, science, and arts occupations	5,348	+/-559	19.9%
Service occupations	8,765	+/-722	32.7%
Sales and office occupations	6,711	+/-622	25.0%
Natural resources, construction, and maintenance occupations	2,648	+/-456	9.9%
Production, transportation, and material moving occupations	3,340	+/-510	12.5%

Source: 2006-2010 American Community Survey, US Department of Commerce, Census Bureau.

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As shown in **Table 4**, the education, health care and social assistance sector represents the largest employment sector for North Miami residents (19.9%), followed by arts, entertainment and hospitality (15%); Professional, scientific, management (12.1%) and retail trade (11.9%).

Table 4. North Miami Resident Industry Characteristics.

INDUSTRY	Estimate	+/- Error	Percent
Civilian employed population 16 years and over	26,812	+/-1,073	26,812
Agriculture, forestry, fishing and hunting, and mining	134	+/-175	0.5%
Construction	1,956	+/-384	7.3%
Manufacturing	1,579	+/-330	5.9%
Wholesale trade	708	+/-219	2.6%
Retail trade	3,201	+/-538	11.9%
Transportation and warehousing, and utilities	2,152	+/-431	8.0%
Information	444	+/-165	1.7%
Finance and insurance, and real estate and rental and leasing	1,383	+/-281	5.2%
Professional, scientific, and management, and administrative and	3,252	+/-461	12.1%
Educational services, and health care and social assistance	5,336	+/-610	19.9%
Arts, entertainment, and recreation, and accommodation and food	4,015	+/-575	15.0%
Other services, except public administration	1,282	+/-324	4.8%
Public administration	1,370	+/-291	5.1%

Source: 2006-2010 American Community Survey, US Department of Commerce, Census Bureau.

Private wage and salary workers represent the largest class of city workers (82.2%), followed by government workers (11.8%) and self employed at 6%.

Having reviewed the resident employment/occupation characteristics it is important to note that only 9.7% of the City's residents actually work within the City, according to 2006-2010 ACS data which is extremely low. For comparison 55% of City of Miami residents work within the City of Miami.

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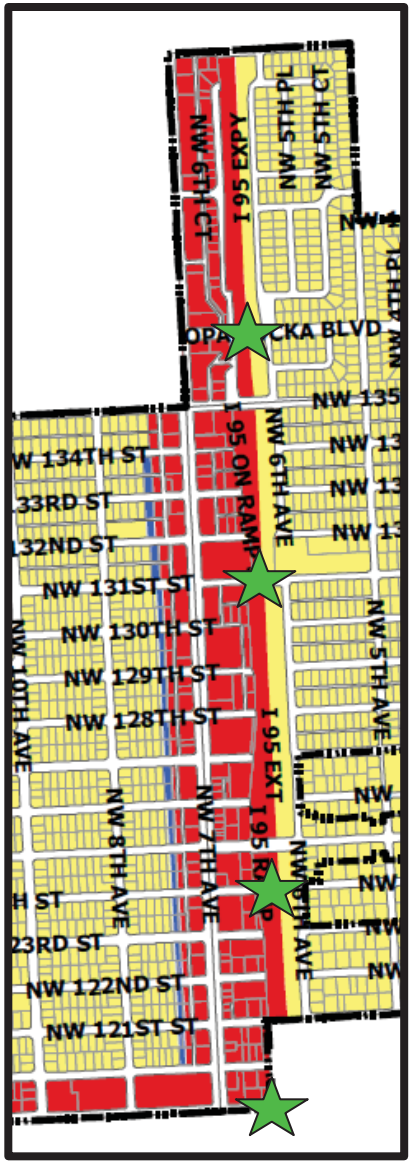
Existing Zoning and Land Use Characteristics

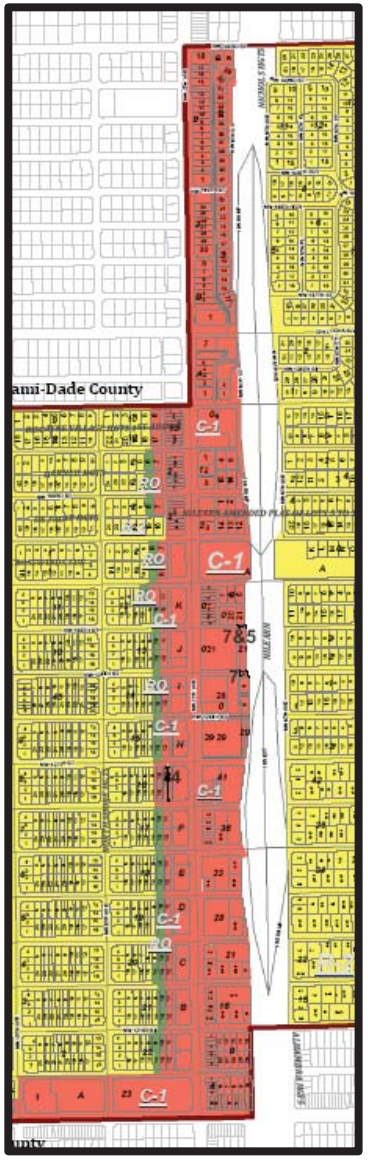
NW 7th Avenue Corridor

This corridor runs in a north-south direction parallel with and west of I-95. Therefore, it is partially divided from the rest of the City due to the I-95 corridor. Local roadways that connect NW 7th Avenue eastward (under I-95) are NW 135th, NW 131st, NW 125th and NW 119th Streets. Note that the NW 119th crossing at I-95 is located outside of the City's boundary, as well as the west side of NW 7th Avenue, north of NW 135th Street. The portion west of NW 7th Avenue is located within Miami-Dade County. The Future Land Use category for the parcels designated within this corridor is Commercial/Office and the zoning district is C-1.

★ Streets that connect under/over I-95



LAND USE

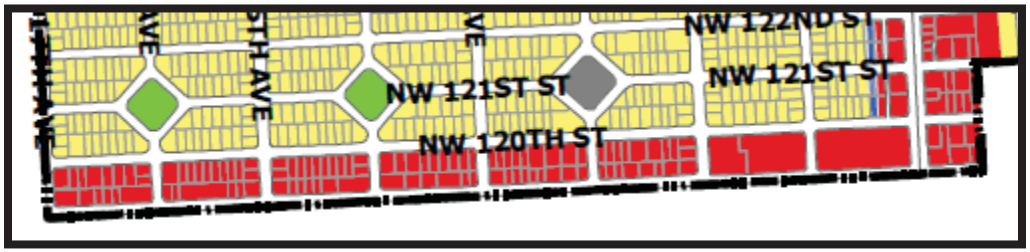


ZONING

NW 119th Street Corridor

This corridor runs in an east-west direction and is located at the southwest edge of the City's municipal boundary. The north one-half of this corridor falls within the City limits, however the south side falls within unincorporated Miami-Dade County. The Future Land Use category for the parcels designated within this corridor is Commercial/Office and the zoning district is C-1. To the north of this corridor is single family residential. It will be important to coordinate improvements along this corridor with Miami-Dade County. According to Miami-Dade County staff, the County is currently proposing an Ordinance for the new North Central Urban Area District, which includes the south portion of NW 119th Street.

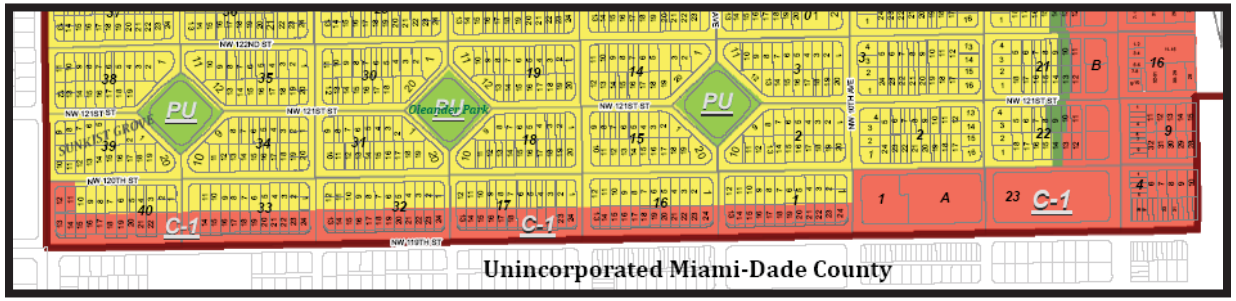
The map below, to the right, is from the Miami-Dade County Ordinance. This shows the proposed zoning of MC/Mixed-Use Corridor. The maximum density is 36 units/acre, and a maximum of 6 stories. In addition, the Miami-Dade Express Authority (MDX) is proposing an extension of the Gratigny Parkway to I-95 as an elevated highway over NW 119th Street. The City should closely coordinate with FDOT and MDX as this project develops.



LAND USE



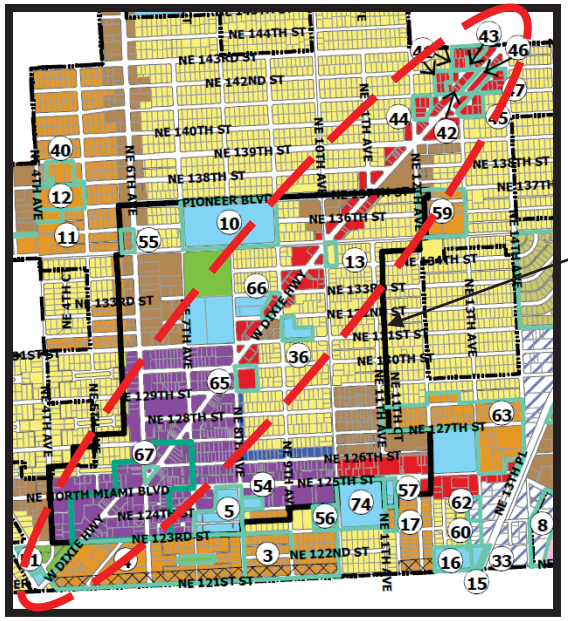
ADJACENT MIAMI-DADE COUNTY ZONING (MC/MIXED-USE CORRIDOR)



ZONING

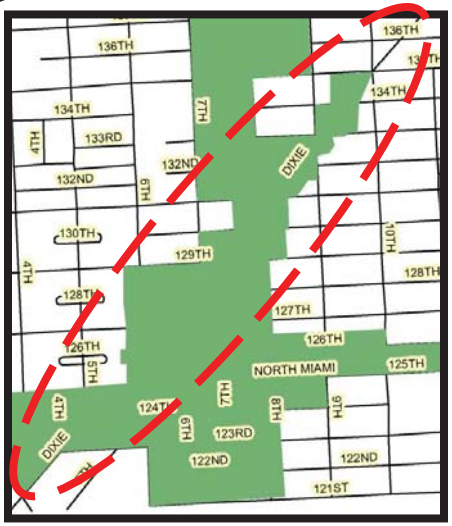
West Dixie Highway Corridor

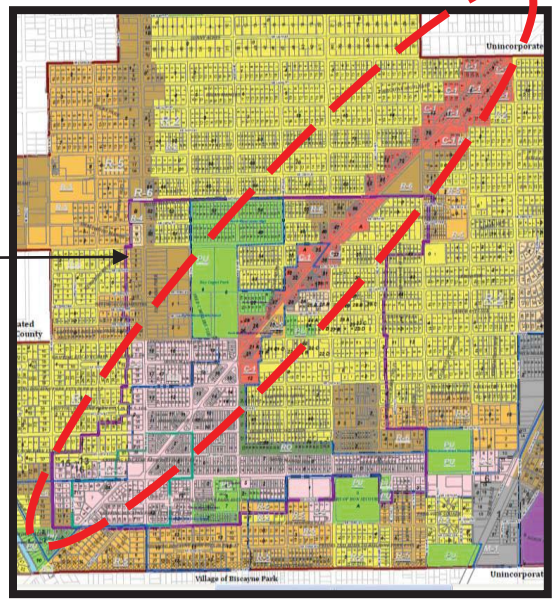
This corridor runs in a diagonal direction through the City and runs through the center of the Neighborhood Redevelopment Overlay (NRO) Boundary, which is shown with a heavy black boundary on the Future Land Use Map (below left) and purple boundary on the Zoning Map (below right). Future Land Use categories for the parcels designated in this corridor are: Commercial/Office and Central Business Commercial, High Density Residential, Medium Density Residential, and one point of Low Density Residential at NW 135th Street. The southern portion includes Open Space/Recreation for Griffing Park, Community Facility, and Medium Density Residential. The zoning districts are: C-1, C-3, R-5, R-6, and PU. This corridor also contains the Arts, Cultural and Design Overlay District (below center).



LAND USE

NRO Boundary

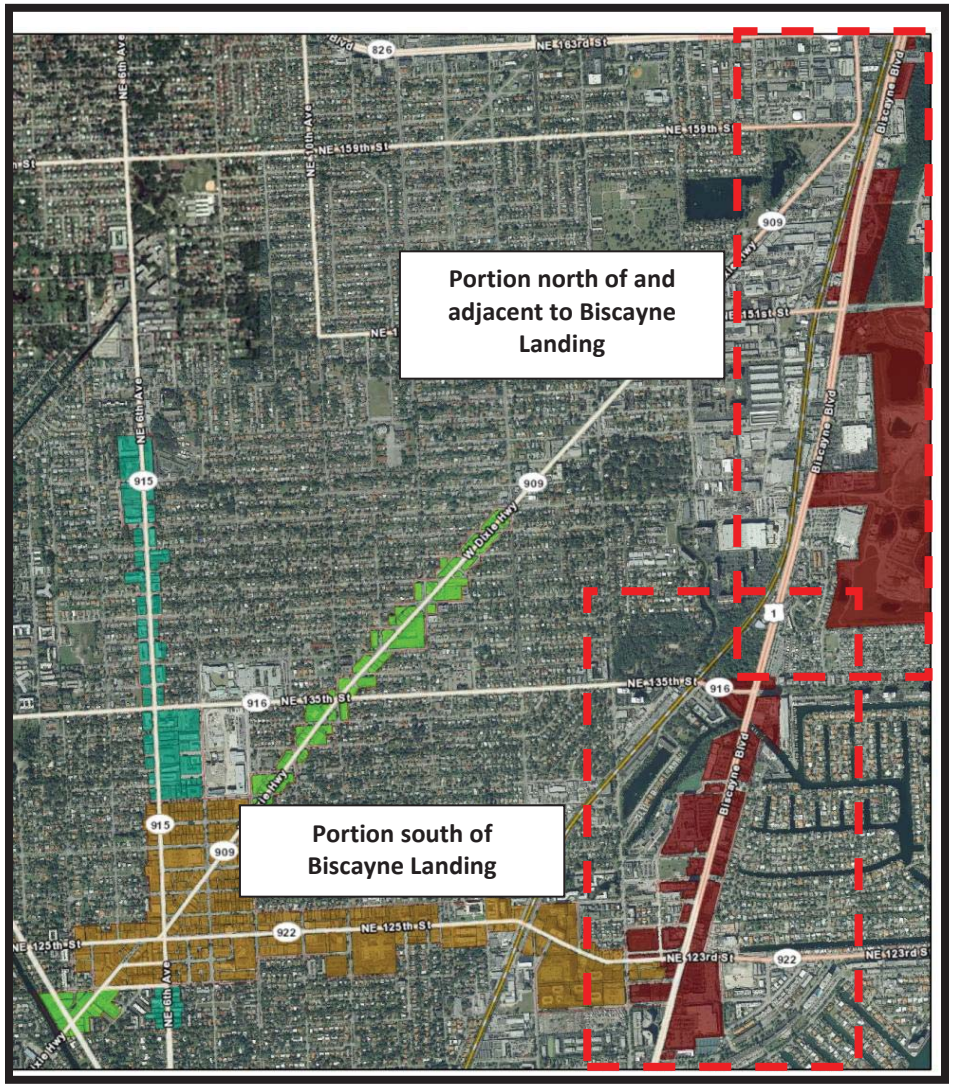




ZONING

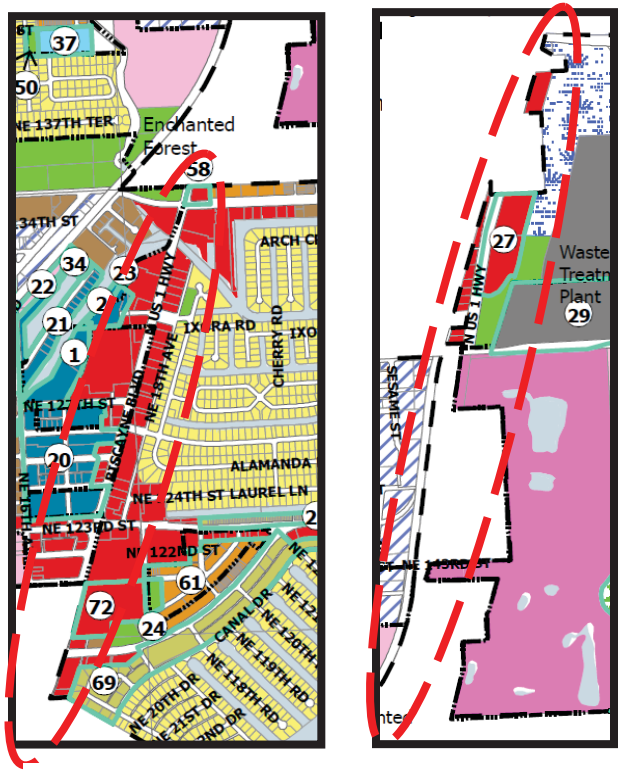
ARTS, CULTURAL & DESIGN ZONING OVERLAY DISTRICT

Biscayne Boulevard/U.S. 1 Corridor



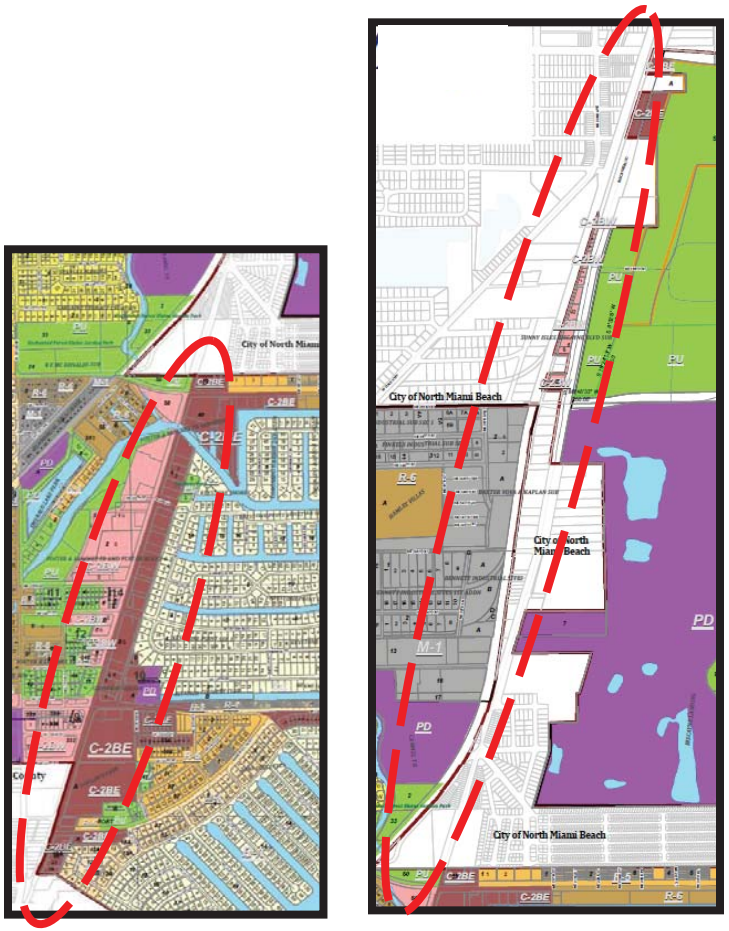
Key Map – See next page for details

This corridor runs on a slight diagonal through the City. Pockets of the City of North Miami Beach run along Biscayne Boulevard and are shown as white areas on the Future Land Use and Zoning Maps. Future land use categories for the parcels designated within this corridor are: Commercial/Office, Community Facility-University, Mixed Use High, and Open Space/Recreation. The zoning districts are: C2-BE, C2-BW, PD and PU.



LAND USE

LEFT: PORTION SOUTH OF BISCAYNE LANDING
RIGHT: PORTION NORTH OF AND ADJACENT TO BISCAYNE LANDING



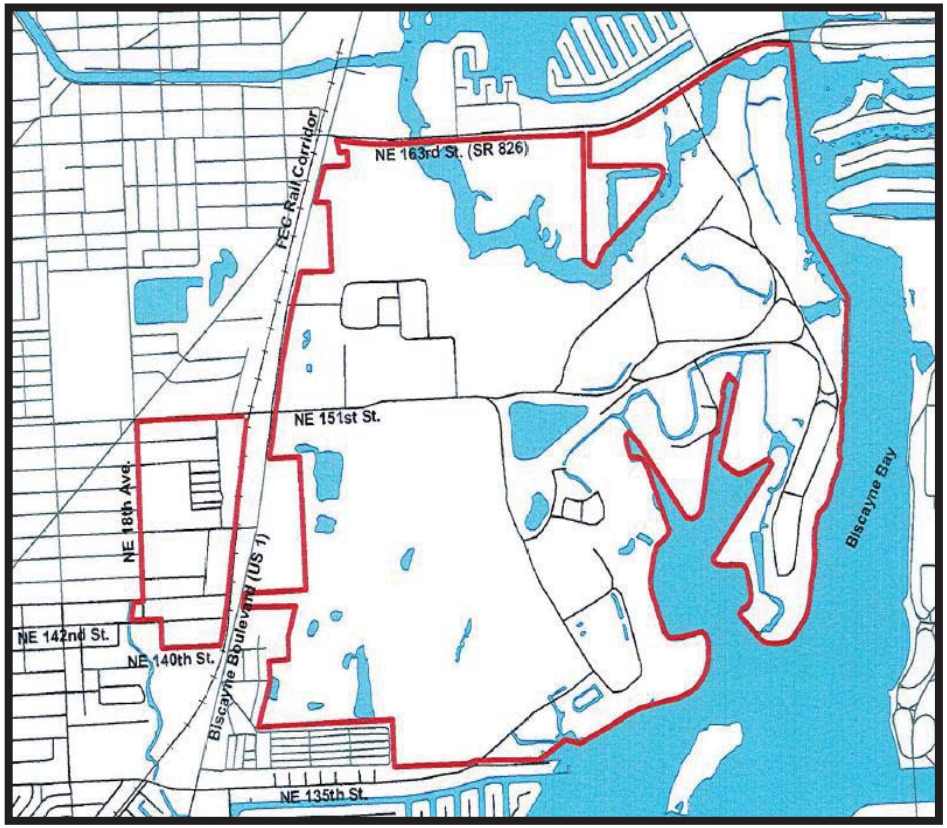
ZONING

LEFT: PORTION SOUTH OF BISCAYNE LANDING
RIGHT: PORTION NORTH OF AND ADJACENT TO BISCAYNE LANDING

Biscayne Boulevard/U.S. 1 Corridor (cont'd.)

This corridor is adjacent to the City's Regional Activity Center. According to Comprehensive Plan Policy 1.13.12, the Regional Activity Center (RAC) designation is intended to encourage and promote large-scale development and redevelopment as well as small parcel infill development and redevelopment that facilitate a balanced mix of land uses by providing maximum flexibility for development and redevelopment activities. In accordance with Chapter 28-24.014(10)(b)2, F.A.C., a Regional Activity Center in the City of North Miami shall be a compact, high intensity, high density multi-use area designated as appropriate for intensive growth by the City and may include: residential use; commercial; office; cultural and community facilities; educational facilities; recreational and entertainment facilities; hotels or motels; transportation facilities; utilities; and appropriate industrial activities. The major purposes of this designation are to facilitate mixed use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form. The development limits for the RAC are as follows:

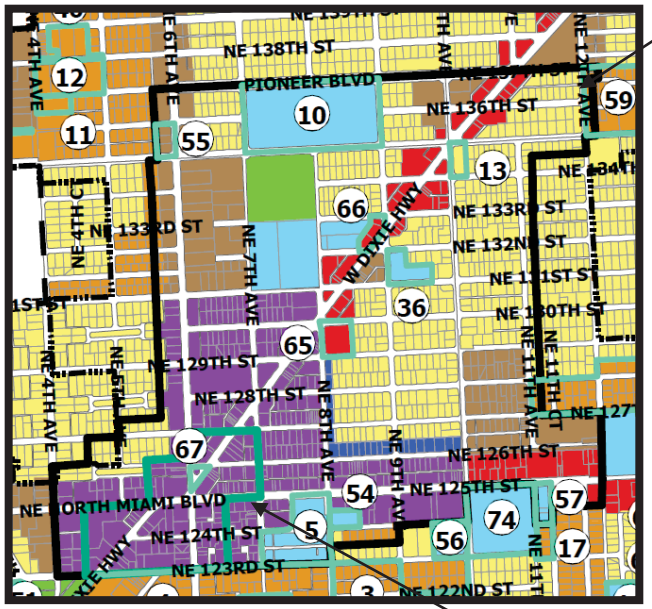
5,000 residential units
400 hotel rooms
1,043 acres Oleta State Park
1,000,000 square feet industrial
1,050,000 square feet Office
1,500,000 square feet Commercial/Retail Sales & Service
1,776 (K-8) students School Use
1,200 (9-12) students School Use
8,199 university students – Florida International University



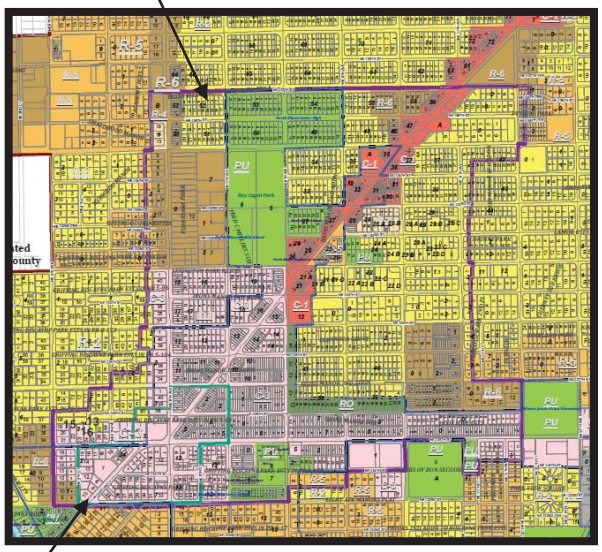
This corridor is adjacent to the Regional Activity Center within the City of North Miami Land Use Plan (shown to the right). The North Miami Urban Infill Regional Activity Center totals approximately 1,739 acres in area. The RAC area is generally bound by Biscayne Bay to the east, NE 163rd Street to the north, Biscayne Boulevard to the west, and NE 135th Street to the south, excluding property not located within the city limits of North Miami. The boundaries of the proposed Regional Activity Center also include the area west of Biscayne Boulevard generally bound by 151st Street to the north, NE 18th Avenue to the west, FEC rail corridor to the east and NE 137th Street and NE 140th Street to the south.

Downtown Core, NE 125h Street Corridor, and NE 6th Avenue Corridor

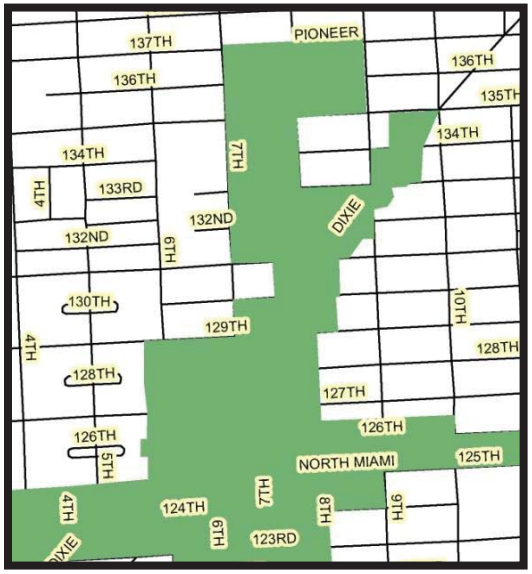
The downtown core area is largely identified/designated on the City's Future Land Use Map as the Central City District Node (CCDN) boundary (teal boundary) and the related Neighborhood Redevelopment Overlay (NRO) Boundary (heavy black boundary). A large portion of three corridors included in this project analysis fall within the Downtown Core. They are West Dixie Highway, NE 125th Street, and NE 6th Avenue. The Future Land Use categories for the parcels designated in this corridor are: Central Business Commercial, Commercial/Office, Community Facility, Residential Office, High Density Residential, Medium Density Residential, Low Density Residential, and Open Space/Recreation. The zoning districts are: C-1, C-3, R-2, R-5, RO, and PU. Portions of this area also contain the Arts, Cultural and Design Overlay District. The portions of NE 125th Street and NE 6th Avenue that are located outside the downtown core are detailed on the next pages.



LAND USE

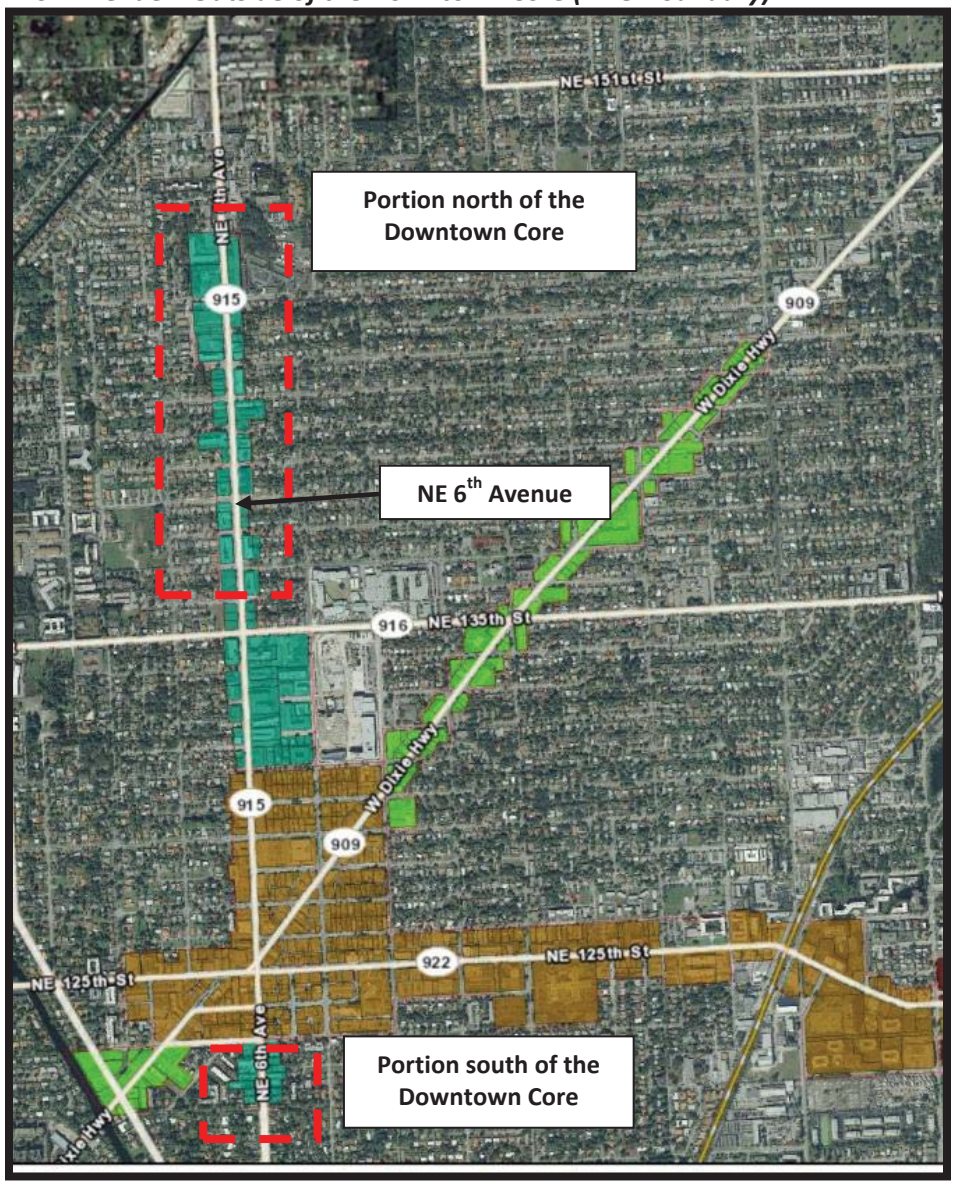


ZONING



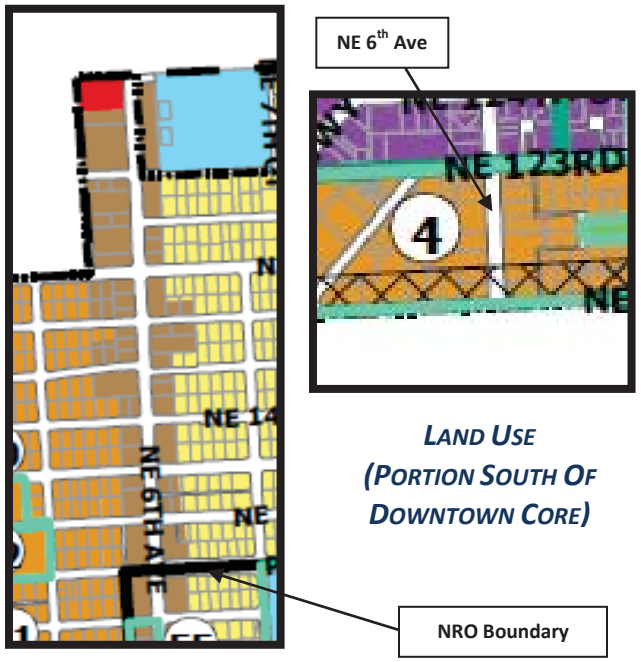
ARTS, CULTURAL & DESIGN ZONING OVERLAY DISTRICT

NE 6th Avenue – Outside of the Downtown Core (NRO Boundary)



Key Map – See next page for details

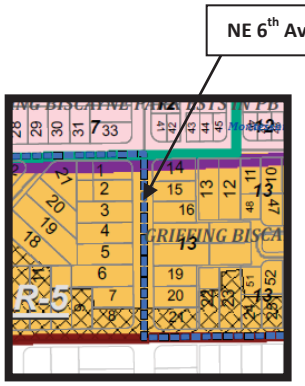
NE 6th Avenue extends outside of the downtown core and runs north-south to the northern and southern edges of the City. The parcels designated in this corridor that are located north of the downtown core/NRO boundary (shown below) contain the High Density Residential and Commercial Future Land Use categories, and the R-6 and C-1 zoning districts. The parcels designated in the corridor that are located south of the downtown core (shown right) contain the Medium Residential Future Land Use category and the R-5 zoning district, with a narrow portion of the Biscayne Park Heights Transition Zone (this is the cross-hatched area shown in the small diagram below).



LAND USE (PORTION SOUTH OF DOWNTOWN CORE)

LAND USE (PORTION NORTH OF DOWNTOWN CORE)





ZONING (PORTION SOUTH OF DOWNTOWN CORE)

ZONING (PORTION NORTH OF DOWNTOWN CORE)

Economic Development Foundations

This section provides excerpts from the *North Miami Economic/Market Evaluation,* dated April 24, 2012.

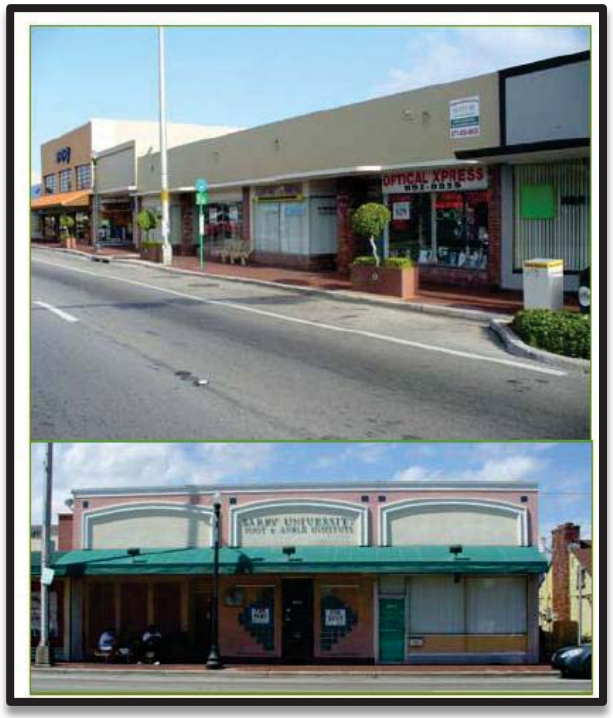
To a large degree, the economic foundation of the City lies in four areas: Downtown North Miami, the Biscayne Blvd (US 1) corridor, West Dixie Highway corridor, NW 7th Avenue and the NW 119th Street corridors. The ULI report[1] notes that overall business (as measured by occupational licenses) has remained fairly stable over the years. The City has established an Enterprise Zone over most of the City making the corridors under evaluation eligible for the U.S. Small Business Administration Small Business HUD-ZONE program.

Downtown North Miami

Downtown North Miami or the Central Business District (CBD) forms the heart of the City as shown below right, and on the next page (**Figure 5**). The City's Land Development Regulations defines downtown and downtown area as the area established by the C-3 central business zoning district as shown later in **Figure 11** in this section. Given the constraints of the existing roadway, SR 922/NE 125th Street had 34,000 Average Annual Daily Traffic (AADT) in 2010, down from a high of 39,472 AADT in 2008.



It is the home to government offices and the Museum of Contemporary Art (MOCA), located at the center of the CBD. MOCA, shown left, is internationally recognized in the area of contemporary art and plans have been developed to increase its current building to 54,000 square feet with 23,150 feet of exhibit space. MOCA anchors a growing arts community in downtown and surrounding areas.



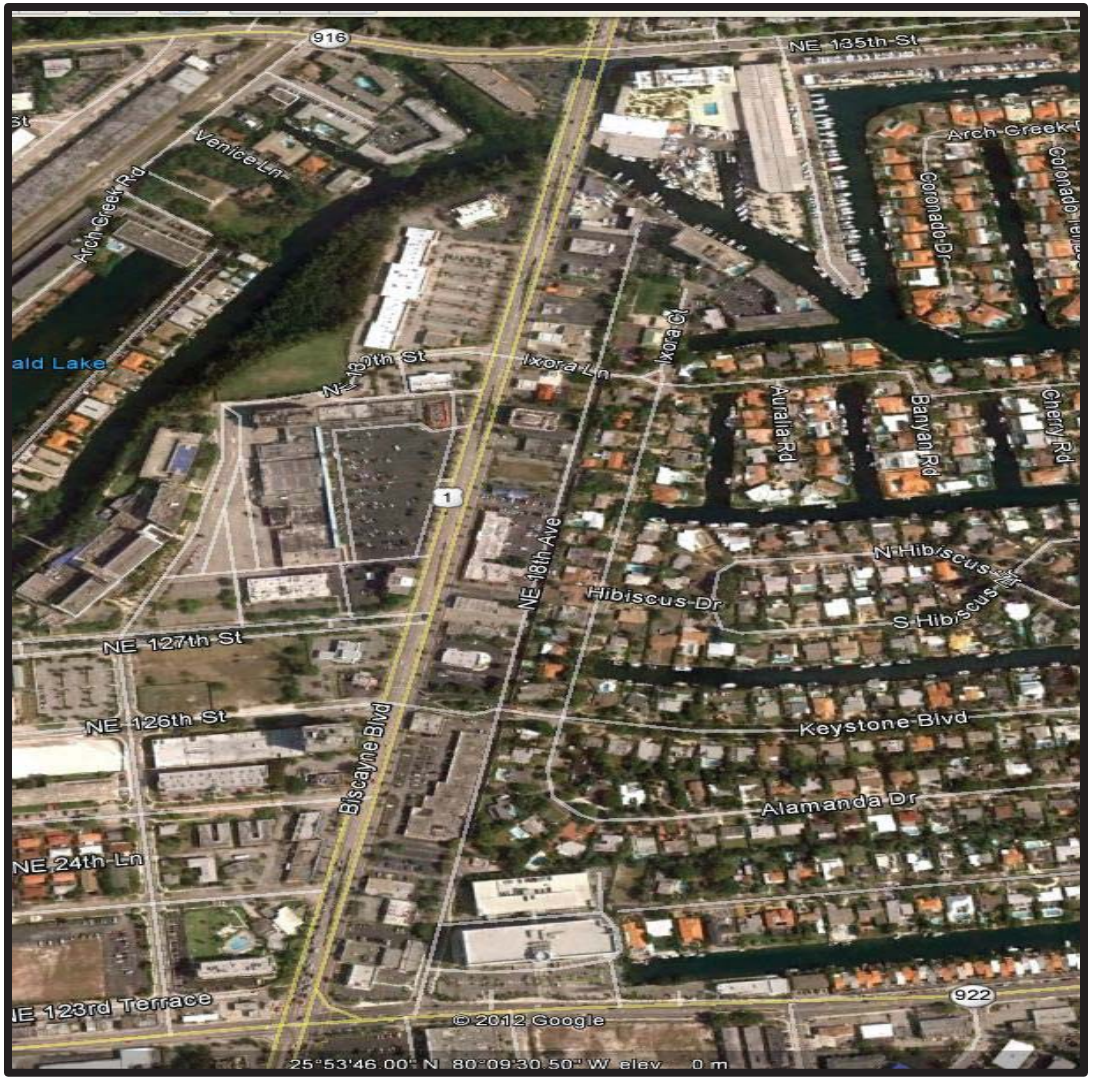
[1] Urban Land Institute, *Technical Assistance Panel for the North Miami Community Redevelopment Agency*, April 2009



Figure 5. Downtown North Miami

The remainder of downtown is comprised of smaller, locally owned retail space. Located south of Downtown and just over the City's southern boundary is Barry University which currently enrolls 2,737 full time undergraduate students and 4,187 graduate students. The University maintains 10 dormitory "Halls" as well as some off-campus housing.

Biscayne Boulevard Corridor



The Biscayne Boulevard corridor, **Figure 6**, appears to be the major employment generator in the City and is the home to a host of upper-end retail shops and some office buildings, catering to the upper-scale clientele from surrounding neighborhoods including Bay Harbor and immediate beach communities. While not shown on Figure 6, the Biscayne Boulevard corridor extends northward and includes the Florida International University's (FIU) Biscayne Campus, which is a large commuter university. The corridor also includes the internationally recognized Johnson & Wales University offering Culinary and Hospitality Management degrees. The corridor in proximity to NE 123rd Street averaged 48,000 ADT in 2010 down from 54,000 ADT in 2004.

The Corridor backs up to the FEC railroad corridor which is the City's primary industrial zoned property. It should be noted that a new passenger Rail Depot is possibly planned at the NE 125th Street/FEC rail intersection.

Figure 6. Biscayne Boulevard Corridor

West Dixie Highway Corridor

Dixie Highway was one of the nation's first planned (1914) interstate highways designed to start in Chicago and end in Miami. In South Florida, the Federal Highway (US 1) and Dixie Highway were the main north-south highways until the completion of I-95. In most of east coast Florida, the opening of I-95 had a profound negative impact on businesses along both US 1 and Dixie Highway as it effectively removed tourism and inter county traffic from those corridors in favor of the Interstate System.

Within the City of North Miami, West Dixie Highway, shown in **Figure 7**, has not achieved the successful redevelopment that Biscayne Boulevard has enjoyed. The corridor represents older mixed retail stores with limited frontage and parking.

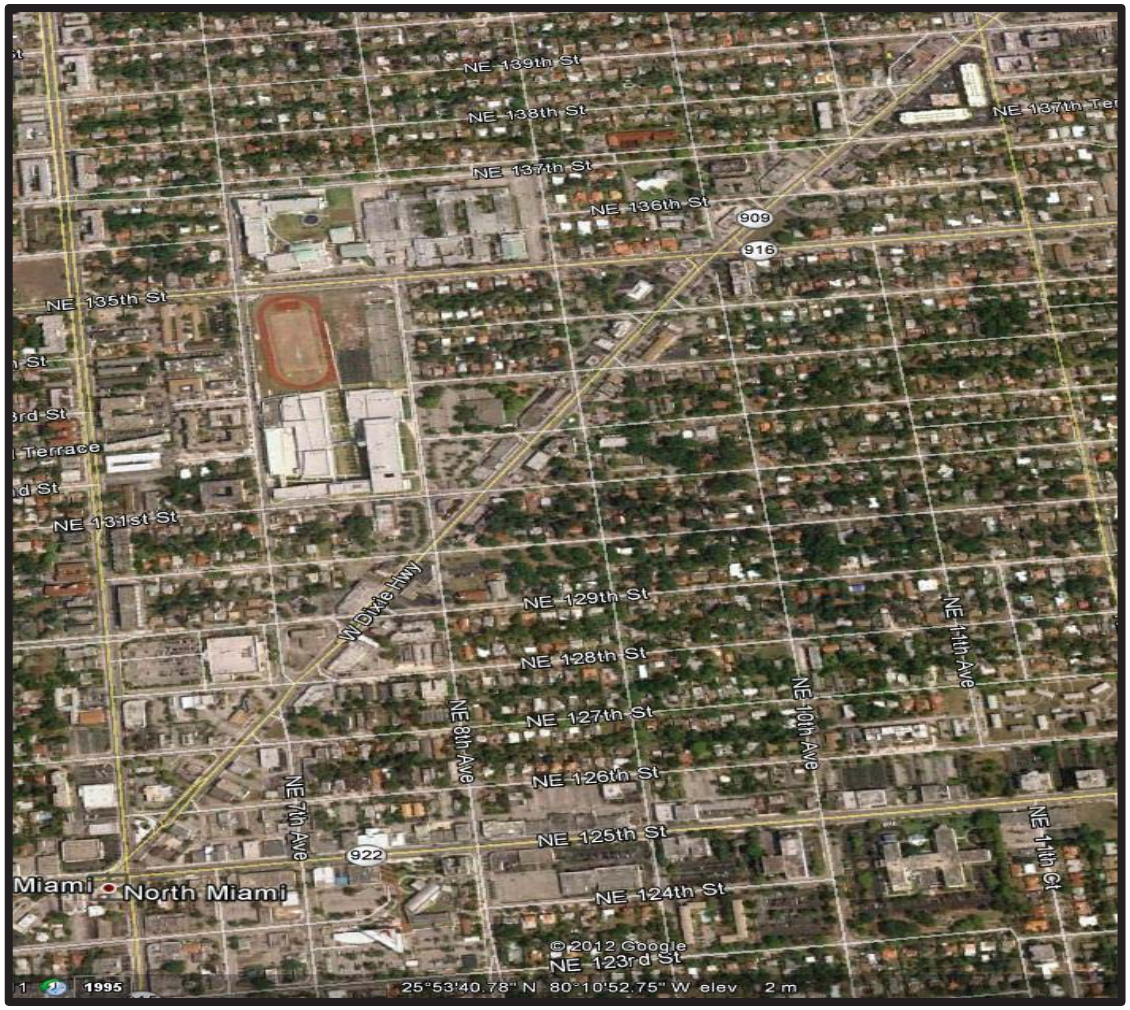


Figure 7. West Dixie Highway Corridor

The existing system, especially the **Five Point's area (Figure 8)**, has limited the use of the corridor as an arterial servicing the larger Broward, Miami community. However, the majority of this corridor contains the Arts, Cultural & Design Zoning District and there are some parcels that have been refurbished applying this overlay district criteria. Continuation of this theme will be positive for this corridor. AADT averaged 23,000 vehicles in 2010 down from 27,000 in 2002.[2]



Figure 8. Five Points area of Downtown

[2] Taken at West Dixie Hwy and NE 135th Street.

NW 7th Avenue Corridor

The NW 7th Avenue corridor (**Figure 9**) was historically a major north-south arterial that housed automotive shops, light industrial and retail establishments. However, the construction of I-95 had a profound negative impact on the corridor. First, I-95 acts as an eastern physical barrier to its historic market service area which ran east to Biscayne Canal. There are only five streets that cross the Interstate within the City. Second, its northern gateway has been eliminated due to the construction of multiple interchanges, limiting its inter county connectivity and removing a significant amount of the north-south traffic that supported the historical retail activities of the corridor. Thirdly, the corridor is further limited due to lot size constraints mainly on the western portion of the corridor. It should be noted, that the NW 143rd street corridor just west of the City boundaries provides industrial space primarily along its northern section.

Traffic at NW 7th Avenue and NW 119th Street was 30,500 AADT which given its location should register the highest AADT within the corridor.

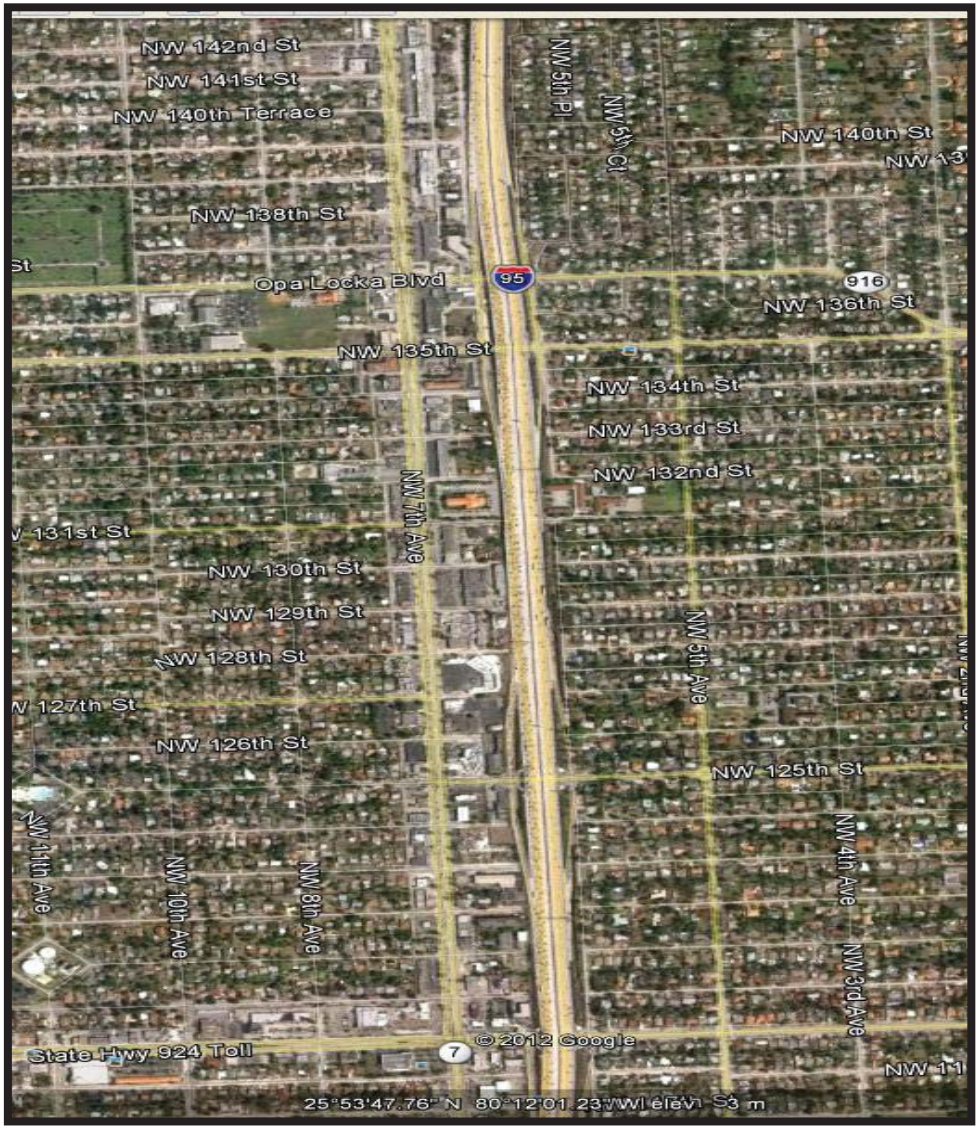


Figure 9. NW 7th Avenue

Retail Gap Analysis

This section continues with excerpts from the *North Miami Economic/Market Evaluation*, dated April 24, 2012. The Community Redevelopment Authority commissioned a retail gap analysis of its redevelopment area by Buxton, Inc. in 2009. The report was derived prior to the formal collapse of the Biscayne Landing Project and the full impact of the "Great Recession[3]". For the purposes of this evaluation, SPG commissioned several corridor level analyses from Claritas, Inc. (the same source as the Buxton report) to determine retail market vitality. Per agreement with the City, three different market areas were analyzed based on the following intersections: US 441/NW 120th Street (using 1, 3, 5-mile radii), West Dixie Highway/NE 125th Street (using 1, 2, 3-mile radii), and Biscayne Blvd/NE 123rd Street (using 1, 3, 5-mile radii).

A Gap Analysis estimates the amount of residential expenditures emanating from a predefined market or service area and then compares it to the amount of retail revenues (in this case by store type) within that predefined market or service area. If residential expenditures exceed store revenues then the service area is deemed to have a retail gap or the prospect that additional retail store demand maybe available. Most gap analyses use three increasing larger service areas (1, 3, 5 mile radii) in order to determine if this possible store demand is actually captured by stores slightly outside the original service area; thereby effectively eliminating the gap. It there are more retail store sales (revenue) then resident expenditures, then there is presumed to be a surplus of stores within the service area.

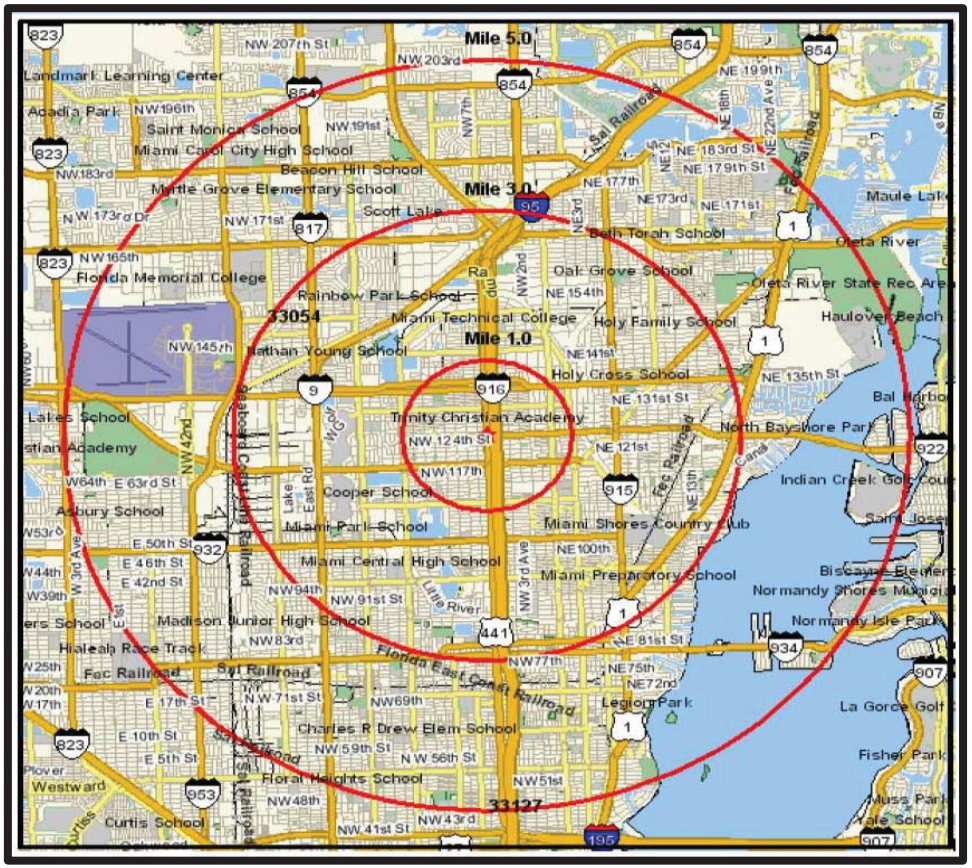


Figure 10. NW 7th Avenue and NW 119th Street Market Area

[3] The United States went through its longest, and by most measures worst economic recession since the Great Depression between December 2007 and June 2009, although it continued in the State of Florida until late 2011.

NW 7th Avenue/NW 119th Street Service Area

As discussed above, a Retail Gap analysis was completed for three market areas (1, 3, 5 mile) focusing on the intersection of NW 7th Avenue (US 441) and NW 119th Street. The market area includes two of the evaluation corridors: 7th Avenue (US 441) and NW 119th Street (SR 924).

As shown in **Table 5,** the NW 7th Avenue and NW 119th Street corridors have several retail gaps at the 1-mile market area; that said, with the exception of Motor Vehicle and Parts, the gap is relatively small. The NW 7th Avenue corridor is not well situated to capture retail opportunities due to the constraints of I-95 (limiting available east west linkages) which effectively cuts the market area in half.

Table 5. US 441 (NW 7th Avenue) and SR 924 (NW 119th Street) Corridor 1-mile Radii Market

Radius 1: , 0.00 - 1.00 Miles, Total	2011 Demand (Consumer Expenditures)	2011 Supply (Retail Sales)	Opportunity Gap/Surplus
Motor Vehicle and Parts Dealers-441	$28,653,934	$13,650,528	$15,003,406
Furniture and Home Furnishings Stores-442	$3,582,475	$2,152,797	$1,429,678
Electronics and Appliance Stores-443	$4,199,625	$3,521,048	$678,577
Building Material, Garden Equip Stores -444	$16,947,240	$15,187,809	$1,759,431
Food and Beverage Stores-445	$33,602,912	$38,180,499	-$4,577,587
Health and Personal Care Stores-446	$15,868,809	$18,775,331	-$2,906,522
Gasoline Stations-447	$21,028,140	$28,527,777	-$7,499,637
Clothing and Clothing Accessories Stores-448	$12,424,678	$8,031,420	$4,393,258
Sporting Goods, Hobby, Book, Music Stores-451	$3,830,254	$2,299,549	$1,530,705
General Merchandise Stores-452	$33,786,658	$52,424,880	-$18,638,222
Miscellaneous Store Retailers-453	$4,938,401	$2,160,936	$2,777,465
Non-Store Retailers-454	$17,395,165	$10,276,980	$7,118,185
Foodservice and Drinking Places-722	$20,737,648	$17,475,506	$3,262,142
GAFO *	$59,695,630	$68,822,273	-$9,126,643
Total Retail Sales Incl Eating and Drinking Places	$216,995,939	$212,665,060	$4,330,879

The 3-mile Radii market appears to have significant retail gaps or retail opportunities. The largest being General Merchandise stores. However, the market segment is traditionally found in department stores and not particularly suited for either corridor. It should also be noted that I-95 effectively cuts this market in half.

Table 6. US 441 (NW 7th Avenue) and SR 924 (NW 119th Street) Corridor 3-mile Radii Market

Radius 2: , 0.00 - 3.00 Miles, Total	2011 Demand (Consumer Expenditures)	2011 Supply (Retail Sales)	Opportunity Gap/Surplus
Motor Vehicle and Parts Dealers-441	$251,518,976	$388,553,569	-$137,034,593
Furniture and Home Furnishings Stores-442	$32,492,819	$34,913,500	-$2,420,681
Electronics and Appliance Stores-443	$38,187,347	$46,864,644	-$8,677,297
Building Material, Garden Equip Stores -444	$145,584,735	$130,100,685	$15,484,050
Food and Beverage Stores-445	$280,261,643	$347,369,309	-$67,107,666
Health and Personal Care Stores-446	$130,559,541	$161,872,929	-$31,313,388
Gasoline Stations-447	$187,818,881	$161,351,715	$26,467,166
Clothing and Clothing Accessories Stores-448	$102,326,995	$38,613,388	$63,713,607
Sporting Goods, Hobby, Book, Music Stores-451	$33,954,266	$23,425,026	$10,529,240
General Merchandise Stores-452	$280,440,612	$129,307,425	$151,133,187
Miscellaneous Store Retailers-453	$43,651,607	$33,158,894	$10,492,713
Non-Store Retailers-454	$148,830,394	$63,466,821	$85,363,573
Foodservice and Drinking Places-722	$191,824,438	$151,573,796	$40,250,642
GAFO *	$504,349,588	$291,119,706	$213,229,882
Total Retail Sales Incl Eating and Drinking Places	$1,867,452,256	$1,710,571,701	$156,880,555

Most of the Gaps identified within the 3-mile radii market have been satisfied at the larger 5-mile radii, meaning that stores located within the 5-mile radii serve both the 3 and 1-mile radii residents. The main opportunities are within the Building Materials, Garden stores and Gasoline stations.

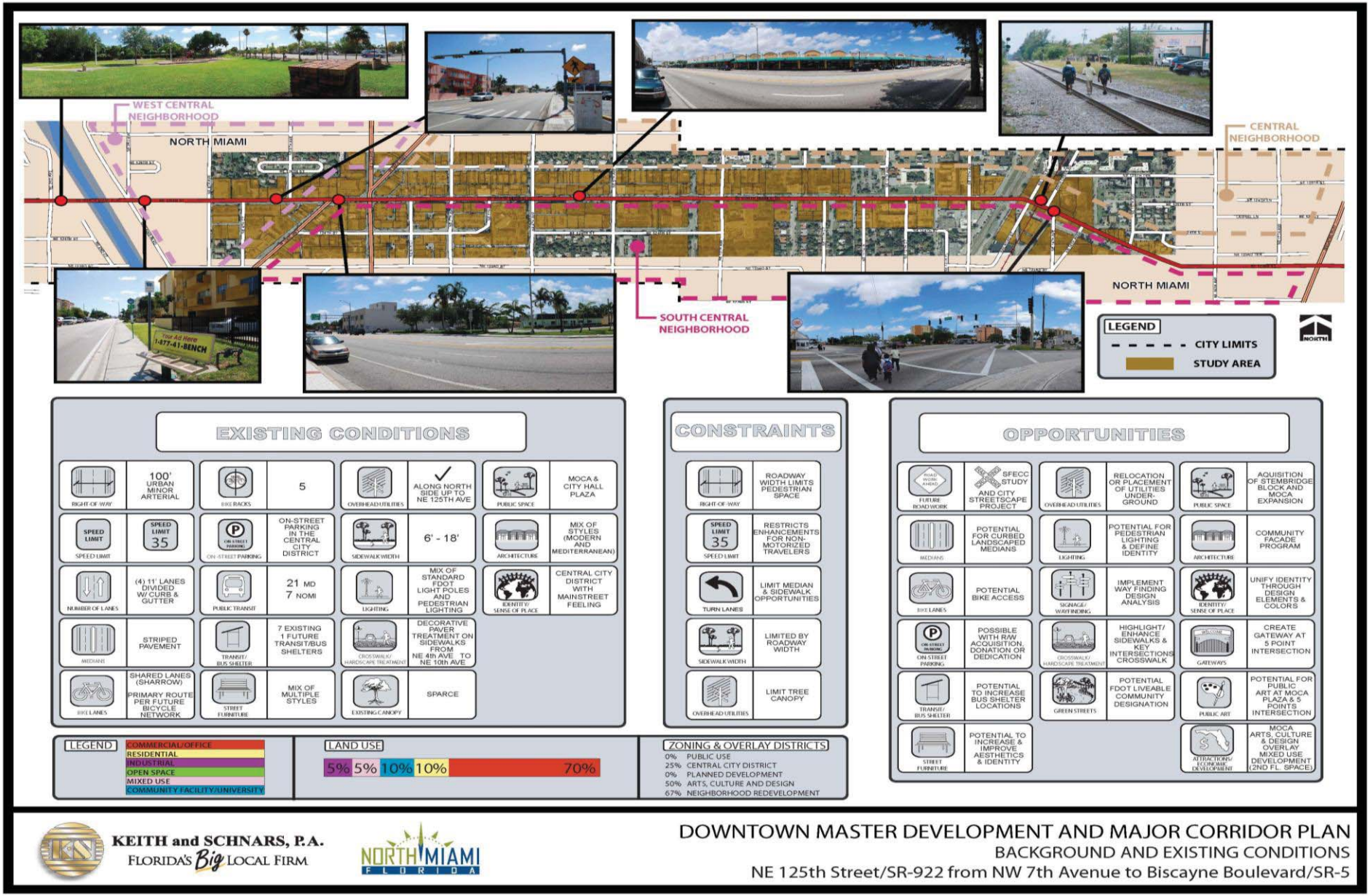
Table 7. US 441 (NW 7th Avenue) and SR 924 (NW 119th Street) Corridor 5-mile Radii Market

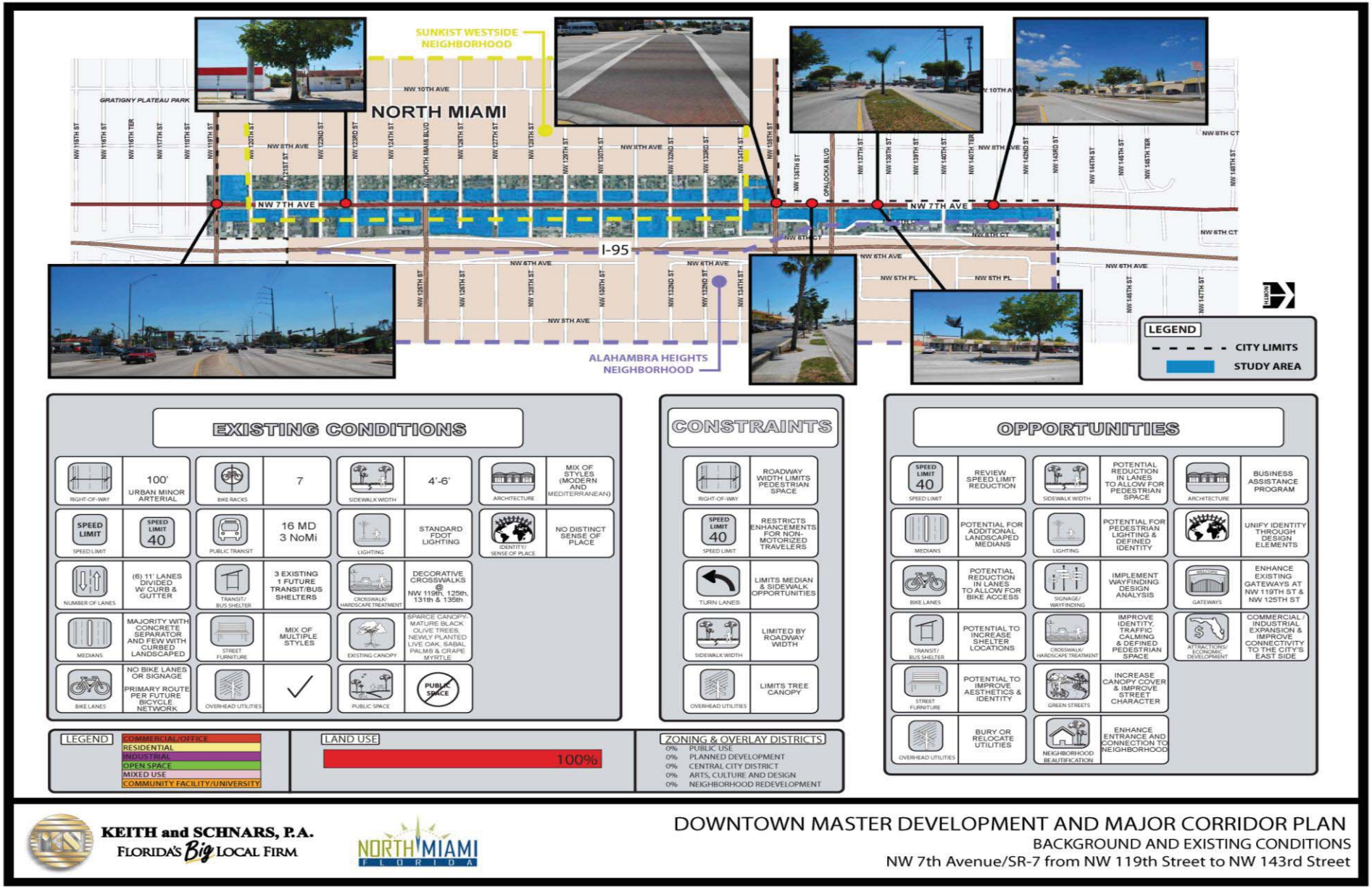
Radius 3: , 0.00 - 5.00 Miles, Total	2011 Demand (Consumer Expenditures)	2011 Supply (Retail Sales)	Opportunity Gap/Surplus
Motor Vehicle and Parts Dealers-441	$641,387,224	$1,074,434,952	-$433,047,728
Furniture and Home Furnishings Stores-442	$82,822,810	$301,734,369	-$218,911,559
Electronics and Appliance Stores-443	$96,366,222	$154,318,036	-$57,951,814
Building Material, Garden Equip Stores -444	$370,055,949	$324,692,672	$45,363,277
Food and Beverage Stores-445	$700,173,409	$848,740,355	-$148,566,946
Health and Personal Care Stores-446	$335,875,893	$451,143,684	-$115,267,791
Gasoline Stations-447	$467,512,068	$434,672,990	$32,839,078
Clothing and Clothing Accessories Stores-448	$249,367,203	$262,613,782	-$13,246,579
Sporting Goods, Hobby, Book, Music Stores-451	$84,101,798	$82,079,041	$2,022,757
General Merchandise Stores-452	$695,470,611	$574,815,586	$120,655,025
Miscellaneous Store Retailers-453	$109,463,409	$107,362,256	$2,101,153
Non-Store Retailers-454	$374,769,431	$121,220,272	$253,549,159
Foodservice and Drinking Places-722	$487,576,214	$460,553,179	$27,023,035
GAFO *	$1,251,107,817	$1,420,817,140	-$169,709,323
Total Retail Sales Incl Eating and Drinking Places	$4,694,942,241	$5,198,381,173	-$503,438,932

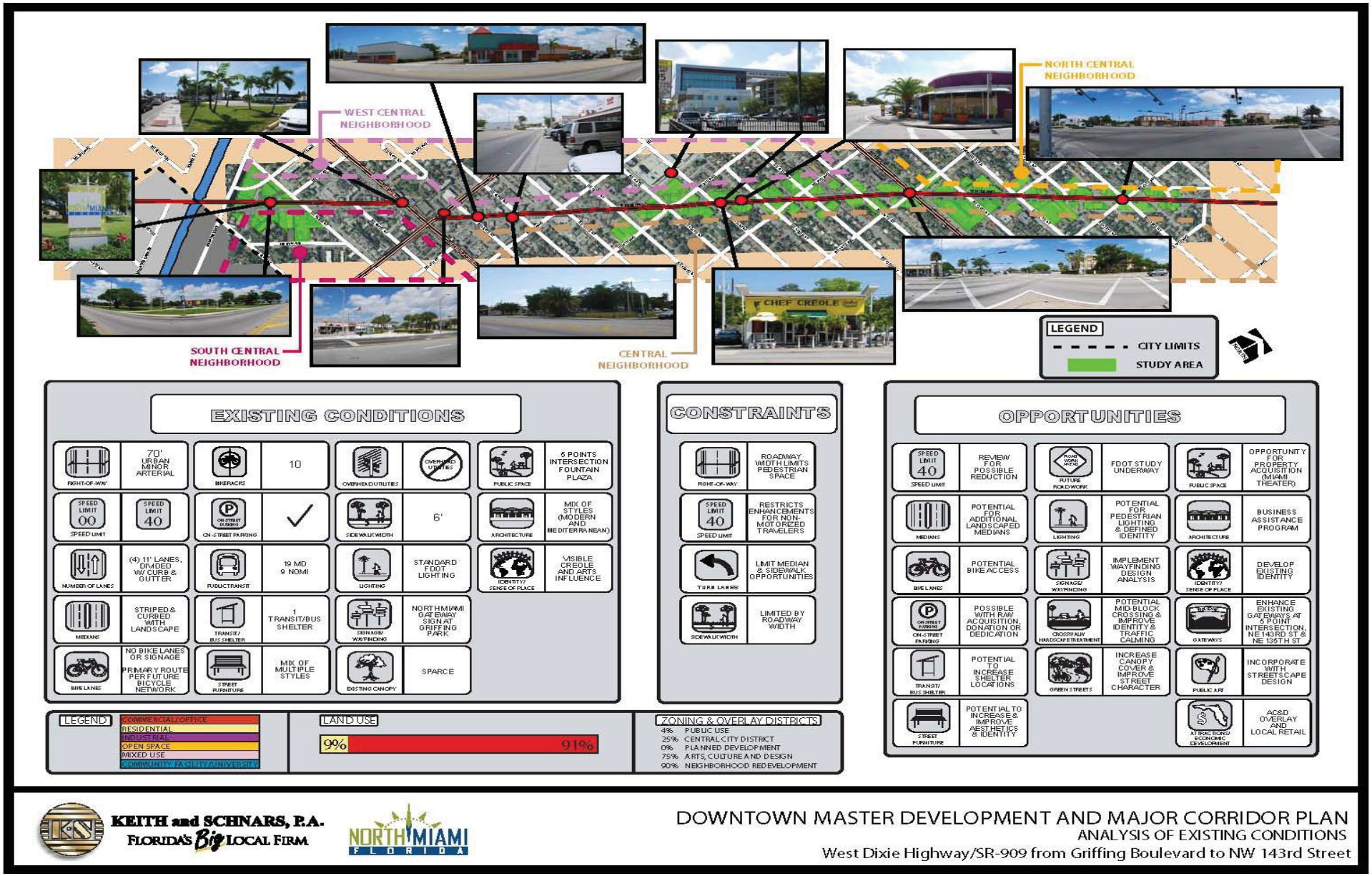
III. OPPORTUNITIES AND CONSTRAINTS

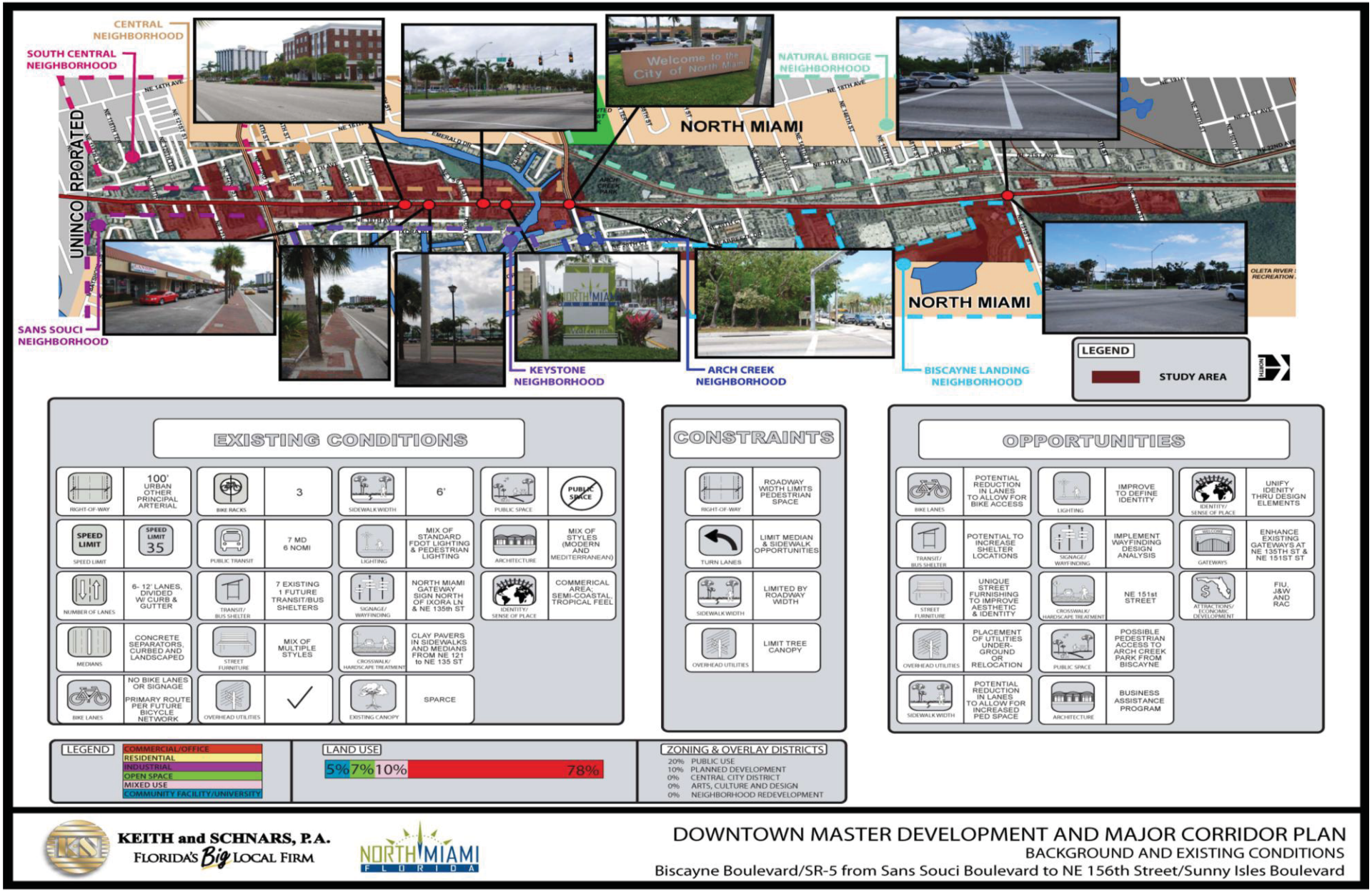
During the data and analysis task of creating the Plan, the opportunities and constraints of each corridor were analyzed.

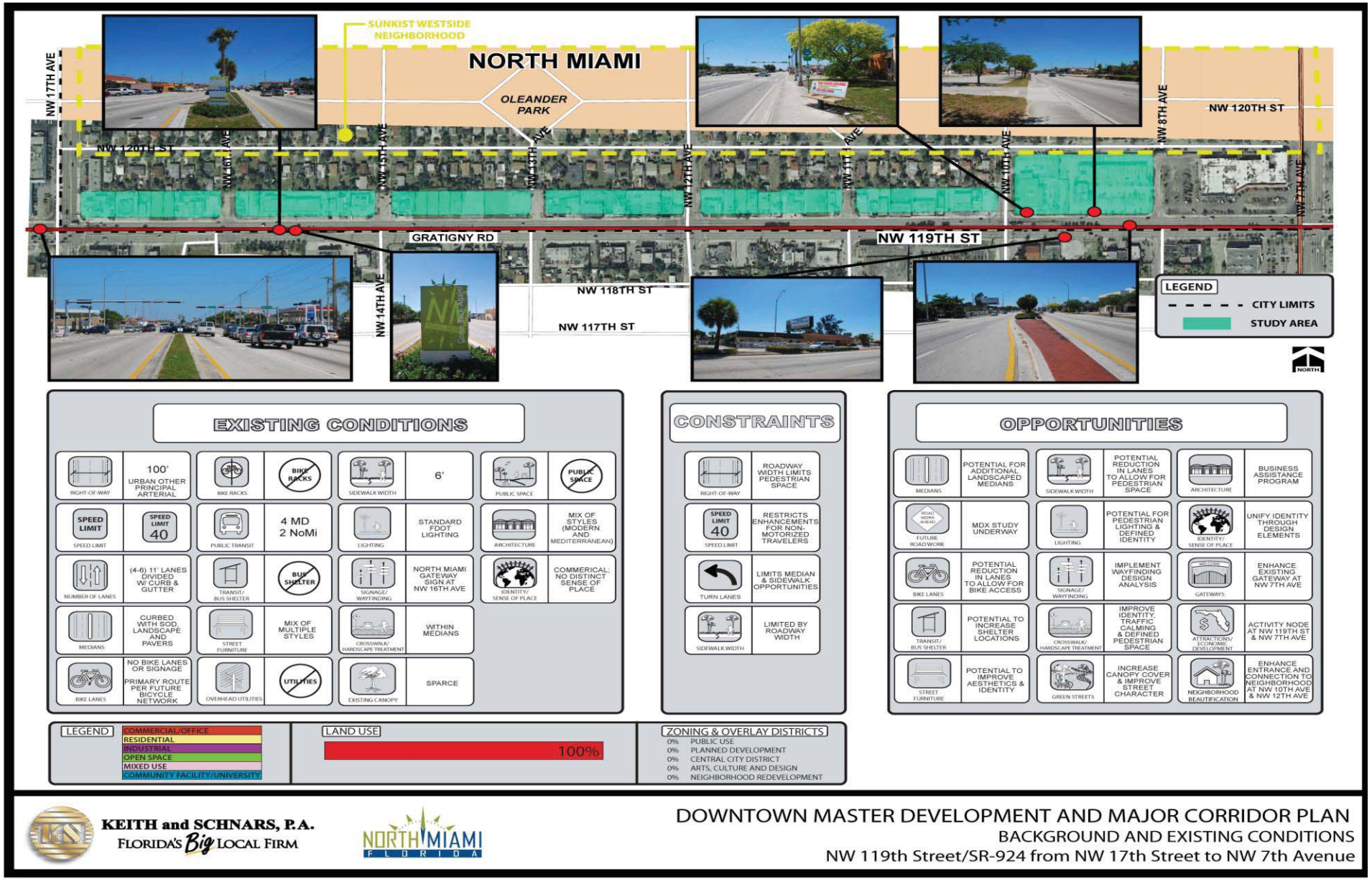
The following pages present the Existing Conditions, Opportunities and Constraints for each corridor. Many of these opportunities can be applied to each of the corridors and do not necessarily represent one corridor alone.

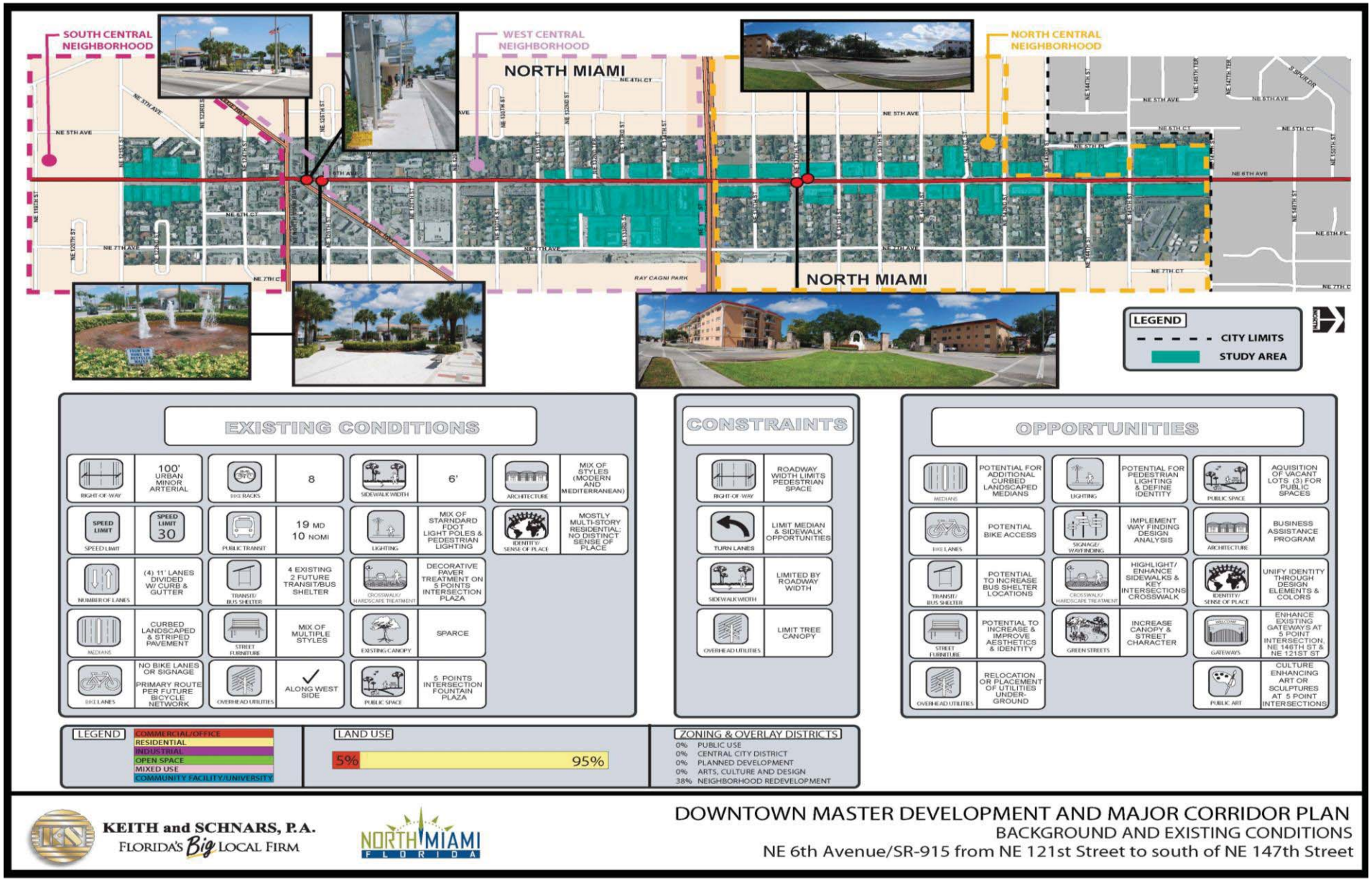

WEST CENTRAL NEIGHBORHOOD
NORTH MIAMI
CENTRAL NEIGHBORHOOD
SOUTH CENTRAL NEIGHBORHOOD
NORTH MIAMI
LEGEND
CITY LIMITS
STUDY AREA
EXISTING CONDITIONS
RIGHT-OF-WAY
100' URBAN MINOR ARTERIAL
BIKE RACKS
5
OVERHEAD UTILITIES
ALONG NORTH SIDE UP TO NE 125TH AVE
PUBLIC SPACE
MOCA & CITY HALL PLAZA
SPEED LIMIT
SPEED LIMIT 35
ON-STREET PARKING
ON-STREET PARKING IN THE CENTRAL CITY DISTRICT
SIDEWALK WIDTH
6' - 18'
ARCHITECTURE
MIX OF STYLES (MODERN AND MEDITERRANEAN)
NUMBER OF LANES
(4) 11' LANES DIVIDED W/ CURB & GUTTER
PUBLIC TRANSIT
21 MD 7 NOMI
LIGHTING
MIX OF STANDARD FDOT LIGHT POLES AND PEDESTRIAN LIGHTING
IDENTITY/ SENSE OF PLACE
CENTRAL CITY DISTRICT WITH MAINSTREET FEELING
MEDIANS
STRIPED PAVEMENT
TRANSIT/ BUS SHELTER
7 EXISTING 1 FUTURE TRANSIT/BUS SHELTERS
CROSSWALK/ HARDSCAPE TREATMENT
DECORATIVE PAVER TREATMENT ON SIDEWALKS FROM NE 4th AVE TO NE 10th AVE
BIKE LANES
SHARED LANES (SHARROW) PRIMARY ROUTE PER FUTURE BICYCLE NETWORK
STREET FURNITURE
MIX OF MULTIPLE STYLES
EXISTING CANOPY
SPARCE
CONSTRAINTS
RIGHT-OF-WAY
ROADWAY WIDTH LIMITS PEDESTRIAN SPACE
SPEED LIMIT
RESTRICTS ENHANCEMENTS FOR NON-MOTORIZED TRAVELERS
TURN LANES
LIMIT MEDIAN & SIDEWALK OPPORTUNITIES
SIDEWALK WIDTH
LIMITED BY ROADWAY WIDTH
OVERHEAD UTILITIES
LIMIT TREE CANOPY
OPPORTUNITIES
FUTURE ROADWORK
SFECC STUDY AND CITY STREETSCAPE PROJECT
OVERHEAD UTILITIES
RELOCATION OR PLACEMENT OF UTILITIES UNDER-GROUND
PUBLIC SPACE
AQUISITION OF STEMBRIDGE BLOCK AND MOCA EXPANSION
MEDIANS
POTENTIAL FOR CURBED LANDSCAPED MEDIANS
LIGHTING
POTENTIAL FOR PEDESTRIAN LIGHTING & DEFINE IDENTITY
ARCHITECTURE
COMMUNITY FACADE PROGRAM
BIKE LANES
POTENTIAL BIKE ACCESS
SIGNAGE/ WAYFINDING
IMPLEMENT WAY FINDING DESIGN ANALYSIS
IDENTITY/ SENSE OF PLACE
UNIFY IDENTITY THROUGH DESIGN ELEMENTS & COLORS
ON-STREET PARKING
POSSIBLE WITH R/W ACQUISITION, DONATION OR DEDICATION
CROSSWALK/ HARDSCAPE TREATMENT
HIGHLIGHT/ ENHANCE SIDEWALKS & KEY INTERSECTIONS CROSSWALK
GATEWAYS
CREATE GATEWAY AT 5 POINT INTERSECTION
TRANSIT/ BUS SHELTER
POTENTIAL TO INCREASE BUS SHELTER LOCATIONS
GREEN STREETS
POTENTIAL FDOT LIVEABLE COMMUNITY DESIGNATION
PUBLIC ART
POTENTIAL FOR PUBLIC ART AT MOCA PLAZA & 5 POINTS INTERSECTION
STREET FURNITURE
POTENTIAL TO INCREASE & IMPROVE AESTHETICS & IDENTITY
ATTRACTIONS/ ECONOMIC DEVELOPMENT
MOCA ARTS, CULTURE & DESIGN OVERLAY MIXED USE DEVELOPMENT (2ND FL. SPACE)
LEGEND
COMMERCIAL/OFFICE
RESIDENTIAL
INDUSTRIAL
OPEN SPACE
MIXED USE
COMMUNITY FACILITY/UNIVERSITY
LAND USE
5% 5% 10% 10% 70%
ZONING & OVERLAY DISTRICTS
0% PUBLIC USE
25% CENTRAL CITY DISTRICT
0% PLANNED DEVELOPMENT
50% ARTS, CULTURE AND DESIGN
67% NEIGHBORHOOD REDEVELOPMENT
KEITH and SCHNARS, P.A.
FLORIDA'S Big LOCAL FIRM
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN
BACKGROUND AND EXISTING CONDITIONS
NE 125th Street/SR-922 from NW 7th Avenue to Biscayne Boulevard/SR-5


SUNKIST WESTSIDE NEIGHBORHOOD
NORTH MIAMI
GRATIGNY PLATEAU PARK
NW 7TH AVE
I-95
NW 6TH AVE
NW 5TH AVE
ALAHAMBRA HEIGHTS NEIGHBORHOOD
OPALOCKA BLVD
LEGEND
CITY LIMITS
STUDY AREA
EXISTING CONDITIONS
RIGHT-OF-WAY
100' URBAN MINOR ARTERIAL
BIKE RACKS
7
SIDEWALK WIDTH
4'-6'
ARCHITECTURE
MIX OF STYLES (MODERN AND MEDITERRANEAN)
SPEED LIMIT
SPEED LIMIT 40
PUBLIC TRANSIT
16 MD 3 NoMi
LIGHTING
STANDARD FDOT LIGHTING
IDENTITY/ SENSE OF PLACE
NO DISTINCT SENSE OF PLACE
NUMBER OF LANES
(6) 11' LANES DIVIDED W/ CURB & GUTTER
TRANSIT/ BUS SHELTER
3 EXISTING 1 FUTURE TRANSIT/BUS SHELTERS
CROSSWALK/ HARDSCAPE TREATMENT
DECORATIVE CROSSWALKS @ NW 119th, 125th, 131th & 135th
MEDIANS
MAJORITY WITH CONCRETE SEPARATOR AND FEW WITH CURBED LANDSCAPED
STREET FURNITURE
MIX OF MULTIPLE STYLES
EXISTING CANOPY
SPARCE CANOPY: MATURE BLACK OLIVE TREES, NEWLY PLANTED LIVE OAK, SABAL PALMS & CRAPE MYRTLE
BIKE LANES
NO BIKE LANES OR SIGNAGE
PRIMARY ROUTE PER FUTURE BICYCLE NETWORK
OVERHEAD UTILITIES
PUBLIC SPACE
CONSTRAINTS
ROADWAY WIDTH LIMITS PEDESTRIAN SPACE
RESTRICTS ENHANCEMENTS FOR NON-MOTORIZED TRAVELERS
TURN LANES
LIMITS MEDIAN & SIDEWALK OPPORTUNITIES
LIMITED BY ROADWAY WIDTH
LIMITS TREE CANOPY
OPPORTUNITIES
REVIEW SPEED LIMIT REDUCTION
POTENTIAL REDUCTION IN LANES TO ALLOW FOR PEDESTRIAN SPACE
BUSINESS ASSISTANCE PROGRAM
POTENTIAL FOR ADDITIONAL LANDSCAPED MEDIANS
POTENTIAL FOR PEDESTRIAN LIGHTING & DEFINED IDENTITY
UNIFY IDENTITY THROUGH DESIGN ELEMENTS
POTENTIAL REDUCTION IN LANES TO ALLOW FOR BIKE ACCESS
IMPLEMENT WAYFINDING DESIGN ANALYSIS
ENHANCE EXISTING GATEWAYS AT NW 119TH ST & NW 125TH ST
POTENTIAL TO INCREASE SHELTER LOCATIONS
IMPROVE IDENTITY, TRAFFIC CALMING & DEFINED PEDESTRIAN SPACE
COMMERCIAL / INDUSTRIAL EXPANSION & IMPROVE CONNECTIVITY TO THE CITY'S EAST SIDE
POTENTIAL TO IMPROVE AESTHETICS & IDENTITY
INCREASE CANOPY COVER & IMPROVE STREET CHARACTER
BURY OR RELOCATE UTILITIES
ENHANCE ENTRANCE AND CONNECTION TO NEIGHBORHOOD
LEGEND
COMMERCIAL/OFFICE
RESIDENTIAL
INDUSTRIAL
OPEN SPACE
MIXED USE
COMMUNITY FACILITY/UNIVERSITY
LAND USE
100%
ZONING & OVERLAY DISTRICTS
0% PUBLIC USE
0% PLANNED DEVELOPMENT
0% CENTRAL CITY DISTRICT
0% ARTS, CULTURE AND DESIGN
0% NEIGHBORHOOD REDEVELOPMENT
KEITH and SCHNARS, P.A.
FLORIDA'S Big LOCAL FIRM
NORTH MIAMI FLORIDA
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN
BACKGROUND AND EXISTING CONDITIONS
NW 7th Avenue/SR-7 from NW 119th Street to NW 143rd Street


WEST CENTRAL NEIGHBORHOOD
NORTH CENTRAL NEIGHBORHOOD
SOUTH CENTRAL NEIGHBORHOOD
CENTRAL NEIGHBORHOOD
CHEF CREOLE
LEGEND
CITY LIMITS
STUDY AREA
EXISTING CONDITIONS
70' URBAN MINOR ARTERIAL
10
6 POINTS INTERSECTION FOUNTAIN PLAZA
SPEED LIMIT 00
SPEED LIMIT 40
6'
MIX OF STYLES (MODERN AND MEDITERRANEAN)
(4) 11' LANES, DIVIDED W/ CURB & GUTTER
19 MD 9 NOMI
STANDARD FDOT LIGHTING
VISIBLE CREOLE AND ARTS INFLUENCE
STRIPED & CURBED WITH LANDSCAPE
1 TRANSIT/BUS SHELTER
NORTH MIAMI GATEWAY SIGN AT GRIFFING PARK
NO BIKE LANES OR SIGNAGE
PRIMARY ROUTE PER FUTURE BICYCLE NETWORK
MIX OF MULTIPLE STYLES
SPARCE
CONSTRAINTS
ROADWAY WIDTH LIMITS PEDESTRIAN SPACE
RESTRICTS ENHANCEMENTS FOR NON-MOTORIZED TRAVELERS
LIMIT MEDIAN & SIDEWALK OPPORTUNITIES
LIMITED BY ROADWAY WIDTH
OPPORTUNITIES
REVIEW FOR POSSIBLE REDUCTION
FDOT STUDY UNDERWAY
OPPORTUNITY FOR PROPERTY ACQUISITION (MIAMI THEATER)
POTENTIAL FOR ADDITIONAL LANDSCAPED MEDIANS
POTENTIAL FOR PEDESTRIAN LIGHTING & DEFINED IDENTITY
BUSINESS ASSISTANCE PROGRAM
POTENTIAL BIKE ACCESS
IMPLEMENT WAYFINDING DESIGN ANALYSIS
DEVELOP EXISTING IDENTITY
POSSIBLE WITH R/W ACQUISITION, DONATION OR DEDICATION
POTENTIAL MID-BLOCK CROSSING & IMPROVE IDENTITY & TRAFFIC CALMING
ENHANCE EXISTING GATEWAYS AT 6 POINT INTERSECTION, NE 143RD ST & NE 135TH ST
POTENTIAL TO INCREASE SHELTER LOCATIONS
INCREASE CANOPY COVER & IMPROVE STREET CHARACTER
INCORPORATE WITH STREETSCAPE DESIGN
POTENTIAL TO INCREASE & IMPROVE AESTHETICS & IDENTITY
ACSD OVERLAY AND LOCAL RETAIL
LEGEND
COMMERCIAL/OFFICE
RESIDENTIAL
INDUSTRIAL
OPEN SPACE
MIXED USE
COMMUNITY FACILITY/UNIVERSITY
LAND USE
9%
91%
ZONING & OVERLAY DISTRICTS
4% PUBLIC USE
25% CENTRAL CITY DISTRICT
0% PLANNED DEVELOPMENT
75% ARTS, CULTURE AND DESIGN
90% NEIGHBORHOOD REDEVELOPMENT
KEITH and SCHNARS, P.A.
FLORIDA'S Big LOCAL FIRM
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN
ANALYSIS OF EXISTING CONDITIONS
West Dixie Highway/SR-909 from Griffing Boulevard to NW 143rd Street


CENTRAL NEIGHBORHOOD
SOUTH CENTRAL NEIGHBORHOOD
NATURAL BRIDGE NEIGHBORHOOD
NORTH MIAMI
UNINCORPORATED
SANS SOUCI NEIGHBORHOOD
KEYSTONE NEIGHBORHOOD
ARCH CREEK NEIGHBORHOOD
BISCAYNE LANDING NEIGHBORHOOD
NORTH MIAMI
OLETA RIVER RECREATION
LEGEND
STUDY AREA
EXISTING CONDITIONS
RIGHT-OF-WAY
100' URBAN OTHER PRINCIPAL ARTERIAL
BIKE RACKS
3
SIDEWALK WIDTH
6'
PUBLIC SPACE
PUBLIC SPACE
SPEED LIMIT
SPEED LIMIT 35
PUBLIC TRANSIT
7 MD 6 NOMI
LIGHTING
MIX OF STANDARD FDOT LIGHTING & PEDESTRIAN LIGHTING
ARCHITECTURE
MIX OF STYLES (MODERN AND MEDITERRANEAN)
NUMBER OF LANES
6- 12' LANES, DIVIDED W/ CURB & GUTTER
TRANSIT/ BUS SHELTER
7 EXISTING 1 FUTURE TRANSIT/BUS SHELTERS
SIGNAGE/ WAYFINDING
NORTH MIAMI GATEWAY SIGN NORTH OF IXORA LN & NE 135th ST
IDENTITY/ SENSE OF PLACE
COMMERICAL AREA; SEMI-COASTAL, TROPICAL FEEL
MEDIANS
CONCRETE SEPARATORS, CURBED AND LANDSCAPED
STREET FURNITURE
MIX OF MULTIPLE STYLES
CROSSWALK/ HARDSCAPE TREATMENT
CLAY PAVERS IN SIDEWALKS AND MEDIANS FROM NE 121 to NE 135 ST
BIKE LANES
NO BIKE LANES OR SIGNAGE
PRIMARY ROUTE PER FUTURE BICYCLE NETWORK
OVERHEAD UTILITIES
✓
EXISTING CANOPY
SPARCE
CONSTRAINTS
RIGHT-OF-WAY
ROADWAY WIDTH LIMITS PEDESTRIAN SPACE
TURN LANES
LIMIT MEDIAN & SIDEWALK OPPORTUNITIES
SIDEWALK WIDTH
LIMITED BY ROADWAY WIDTH
OVERHEAD UTILITIES
LIMIT TREE CANOPY
OPPORTUNITIES
BIKE LANES
POTENTIAL REDUCTION IN LANES TO ALLOW FOR BIKE ACCESS
LIGHTING
IMPROVE TO DEFINE IDENTITY
IDENTITY/ SENSE OF PLACE
UNIFY IDENITY THRU DESIGN ELEMENTS
TRANSIT/ BUS SHELTER
POTENTIAL TO INCREASE SHELTER LOCATIONS
SIGNAGE/ WAYFINDING
IMPLEMENT WAYFINDING DESIGN ANALYSIS
GATEWAYS
ENHANCE EXISTING GATEWAYS AT NE 135TH ST & NE 151ST ST
STREET FURNITURE
UNIQUE STREET FURNISHING TO IMPROVE AESTHETIC & IDENTITY
CROSSWALK/ HARDSCAPE TREATMENT
NE 151st STREET
ATTRACTIONS/ ECONOMIC DEVELOPMENT
FIU, J&W AND RAC
OVERHEAD UTILITIES
PLACEMENT OF UTILITIES UNDER-GROUND OR RELOCATION
PUBLIC SPACE
POSSIBLE PEDESTRIAN ACCESS TO ARCH CREEK PARK FROM BISCAYNE
SIDEWALK WIDTH
POTENTIAL REDUCTION IN LANES TO ALLOW FOR INCREASED PED SPACE
ARCHITECTURE
BUSINESS ASSISTANCE PROGRAM
LEGEND
COMMERCIAL/OFFICE
RESIDENTIAL
INDUSTRIAL
OPEN SPACE
MIXED USE
COMMUNITY FACILITY/UNIVERSITY
LAND USE
5% 7% 10% 78%
ZONING & OVERLAY DISTRICTS
20% PUBLIC USE
10% PLANNED DEVELOPMENT
0% CENTRAL CITY DISTRICT
0% ARTS, CULTURE AND DESIGN
0% NEIGHBORHOOD REDEVELOPMENT
KEITH and SCHNARS, P.A.
FLORIDA'S Big LOCAL FIRM
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN
BACKGROUND AND EXISTING CONDITIONS
Biscayne Boulevard/SR-5 from Sans Souci Boulevard to NE 156th Street/Sunny Isles Boulevard


SUNKIST WESTSIDE NEIGHBORHOOD
NORTH MIAMI
OLEANDER PARK
NW 17TH AVE
NW 16TH AVE
NW 15TH AVE
NW 14TH AVE
NW 13TH AVE
NW 12TH AVE
NW 11TH AVE
NW 10TH AVE
NW 8TH AVE
NW 7TH AVE
NW 120TH ST
GRATIGNY RD
NW 119TH ST
NW 118TH ST
NW 117TH ST
LEGEND
CITY LIMITS
STUDY AREA
NORTH
EXISTING CONDITIONS
RIGHT-OF-WAY
100' URBAN OTHER PRINCIPAL ARTERIAL
BIKE RACKS
BIKE RACKS
SIDEWALK WIDTH
6'
PUBLIC SPACE
PUBLIC SPACE
SPEED LIMIT
SPEED LIMIT 40
PUBLIC TRANSIT
4 MD 2 NoMi
LIGHTING
STANDARD FDOT LIGHTING
ARCHITECTURE
MIX OF STYLES (MODERN AND MEDITERRANEAN)
NUMBER OF LANES
(4-6) 11' LANES DIVIDED W/ CURB & GUTTER
TRANSIT/ BUS SHELTER
BUS SHELTER
SIGNAGE/ WAYFINDING
NORTH MIAMI GATEWAY SIGN AT NW 16TH AVE
IDENTITY/ SENSE OF PLACE
COMMERICAL; NO DISTINCT SENSE OF PLACE
MEDIANS
CURBED WITH SOD, LANDSCAPE AND PAVERS
STREET FURNITURE
MIX OF MULTIPLE STYLES
CROSSWALK/ HARDSCAPE TREATMENT
WITHIN MEDIANS
BIKE LANES
NO BIKE LANES OR SIGNAGE
PRIMARY ROUTE PER FUTURE BICYCLE NETWORK
OVERHEAD UTILITIES
UTILITIES
EXISTING CANOPY
SPARCE
CONSTRAINTS
RIGHT-OF-WAY
ROADWAY WIDTH LIMITS PEDESTRIAN SPACE
SPEED LIMIT 40
RESTRICTS ENHANCEMENTS FOR NON-MOTORIZED TRAVELERS
TURN LANES
LIMITS MEDIAN & SIDEWALK OPPORTUNITIES
SIDEWALK WIDTH
LIMITED BY ROADWAY WIDTH
OPPORTUNITIES
MEDIANS
POTENTIAL FOR ADDITIONAL LANDSCAPED MEDIANS
SIDEWALK WIDTH
POTENTIAL REDUCTION IN LANES TO ALLOW FOR PEDESTRIAN SPACE
ARCHITECTURE
BUSINESS ASSISTANCE PROGRAM
FUTURE ROADWORK
MDX STUDY UNDERWAY
LIGHTING
POTENTIAL FOR PEDESTRIAN LIGHTING & DEFINED IDENTITY
IDENTITY/ SENSE OF PLACE
UNIFY IDENTITY THROUGH DESIGN ELEMENTS
BIKE LANES
POTENTIAL REDUCTION IN LANES TO ALLOW FOR BIKE ACCESS
SIGNAGE/ WAYFINDING
IMPLEMENT WAYFINDING DESIGN ANALYSIS
GATEWAYS
ENHANCE EXISTING GATEWAY AT NW 7TH AVE
TRANSIT/ BUS SHELTER
POTENTIAL TO INCREASE SHELTER LOCATIONS
CROSSWALK/ HARDSCAPE TREATMENT
IMPROVE IDENTITY, TRAFFIC CALMING & DEFINED PEDESTRIAN SPACE
ATTRACTIONS/ ECONOMIC DEVELOPMENT
ACTIVITY NODE AT NW 119TH ST & NW 7TH AVE
STREET FURNITURE
POTENTIAL TO IMPROVE AESTHETICS & IDENTITY
GREEN STREETS
INCREASE CANOPY COVER & IMPROVE STREET CHARACTER
NEIGHBORHOOD BEAUTIFICATION
ENHANCE ENTRANCE AND CONNECTION TO NEIGHBORHOOD AT NW 10TH AVE & NW 12TH AVE
LEGEND
COMMERCIAL/OFFICE
RESIDENTIAL
INDUSTRIAL
OPEN SPACE
MIXED USE
COMMUNITY FACILITY/UNIVERSITY
LAND USE
100%
ZONING & OVERLAY DISTRICTS
0% PUBLIC USE
0% PLANNED DEVELOPMENT
0% CENTRAL CITY DISTRICT
0% ARTS, CULTURE AND DESIGN
0% NEIGHBORHOOD REDEVELOPMENT
KEITH and SCHNARS, P.A.
FLORIDA'S Big LOCAL FIRM
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN
BACKGROUND AND EXISTING CONDITIONS
NW 119th Street/SR-924 from NW 17th Street to NW 7th Avenue


SOUTH CENTRAL NEIGHBORHOOD
WEST CENTRAL NEIGHBORHOOD
NORTH CENTRAL NEIGHBORHOOD
NORTH MIAMI
NORTH MIAMI
RAY CAGNI PARK
LEGEND
CITY LIMITS
STUDY AREA
EXISTING CONDITIONS
RIGHT-OF-WAY
100' URBAN MINOR ARTERIAL
BIKE RACKS
8
SIDEWALK WIDTH
6'
ARCHITECTURE
MIX OF STYLES (MODERN AND MEDITERRANEAN)
SPEED LIMIT
SPEED LIMIT 30
PUBLIC TRANSIT
19 MD 10 NOMI
LIGHTING
MIX OF STANDARD FDOT LIGHT POLES & PEDESTRIAN LIGHTING
IDENTITY/ SENSE OF PLACE
MOSTLY MULTI-STORY RESIDENTIAL; NO DISTINCT SENSE OF PLACE
NUMBER OF LANES
(4) 11' LANES DIVIDED W/ CURB & GUTTER
TRANSIT/ BUS SHELTER
4 EXISTING 2 FUTURE TRANSIT/BUS SHELTER
CROSSWALK/ HARDSCAPE TREATMENT
DECORATIVE PAVER TREATMENT ON 5 POINTS INTERSECTION PLAZA
MEDIANS
CURBED LANDSCAPED & STRIPED PAVEMENT
STREET FURNITURE
MIX OF MULTIPLE STYLES
EXISTING CANOPY
SPARCE
BIKE LANES
NO BIKE LANES OR SIGNAGE
PRIMARY ROUTE PER FUTURE BICYCLE NETWORK
OVERHEAD UTILITIES
ALONG WEST SIDE
PUBLIC SPACE
5 POINTS INTERSECTION FOUNTAIN PLAZA
CONSTRAINTS
RIGHT-OF-WAY
ROADWAY WIDTH LIMITS PEDESTRIAN SPACE
TURN LANES
LIMIT MEDIAN & SIDEWALK OPPORTUNITIES
SIDEWALK WIDTH
LIMITED BY ROADWAY WIDTH
OVERHEAD UTILITIES
LIMIT TREE CANOPY
OPPORTUNITIES
MEDIANS
POTENTIAL FOR ADDITIONAL CURBED LANDSCAPED MEDIANS
LIGHTING
POTENTIAL FOR PEDESTRIAN LIGHTING & DEFINE IDENTITY
PUBLIC SPACE
AQUISITION OF VACANT LOTS (3) FOR PUBLIC SPACES
BIKE LANES
POTENTIAL BIKE ACCESS
SIGNAGE/ WAYFINDING
IMPLEMENT WAY FINDING DESIGN ANALYSIS
ARCHITECTURE
BUSINESS ASSISTANCE PROGRAM
TRANSIT/ BUS SHELTER
POTENTIAL TO INCREASE BUS SHELTER LOCATIONS
CROSSWALK/ HARDSCAPE TREATMENT
HIGHLIGHT/ ENHANCE SIDEWALKS & KEY INTERSECTIONS CROSSWALK
IDENTITY/ SENSE OF PLACE
UNIFY IDENTITY THROUGH DESIGN ELEMENTS & COLORS
STREET FURNITURE
POTENTIAL TO INCREASE & IMPROVE AESTHETICS & IDENTITY
GREEN STREETS
INCREASE CANOPY & STREET CHARACTER
GATEWAYS
ENHANCE EXISTING GATEWAYS AT 5 POINT INTERSECTION, NE 146TH ST & NE 121ST ST
OVERHEAD UTILITIES
RELOCATION OR PLACEMENT OF UTILITIES UNDER-GROUND
PUBLIC ART
CULTURE ENHANCING ART OR SCULPTURES AT 5 POINT INTERSECTIONS
LEGEND
COMMERCIAL/OFFICE
RESIDENTIAL
INDUSTRIAL
OPEN SPACE
MIXED USE
COMMUNITY FACILITY/UNIVERSITY
LAND USE
5%
95%
ZONING & OVERLAY DISTRICTS
0% PUBLIC USE
0% CENTRAL CITY DISTRICT
0% PLANNED DEVELOPMENT
0% ARTS, CULTURE AND DESIGN
38% NEIGHBORHOOD REDEVELOPMENT
KEITH and SCHNARS, P.A.
FLORIDA'S Big LOCAL FIRM
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN
BACKGROUND AND EXISTING CONDITIONS
NE 6th Avenue/SR-915 from NE 121st Street to south of NE 147th Street

Economic/Market Evaluation Summary Related to Constraints and Opportunities

NW 7th Avenue Corridor

According to the *North Miami Economic/Market Evaluation*, the NW 7th Avenue Corridor has been significantly impacted by the construction of the Interstate. The interchanges just north of the evaluation area have effectively eliminated the historic traffic coming from the north, while the Interstate itself has all but blocked east-west connection with the exception of five streets (143rd, 135th, 131st, 125th, and 119th). Much of the eastern portion of the corridor appears to date the construction of the Interstate and is now land locked. The western portion of the corridor suffers from limited lot depths sufficient to generate critical demand.

The main potential areas for development or activity nodes centered where there is access to the Interstate (Opa Locka/135th Street, 125th Street, and 119th Street) and/or where east-west connections are available (143rd, 135th, 131st, 125th, and 119th).

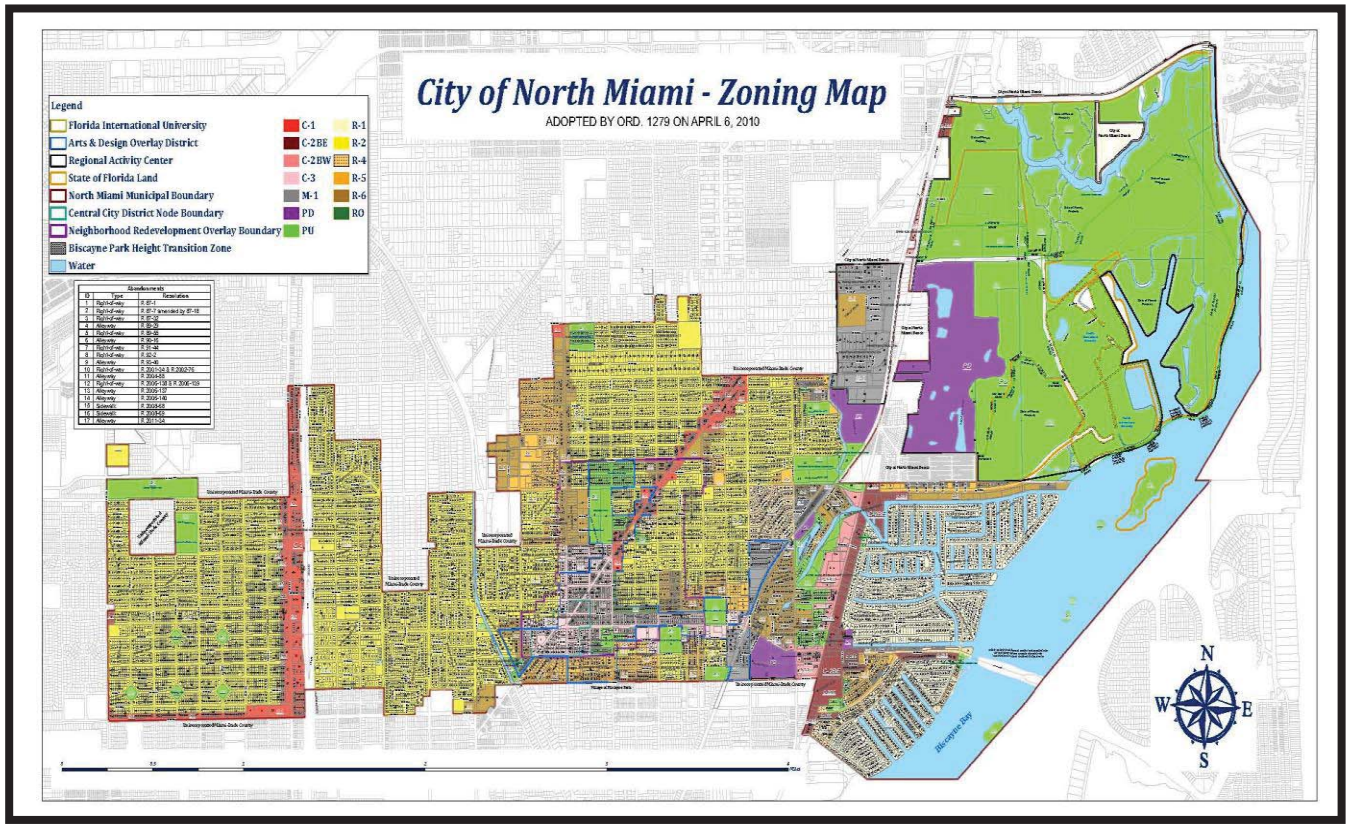


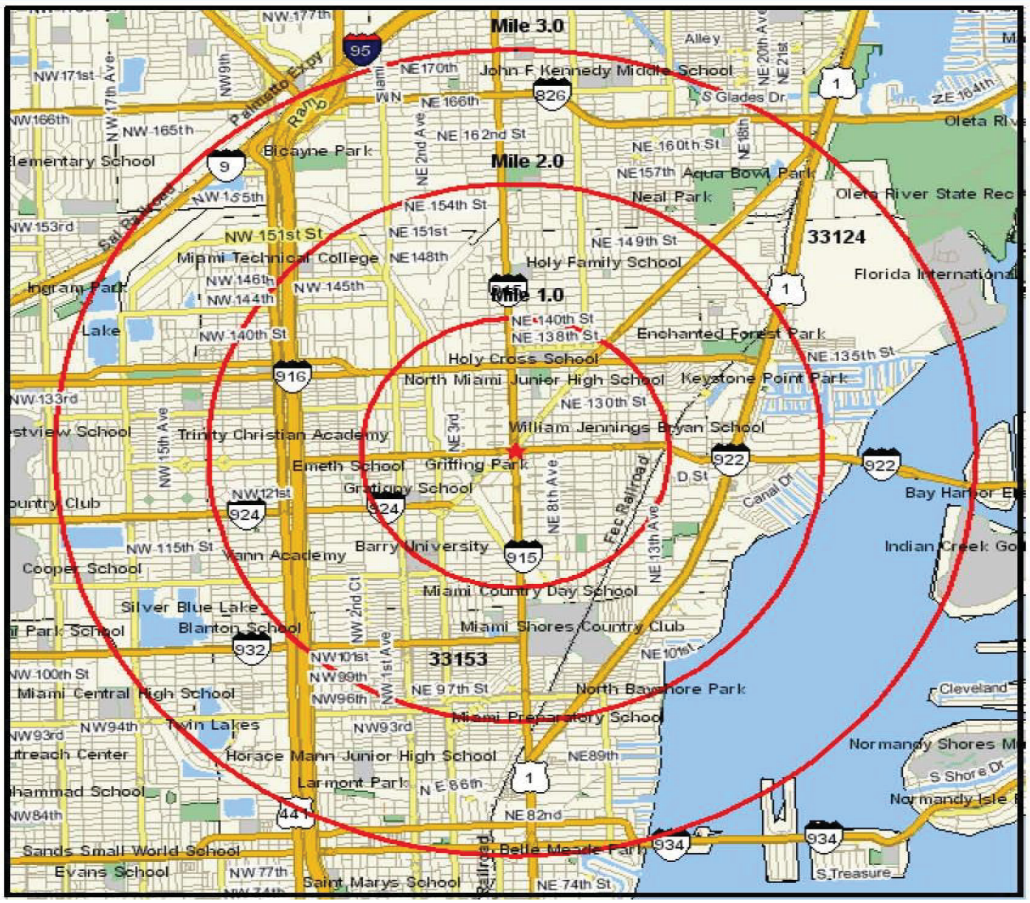
Figure 11. North Miami Zoning Map

As shown in **Figure 11**, the corridor is both zoned, as well as identified on the Future Land Use Map, as commercial/office. While the corridor does have some retail, it is older and underperforming, the exceptions being the active nodes describe above. It is recommended that the City explore the opportunity to allow the commercial corridor to expand on its western side to cover at least a full block as well as allow for light industrial/distribution.

As will be discussed later, much of the City's existing industrial properties along the FEC rail corridor might be better served as mixed/Transit Oriented Design (TOD) development, leaving the City with few areas that can handle distribution/flex space/light industrial.

NW 119th Avenue Corridor

As previously discussed in Section II of this Plan, the NW 119th Avenue corridor (of which only the northern portion falls within the City of North Miami), shares much of the NW 7th Avenue market. NW 119th Avenue is a major highway linking the eastern part of the County to its western communities and the Palmetto Expressway (NE 135th Street also provides a similar connection). As designed, it primarily serves through traffic, with little orientation to community level retail. The corridor is undergoing redesign which would entail a new elevated highway connection to I-95. Should this occur, those businesses may be affected by the elevated highway. FDOT and MDX have contracted with the University of South Florida (CUTR) to document the impacts. This evaluation should be available in early summer 2012.



West Dixie Highway (Downtown) Market Area

The West Dixie Highway has historically served as one of the major north-south arterials of the City and areas within Miami-Dade County. As previously discussed, parts of its western market are impacted by the Biscayne Canal and the FEC railroad, both of which limit east-west connections. The corridor appearance needs to be updated and/or redeveloped. Much of the historic frontage parking seems to have been eliminated or reduced as the Highway right-of-way was expanded. It should be noted that its market area overlaps the NE 125th Street/Downtown corridor and the NE 6th Avenue corridor.

As seen in **Figure 12**, both market areas are also impacted by the Biscayne Boulevard corridor to the east, as that corridor is now the primary north-south retail market for this part of Miami-Dade County.

Care should be taken in understanding the 2 and 3-mile market areas as the limited east-west connections will diminish the effective market penetration to the west.

Figure 12. West Dixie Highway Corridor Market Area

Table 8 below, shows the potential retail gaps of the immediate 1-mile radii market. Potential retail gaps or opportunities exist primarily for building supplies, gas stations, food/drinking, clothing and miscellaneous retail.

Table 8. West Dixie Highway Corridor 1-mile Radii Market

Radius 1: , 0.00 - 1.00 Miles, Total	2011 Demand (Consumer Expenditures)	2011 Supply (Retail Sales)	Opportunity Gap/Surplus
Motor Vehicle and Parts Dealers-441	$37,411,387	$14,454,265	$22,957,122
Furniture and Home Furnishings Stores-442	$4,838,724	$3,340,142	$1,498,582
Electronics and Appliance Stores-443	$5,869,007	$16,149,567	-$10,280,560
Building Material, Garden Equip Stores -444	$21,514,727	$1,975,723	$19,539,004
Food and Beverage Stores-445	$42,994,453	$55,285,432	-$12,290,979
Health and Personal Care Stores-446	$19,019,598	$27,976,775	-$8,957,177
Gasoline Stations-447	$29,334,569	$15,852,028	$13,482,541
Clothing and Clothing Accessories Stores-448	$15,627,593	$8,516,666	$7,110,927
Sporting Goods, Hobby, Book, Music Stores-451	$5,268,039	$5,889,258	-$621,219
General Merchandise Stores-452	$42,649,917	$67,407,085	-$24,757,168
Miscellaneous Store Retailers-453	$6,788,856	$5,547,494	$1,241,362
Non-Store Retailers-454	$22,525,029	$9,776,443	$12,748,586
Foodservice and Drinking Places-722	$30,432,744	$18,008,872	$12,423,872
GAFO *	$76,866,331	$102,375,275	-$25,508,944
Total Retail Sales Incl Eating and Drinking Places	$284,274,645	$250,179,749	$34,094,896

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At the 2-mile radii market, potential retail opportunities increase for gas stations, clothing, food/drinking, general merchandise, and sporting goods as shown in **Table 9**.

Table 9. West Dixie Highway Corridor 2-mile Radii Market

Radius 1: , 0.00 - 2.00 Miles, Total	2011 Demand (Consumer Expenditures)	2011 Supply (Retail Sales)	Opportunity Gap/Surplus
Motor Vehicle and Parts Dealers-441	$145,795,176	$130,211,640	$15,583,536
Furniture and Home Furnishings Stores-442	$19,306,835	$30,526,187	-$11,219,352
Electronics and Appliance Stores-443	$22,386,312	$36,810,506	-$14,424,194
Building Material, Garden Equip Stores -444	$85,523,190	$104,752,913	-$19,229,723
Food and Beverage Stores-445	$154,460,214	$168,114,713	-$13,654,499
Health and Personal Care Stores-446	$71,798,281	$118,626,122	-$46,827,841
Gasoline Stations-447	$105,507,899	$74,871,540	$30,636,359
Clothing and Clothing Accessories Stores-448	$57,209,304	$28,546,641	$28,662,663
Sporting Goods, Hobby, Book, Music Stores-451	$19,957,536	$15,604,140	$4,353,396
General Merchandise Stores-452	$155,689,378	$149,949,503	$5,739,875
Miscellaneous Store Retailers-453	$25,504,417	$24,907,096	$597,321
Non-Store Retailers-454	$84,432,315	$42,150,096	$42,282,219
Foodservice and Drinking Places-722	$112,237,622	$99,000,304	$13,237,318
GAFO *	$284,618,850	$274,661,766	$9,957,084
Total Retail Sales Incl Eating and Drinking Places	$1,059,808,478	$1,024,071,401	$35,737,077

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It appears that a significant amount of the retail expenditures (demand) of those residing within the 2-mile radii market actually purchase goods in stores located within the 3-mile radii market. That said, it appears that opportunities do exist for gas stations, clothing and sporting/hobby/book/music stores as shown in **Table 10.**

Table 10. West Dixie Highway Corridor 3-mile Radii Market

Radius 1: , 0.00 - 3.00 Miles, Total	2011 Demand (Consumer Expenditures)	2011 Supply (Retail Sales)	Opportunity Gap/Surplus
Motor Vehicle and Parts Dealers-441	$256,377,274	$427,605,559	-$171,228,285
Furniture and Home Furnishings Stores-442	$33,602,854	$113,476,185	-$79,873,331
Electronics and Appliance Stores-443	$38,948,297	$99,018,885	-$60,070,588
Building Material, Garden Equip Stores -444	$148,696,976	$165,006,132	-$16,309,156
Food and Beverage Stores-445	$274,551,182	$320,462,317	-$45,911,135
Health and Personal Care Stores-446	$127,692,862	$234,197,891	-$106,505,029
Gasoline Stations-447	$186,526,836	$160,160,922	$26,365,914
Clothing and Clothing Accessories Stores-448	$101,226,801	$79,712,301	$21,514,500
Sporting Goods, Hobby, Book, Music Stores-451	$34,572,599	$29,773,208	$4,799,391
General Merchandise Stores-452	$275,958,914	$278,477,296	-$2,518,382
Miscellaneous Store Retailers-453	$44,391,602	$47,014,455	-$2,622,853
Non-Store Retailers-454	$148,440,834	$59,837,092	$88,603,742
Foodservice and Drinking Places-722	$195,787,653	$209,325,772	-$13,538,119
GAFO *	$501,747,792	$624,138,112	-$122,390,320
Total Retail Sales Incl Eating and Drinking Places	$1,866,774,683	$2,224,068,014	-$357,293,331

Within these groups, specific sub retail store types show promise. This includes: family clothing, sporting goods stores, hardware stores, lawn and garden stores, beer/wine shops, and other general merchandise stores. More detail on this matter can be found in the appendix of the *North Miami Economic/Market Evaluation*, dated April 24, 2012.

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The West Dixie Highway/Downtown NE 125th Street markets show potential opportunities for a limited amount of locally derived retail. That stated the area is attracting a more regional clientele as a result of the MOCA, expanding arts/gallery and furniture markets. These anchors should in turn attract more retail traffic to the downtown. The City does not seem to have captured any of the student market generated by FIU, Johnson & Wales or Barry University. Efforts should be explored to offer retail oriented stores that cater to this clientele as well as exploring ways to encourage the development of student housing. One approach is to use second floor space were available and by encouraging more mixed use development downtown.

As reported in the April 2009 *Urban Land Institute Technical Assistance Panel Report* (ULI report), it is important to increase the regional draw of the downtown in order to increase demand and rents (which according to the ULI report are in the $10-$15 range). Several factors impede development. First, downtown is not visible to outside residents and even some of the City's own residents especially those that do not utilize services available through the local government offices (City Hall or Police Station). With the exception of MOCA, the downtown is not an end-destination. In its current form, the downtown has not achieved the necessary critical mass to establish itself as an end-destination. As also pointed out in the ULI report, efforts need to be made to continue improving the physical presence of the area. While a lot of effort has been made to improve the area; downtown still appears outdated. Lack of perceived parking needs to be addressed as well as continued façade improvements. Part of the overall effort needs to encourage increased vertical presence and density. An example would be Naples, whose old downtown is not that dissimilar with North Miami, yet with new zoning and architectural design standards, it totally revamped itself (prior to the 2002-2006 building boom).

Figures 13 and 14 show the City of Naples before and after of this more intense mixed use type of its successful redevelopment efforts.



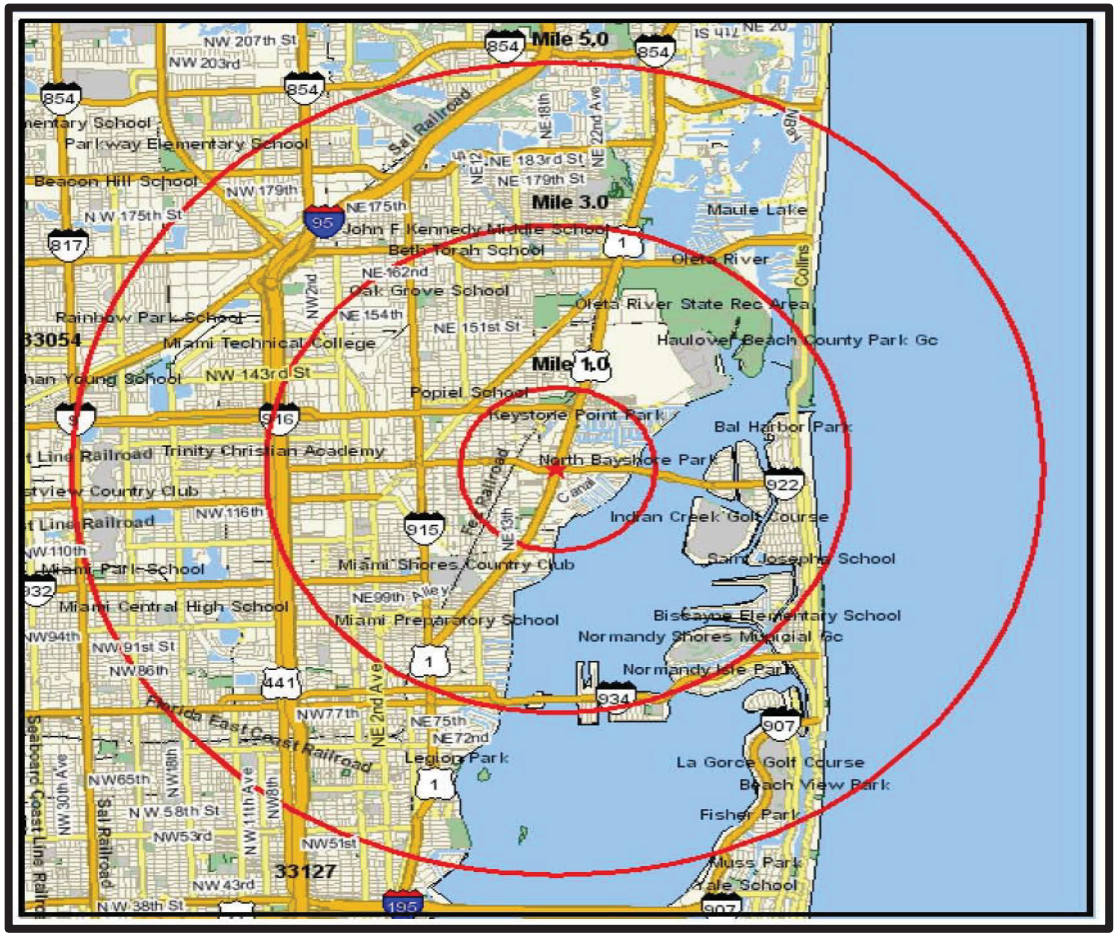
Figure 13. Old Naples Downtown (example)



Figure 14. New Naples Downtown (Increased density and vertical presence)

Biscayne Boulevard Corridor Market Area

The Biscayne Boulevard corridor, due in large part to its connectivity to the more affluent coastal neighborhoods/communities, is a thriving retail and to a lesser extent immerging office location. Most of its retail is in smaller upper end strip developments. The corridor is home to a major regional Lexus dealership and the home to a new regional Fiat dealership. Although anchored to the north by FIU, this commuter campus seems to have little student interaction with the corridor's retail stores. Likewise, it appears that Johnson & Wales University, while having on-site student housing also has had a minimum impact of the corridor. The corridor backs up to the FEC railroad and while parts of the western portion are zoned industrial, its uses are at best light industrial but also include a car museum and other retail oriented uses.



The corridor is adjacent to the City's Regional Activity Center which contains Biscayne Landing, a 184 acre tract of land which is reported to be the largest tract of undeveloped land in northeast Miami-Dade County.

The development limits of the tract are:

- 5,000 residential units
- 1,000,000 square feet of Industrial space
- 1,050,000 square feet of office
- 1,500,000 square feet of Commercial/Retail Sales & Service space

While a traditional retail gap analysis was run for the corridor, the primary market as illustrated in **Figure 15**, for the corridor is regional including the beachfront communities. It should be noted that the 1-mile radii market for Biscayne Boulevard overlaps the 1-mile radii market of the West Dixie/Downtown market area.

Figure 15. Biscayne Boulevard Corridor Market Area

As shown in **Table 11**, the immediate 1-mile radii residential market shows potential retail opportunities for gas stations, clothing, sporting good, hobby shops and music stores. It also shows demand for non-store retail which will not be analyzed here as it would have limited impact of the redevelopment of the area.

Table 11. Biscayne Boulevard Corridor 1-Mile Radii Market

Radius 1: , 0.00 - 1.00 Miles, Total	2011 Demand sumer Expenditu	2011 Supply (Retail Sales)	Opportunity Gap/Surplus
Motor Vehicle and Parts Dealers-441	$44,672,733	$113,098,118	-$68,425,385
Furniture and Home Furnishings Stores-442	$6,419,244	$5,935,785	$483,459
Electronics and Appliance Stores-443	$7,174,482	$20,880,559	-$13,706,077
Building Material, Garden Equip Stores -444	$27,484,464	$75,832,223	-$48,347,759
Food and Beverage Stores-445	$46,078,550	$65,158,507	-$19,079,957
Gasoline Stations-447	$33,141,839	$14,230,760	$18,911,079
Clothing and Clothing Accessories Stores-448	$16,554,396	$7,896,149	$8,658,247
Sporting Goods, Hobby, Book, Music Stores-451	$6,158,107	$4,825,666	$1,332,441
General Merchandise Stores-452	$46,009,499	$52,934,020	-$6,924,521
Miscellaneous Store Retailers-453	$8,116,908	$18,400,997	-$10,284,089
Non-Store Retailers-454	$25,962,427	$15,593,853	$10,368,574
Foodservice and Drinking Places-722	$36,823,335	$58,269,770	-$21,446,435
GAFO *	$85,590,287	$104,611,258	-$19,020,971
Total Retail Sales Incl Eating and Drinking Places	$326,612,265	$504,560,114	-$177,947,849

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At the 3-mile radii, as shown in **Table 12**, the market area taps the surrounding affluent neighborhoods/communities which generate significant potential retail opportunities for building material/garden stores, food and beverage stores, gasoline stations, sporting goods and hobby/music stores, and restaurants/drinking places.

Table 12. Biscayne Boulevard Corridor 3-Mile Radii Market

Radius 2: , 0.00 - 3.00 Miles, Total	2011 Demand sumer Expenditu	2011 Supply (Retail Sales)	Opportunity Gap/Surplus
Motor Vehicle and Parts Dealers-441	$254,715,000	$275,955,266	-$21,240,266
Furniture and Home Furnishings Stores-442	$35,214,249	$110,535,918	-$75,321,669
Electronics and Appliance Stores-443	$39,601,082	$84,587,559	-$44,986,477
Building Material, Garden Equip Stores -444	$152,181,324	$108,594,328	$43,586,996
Food and Beverage Stores-445	$260,883,892	$224,970,401	$35,913,491
Health and Personal Care Stores-446	$125,951,308	$202,404,470	-$76,453,162
Gasoline Stations-447	$178,919,375	$102,401,161	$76,518,214
Clothing and Clothing Accessories Stores-448	$95,456,325	$205,040,912	-$109,584,587
Sporting Goods, Hobby, Book, Music Stores-451	$34,589,614	$23,885,305	$10,704,309
General Merchandise Stores-452	$262,581,716	$307,451,529	-$44,869,813
Non-Store Retailers-454	$146,609,763	$395,054,496	-$248,444,733
Foodservice and Drinking Places-722	$199,236,054	$187,708,851	$11,527,203
GAFO *	$485,437,459	$752,810,894	-$267,373,435
Total Retail Sales Incl Eating and Drinking Places	$1,830,240,446	$2,275,416,257	-$445,175,811

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As shown in **Table 13**, some of the opportunities (gap) found within the 3-mile radii market is satisfied or met within the large 5-mile radii market. However, several sectors still show significant potential opportunities including building material and garden stores, gasoline stations and general merchandise (although general merchandise is using part of the good sold in department stores).

Table 13. Biscayne Boulevard Corridor 5-Mile Radii Market

Radius 3: , 0.00 - 5.00 Miles, Total	2011 Demand sumer Expenditu	2011 Supply (Retail Sales)	Opportunity Gap/Surplus
Motor Vehicle and Parts Dealers-441	$625,738,980	$720,752,980	-$95,014,000
Furniture and Home Furnishings Stores-442	$89,516,926	$169,319,042	-$79,802,116
Electronics and Appliance Stores-443	$99,117,902	$147,787,514	-$48,669,612
Building Material, Garden Equip Stores -444	$388,956,845	$250,175,302	$138,781,543
Food and Beverage Stores-445	$668,706,233	$850,280,598	-$181,574,365
Health and Personal Care Stores-446	$336,426,442	$434,308,298	-$97,881,856
Gasoline Stations-447	$452,010,290	$320,437,202	$131,573,088
Clothing and Clothing Accessories Stores-448	$234,652,225	$398,208,698	-$163,556,473
Sporting Goods, Hobby, Book, Music Stores-451	$84,700,094	$88,849,536	-$4,149,442
General Merchandise Stores-452	$665,040,857	$507,979,644	$157,061,213
Non-Store Retailers-454	$373,959,931	$536,619,223	-$162,659,292
Foodservice and Drinking Places-722	$502,118,393	$555,516,412	-$53,398,019
GAFO *	$1,218,367,841	$1,360,996,032	-$142,628,191
Total Retail Sales Incl Eating and Drinking Places	$4,632,603,380	$5,077,094,250	-$444,490,870

As previously noted, there is a significant overlap between the West Dixie Highway/Downtown and Biscayne Boulevard markets. It would help the City if this connection or overlap could be strengthened.

There appears to be a real possibility that a new passenger rail service will emerge on the FEC line and that a Depot will be built on NE 125th Street, in proximity to were the old Arch Creek Railroad Depot was located. A new passenger Station could have a significant impact on the City by providing another direct transportation linkage to the surrounding region, especially given the forecast of rising gasoline prices. Due to the Station's location and close proximity to Downtown and the Biscayne Boulevard corridor, the City should consider the redevelopment potential of the surrounding properties and plan for extended TOD development.

Biscayne Boulevard is a thriving corridor, with only a limited amount of land for redevelopment/ development primarily within the City's Regional Activity Center. While it is a significant part of the City's image and revenue stream, it does not significantly interact with the City's economic structure in terms of spin off impacts outside of its corridor. One major economic development opportunity is greater connectivity with FIU primarily by providing student housing in the immediate vicinity of the campus and/or new Rail Depot. As mentioned in the ULI report, the same can be said of Johnson & Wales.

The redevelopment of the City could be significantly and positively impacted should the FEC passenger rail and development of a depot at NE 125th Street. This anchor could provide the demand to allow the surrounding land to be developed into higher density TOD developments. This type of development, if zoned and planned properly could provide the 24/7 retail demand needed for downtown redevelopment while providing a direct linkage and gateway to the Biscayne Boulevard market as well as a southern gateway to capture part of the Barry University market.

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Summary of Corridor Opportunities and Constraints

7th Avenue Corridor

Opportunities:

- The main potential areas for redevelopment would create activity nodes that are centered where there is access to the I-95 (Opa Locka/135th Street, 125th Street, and 119th Street) and/or where east-west connections are available (143rd, 135th, 131st, 125th, and 119th).
- It is recommended that the City explore the opportunity to allow this commercial corridor to expand on its western side to cover at least a full block, as well as allow for light industrial/distribution because much of the City's existing industrial properties along the FEC rail corridor might be better served as mixed/Transit Oriented Design (TOD) development, leaving the potential for NW 7th Avenue to handle distribution/flex space/light industrial.

Constraints:

- Significantly impacted by I-95.
  - The I-95/Palmetto Expressway/Turnpike interchanges north of the Plan area have effectively eliminated the historic traffic coming from the north to the NW 7th Avenue corridor.
  - I-95 has blocked east-west connection with the exception of five streets (143rd, 135th, 131st, 125th, and 119th)
- Much of the eastern portion of the corridor appears to pre- date the construction of I-95 and is now land locked.
- The western portion of the corridor suffers from limited lot depths that are insufficient to generate critical demand.

West Dixie Highway/Downtown NE 125th Street

Opportunities:

- There are potential opportunities for a limited amount of locally derived retail.
- The area is attracting a more regional clientele as a result of the MOCA and expanding arts/gallery and furniture markets. These anchors should in turn attract more retail traffic to the downtown area.
- It is important to increase the regional draw of the downtown in order to increase demand and rents (which according to the existing ULI report are in the $10-$15 range).
- Continue improving the physical presence of the area and support the façade improvement program.
- Increase vertical presence and density. An example would be Naples, whose old downtown, prior to redevelopment, shows some similarities with North Miami, yet with new zoning and architectural design standards, Naples totally revamped itself (prior to the 2002-2006 building boom).
- Capture the student market generated by FIU, Johnson & Wales and Barry University. Efforts should be explored to offer retail oriented stores that cater to this clientele as well as exploring ways to encourage the development of student housing. One approach is to use second floor space for residential use were available and by encouraging more mixed use development downtown.

Constraints:

- Several factors impede development:
  - Downtown is not visible to outside residents and some City residents that do not utilize local government services, such as City Hall or the Police station in the downtown.

- With the exception of MOCA, the downtown is not an end-destination. The downtown has not achieved the necessary critical mass to establish itself as an end-destination, for example, like Las Olas Boulevard in Fort Lauderdale.
- Lack of perceived parking needs to be addressed. The City is currently improving signage for the public parking areas, to improve upon this perception and point out the public parking that is available, which is improving this perception. Additional parking options, such as structured parking should be pursued.

Biscayne Boulevard

Opportunities:

- Existing thriving corridor with land for redevelopment/development within the City's Regional Activity Center.
- The major economic development opportunity is to provide a greater connectivity with FIU primarily by providing student housing in the immediate vicinity of the campus and/or new Rail Depot.
- The redevelopment of the City could be significantly and positively impacted should the FEC passenger rail and development of a depot at NE 125th Street and the railroad move forward. This anchor could provide the demand to allow the surrounding land to be developed into higher density TOD developments.
- This type of development, if zoned and planned properly could provide the 24/7 retail demand needed for downtown redevelopment while providing a direct linkage and gateway to the Biscayne Boulevard market as well as a southern gateway to capture part of the Barry University market.

Constraints:

- The corridor is a significant part of the City's image and revenue stream, however it does not significantly interact with the City's economic structure in terms of spin off impacts outside of its corridor.

NW 119th Avenue Corridor

Opportunities:

- The NW 119th Avenue corridor shares much of the NW 7th Avenue market.
- A major highway linking the eastern part of the County to its western communities and the Palmetto Expressway.
- The main potential area for development, redevelopment or activity nodes would be centered at NW 7th Avenue.

Constraints:

- As designed, it primarily serves through traffic, with little orientation to community level retail.
- The corridor is undergoing a proposed redesign which would entail a new elevated highway connection from the Gratigny Parkway to I-95. Should this occur, those businesses may be affected by the elevated highway. The City should closely coordinate this with FDOT and MDX.

IV. Overview of Public Involvement Process

Early briefings with City Council members were completed and two Business Community Forums were conducted at two different locations within the City in an effort to engage the business and property owners, residents and other interested parties in the development of this Plan. At the October 25, 2012 and December 19, 2012 forums, the attendees were provided an overview of the planning process and the opportunities and constraints related to development along each corridor. The agenda for these forums is included in this section.











NORTH MIAMI FLORIDA

NORTH MIAMI DOWNTOWN AND COMMERCIAL CORRIDOR PLAN

WELCOME!

Good evening, and thank you for joining us for the Business Forum regarding the Downtown and Commercial Corridor Plan (The "Plan"). This important Plan will rely heavily upon your participation throughout the process.

The first part of tonight's forum will include an overview of the planning process. The second portion will involve a listening session. During this session, we will explore the constraints and opportunities facing the Downtown and throughout each of the commercial corridors. This exercise is a key step in the preparation of the Plan.

Please find below the agenda for tonight's forum. A description of the various information stations can be found on the back of this fact sheet.

GET INVOLVED AND STAY INVOLVED!

Your comments are important to us! We recognize the importance of soliciting community input and encourage participation and comments throughout the project.

Contact the City of North Miami Community Planning and Development Department

(305) 895-9826

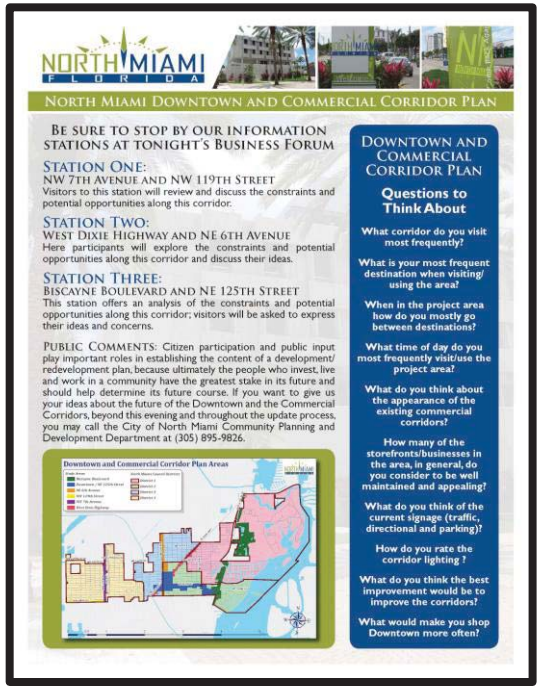
TONIGHT'S AGENDA

Forum "Roadmap"

5:30-6:00	*Sign-in*	Pick up Preference Survey, and refreshments
6:00-6:10	*Welcome*	By Mayor Andre D. Pierre
6:15-6:45	*Project Overview Presentation*	A brief presentation of the data and analysis findings and constraints and opportunities for each corridor
6:45-7:45	*Listening Session*	Visit each station, take a Preference Survey and express your ideas
7:45-8:15	*Session Summary*	The K&S Team will present and summarize the corridor discussions
8:15-8:30	*What are the Next Steps?*	How will the information (including the Preference Survey) be used? When will the public have additional opportunities to be involved in the process?

N.W. 7 Avenue | West Dixie Highway | Biscayne Blvd. | N.E. 6 Avenue | N.W. 119 Street | N.E. 125 Street

Forum Agenda Page 1



NORTH MIAMI FLORIDA

NORTH MIAMI DOWNTOWN AND COMMERCIAL CORRIDOR PLAN

BE SURE TO STOP BY OUR INFORMATION STATIONS AT TONIGHT'S BUSINESS FORUM

STATION ONE:
NW 7TH AVENUE AND NW 119TH STREET
Visitors to this station will review and discuss the constraints and potential opportunities along this corridor.

STATION TWO:
WEST DIXIE HIGHWAY AND NE 6TH AVENUE
Here participants will explore the constraints and potential opportunities along this corridor and discuss their ideas.

STATION THREE:
BISCAYNE BOULEVARD AND NE 125TH STREET
This station offers an analysis of the constraints and potential opportunities along this corridor; visitors will be asked to express their ideas and concerns.

PUBLIC COMMENTS: Citizen participation and public input play important roles in establishing the content of a development/redevelopment plan, because ultimately the people who invest, live and work in a community have the greatest stake in its future and should help determine its future course. If you want to give us your ideas about the future of the Downtown and the Commercial Corridors, beyond this evening and throughout the update process, you may call the City of North Miami Community Planning and Development Department at (305) 895-9826.

Downtown and Commercial Corridor Plan Areas

DOWNTOWN AND COMMERCIAL CORRIDOR PLAN

Questions to Think About

What corridor do you visit most frequently?

What is your most frequent destination when visiting/using the area?

When in the project area how do you mostly go between destinations?

What time of day do you most frequently visit/use the project area?

What do you think about the appearance of the existing commercial corridors?

How many of the storefronts/businesses in the area, in general, do you consider to be well maintained and appealing?

What do you think of the current signage (traffic, directional and parking)?

How do you rate the corridor lighting ?

What do you think the best improvement would be to improve the corridors?

What would make you shop Downtown more often?

Forum Agenda Page 2



The stakeholders were then invited to participate in a "listening and work session", where they visited each of the corridor "stations" to discuss the issues with staff members and markup aerial maps of the corridor with their thoughts, ideas and preferences and concerns.





Participants were then asked to complete a **Preference Survey** for each of the corridors identified in this Plan.

Sample Stakeholder Preference Surveys



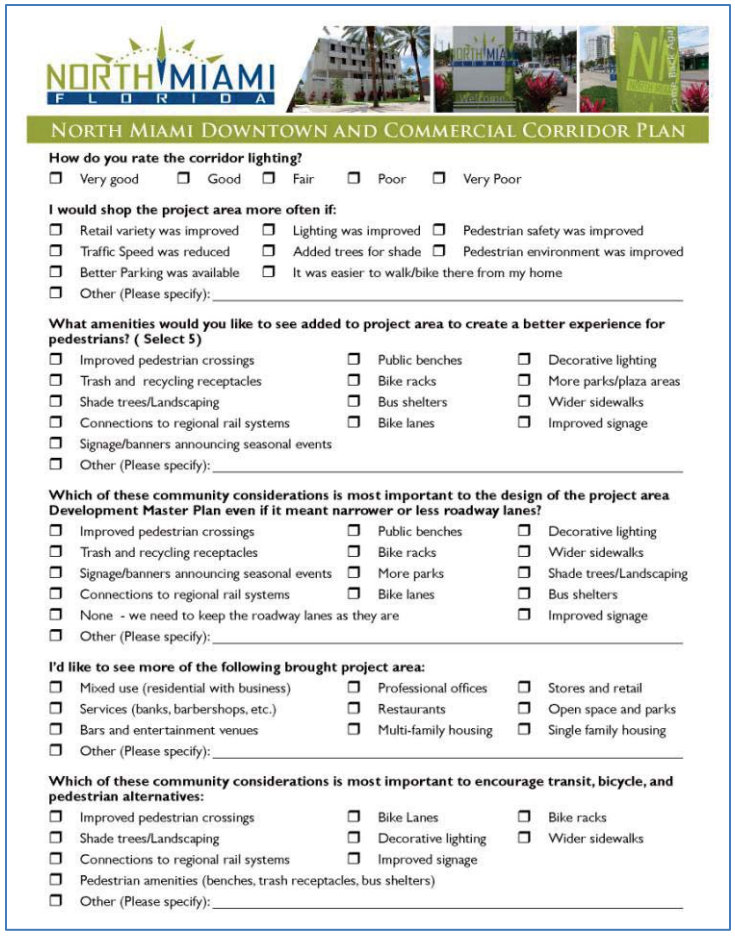
Sample Stakeholder Preference Survey Page 1

The survey included questions such as:

- Which corridor do you visit most frequently?
- What is your most frequent destination when visiting/ using the area?
- When in the project area, how do you mostly go between destinations?
- What time of day do you most frequently visit/use the project area?
- What do you think about the appearance of the existing commercial corridors?
- How many of the storefronts/businesses in the area, in general, do you consider to be well maintained and appealing?
- What do you think of the current signage (traffic, directional and parking)?
- How do you rate the corridor lighting?
- What do you think the best improvement would be to improve the corridors?
- What would make you shop Downtown more often?



Sample Stakeholder Preference Survey Page 2



NORTH MIAMI DOWNTOWN AND COMMERCIAL CORRIDOR PLAN

How do you rate the corridor lighting?

❒ Very good ❒ Good ❒ Fair ❒ Poor ❒ Very Poor

I would shop the project area more often if:

❒ Retail variety was improved ❒ Lighting was improved ❒ Pedestrian safety was improved
❒ Traffic Speed was reduced ❒ Added trees for shade ❒ Pedestrian environment was improved
❒ Better Parking was available ❒ It was easier to walk/bike there from my home
❒ Other (Please specify): _____

What amenities would you like to see added to project area to create a better experience for pedestrians? (Select 5)

❒ Improved pedestrian crossings ❒ Public benches ❒ Decorative lighting
❒ Trash and recycling receptacles ❒ Bike racks ❒ More parks/plaza areas
❒ Shade trees/Landscaping ❒ Bus shelters ❒ Wider sidewalks
❒ Connections to regional rail systems ❒ Bike lanes ❒ Improved signage
❒ Signage/banners announcing seasonal events
❒ Other (Please specify): _____

Which of these community considerations is most important to the design of the project area Development Master Plan even if it meant narrower or less roadway lanes?

❒ Improved pedestrian crossings ❒ Public benches ❒ Decorative lighting
❒ Trash and recycling receptacles ❒ Bike racks ❒ Wider sidewalks
❒ Signage/banners announcing seasonal events ❒ More parks ❒ Shade trees/Landscaping
❒ Connections to regional rail systems ❒ Bike lanes ❒ Bus shelters
❒ None - we need to keep the roadway lanes as they are ❒ Improved signage
❒ Other (Please specify): _____

I'd like to see more of the following brought project area:

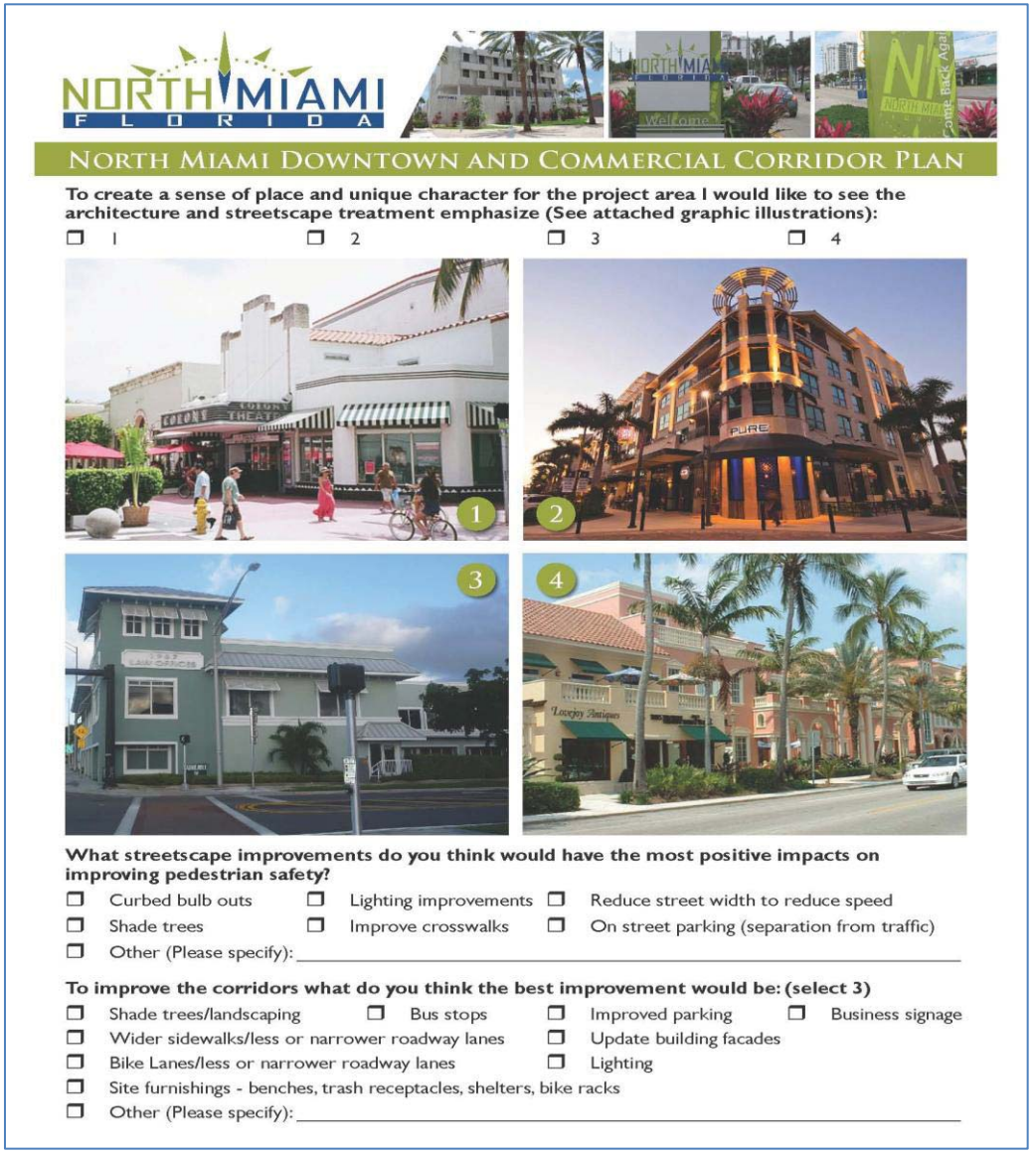
❒ Mixed use (residential with business) ❒ Professional offices ❒ Stores and retail
❒ Services (banks, barbershops, etc.) ❒ Restaurants ❒ Open space and parks
❒ Bars and entertainment venues ❒ Multi-family housing ❒ Single family housing
❒ Other (Please specify): _____

Which of these community considerations is most important to encourage transit, bicycle, and pedestrian alternatives:

❒ Improved pedestrian crossings ❒ Bike Lanes ❒ Bike racks
❒ Shade trees/Landscaping ❒ Decorative lighting ❒ Wider sidewalks
❒ Connections to regional rail systems ❒ Improved signage
❒ Pedestrian amenities (benches, trash receptacles, bus shelters)
❒ Other (Please specify): _____

Additionally, Page 3 of the survey sought to identify the preferred architectural style for each of the corridors.

The results of these forums and survey responses have been synthesized in **Section V: Creating a Shared Vision**.



NORTH MIAMI DOWNTOWN AND COMMERCIAL CORRIDOR PLAN

To create a sense of place and unique character for the project area I would like to see the architecture and streetscape treatment emphasize (See attached graphic illustrations):

☐ 1 ☐ 2 ☐ 3 ☐ 4

What streetscape improvements do you think would have the most positive impacts on improving pedestrian safety?

☐ Curbed bulb outs ☐ Lighting improvements ☐ Reduce street width to reduce speed
☐ Shade trees ☐ Improve crosswalks ☐ On street parking (separation from traffic)
☐ Other (Please specify): _____

To improve the corridors what do you think the best improvement would be: (select 3)

☐ Shade trees/landscaping ☐ Bus stops ☐ Improved parking ☐ Business signage
☐ Wider sidewalks/less or narrower roadway lanes ☐ Update building facades
☐ Bike Lanes/less or narrower roadway lanes ☐ Lighting
☐ Site furnishings - benches, trash receptacles, shelters, bike racks
☐ Other (Please specify): _____

Sample Stakeholder Preference Survey Page 3

Business Community Forums Public Input Comments

The following is a summary of the comments received during the Business Community Forums held October 25, 2012 and December 19, 2012:

N.W. 119TH Street

- Need Gateway Features at NW 7th Avenue and NW 119th Street intersection
- The regulations make it difficult to do interesting projects
- Not as nice as those areas around the City, need nice vegetation
- Need more density in the area
- There is no building style that is evident
- Need a massive planting of trees – please plant now
- Strong pedestrian area, need more pedestrian crossings
- Would like to see design forums for the corridor
- Do not want the proposed elevated roadway
- Landscaping in the median is needed
- Need relief from the ground plain, create berms and little hills

N.W. 7TH Avenue

- We need a better grocery store
- Would like to see a gateway feature
- Need landscaping in the medians

West Dixie Highway

- Desire to see more landscaping
- It is difficult to cross the streets
- The sidewalk is not inviting
- Identify the multi-cultural aspects of the City
- Would like to see fancy street lighting
- Landscape the medians
- Needs streetscape

West Dixie Highway (*cont'd*)

- FDOT removed on-street parking near or along the N.E. 6th Avenue (5 points) area and the business have really suffered; we need that on-street parking back again
- Some areas lend themselves to Savannah-like squares (see mark-ups on the aerial)
- The 5-points intersection proposal – the residents are against it
- Suggest adding a huge shade tree in the 5-points fountain area instead of the fountain - this would provide much needed shade for the pedestrians and transit users
- Implementation is the key – find something that we can do now, even in steps, like plant just 4 trees – get started now
- 50's MiMo architecture is the best for this area
- Front end parking right in front of the buildings completely diminishes the pedestrian friendly feel of this corridor

N.E. 6th Avenue

- Need design guidelines (i.e. Publix)
- There are code enforcement issues
- Slow the traffic on this corridor
- Need connections between properties
- Need better street maintenance

N.E. 6th Avenue (cont'd)

- Would like to see Urban Gardens
- Would like to see berms and sculptural designs
- Would like more trees, and a broad stroke of more character
- Structural parking is needed with no penalty in height (i.e. measure the building height from the habitable floor, not the ground level parking floor)

N.E. 125th Street

- Need shade trees
- Would like to see reduced travel lanes (10') and slower traffic (25 MPH), need more bulb-out needed
- Make this corridor more pedestrian friendly
- Would like to see this corridor successful like Las Olas Boulevard in Fort Lauderdale and like downtown Hollywood Boulevard
- Consider flex lanes (travel lane during the day, then parallel parking on the out lanes at night)
- Would like to see pervious paving in the on-street parking areas
- Less is more for style on the corridor
- Make it a "district" with an identity
- We need more nightlife and restaurants – create a nice balance between the retail and nightlife
- There are too many of the same type of stores along this corridor (i.e. salons, furniture stores)
- Would like to see stores such as TJ Maxx, Ross, and Payless Shoes along this corridor, but parking is a big issue
- This is the corridor that truly is our main street with parades, etc. It should be unique

Biscayne Boulevard

- This is a big problem area - like what south Miami did in narrowing the streets
- Need more berms to break up the views of large parking lots
- Need more shade trees and curbed medians

GENERAL COMMENTS

- Recommend that the students (FIU) get engaged in this process and have this be a student project or contest to redesign the corridors; have MOCA provide awards and/or scholarships for this type of work
- Could get a corporate sponsor, such as HGTV to get involved and get that "Wow Factor" for the City
- Would like to see the future meetings and the plan process announced on the Haitian and Hispanic radio stations for outreach
- Plant everywhere within all corridors
- New construction and redevelopment should go more vertical, leaving more room for open space on a parcel or lot
- The current comprehensive plan and zoning restricts height - we should allow buildings to be constructed with parking at the ground level, under the structure and measure the building height to exclude the ground level parking - this creates more open space for landscaping on the lot
- We have an undistinguished "match box" style within the City – would like to see a stronger, geometric and angular design
- The regional areas draw everyone away from the City, such as Aventura and other areas that actually have a change have plain changes in their typography, using berms and raised medians

GENERAL COMMENTS (cont'd)

- I would like to see consistent themes along the corridors, so you know you are in the City wherever you drive – don't mix the styles/themes
- Need more pedestrian safety along all corridors
- Prohibit the use of chain link fences in the City
- Would like to see chamfered street corners, like you see in Barcelona

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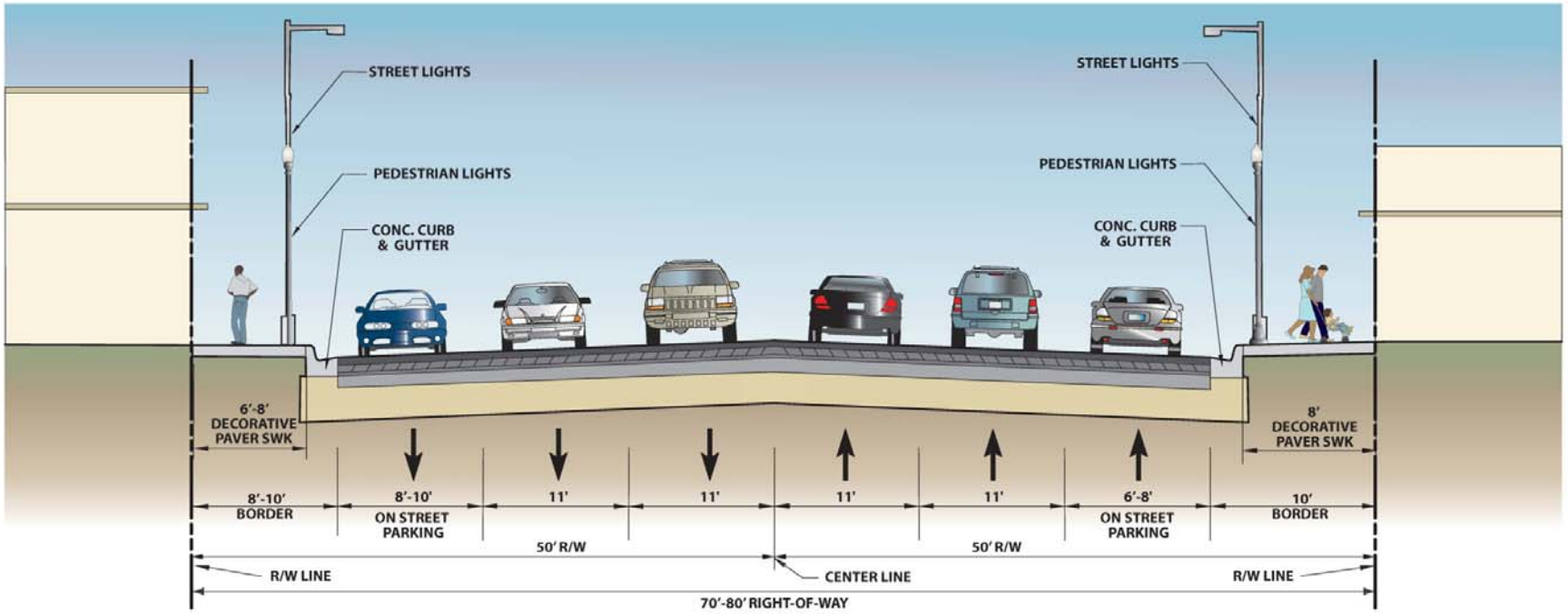
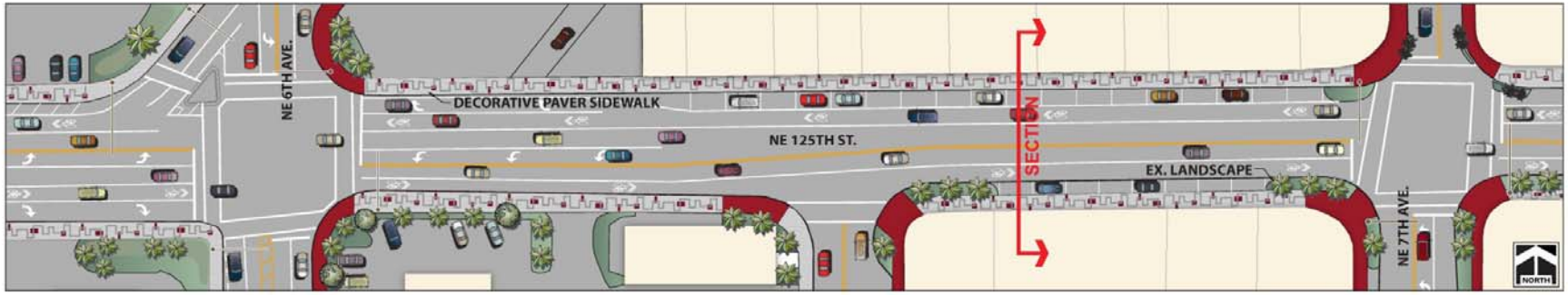
V. CREATING A SHARED VISION

Upon completion of the data and analysis, economic/marketing analysis and public input process, the shared vision started coming together for the Plan. This section provides graphic representations of the corridor enhancement opportunities for streetscape and redevelopment along the adjacent parcels within the Plan defined areas.

NE 125th Street
Existing Plan and Section





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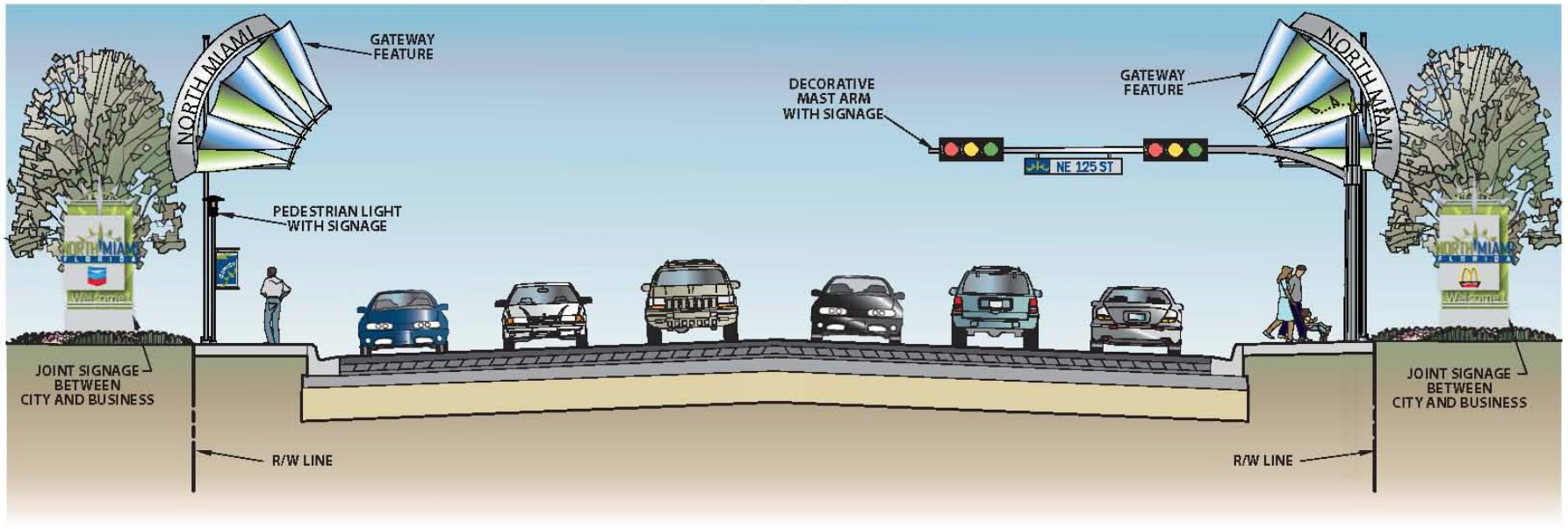
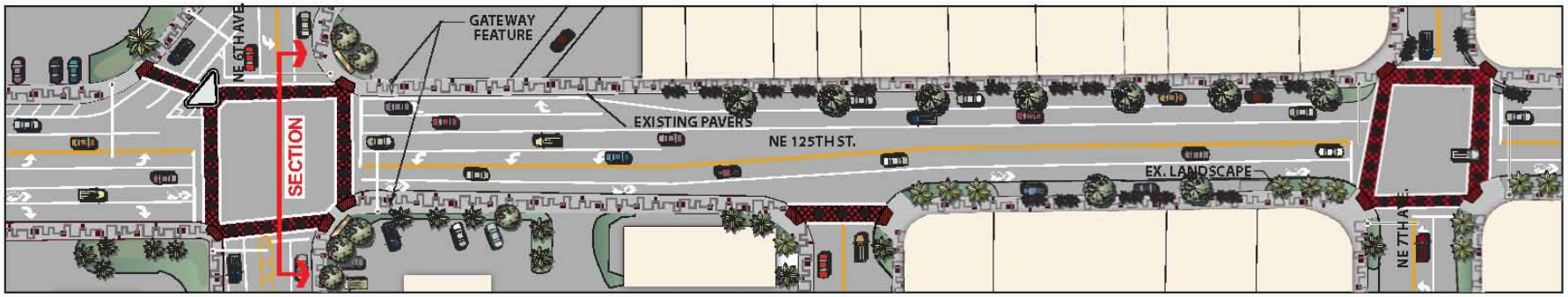
NORTH MIAMI FLORIDA

Existing Plan and Section NE 125th Street

DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

NE 125th Street
Proposed Gateway Concept





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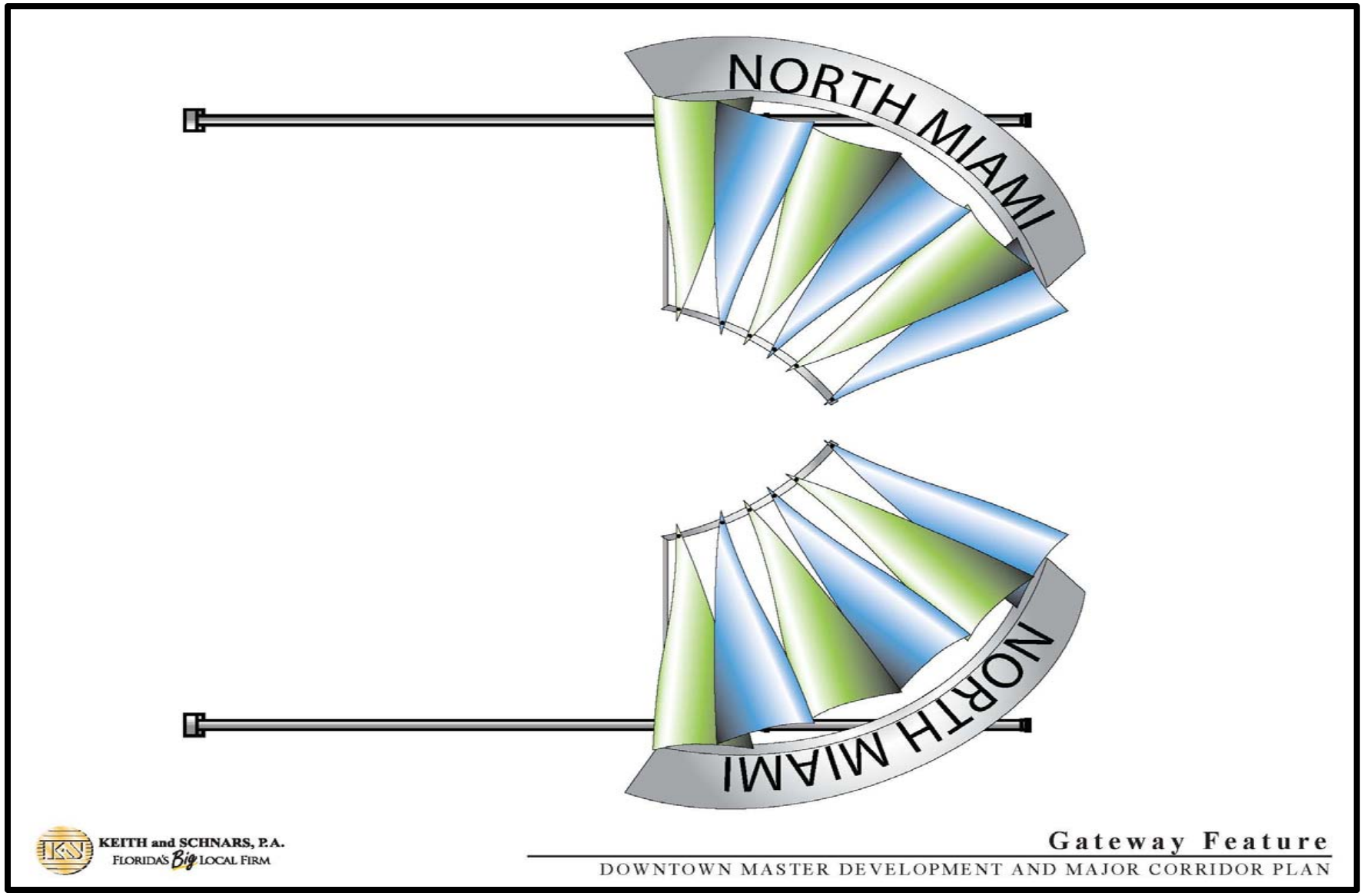
NE 125th Street Gateway Concept

DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

NE 125th Street
Proposed Gateway Feature


NORTH MIAMI
NORTH MIAMI
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Gateway Feature
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

NE 125th Street Proposed Plan and Section

The **Proposed Gateway Concept** for NE 125th Street illustrates a redevelopment scenario for the corridor with buildings placed immediately behind the sidewalk, as wells as the gateway feature and entryway joint public/private monument signage proposed for installation at the intersection of NE 6th Avenue and NE 125th Street. On one side of the street, the sculptural element is mounted on a stand-alone pole; on the other side of the street, the element is attached to the street lighting pole.

The **Gateway Feature** provides a detailed illustration of the pole mounted gateway sculptural element.

On the Proposed Plan and Section, all buildings, where applicable for redevelopment, are placed at rear of the sidewalk; the building frontage is placed at the rear of the sidewalk (0' to maximum 10' Build-to-Line), with the arcade, colonnade, and/or awnings extending over the sidewalk. Build-to-lines are explained in further detail later in this section. Awnings provide shade and protection from the elements for pedestrians.

The Proposed Plan and Section also illustrates curb extensions (or bulb-outs) within existing-on street parking. A bulb-out is a traffic calming measure, and extends the sidewalk; thus, reducing the crossing distance and allowing pedestrians that are about to cross, and approaching vehicle drivers, to see each other when vehicles that are parked in a parking lane would otherwise block visibility.

When a pedestrian is standing on a bulb-out, he/she is more visible to motorists and that person can better see motorists, creating a safer crossing of the street. The narrowing of the street encourages motorists to drive slower, as narrow streets tend to have slower moving traffic than wider streets.

In addition to providing better visibility and pedestrian safety, the bulb-outs allow for the installation of canopy trees.



Bulb Outs

It is proposed that the original sidewalk paver design on NE 125th Street, completed by Savino Design Studio, be maintained and extended along the entire length of the corridor. The geometric design and pattern of the sidewalks along this corridor influenced the hardscape detail that is recommended for all the corridors. Tree wells located at key points in the sidewalks allow for installation of palms.

The proposed decorative crosswalk design pattern is applied directly onto the pavement. The treatment meets the Florida Department of Transportation standards and provides a traffic calming effect due to the change in texture and color.

In addition to decorative street lights, human-scaled pedestrian lighting is proposed. The appropriate height, location and spacing is determined through lighting engineering and analysis.

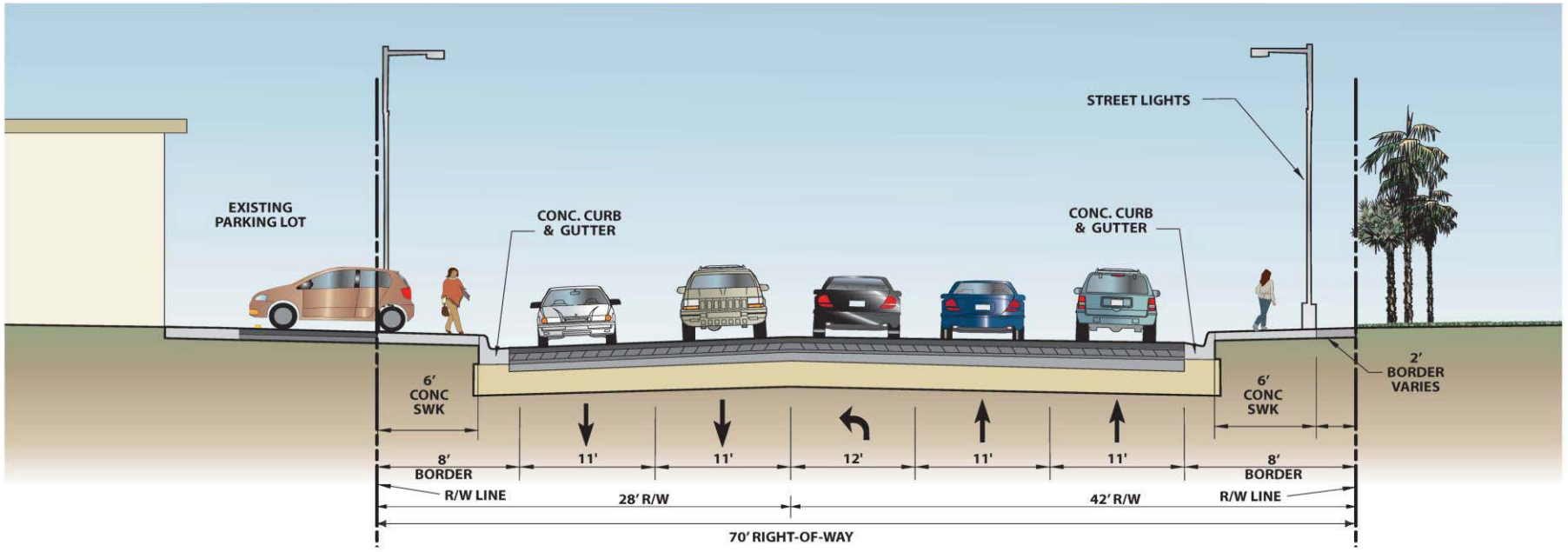
A gateway feature, as shown on the **Proposed Gateway Concept**, is proposed at the intersection of NE 6th Avenue and NE 125th Street. The design of the steel sculpture is influenced by the City's "starburst" logo and colors.

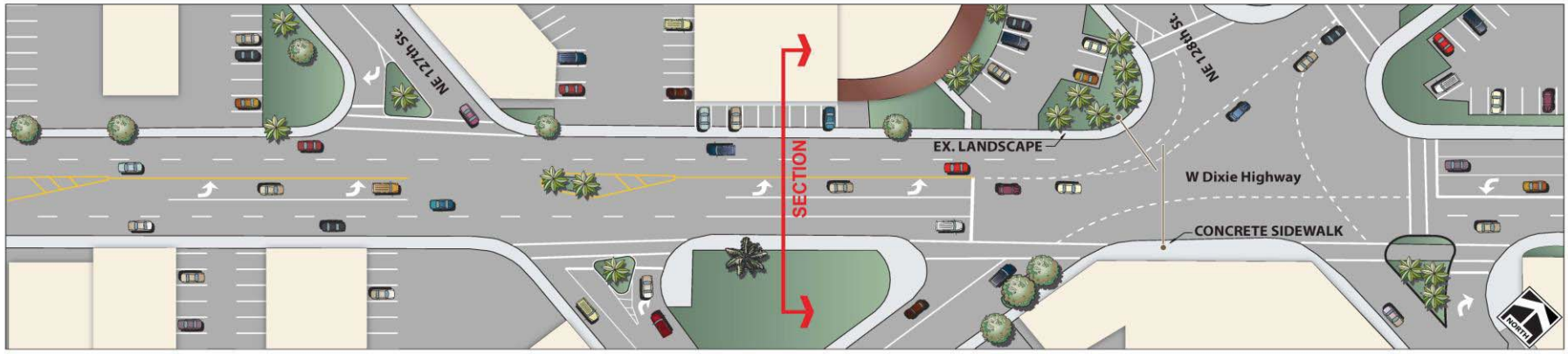
In addition to the hanging signage proposed for installation under the awnings, the Proposed Gateway Concept features joint public/private monument signage which creates an aesthetic continuity and helps create a sense of place. As an example of this public/private partnership, the City of Sunrise entered into a joint agreement with CVS Pharmacy to create monument signage that both advertises the business and marks the entryway into the City limits.



City of Sunrise Joint Signage

West Dixie Highway
Existing Plan and Section





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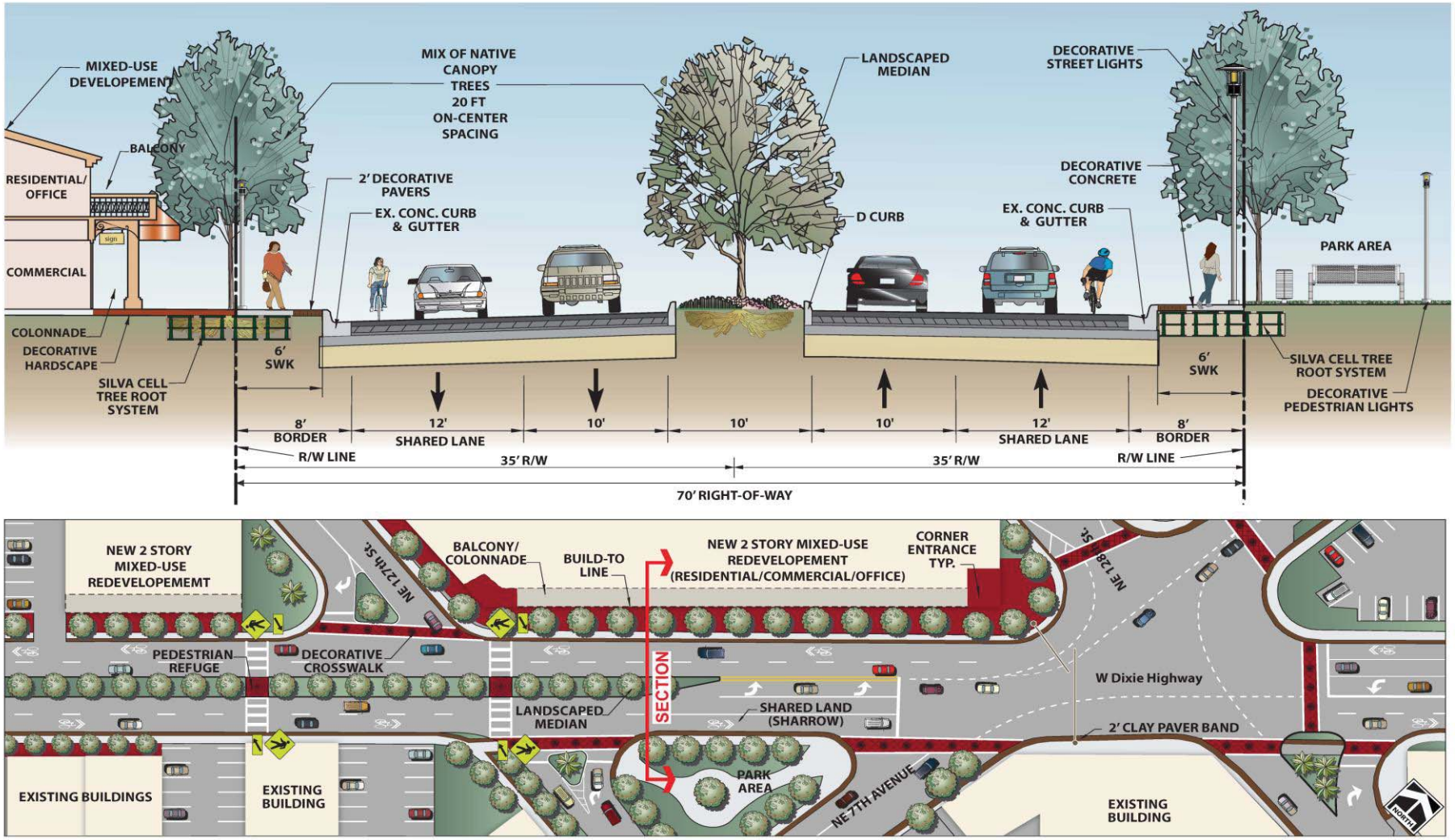
NORTH MIAMI FLORIDA

Existing Plan and Section W Dixie Highway
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

West Dixie Highway
Proposed Plan and Section



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RECOMMENDATIONS REQUIRE: LEVEL OF SERVICE ANALYSIS; FDOT ACCESS MANAGEMENT STUDY AND APPROVALS TO EXTEND MEDIANS AND PROVIDE MID BLOCK PEDESTRIAN CROSSINGS; ACQUISITION OF FDOT TRANSPORTATION DESIGN FOR LIVABLE COMMUNITIES DESIGNATION (TDLC) TO REDUCE LANE AND MEDIAN WIDTHS; AND REDUCTION IN POSTED SPEED FROM 40 MPH TO 35 MPH TO ALLOW FOR SHARED LANES

Proposed Plan and Section W Dixie Highway

DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

West Dixie Highway Proposed Plan and Section

The design concepts for the **Proposed Plan and Section** for West Dixie Highway illustrates a small pedestrian plaza/park space located between NE 127th Street and NE 128th Street. This creates additional open space for the public. It is recommended that the City consider acquisition of this triangular area for this purpose.



Sharrow

The proposed median width within this corridor is reduced to create an outside shared lane for cars and cyclists. The outside lane is marked with a sharrow (bicycle with arrows) symbol. A sharrow or "shared lane marking" (SLM) is a pavement marking installed on streets popular with bicyclists but too narrow for conventional bike lanes. For instance, NE 125th Street contains existing sharrows. The sharrows alerts motorists to share the road with bicyclists and conveys that the street is a preferred bike route.

The Proposed Plan and Section also illustrates the creation of raised medians as a traffic calming method and provides an area for planting trees and landscaping.

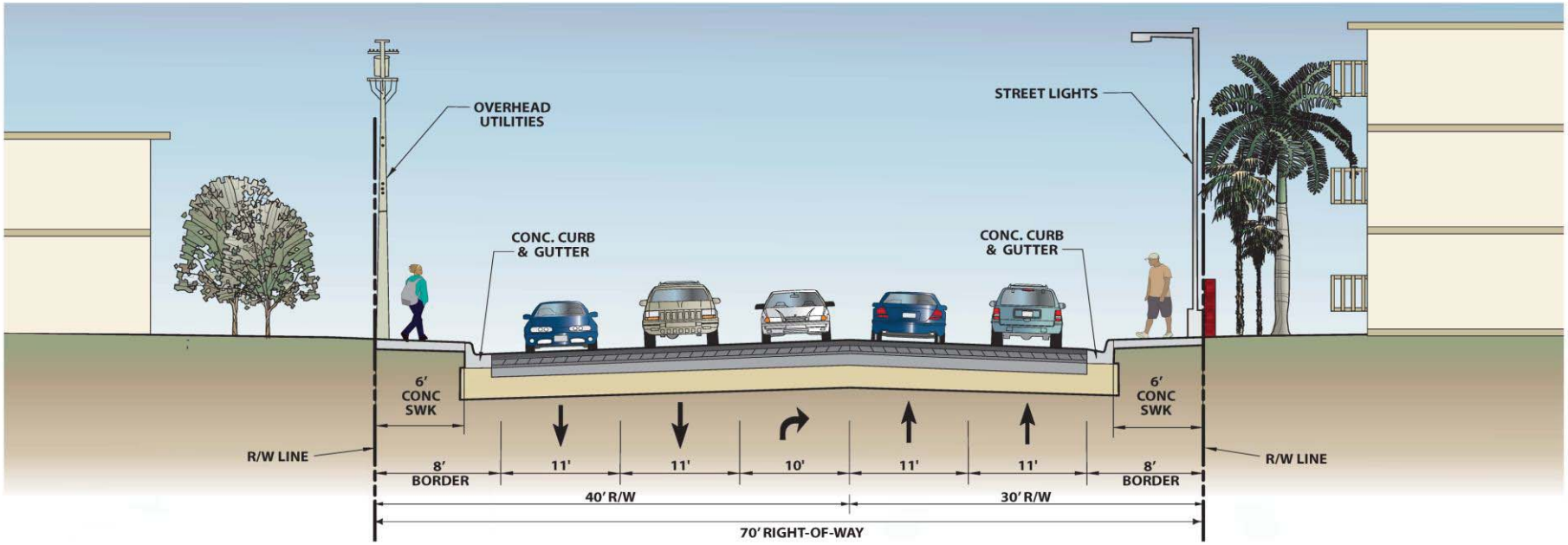
For proposed new mixed-used development, the buildings are set at the 10' Build-to-Line (BTL), with balconies, colonnades and/or awnings, which provide pedestrian shade and protection and includes hanging signage. The BTL includes a 10' decorative hardscape pedestrian space adjacent to the right-of-way line and includes an underground root structure system (Deep Root – Silva Cell) for the installation of canopy trees. This system provides space for tree roots to expand while providing structural support for the sidewalk.

To improve safety, mid-block decorative crosswalks with pedestrian refuge islands within the medians are proposed.

It is proposed that the original sidewalk paver design existing on NE 125th Street, completed by Savino Design Studio, be duplicated along this corridor.

In addition to decorative street lights, human-scaled pedestrian lighting is proposed. As noted previously, the appropriate height, location and spacing is determined through lighting engineering and analysis.

NE 6th Avenue
Existing Plan and Section





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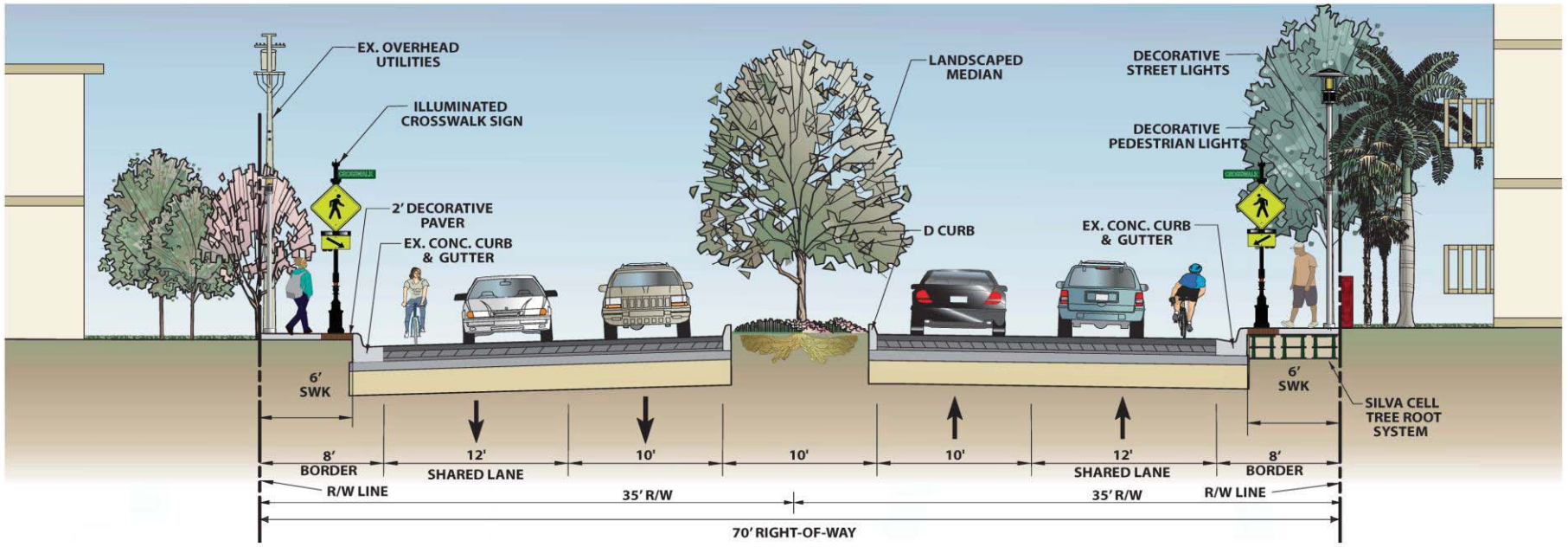
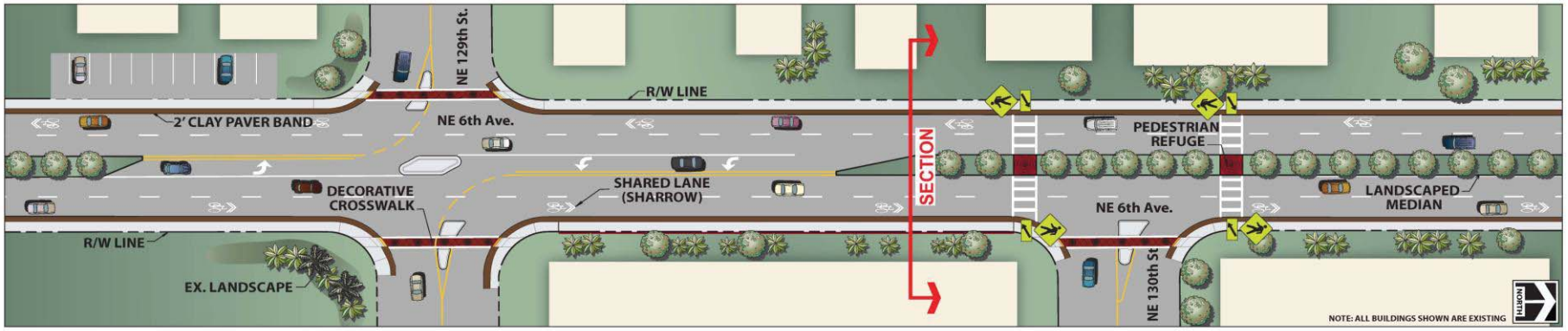
Existing Plan and Section NE 6th Avenue
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

NE 6th Avenue
Proposed Plan and Section





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RECOMMENDATIONS REQUIRE: (1) LEVEL OF SERVICE ANALYSIS; (2) ACQUISITION OF FDOT TRANSPORTATION DESIGN FOR LIVABLE COMMUNITIES DESIGNATION(TDLC) TO REDUCE LANE AND MEDIAN WIDTHS; AND (3) FDOT ACCESS MANAGEMENT STUDY AND APPROVALS TO EXTEND MEDIANS AND PROVIDE MID BLOCK PEDESTRIAN CROSSINGS.

Proposed Plan and Section NE 6th Avenue

DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

NE 6th Avenue Proposed Plan and Section

NE 6th Avenue is a more residential corridor. As with the West Dixie Highway corridor, the proposed median width is reduced to create an outside shared lane for cars and cyclists. The outside lane is marked with a sharrow (bicycle with arrows) symbol.

The **Proposed Plan and Section** also illustrates the creation of raised medians as a traffic calming method and provides an area for planting trees and landscaping.

For proposed new mixed-used development, the buildings are recommended to be set at the 10' Build-to-Line (BTL), with balconies, colonnades and/or awnings, which provide pedestrian shade and protection and includes hanging signage. The BTL includes a 10' decorative hardscape pedestrian space adjacent to the right-of-way line and includes an underground root structure system (Deep Root – Silva Cell) for the installation of canopy trees. This system provides space for tree roots to expand while providing structural support for the sidewalk.

The geometric design and pattern of the decorative pavers that currently exist on NE 125th Street, is carried over to this corridor as well.

To improve safety, mid-block decorative crosswalks with pedestrian refuge islands within the medians are proposed.

In addition to decorative street lights, human-scaled pedestrian lighting is proposed. As noted previously, the appropriate height, location and spacing is determined through lighting engineering and analysis.

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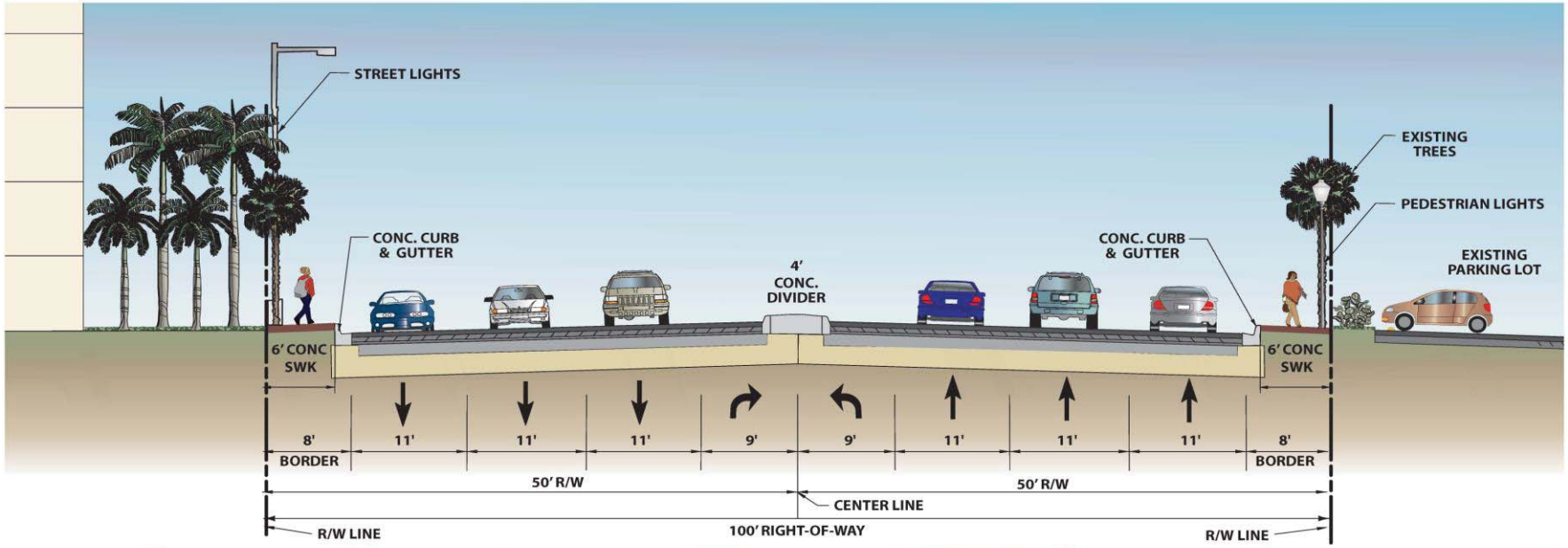
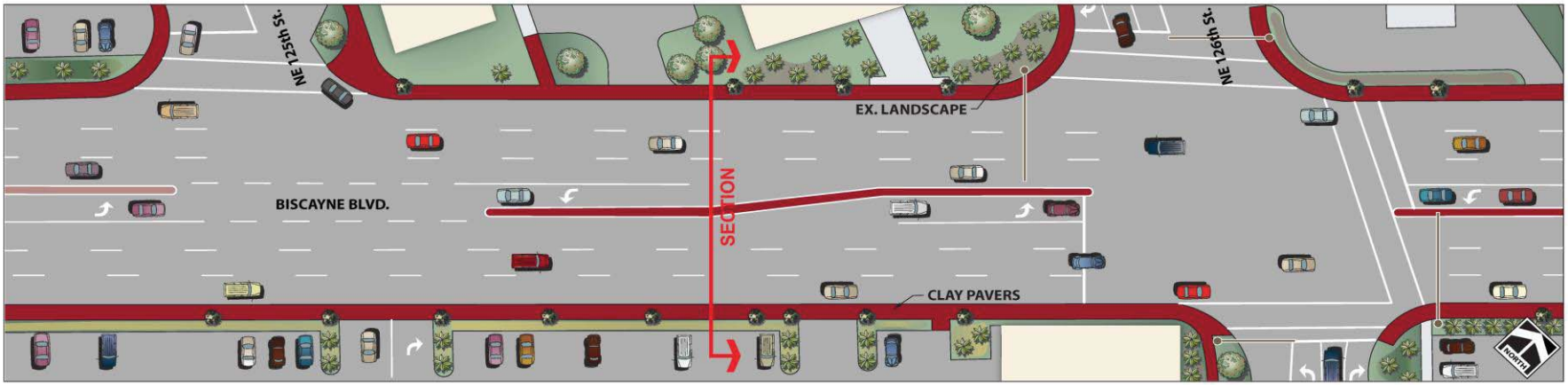
Biscayne Boulevard
Existing Plan and Section





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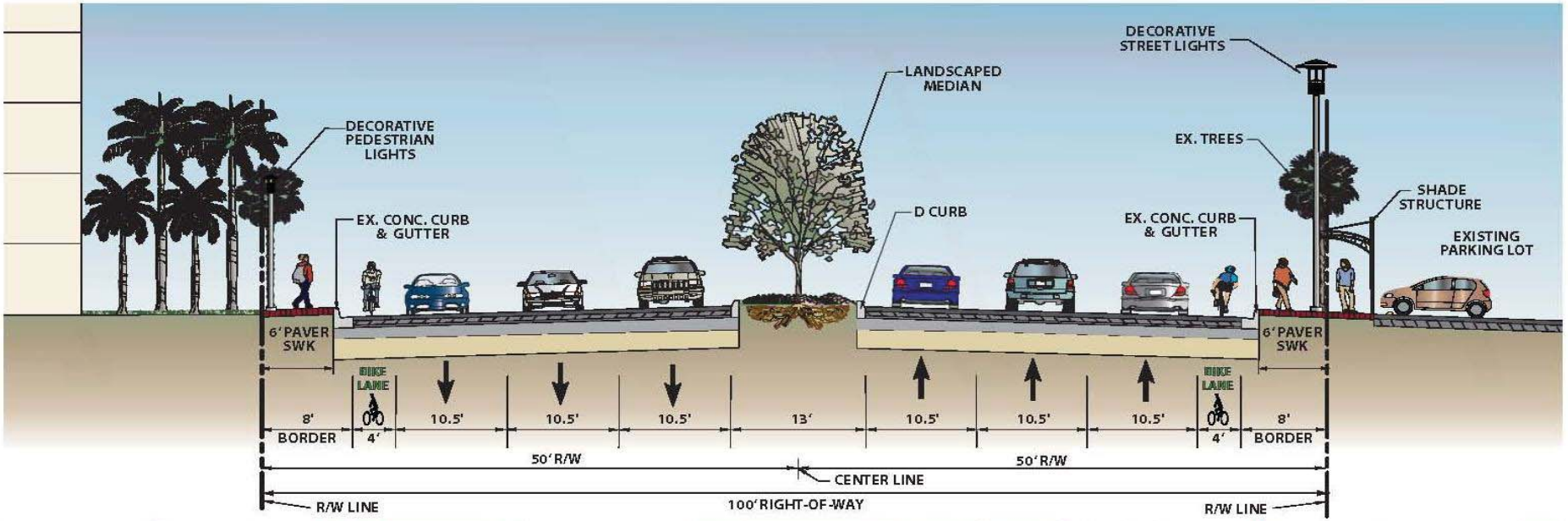
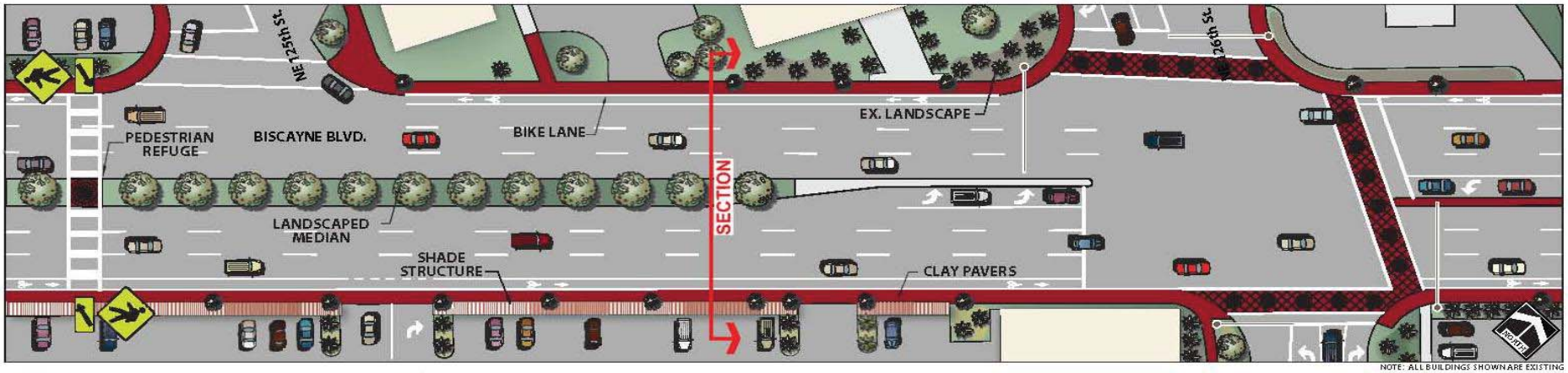
Existing Plan and Section Biscayne Boulevard
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

Biscayne Boulevard
Proposed Plan and Section





KEITH and SCHNARS, P.A.
FLORIDA'S Big LOCAL FIRM

RECOMMENDATIONS REQUIRE: (1) LEVEL OF SERVICE ANALYSIS; (2) FDOT ACCESS MANAGEMENT STUDY AND APPROVALS TO EXTEND MEDIANS AND PROVIDE MID BLOCK PEDESTRIAN CROSSINGS; (3) FDOT DESIGN VARIATION FOR REDUCTION IN MEDIAN WIDTHS; AND (4) FDOT DESIGN VARIATION TO REDUCE LANE WIDTHS TO ALLOW FOR BIKE LANES.

Proposed Plan and Section Biscayne Boulevard

DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

Biscayne Boulevard Proposed Plan and Section

The **Proposed Plan and Section** for Biscayne Boulevard illustrates a reduced median width at certain locations to create an outside shared lane for cars and cyclists. As explained previously within the NE 6th Avenue corridor, the outside lane is marked with a sharrow (bicycle with arrows) symbol. A sharrow or "shared lane marking" (SLM) is a pavement marking installed on streets popular with bicyclists but too narrow for conventional bike lanes. It also alerts motorists to share the road with bicyclists and conveys that the street is a preferred bike route.

The Proposed Plan and Section illustrates the creation of raised medians as a traffic calming method and provides an area for planting trees and landscaping.

For new mixed-used redevelopment, the buildings are recommended to be set at the 10' Build-to-Line (BTL), with balconies, colonnades and/or awnings, which provide pedestrian shade and protection and includes hanging signage. The BTL includes a 10' decorative hardscape pedestrian space adjacent to the right-of-way line, and includes an underground root structure system (Deep Root – Silva Cell) for the installation of canopy trees. This system provides space for tree roots to expand while providing structural support for the sidewalk.

The geometric design and pattern of the decorative pavers that currently exist on NE 125th Street, is carried over to this corridor as well.

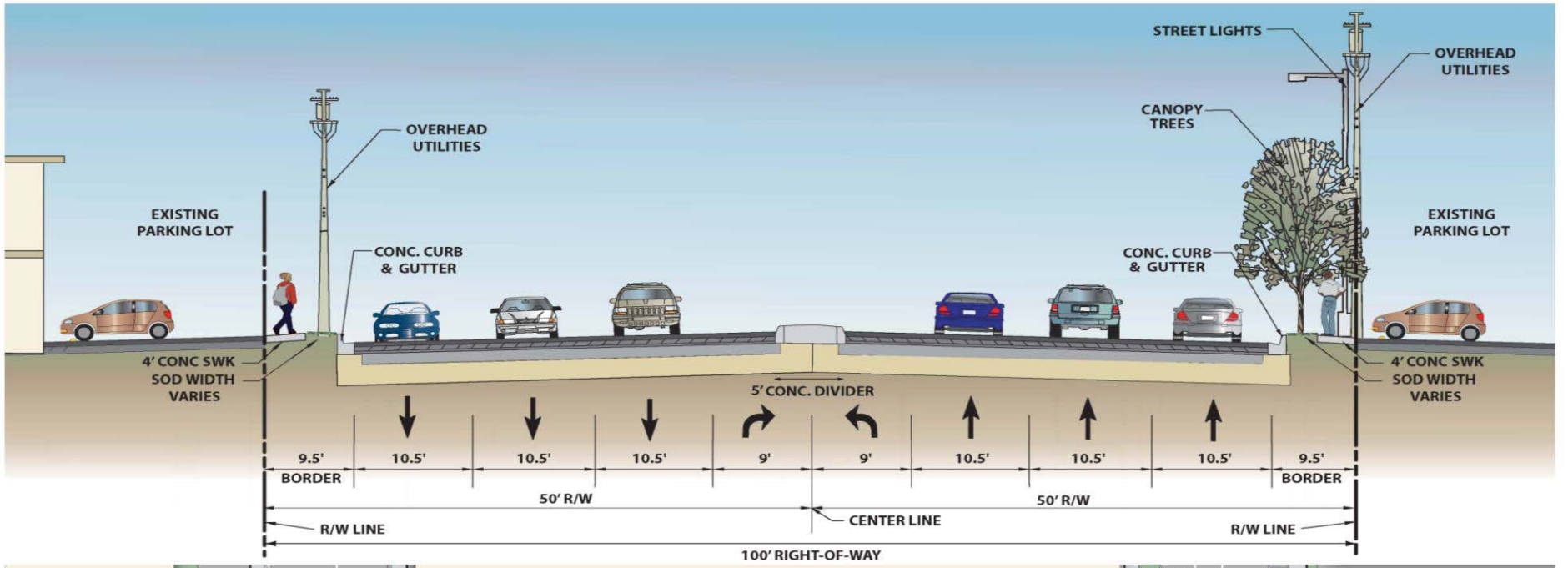
To improve safety, mid-block decorative crosswalks with pedestrian refuge islands in the medians are proposed.

The Proposed Plan and Section furthers the City's Comprehensive Plan Policy 2A.6.3, which seeks to assure the installation of brick crosswalks, intersection paver treatments and pedestrian scale lighting. As noted previously, the appropriate height, location and spacing of the street and pedestrian lighting is determined through lighting engineering and analysis.

Installation of landscaped islands with shade trees and shrubs replacing some of the on-street parking is proposed; based on building improvements and landscape codes.



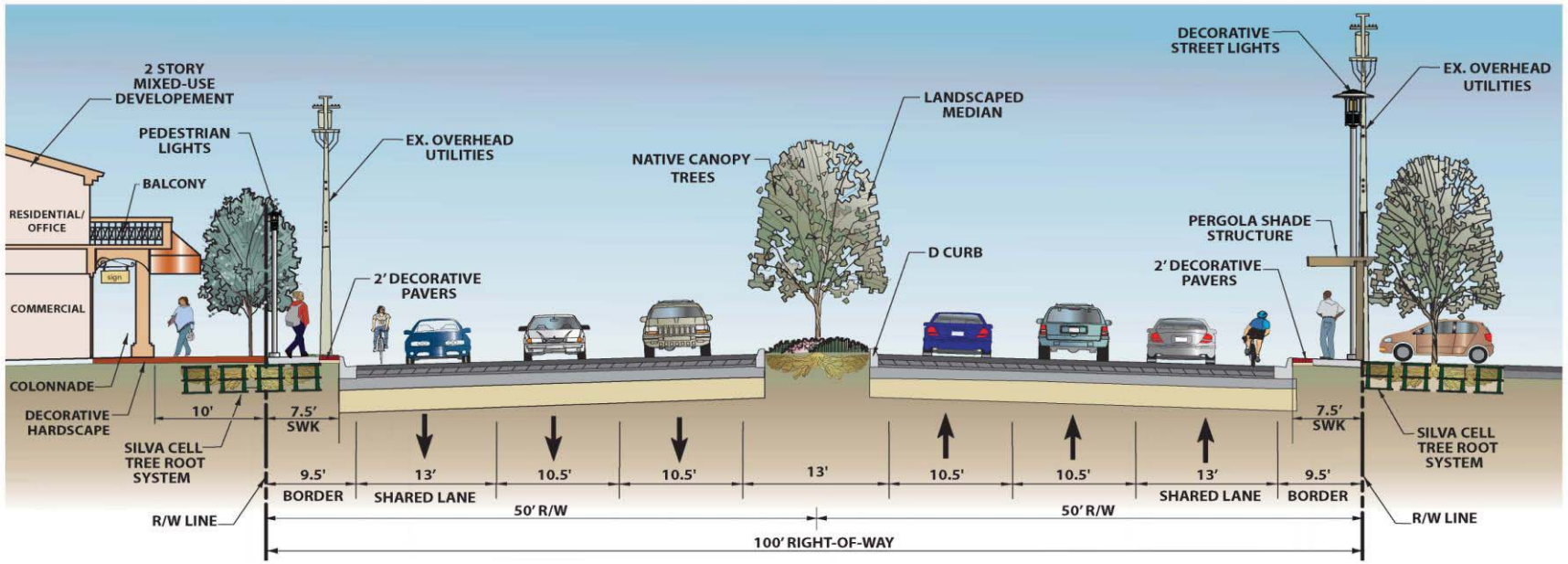
NW 7th Avenue
Existing Plan and Section

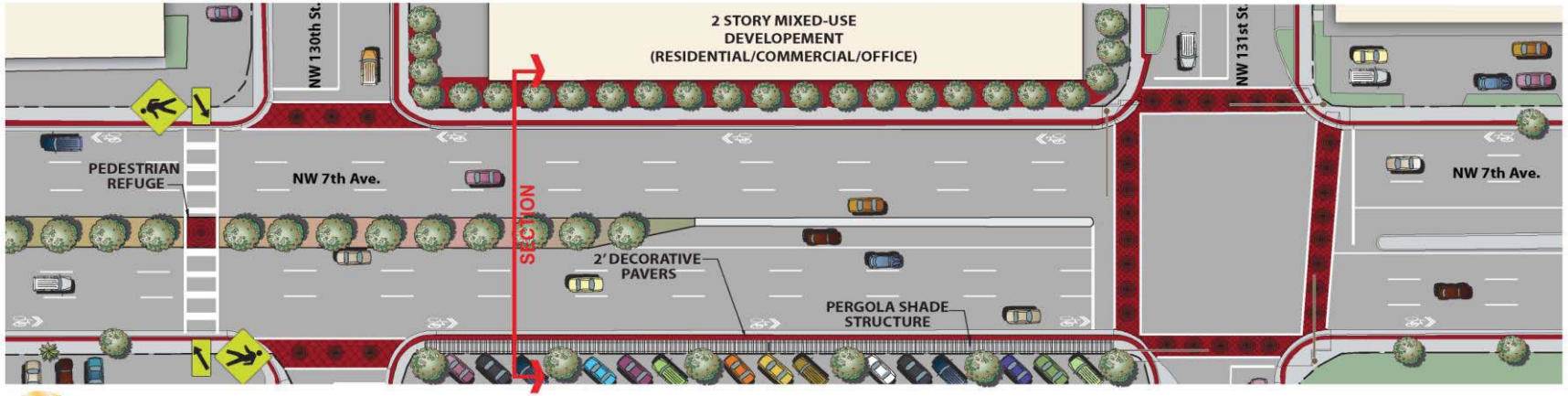


KEITH and SCHNARS, P.A.
FLORIDA'S Big LOCAL FIRM

Existing Plan and Section NW 7th Avenue
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

NW 7th Avenue
Proposed Plan and Section





KEITH and SCHNARS, P.A.
FLORIDA'S Big LOCAL FIRM

RECOMMENDATIONS REQUIRE: LEVEL OF SERVICE ANALYSIS; FDOT ACCESS MANAGEMENT STUDY AND APPROVALS TO EXTEND MEDIANS AND PROVIDE MID BLOCK PEDESTRIAN CROSSINGS; FDOT DESIGN VARIANCES FOR REDUCTION IN MEDIAN WIDTHS; AND REDUCTION IN POSTED SPEED FROM 40 MPH TO 35 MPH TO ALLOW FOR SHARED LANES

Proposed Plan and Section NW 7th Avenue

DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

NW 7th Avenue Proposed Plan and Section

The **Proposed Plan and Section** for NE 7th Avenue illustrates a reduced median width to create an outside shared lane for cars and cyclists. As explained previously within the NE 6th Avenue corridor, the outside lane is marked with a sharrow (bicycle with arrows) symbol. A sharrow or "shared lane marking" (SLM) is a pavement marking installed on streets popular with bicyclists but too narrow for conventional bike lanes. It also alerts motorists to share the road with bicyclists and conveys that the street is a preferred bike route.

The Proposed Plan and Section illustrates the creation of raised medians as a traffic calming method and provides an area for planting trees and landscaping.

For new mixed-used redevelopment, the buildings are set at the 10' Build-to-Line (BTL), with balconies, colonnades and/or awnings, which provide pedestrian shade and protection and includes hanging signage. The BTL includes a 10' decorative hardscape pedestrian space adjacent to the right-of-way line, and includes an underground root structure system (Deep Root – Silva Cell) for the installation of canopy trees. This system provides space for tree roots to expand while providing structural support for the sidewalk.

The geometric design and pattern of the decorative pavers that currently exist on NE 125th Street, is carried over to this corridor as well.

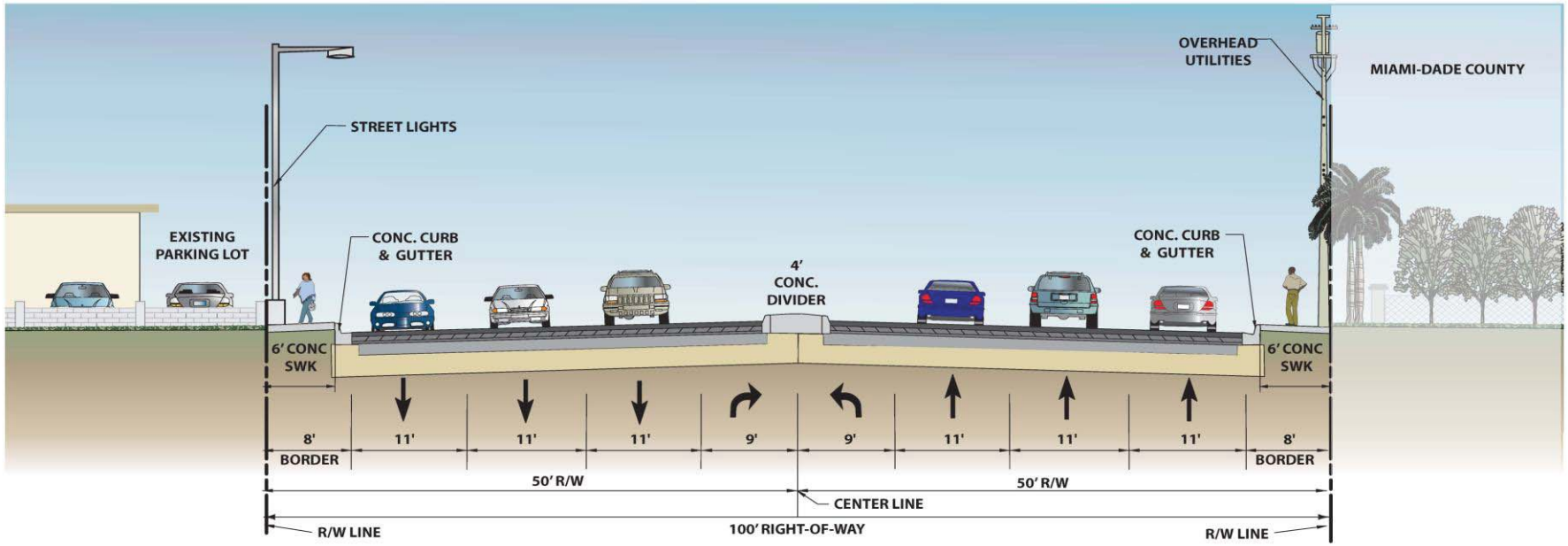
To improve safety, mid-block decorative crosswalks with pedestrian refuge islands in the medians are proposed.

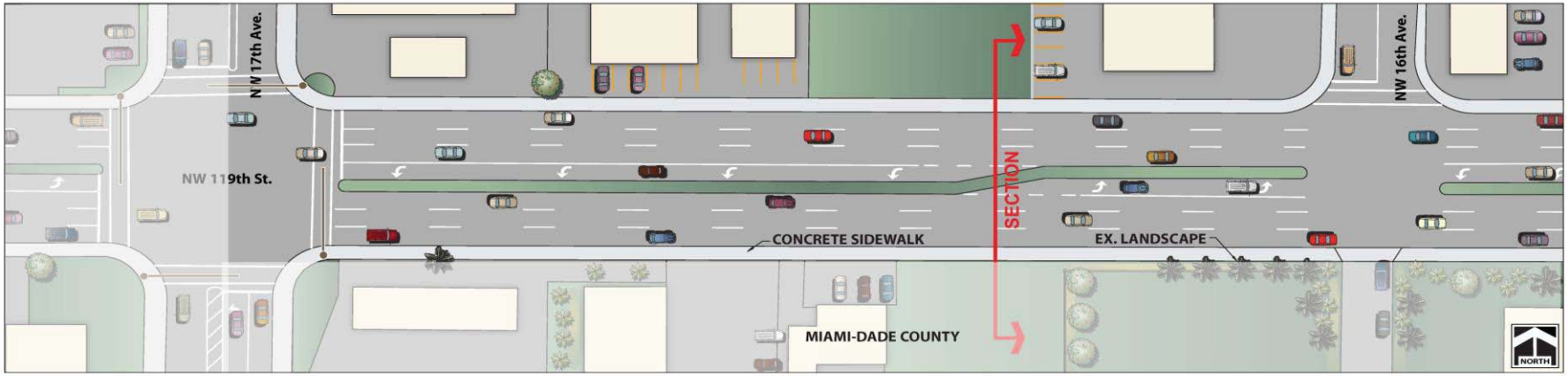
In addition to decorative street lights, human-scaled pedestrian lighting is proposed. As noted previously, the appropriate height, location and spacing is determined through lighting engineering and analysis.



Along this corridor, there is a high level of pedestrian activity, the right of way is constrained and the overhead utilities prohibit the installation of canopy trees. As such, a shade structure along the sidewalk is proposed along this corridor.

NW 119th Street
Existing Plan and Section





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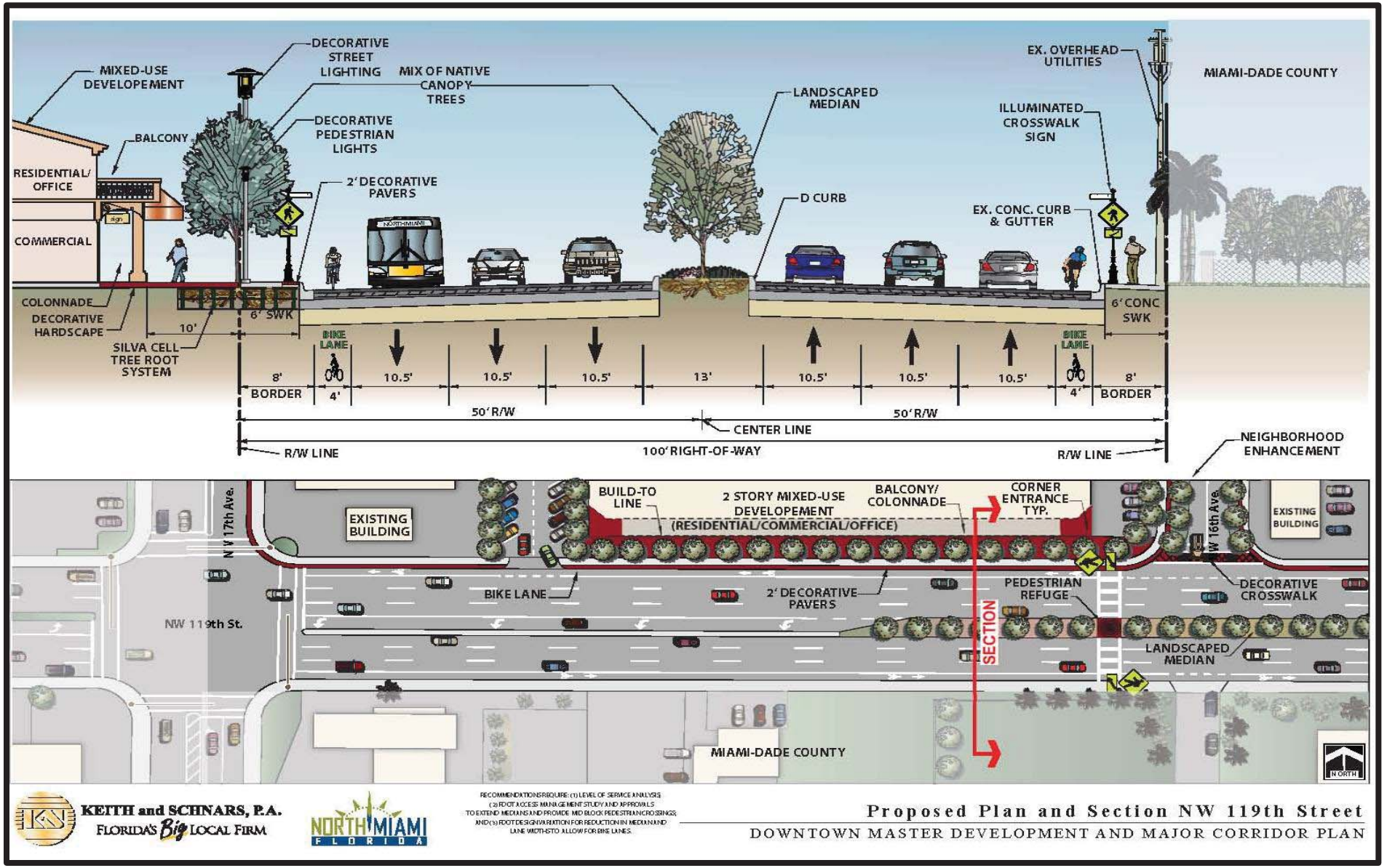
Existing Plan and Section NW 119th Street
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

NW 119th Street
Proposed Plan and Section


MIXED-USE DEVELOPEMENT
DECORATIVE STREET LIGHTING
MIX OF NATIVE CANOPY TREES
LANDSCAPED MEDIAN
EX. OVERHEAD UTILITIES
MIAMI-DADE COUNTY
BALCONY
DECORATIVE PEDESTRIAN LIGHTS
ILLUMINATED CROSSWALK SIGN
RESIDENTIAL/ OFFICE
2' DECORATIVE PAVERS
D CURB
EX. CONC. CURB & GUTTER
COMMERCIAL
COLONNADE
DECORATIVE HARDSCAPE
6' SWK
6' CONC SWK
10'
SILVA CELL TREE ROOT SYSTEM
BIKE LANE
8' BORDER
4'
10.5'
13'
50' R/W
CENTER LINE
R/W LINE
100' RIGHT-OF-WAY
NEIGHBORHOOD ENHANCEMENT
N V 17th Ave.
EXISTING BUILDING
BUILD-TO LINE
2 STORY MIXED-USE DEVELOPEMENT (RESIDENTIAL/COMMERCIAL/OFFICE)
BALCONY/ COLONNADE
CORNER ENTRANCE TYP.
NW 16th Ave.
BIKE LANE
2' DECORATIVE PAVERS
PEDESTRIAN REFUGE
DECORATIVE CROSSWALK
NW 119th St.
SECTION
LANDSCAPED MEDIAN
MIAMI-DADE COUNTY
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Proposed Plan and Section NW 119th Street
DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

NW 119th Street Proposed Plan and Section

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The geometric design and pattern of the decorative pavers that currently exist on NE 125th Street, is carried over to this corridor as well.

To improve safety, mid-block decorative crosswalks with pedestrian refuge islands in the medians are proposed.

In addition to decorative street lights, human-scaled pedestrian lighting is proposed. As noted previously, the appropriate height, location and spacing is determined through lighting engineering and analysis.

Complete Streets

The Complete Streets concept seeks to create a transportation network that promotes community vitality and provides safe, convenient options with, "… **all users** in mind – including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work."[1]



Complete streets adhere to the following principles: [2]

Design to accommodate all users – Complete streets provide appropriate space for all street users to coexist. Street design should accommodate pedestrians, bicyclists, transit users, automobiles, and commercial vehicles.

Design for safety – The safety of all street users, especially the most vulnerable users (children, the elderly, and disabled) and modes (pedestrians and bicyclists) should be paramount in any street design. The safety of streets can be dramatically improved through appropriate geometric design and operations.

Prioritize pedestrian movement – Complete streets are built to pedestrian scale and privilege pedestrian movements, recognizing the critical role pedestrians play in urban vitality and because all trips include a pedestrian component (e.g., walking to/from parking, transit).

Complement surrounding land uses, environment, and community – Complete streets respect the surrounding built and natural environment. Well-designed streets promote travel speeds, modes, and sidewalk activities that are desired and appropriate for the surrounding context.

[1] National Complete Streets Coalition
[2] Philadelphia Complete Streets Design Handbook

Incorporate green design – Complete streets should incorporate green infrastructure such as street trees and stormwater curb extensions wherever practicable to simultaneously improve the pedestrian environment and mitigate the environmental impact of runoff and other transportation impacts.

Create public spaces – Complete streets promote streets as public spaces and incorporate designs to maximize social and economic activity.

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Corridor Enhancement Assumptions

It is important to note that the proposed roadway enhancements for each corridor are based upon the certain assumptions, e.g., FDOT level-of-service requirements. Below are those assumptions, which are considered in the Implementation Strategies section of the Plan.

NE 125th Street

Recommendations require: (1) level of service analysis, per the Highway Capacity Manual (HCM) standards; and (2) obtain FDOT Transportation Design for Livable Communities designation (TDLC).

West Dixie Highway

Recommendations require: (1) level of service analysis, per the Highway Capacity Manual (HCM) standards; (2) FDOT access management study and approvals to extend medians and provide mid block pedestrian crossings; (3) obtain FDOT Transportation Design for Livable Communities designation (TDLC) to reduce lane and median widths; and (4) reduction in posted speed from 40 mph to 35 mph to allow for shared lanes.

NE 6th Avenue

Recommendations require: (1) level of service analysis, per the Highway Capacity Manual (HCM) standards; (2) FDOT access management study and approvals to extend medians and provide mid block pedestrian crossings; (3) FDOT design variation for reduction in median widths; and (4) FDOT design variation to reduce lane widths to allow for bike lanes.

Biscayne Boulevard

Recommendations require: (1) level of service analysis, per the Highway Capacity Manual (HCM) standards; (2) FDOT access management study and approvals to extend medians and provide mid block pedestrian crossings; (3) FDOT design variation for reduction in median widths; and (4) FDOT design variation to reduce lane widths to allow for bike lanes.

NW 7th Avenue

Recommendations require: (1) level of service analysis, per the Highway Capacity Manual (HCM) standards; (2) FDOT access management study and approvals to extend medians and provide mid block pedestrian crossings; (3) FDOT design variation for reduction in median widths; and (4) reduction in posted speed from 40 mph to 35 mph to allow for shared lanes.

NW 119th Street

Recommendations require: (1) level of service analysis, per the Highway Capacity Manual (HCM) standards; (2) FDOT access management study and approvals to extend medians and provide mid block pedestrian crossings; and (3) FDOT design variation for reduction in median and lane widths to allow for bike lanes.

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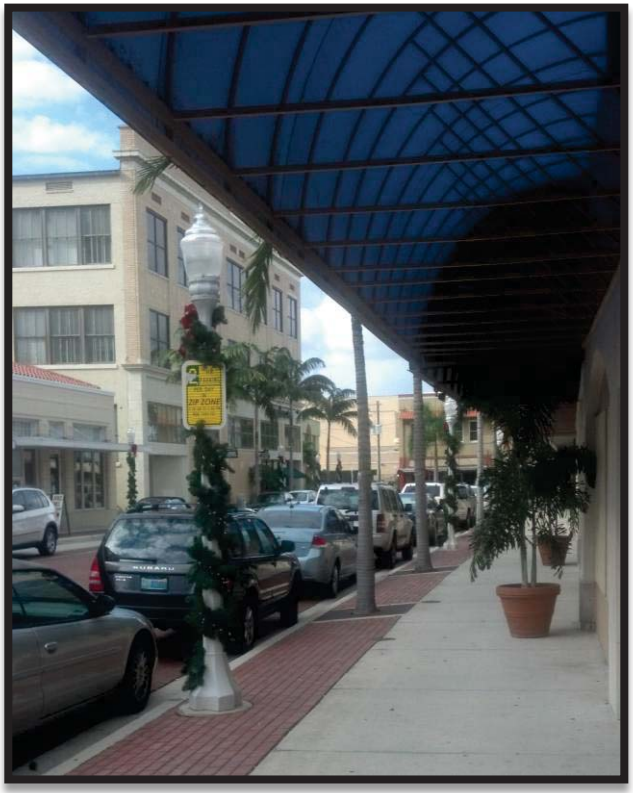
Site Amenities

The graphics on the next page illustrates the **Proposed Plan and Sections** site amenities. They are divided between the Downtown Area/Arts Overlay Corridor and a Commercial Corridor for a slight difference in materials, however similar in design to provide continuity throughout the City. Below is a description of the amenities:

- **Shade Structure**- At locations where pedestrian use is at a high level and where right-of-way is limited and overhead electric does not permit the planting of canopy trees, the installation of shade structures is recommended.



Shade structures over sidewalk in downtown Ft. Myers

- **Recycling Receptacle**- Recommended for all locations where trash receptacles are located. These receptacles could potentially be customized to include the City's name and logo to create thematic continuity throughout the master plan area.



Recycle receptacles in St. Petersburg

- **Bonded Aggregate Tree Surround-** Recommend for use of newly planted trees in sidewalks, as well as, for retrofitting existing tree surrounds.

- **Native Street Trees-** Recommended for survivability and drought tolerance; where right-of-way, overhead electric and FDOT Design Standards allows for planting, installation should be a minimum of 20 FT on-center planting. This will further Policy 2A.5.3 of the City's Comprehensive Plan requiring planting of trees to "improve the aesthetics of roadway vistas".

- **Root Structure System, Silva Cell by Deep Root-** While installation of street trees in urban areas provides a boost to the environment, including carbon sequestration, and acts as an economic development engine, the soil surrounding the trees often become compacted. When the soil is packed too tight, air and water can't flow down to the roots causing the roots expand in search of nutrition and room. Subsequently, the tree either dies or the extended roots uplift and destroy the surrounding sidewalk forcing the community to spend time and money replacing it. The Silva Cell System is recommended for use in urban environments since it allows a tree's root system the space needed to stabilize and grow; at the same time it provides structural support for the sidewalks. Additionally, the system helps reduce storm water runoff. A special fabric is installed that enables storm water to be used as irrigation for the tree, while pollutants are trapped by the fabric. Since rainwater can get back into the ground by filtering through street tree soil, there's less of it for the City to manage.

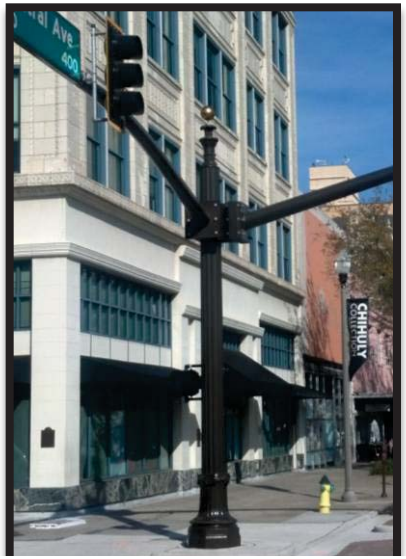


Source: DeepRoot Green Infrastructure, LLC

- **Decorative Street Signs, Mast Arms and Manhole Covers-** Recommended to help develop sense of place and recognition of City limits. The decoration on the mast arms mirror the sunburst logo of the city. Through strong political support, advocacy and close coordination with FDOT, decorative mast arms have been approved for installation on State-owned roads in other communities, such as in cities of Fort Lauderdale, Casselberry, St. Petersburg and the Town of Davie; these design elements were purchased by the community or a CRA and installed by FDOT through Local Funding Agreements.



Decorative Street Signs



Decorative mast arm and base – St. Petersburg



Close-up of decorative mast arm in St. Petersburg



Decorative mast arm in Casselberry



Customized man hole cover in Michigan



Customized man hole cover in St. Petersburg

- **Benches-** Recommended one per block and additional where needed base on Level of Service Analysis.
- **Trash Receptacle**- Recommended for placement at all bench locations.
- **Bike Rack-** Recommended for placement at bus stop locations and areas of need based on Level of Service Analysis.
- **Lighting-** Lighting is recommended to be a combination of street lighting and pedestrian lighting.
- **Decorative Hardscape Treatment-** A combination of clay pavers and a colored concrete; pattern derived from 125th Street's existing pavers.

ALL CORRIDORS

SHADE STRUCTURES



BUS SHELTER





BONDED AGGREGATE TREE SURROUND



RECYCLING RECEPTACLE



EXAMPLES OF NATIVE CANOPY TREES



QUERCUS VIRGINIANA- LIVE OAK



SWIETENIA MAHAGONI- MAHOGANY



BURSERA SIMARUBA- GUMBO LIMBO



ROOT STRUCTURE SYSTEM- DEEP ROOT SILVA CELL

DECORATIVE STREET SIGNS



DECORATIVE MAST ARM



MANHOLE COVER WITH CITY INSIGNIA

DECORATIVE CROSSWALK

DOWNTOWN AREA / ARTS OVERLAY CORRIDORS

INCLUDES: NE 125th St., NE 6th AVE., W Dixie Hwy

BENCH



CREATIVE PIPE ORBB-RP-6-SM-SS Orbis Backed Bench, Gray Recycled Plastic Slats, 6' Length, Surface Mounted, Stainless Steel End Frames and Belly Braces.

UTILITY BOX WRAP



TRASH RECEPTACLE



CREATIVE PIPE- Brahma, BHT Series BHT-PS-36-FS-SS-AD-SD Brahma Trash Receptacle, Perforated Stainless Steel Sheet Sidewall, 36 Gallon, Freestanding, Stainless Steel, Astrodome Top.

BIKE RACK



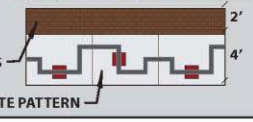
CREATIVE PIPE BPF-P Bike Post Bicycle Rack, Flanged Surface Mount, TGIC Polyester Powder Coat.

ROADWAY & PEDESTRIAN LIGHTING



KIM LIGHTING, Bounce LED

DECORATIVE HARDSCAPE TREATMENT



COMMERCIAL CORRIDOR OUTSIDE DOWNTOWN AREA

INCLUDES: NW 119th St., SR 7, Biscayne Blvd

BENCH



CREATIVE PIPE ORBB-PS-6-SM-P-1 Orbis Backed Bench, Perforated Steel Sheet Seat Pan, 6' Length, Surface Mounted, TGIC Polyester Powder Coat, 1 intermediate arm.

TRASH RECEPTACLE



CREATIVE PIPE- Brahma, BHT Series BHT-PS-36-FS-SS-AD-SD Brahma Trash Receptacle, Perforated Stainless Steel Sheet Sidewall, 36 Gallon, Freestanding, Stainless Steel, Astrodome Top.

BIKE RACK



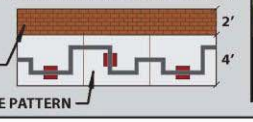
CREATIVE PIPE BPF-P Bike Post Bicycle Rack, Flanged Surface Mount, TGIC Polyester Powder Coat.

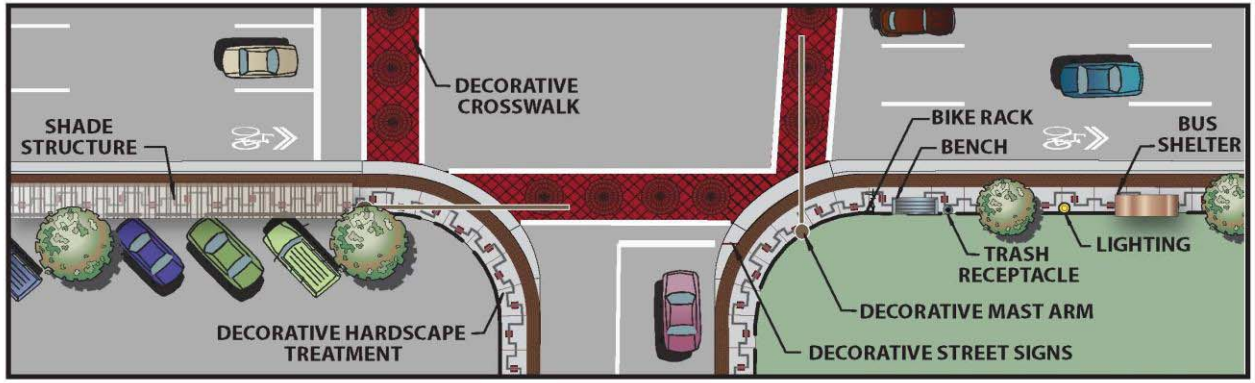
ROADWAY & PEDESTRIAN LIGHTING



KIM LIGHTING, Bounce LED

DECORATIVE HARDSCAPE TREATMENT





KEITH and SCHNARS, P.A. FLORIDA'S *Big* LOCAL FIRM

NORTH MIAMI FLORIDA

SITE AMENITIES

DOWNTOWN MASTER DEVELOPMENT AND MAJOR CORRIDOR PLAN

DESIGN GUIDELINES

PURPOSE

The City of North Miami encourages new development and redevelopment to provide a compatible mix of land uses to increase the proximity of places where people live, shop, work, find recreation and pursue other daily activities. The purpose of the design guidelines is to ensure that commercial and mixed-use development is well designed, compatible with adjacent land uses, contributes to the character of the neighborhood and larger community, and creates vibrant, pedestrian oriented places. Mixed-use developments should be of high quality and visually appealing from adjacent streets and surrounding neighborhood with an emphasis on building placement and orientation as well as site landscape. Energy efficient, sustainable development is highly encouraged.

The design guidelines are provided as a tool by which the City can base their recommendations and comments on mixed-use developments. The guidelines are flexible and are not intended to be a list of requirements for mixed-use developments.

BUILDING LAYOUT

The following site planning guidelines consider the internal organization of a development project and the external relationship with the public right-of-way and other projects.



Design Objective

Mixed-use developments should create an inviting and attractive destination for local residents and region wide users. Buildings, and spaces between buildings, should be designed and oriented to create safe, pleasant, and active environments.

- Buildings oriented to and constructed near or along the front property line(s), a 10' minimum build-to-line from the front property line(s) is required. Variations in the build-to-line from the property line(s) may be appropriate when it provides greater accommodation for pedestrian circulation, sidewalk dining areas, enhanced entries, and improves the pedestrian realm.

- When a larger build-to-line is necessary, a majority of the frontage area should be hardscaped with limited landscaping to accommodate uses that keep the public realm active, such as outdoor dining and seating.

- Pedestrians should be able to easily identify primary entrances into commercial establishments.
- Buildings should be oriented to a defined pedestrian walkway or street.
- Buildings on corner lots should have the primary entry facing the intersection. Corner entries help create an active public realm and reinforce significant street and sidewalk intersections. Near the corner, the building may have a smaller build-to-line to provide a public open space which provides direct access to the buildings or frames an open space between buildings. Building corners should have continuity and all sides of a structure should be continuous in design with no side left unimproved.
- The most active ground floor uses such as storefronts, lobbies, and restaurant dining areas should front the public sidewalk. Private amenities, such as courtyards, that are not accessible to the public should be located within the project site or on upper floors and not along the street.
- Building materials and colors should exhibit quality and help establish a human scale while providing visual interest.
- To facilitate the creation of a sense of place, developers are encouraged to incorporate artists into the design team from the inception of planning in order to integrate art into their projects.
- Special attention should be given to the design of project and building corners as an opportunity to create visual interest and invite activity.
- Transit stops should be incorporated into the layout of all mixed-use developments, regardless of service availability.
- Buildings should be located in areas that recognize local viewpoints and landmarks. Views of landmarks, historic structures and natural features/open space should be highlighted through the placement of structures. Larger sites should feature places where people can gather. Public spaces should contribute to the overall sense of place and site identity and help to attract pedestrian users to the development.



- Loading docks should be located in areas that have the least amount of impact on residential uses.

PARKING, VEHICULAR AND PEDESTRIAN CIRCULATION

A well planned circulation system efficiently moves vehicles in a well-defined manner while avoiding and reducing potential conflicts between pedestrians and vehicles.



Design Objective

The circulation system should promote efficient movement of vehicles in a clear and well-defined manner that minimizes conflicts with pedestrians and bicycles. Pedestrian users should find that public spaces and gathering places are clearly identified and easy to access and locate.

- The design of access and circulation should tie the development into the overall neighborhood, creating opportunities for nearby residents to access the project either on foot, bicycle, or other form of alternate transportation.
- The joint use of driveways and parking areas should be encouraged to reduce overall parking needs. A convenient pedestrian connection must exist between the building facilities and/or properties to qualify as a joint use parking facility.
- Primary building entrances should front major pedestrian access-ways.
- Link new mixed-use developments with existing developments and trail systems.
- Provide variety in height, color and building size and form to enhance the pedestrian experience. This should be done under a unified concept.





- Parking should be conveniently located near non-residential uses but visibly minimized from major corridors and public spaces. On-site surface parking between the front property line and the building is strongly discouraged. Instead, parking should be located to the rear of the site in a parking lot, within the building, or in a separate structure.
- Roadways and pedestrian access should be designed to provide maximum access to public transportation.
- Pedestrians should have a clear and direct route from on-site parking to the building entry and public sidewalk system. The circulation path should be direct, continuous, and free of barriers (e.g., site equipment, signage, utility poles, etc.).

- Any paving pattern, color, and material used to articulate pathways and pedestrian areas should continue when driveways intersect with these areas. Where pedestrian circulation paths cross vehicular circulation paths, a material change, contrasting color, or slightly raised crossing should be used to clearly delineate the continuing pedestrian path.
- Vehicular access should be provided from side streets, adjacent alleys, and parallel streets whenever possible.
- The number of curb cuts for vehicular entry into the site should be minimized so that pedestrian and bicycle areas are safe, secure, and passable.
- Where possible, rear parking lots should be designed and located contiguously so vehicles can travel from one private parking lot to another without having to enter the street. This may be achieved with reciprocal access agreements.
- Truck loading/material handling should be accommodated on-site in designated areas to minimize noise, odor, and visual blight to adjacent structures, residential properties, and public streets.
- Loading and service areas should be concealed from view within the building envelope or should be located to the rear of the site and designed for minimal visual impact and circulation conflicts.
- When trash enclosures, loading docks, utility equipment, and similar uses are visible from a side street or a neighboring property, they should be screened using materials, colors, and landscaping that are harmonious with the site design and building architecture.



Consistent materials



Hidden utilities: Landscaping



Walled in service entrance and hidden refuse containers

PARKING LOT DESIGN[3]

The dimensions and shape of a parking area can result in one parking angle being more efficient than others. Generally, the choice of parking angle is based on:

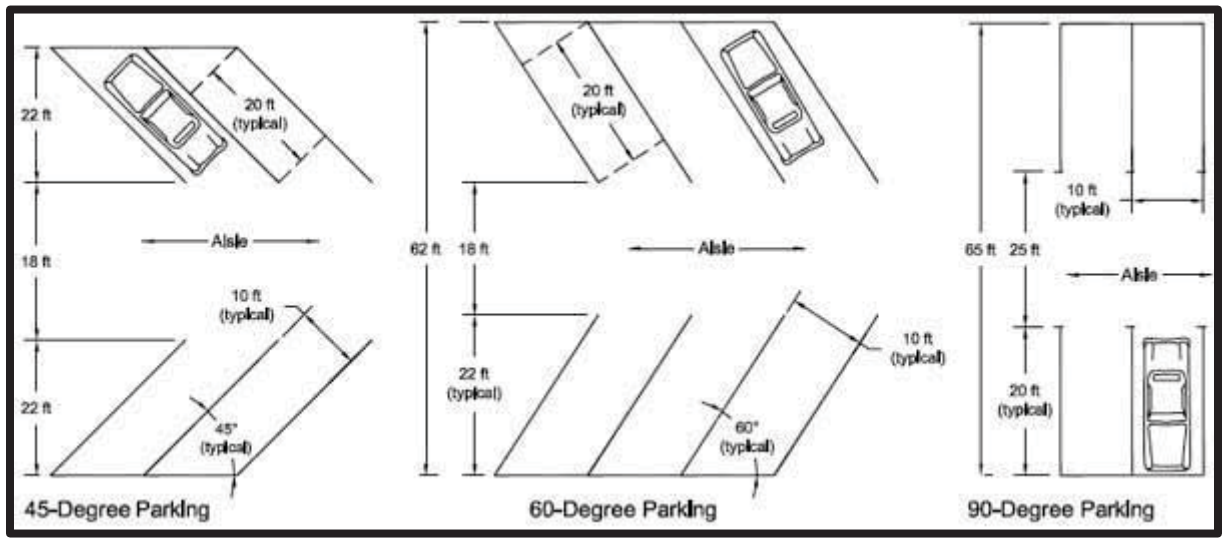
1) Maximizing capacity
2) Providing efficient maneuverability
3) Matching parking design and internal circulation

Arranging parking stalls along both sides of an aisle provides the greatest space efficiency. For two-way traffic along an aisle, 90-degree Parking is often used. However, specific site constraints may dictate using a 45-degree or 60-degree angle parking layout that is more efficient. The selection of parking angle and the resultant layout is largely dependent upon the shape and the size of the specific site; the type of parker/motorists to be served; and the design and location of the access to the parking area.

To provide some parking layout guidelines, below are advantages and disadvantages associated with 90-degree parking and angled parking (other than 90-degrees).

Advantages of 90-Degree Parking

- Provides greater freedom of vehicular circulation.
- Unparking can be completed in either direction, which minimizes internal travel distance and conflicts.
- Pedestrian-vehicle conflicts at the building front are reduced.
- Minimizes distance traveled to find a parking space.



Source: Federal Highway Administration

[3] Stover, V.G. and Koepke, F.J. *Transportation and Land Development, 2nd Edition.* Institute of Transportation Engineers, 2006

Disadvantages of 90-Degree Parking

- Potential for sideswipe vehicle conflicts are greater for two-way flow within the aisle.
- More difficult to park at 90-degree angle than for Other Than 90-degree layouts.

Advantages of Angle Parking (Other Than 90-Degrees)

- One-way aisles minimize sideswipe and head-on vehicular conflicts.
- Maneuvering into and out of parking spaces is easier than 90-Degree parking.
- Can be fit for any site width by varying the angle.
- Doors can be opened without interfering with an adjacent vehicle.
- Fewer conflict points at internal aisle intersections.

Disadvantages of Angle Parking (Other Than 90-Degrees)

- Greater out-of-way travel within parking lot.
- Increased traffic in front of building produces more pedestrian-vehicle conflicts.
- Drivers go the wrong way in one-way aisles; therefore the potential for head-on and sideswipe crashes is increased.
- Travel distance within the site is increased.

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LANDSCAPING

Design Objective

Landscaped areas should be used to frame and soften structures, to define site functions, to enhance the quality of the environment, and to screen undesirable views. Landscaping should work with buildings and surroundings to make a positive contribution to the aesthetics and function of both the specific site and the area.

- Preserve public access to public areas of interest such as parks, natural features, landmarks and monuments.
- Include open spaces with special amenities that encourage use, such as benches and sitting areas.
- If several buildings are proposed for a site, the spaces between the buildings should contribute to the overall positive open space of the area.
- Open spaces should connect with and provide views to natural amenities.



Screened service entrance

- Service and trash areas should be screened from view on all sides.
- Service areas should not impede access to amenities.
- Tree selection, should include the use of native canopy trees and their location should promote safety and security, enhance natural environment, provide shade for vehicles and pedestrians and minimize maintenance requirements.
- Plant selection and placement should reduce heat islands wherever possible.
- Low water use plants and native vegetation should be used to landscape new developments.



Screened trash areas

SIGNAGE



Design Objective

Visitors and residents should be able to locate and identify major attributes of the development through a unified signage concept.

- Design buildings with careful consideration for the incorporation of signage and lighting.
- Signage should contribute to the overall architectural and landscape theme.
- Signage should be made of materials that can tolerate extreme weather.
- Signage should be used to clearly identify public versus private/residential areas.
- Signs should generally utilize flat or matte finishes, as glossy finishes are often difficult to read due to glare and reflections. In addition, color plays a major role in the attractiveness and legibility of a sign. A substantial contrast should be established between the colors of the sign background and lettering.
- Signs should be illuminated for legibility at night. Illumination should be accomplished by backlighting (solid letters) or from a project light source (downlighting). Projected light sources and fixtures should be small and unobtrusive and should contribute to the overall character of the building. Special care should be taken to ensure that projected lighting does not spill over or produce glare for nearby residential uses or adjacent roadways.
- Monument signs should include landscaping.







SAFETY

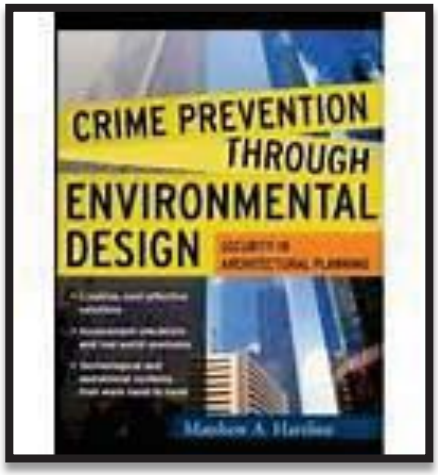
Design Objective

Visitors and residents should find that the development provides the best possible design to protect their personal safety and safety of their property.

- Architectural features should be used to provide weather protection and shade, as well as highlight building features and entries.
- Sidewalks, paths and bike lanes, which are protected from traffic, are encouraged.
- Landscaping and lighting should be used to identify entrances, pathways, public spaces, and bus stops.
- Covered bus stops and waiting areas should be provided to provide pedestrians with outdoor areas sheltered from extreme heat, wind, or rain.
- Lighting should contribute to the overall safety of the development, and landscaping should incorporate safe-by-design standards.







CONTEXT

Design Objective

Visitors and residents should find that new mixed-use developments conform to the existing character of the area, and build upon an established sense of place in the surrounding neighborhoods.

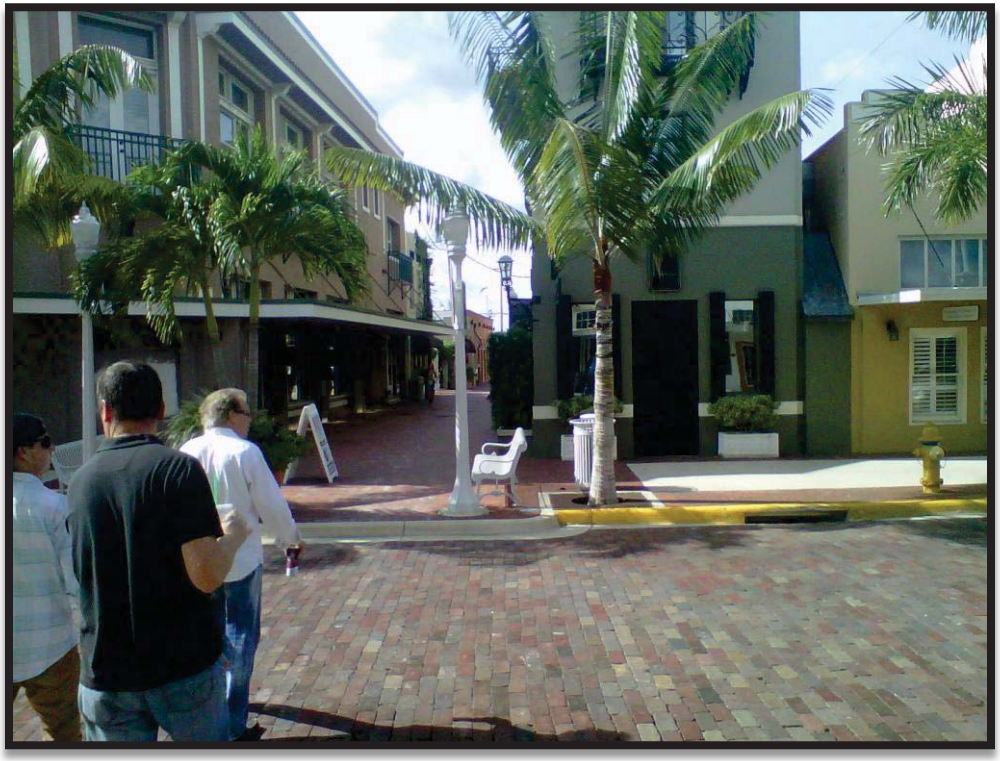
- Views of significant landmarks should be maximized in the design of mixed use developments.
- Significant architectural styles existing in the area should be reflected in the selection of architectural styles for new mixed-use developments.
- Local street patterns should be considered and connected to as much as possible in the layout of mixed use developments.
- Visitors should find mixed use developments interesting in appearance and buildings within these developments should be varied as much as possible yet based on a similar architectural theme.
- Existing historic sites, as well as the natural environment and open space, should be incorporated and highlighted in the overall architectural and landscape design.

The following standards should be considered by the City when considering a mixed use development request:

1. The proposed project is in keeping with the intent of the design guidelines.
2. The proposal satisfactorily mixes uses as defined and permitted in the zoning code.
3. Proposed open spaces, parking areas, pedestrian walks, signs, lighting, landscaping, and utilities are adequately related to the site and are arranged to achieve a safe, efficient and harmonious development.
4. The proposal is not detrimental to the orderly and harmonious development of its surroundings.
5. The proposal satisfactorily mitigates any adverse impacts to the natural environment.
6. The request is in harmony with the general intent and purpose of the zoning code.
7. Project is innovative in its approach and design.
8. Project achieves excellence in its comprehensive approach to mixed-use design principles.
9. Project shows high interconnectivity between all proposed uses, between proposed uses and open space, between proposed uses and natural features, and between proposed uses and adjacent development.

ARCHITECTURAL TREATMENT

People continue to be attracted to well-designed commercial and mixed-use streets for many reasons: one-of-a kind stores and restaurants, window shopping, interesting or historic buildings, and perhaps most importantly, the people.



The street-space for the streets within the downtown or the major corridors should be well defined by the building facades, which are lined up along the edge of the sidewalk, enclosing the street like the walls of a great outdoor room. Visual interest is created by large shop windows, architectural details, signs and awnings, the streetscape, outdoor dining areas, and the people on the street.

The intent of these guidelines is not to force uniformity, but to establish a range of acceptable treatments, within which project designers have ample room to develop unique solutions and creative aesthetic expressions. In determining whether a project is properly compatible, it will be the responsibility of the project sponsor to show how the proposed building relates to these guidelines. The package of documents submitted for review must include color renderings, photomontages and/or computer simulations which accurately depict the relationship of the new structure to its immediate neighbors on either side and across the street.

The suggested architectural treatments discussed on the next pages are meant to recreate and enhance the downtown and major commercial corridors of the City.

DESIGN, MASSING, SCALE & PROPORTIONS

Building design should incorporate features that add *visual interest* to the building while reducing the appearance of bulk or mass. Buildings should avoid long, monotonous, uninterrupted walls or roofs on their visible facades. They also should avoid long expanses of repetitive architectural elements. Unbroken facades, in excess of 100', without changes in wall planes shall be avoided. Changes in wall plane should be employed to add shade and shadow. Such changes in plane shall be at least 2'.



Whether symmetrical or asymmetrical, the buildings' facades should be balanced in their composition and should appear to be modest in scale**,** relating to the scale of the immediate surroundings. The massing of larger commercial buildings should be deemphasized by the use of projecting and recessed sections, to reduce their apparent overall bulk. Reduce the apparent scale of the building by introducing small-scaled architectural features, creating an irregular, albeit balanced, footprint. Use architectural elements like openings, sills, shutters, columns, and other features to establish human scale at the street level.



Architectural details, roof lines and parapets should continue around all visible sides.

Where buildings are located at major or gateway intersections, front important community spaces or anchor unique corners, a prominent architectural corner treatment of the building mass should be incorporated.

FAÇADE TREATMENTS

The exterior façade vertical plane should enhance the pedestrian environment by incorporating appropriate architectural features. These features could include cornice detailing, ornamentation, moldings, columns, arches, arcades, changes in materials and colors, and other sculpting of the architectural surface which add special interest and appeal at the ground level. The main entrance should be articulated by utilizing design elements such as transom window, recessed entries, lighting features, architectural detailing, signs awnings, and canopies. Large expansive blank surfaces should be prohibited.

Building Materials and Colors

The exterior finish material on all facades should be primarily stucco (light, smooth or medium texture) or any creative and innovative high quality building materials (preferably with recycled content). Building facades should incorporate at least two different materials. When used only for windows, glass does not count towards this requirement. Genuine materials should be utilized rather than simulated materials. Stone, brick, split-faced concrete block, coquina, metal, or wood may be used as a secondary material, provided that such materials comprise no more than one third of any building elevation. Use of accent materials should be used on all facades of the building, not just the front of the building.



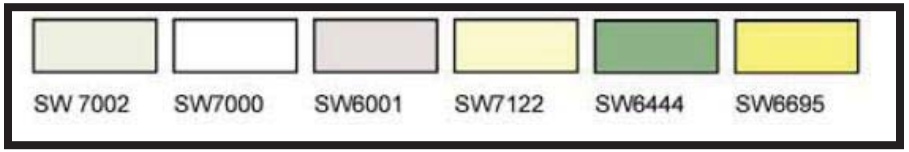
The following are examples of exterior colors, but are not intended to constitute a complete list of colors. A color palette from SHERWIN WILLIAMS is provided to demonstrate the range of colors (go to www.sherwin-williams.com to view the exact colors). Paint of similar colors from any manufacturers is acceptable for use on the exterior of the buildings within the Downtown and along all major corridors. All colors, combinations of colors and locations of colors on buildings and structures shall be approved during the development review process. The color palette is divided into base, trim and accent colors.

a. Base colors shall be whimsical and uplifting colors, such as natural shades of sand, stone, slate and earth.
b. Trim colors shall be contrasting colors such as light to medium earth tones.
c. Accent colors to feature the ornaments shall be vivid blues, reds, yellows, greens and browns.

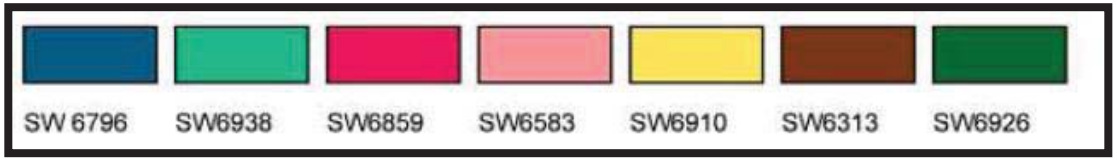
Base



Trim



Accent



Windows and Other Exterior Wall Openings

The size, proportion and detail of openings have a critical impact on the general appearance of every building and are one of the most important factors conditioning the visual relationship between buildings. Fenestration (arrangement of windows and other openings on the exterior wall) should be architecturally related to the style, materials, colors, and details of the building, be properly proportioned to the scale of the building and specific wall area in which it is contained, and should relate to the fenestration patterns of adjacent development.



Windows are available in a vast array of types, including casements, pivots, sliding sashes, hoppers and fixed lights, each of which functions differently in terms of light and ventilation. While the type of windows selected has an important impact on the quality and comfort of interior spaces, it is their size, shape and placement within a wall that affects the visual character of the exterior environment. For example, they can be uniformly spaced in a static composition; they can be arranged in continuous bands that slice a building facade into horizontal strips; or they can be grouped and proportioned in various ways to create a richer visual pattern. In keeping with the overall goal of architectural diversity and interest the latter approach is recommended.



Fenestration should be a clear and distinct element of all building facades, rather than integrated invisibly into continuous curtain wall or glass paneling systems. The arrangement and size of openings should provide visual "information" on the number of floors in a building, its general type and internal organization, the location of the main entry, and other functional characteristics of the structure.

Fenestration should be proportioned to reflect the scale and function of interior spaces, distinguishing public commercial, office and community areas with larger volumes and higher ceilings from more intimately scaled, private residential floors.

Openings should be grouped to create visual rhythms or patterns that break down the horizontal and vertical scale of buildings. These patterns should provide a harmonious link to adjacent buildings, without setting up relentless rhythms that are identical from building to building.

Where appropriate, window sill and lintel heights should be held constant between buildings to establish horizontal continuity from project to project. Where changes in natural grade or building type make this impossible, horizontal relationships should be established in string courses or other decorative elements that are continued across adjacent facades, or reinterpreted in related

treatments. Window and door frames, architraves, mullions, transoms and other fenestration details such as window boxes or security bars should be appropriately exploited as visual accents of a facade composition, adding interest and variety to the overall streetscape. At the same time, however, artificial glazing bars, fake shutters, and other nonfunctional embellishments are strongly discouraged.

First-floor window and display design should create a feeling of *transparency* on the ground floor of the building. This contributes to a sense of safety and is welcoming to pedestrians. The viewing zone of the first floor façade should be made up of approximately 75% transparent non-reflective glass. Deeply tinted glass or applied films are not permitted. The base of all transparent openings should be no more than 30 inches above the sidewalk elevation.

Doors at storefronts with windows should match the materials, design and character o f the display window framing. High quality materials such as crafted wood, stainless steel, bronze or other metals are recommended. Detailing such as carved woodwork, stonework or applied ornament should be used to create noticeable detail for pedestrians. Doors may be flanked by columns, distinctive lighting fixtures or other details.

Entrances to upper-story uses should be located between storefronts and should be accented by architectural elements such as sidelights and distractive light fixtures. These entrances should be indicated by a recessed entrance, vestibule or lobby. Doorways should be recessed for privacy, but should be clearly expressed through awnings, high quality materials or other architectural treatments.







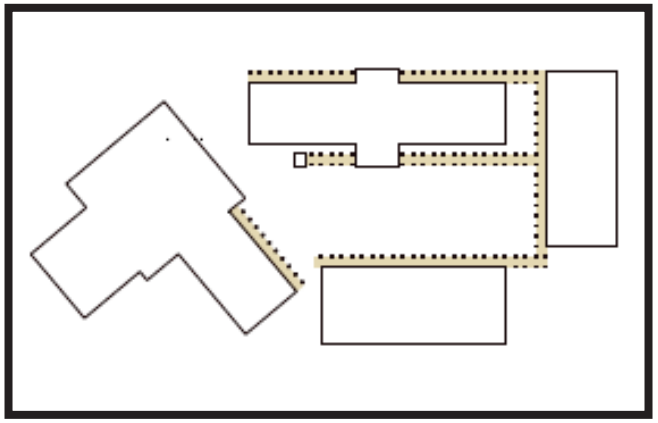


Arcades/Colonnades and Awnings

Arcades and awnings provide protection from the elements and comfort for pedestrians and provide architectural interest to a building. Awnings, canopies or arcades should be utilized on all commercial street frontages and should provide consistent and continuous pedestrian protection from the elements, to the extent feasible. Awnings or arcades should have a consistent depth as those of neighboring buildings.



***Arcades/Colonnades*:** These are covered walkways at the edge of buildings offering an interior/exterior transitional space. Playing a vital role in the way people interact with buildings, the formation of courtyards and pedestrian routing, arcades are spaces that soften and humanize exterior space while allowing the space to connect with the interior of a building. They reduce glare, providing shade while sheltering building doorways.



Arcades/colonnades should be used as connections between groups of buildings allowing a person to walk from place to place protected from rain or sun (see diagram to the right). An arcade should have a minimum interior height of 15 feet and a minimum interior width of 10 feet. Arcade columns must be thick enough to lean against. Seating and other amenities should be provided under the arcade, making it an inviting place to stop and pause.

Arcades can be covered with a trellis structure. The trellis should not be more than 50% open to the sky.



Awnings: Awnings that are functional for shade and shelter are encouraged. These awnings should be made of canvas or a canvas-like material; should fit the shape and scale of the window or door they are sheltering; and, should be designed to be compatible with and complimentary to building signage and design. Awnings should break at the vertical divisions of the structure (i.e., the break between the display windows and the entrance). Long linear buildings, containing a variety of uses, such as shopping plazas and promenades, should tailor awnings to each individual business.

Awnings or canopies may encroach into the right of way by up to 8'; should provide a vertical clearance of 8', with a minimum depth of 6'; and should contain fans (or other devices or apparatus) to induce air movement. The color and pattern of awnings affect the entire building and therefore should be carefully chosen and should be compatible with the overall building color scheme. A facade with minimal architectural detailing can be enhanced with bright colors and patterns, while a more decorated

facade may be complemented with a plain, subtle shade. The shape of awnings should be designed to fit the building's architecture and relate to other awnings that exist along the street. If used, lighting for awnings should be from fixtures located above and designed and placed to enhance the appearance of the building.

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NW 7TH AVENUE, NE 125TH STREET AND BISCAYNE BOULEVARD PREFERRED ARCHITECTURAL STYLE

As described in the Public Involvement Process section of this Plan, the community was engaged in a survey during the public workshops. Stakeholders were asked to select their preferred architectural style for each of the major corridors, out of a random selection of various architectural photos included in the survey. The preferred style selected by the majority of the stakeholders for NW 7th Avenue, NE 125th Street and Biscayne Boulevard was a "Contemporary Classic" style, shown in the example below.





NE 6TH AVENUE, NW 119TH STREET AND WEST DIXIE HIGHWAY CORRIDOR PREFERRED ARCHITECTURAL STYLE

The majority of the stakeholders chose the "Mediterranean" style for NE 6th Avenue, NW 119th Street and West Dixie Highway major corridor, as shown in the example below.



The following pages provide additional examples of the various building features described in this section.

AWNINGS, ARCADES AND COLONNADES




















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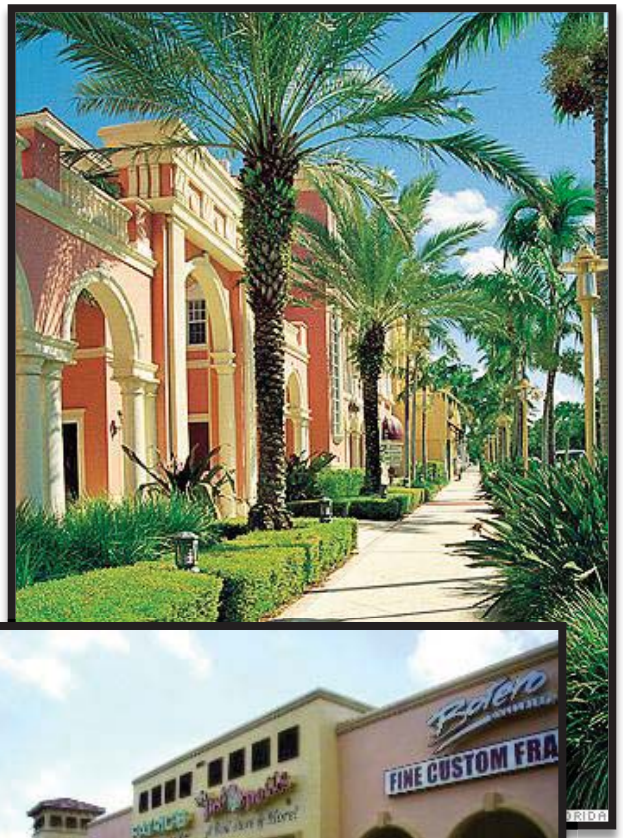


Roots
Roots








FINE CUSTOM FRA








Sportsman's Pier
DOLLAR TREE






IV Season's Restaurant















DOORS AND WINDOWS













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FURRIER

TRANSPORTATION/PARKING

TRAFFIC CALMING

Traffic calming is generally represented by speed management, safety management, and volume management techniques. These are most often applied to local and collector streets that are predominantly abutted by residential neighborhoods. These streets tend to be of lower speed and their functional classification begets an emphasis upon local access rather than long-distance trip-making.

Arterial roadways are designed for the efficient movement of people and goods. They receive traffic volume from local and collector streets to facilitate longer trips at faster speeds. Arterials tend to include more commercial land uses, and as a result, more trip destinations. When evaluating the need for traffic calming along an arterial roadway, the demands of the arterial must be balanced with the local community's concerns of speeding and excessive volume.

Best Practices

A literature review of national best practices on arterial traffic calming was conducted as part of the Plan process. Research included policies and guidelines established by the cities of Seattle and San Francisco, as well as two case studies in British Columbia, Canada. The City of Seattle readily identifies traffic calming on arterial streets, as a separate entity to local or collector streets. Specifically, the menu of potential traffic calming treatments for arterials are limited to devices that influence driver behavior (commonly known as driver "friction"), improve pedestrian crossing safety, or affect conditions along the arterial. Such traffic calming treatments include:

- On-street parking (parallel and angle)
- Curb bulbs (improve pedestrian crossing conditions)
- Streetscape improvements
- Signs
- Median islands (pedestrian refuge areas)

Successful traffic calming devices enhance the street environment and are easy to understand for drivers. They should be designed to accommodate emergency response vehicles and not inhibit emergency responder's access or response time to incidents. According to Seattle's guidelines, **successful traffic calming is considered as a Whole Street Design, where a positive transportation environment is created for all users (not just motorists) for the entire length of the corridor**.

Seattle also requires a comprehensive evaluation of the impacts a traffic calming devices may have upon a wide area. This ensures that "solution" doesn't push the problem to an adjacent neighborhood or street system. Finally, Seattle espouses solving transportation issues through education and enforcement first. If these two elements fail, then engineering solutions may be explored assuming they are planned and designed consistent with the function of the arterial street.

In San Francisco, traffic calming along arterial roadways is more commonly known as "Livable Streets". The primary goal in the City of San Francisco is to improve pedestrian and bicyclist safety. Coupled with enforcement and education outreach, Livable Street's objective is to make streets safer and friendlier to non-motorized users.

Pedestrian and bicyclist injuries are quantified based on available crash data. Then a ranking of the locations with the greatest number of injuries and fatalities is compiled. The City reviews this ranking to coordinate responses for geographical areas within the city --- this avoids focusing all of the city's traffic calming resources in one area. Finally, reviews the rankings to link together adjacent stretches of the same arterial street.

Public workshops and extensive community involvement in traffic calming strategies are a cornerstone of San Francisco's arterial traffic calming program. Outreach to key stakeholders and several community workshops to solicit local comment and opinion are integral steps of the overall traffic calming process. Traffic calming alternatives are refined based on public input and subsequently presented again to solicit additional feedback.



North Miami Corridors

The best practices principles used in other urban centers within the United States for arterial traffic calming focus upon influencing driver behavior and improving the safety for non-motorized modes of travel. While the objective of lowering travel speeds and traffic volumes may have merit along an arterial roadway for a local community, this must be balanced with the mission of an arterial roadway, which is to facilitate longer trips at higher speeds than local or collector streets.



The conceptual streetscaping plans for NW 119th Street, NE 125th Street, West Dixie Highway, Biscayne Boulevard, NE 6th Avenue, and NW 7th Avenue include traffic calming features consistent with national best practices for arterial traffic calming. Each concept consists of increased driver friction, such as narrow travel lanes, landscaping along the edge of the thoroughfare, plantings with a center median. Even painted bike lane markings that visually define the motorized travel way from the non-motorized lane are provided.

To minimize the appearance and feel of a raceway, an arterial with the appropriate balance of streetscaping and medians can generate friction for motorists that ultimately encourage slower speeds and a greater alertness for pedestrians and bicyclists who share the arterial roadway. These arterial traffic calming features will not impede an arterial's primary function nor will it significantly impact the roadway's capacity. It will, however, make conditions safer for pedestrians and bicyclists.

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PARKING STRATEGIES

Downtown

Vibrant downtown centers are often characterized by successful businesses and crowds of people. Residents and businesses alike are attracted to these locales, and in turn, the management of the available parking supply becomes an important concern for city leaders. As growth occurs in a downtown area, the need for managing the available parking supply increases.

Effective parking management is one way to encourage alternative modes of transportation. People who park their vehicle in a centrally located area are more apt to remain downtown and walk from destination to destination. This minimizes vehicular trips and maximizes a local business' exposure to a potential customer. Parking management is also an excellent land use strategy to facilitate travel into the downtown.[4]



As the pressure to provide downtown parking supply increases, an evaluation of the available parking spaces and the demand for parking should be prepared. The development of a parking management plan should result in an understanding of:

1) Where the parking supply is located
2) How many parking spaces are needed
3) What the financial strategies are for parking

Answering these questions allows a municipality to successfully manage its growth in a manner that best satisfies the local community's needs and desires.

Without understanding the complexities of parking and its role in the transportation system, it is often simply solved by building more parking spaces. However, parking structures are expensive. They often cost upwards of $25,000 per space, and rarely pay for themselves. The design and management of parking supply affects the livability and walkability of any downtown. Building additional parking without managing the existing supply can induce driving and increase the demand for even more parking. Conversely, managing the existing supply can be a cost-effective way to reduce demand or increase attractiveness of underutilized spaces.[5]

[4] *Parking Management Plan Checklist*, Puget Sound Regional Council, 2003.
[5] *Parking Strategies to Support Livable Communities*, Chicago Metropolitan Agency for Planning, 2012.

North Miami Corridors

For the City of North Miami, on-street parking is generally not an option for the corridors being evaluated, except for West Dixie Highway and NE 125th Street. However, right-of-way needs create challenges for providing on-street parking along both of these corridors. As a result, most vehicular parking in North Miami is best situated behind retail structures. This allows for easy access by pedestrians to the shops and businesses along the street. Parking located behind the structure also "hides" the parked vehicle, encourages walking, and allows for aesthetic improvements to the street to beautify the corridor.

Recommendations

It is recommended that the City of North Miami conduct a study and create a comprehensive Parking Master Plan for its downtown area and corridors. Such a study should locate and quantify the number of parking spaces currently available, as well as the parking demand along and adjacent to each corridor. Parking supply and demand should be estimated for the entire study area, but the estimates should be disaggregated to allow for smaller, sub-area analyses.

From this analysis, an estimation of the parking supply surplus or deficit can be determined. Localized parking deficits can be identified and the need for a parking surface lot or parking structure can be ascertained, particularly at the sub-area analysis level. This enables the City to understand if additional parking is needed; where and how many spaces are required; and how much the additional parking will cost. The Parking Master Plan may also identify potential financial mechanisms to pay, maintain, and operate the additional parking supply.



A comprehensive Parking Master Plan should also consider the South Florida environment, where heat and rainy weather tend to reduce the distance a person is willing to walk from their vehicle to their destination. With parking behind the structure and at central areas along corridors, the walking distance from the parking space becomes a critical factor in properly locating parking spaces that best serve local businesses and the community. If located too far away, the spaces will tend to be under-parked. If located too close, the City will have a patchwork parking system with small lots scattered throughout the entire study area.

The ideal parking management system has spaces situated close enough to the destination that people walk to multiple businesses without needing to return to their parked vehicle. It also is concentrated at key locales that allow for the enhancement of the downtown area through streetscaping and other beautification projects by minimizing or reducing surface parking lots.

ECONOMIC/REDEVELOPMENT

This evaluation has identified numerous areas for the City of North Miami to develop specific economic/redevelopment strategies. These implementation strategies will be geographically specific, not City-wide. As reported, from a market perspective, the City is comprised of three to four distinct market areas that are delineated by the City's major north-south road network and the limited crossing of the Biscayne Canal.

The main opportunities discussed in the evaluation focused on: (1) creating student housing opportunities in proximity to FIU, Johnson & Wales, and Barry University; (2) verifying the location, and timing of the FEC Depot; (3) land assembly and continued façade and density enhancement along NE 125th Street, West Dixie Highway and 6th Avenue; (4) expanding the zoning and providing potential land assembly for light industrial usage within the to be expanded NW 7th Avenue corridor.

Florida's growth management legislation historically has been one of the most restrictive in the nation. The State is restructuring the entire growth management process to promote economic growth and allow increased flexibility for development. While the City has amended its comprehensive plan to allow for increased density of development, it should also continue to ensure that the entire plan promotes economic development and projects a positive orientation for economic growth. For example, consider future updates that may be necessary to the existing Economic Element of the plan, and consider a new Strategic Economic Development Program. While the overall economy is slowly improving, SPG believes that most development opportunities are still 18 to 24 months away.

The following discussion is specific to the opportunities listed above.

Campus Housing

The City should meet with FIU officials to determine if the University is interested in student housing on or near campus. This effort should also include Johnson & Wales (it already as some on campus housing) and Barry University (which also has on campus housing). Once completed, we recommend that the City make inquiries to Student Housing developers[6] (student housing is a specific commercial real estate sector) to determine interest and their needs. The timing of the FEC Depot could impact student housing location and timing.

FEC Rail Depot

The City needs to determine the validity and timing of the FEC Depot. If it is deemed viable (real), then the City should prepare specific corridor plans that would take advantage of this important resource. These plans should consider linkages to downtown and the areas three campuses. The City should consider moving ahead with a change in land use/zoning appropriate for this type of railroad corridor and at least ½ mile around the Depot. If the Depot is formally announced,

[6]As an example, there are three publically traded student housing REITs: American Campus Communities, Educational Realty Trust Inc. and Campus Crest Communities Inc.

the City should issue letters of interest to redevelop the affected area. If the Depot does not become a reality, then the corridor is better suited for uses other than industrial. Industrial uses are better suited for the NW 7th Avenue corridor if its depth is expanded, as recommended.

Downtown (CCDN) Redevelopment

The City has amended its Comprehensive Plan to allow for increased density and has established a façade improvement program to assist in the downtown's redevelopment. The current financial market has been detrimental to the entire commercial real estate industry. There is some concern that the commercial lending market may be constrained for the short-term due to variable mortgage rollovers occurring over the next two years. That said, the city should determine which landowners within the Central City District Node (CCDN) and its corridors are willing to work with the CRA and City to explore redevelopment. The City should determine the willingness of local lending institutions to provide funding (and the conditions for funding). Today, most lenders require significant upfront capital to secure financing which has been a detriment to redevelopment throughout the State. If more than one owner is willing to proceed with more detailed planning, then the City needs to prioritize development opportunities as it should limit its exposure in the short term. The start of construction of MOCA should greatly increase the CCDN's exposure. We recommend the City review Naples 5th Avenue redevelopment plan/land development regulations[7] as to its applicability for downtown North Miami.

A portion of NE 125th Street, Dixie Highway and NW 6th Street are contained in the City's Art, Cultural & Design Overlay district which further increases the overall development opportunity for the City. The expansion of MOCA and continued growth of business opportunities downtown will have an impact on parking. The creation of more parking and increased wayfinding to existing parking is critical for expansion. Again, the potential for a locally built FEC Depot would have a significant impact on downtown due to its proximity, which in turn could impact the location of future parking (structured).

The biggest incentives that the City can apply to the downtown and the West Dixie Highway and NE 6th corridors is allow for increased depth (future land use plan and LDR amendments) of the corridors and assistance in aggregating parcels of sufficient size to redevelopment. As current land prices are depressed, the City may wish to consider land banking. Should this option be viable, than such opportunities need to be prioritized by their impact (benefit-cost analysis as well as creating critical mass).

Finally, because of changes to Florida's growth management process, the possibility of the FEC Depot within the City, and other issues raised above, and as briefly noted above, the City should considered preparing a new Strategic Economic Development Program for the next 5 and 10 year period. Such a program would integrate these separate market area programs into a comprehensive economic development program focusing on a broad range of development/redevelopment tools/incentives/funding necessary to move the City effectively into the next decade.

[7] And other successful downtown redevelopments

VI. Recommendations and Implementation Strategies

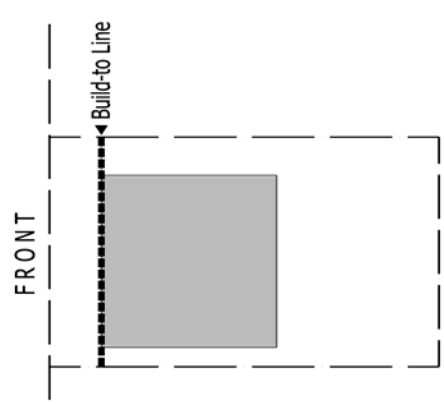
Land Development Regulations

Build-To-Line

What is the Build-to-Line?

Build-to Line (BTL) provides a different way of looking at front setbacks, with more direction about how the building can create a pedestrian-scaled sense of enclosure to create a comfortable public realm. This regulatory tool ensures that buildings frame the streets and public spaces in such a way that the public realm becomes a welcoming, enjoyable place for people that encourages exchange and business. The BTL is the opposite of the "setback" line. A setback line establishes the minimum front yard. The BTL indicates that building may not be located further back from that line.

The Build-to Line (BTL) regulates the distance between the front property line and building facade. The BTL is parallel to the front property line and the primary building's facade must be built along the BTL. If the BTL is 10' back from the front property line, which is where the front wall of the building must be located.



If a lot is on a corner, a BTL is used on each side that faces a street to ensure buildings engage with all streets, and help define corners. Requirements would differ for the "primary" street at the front versus the "secondary" one to the side.

Neighborhood streets lined with homes should have larger BTLs, ensuring a clearly identified semi-private space separates the public area of the sidewalk and the privacy of a residence. Smaller BTLs should be required along streets lined with shops, restaurants, offices and apartments, creating a strong retail edge and pedestrian scale environment. A direct connection between the street and the commercial spaces encourage frequent interaction.

Variety and Interest Along the Build-to-Line[1]

A long stretch of building frontage all built along a straight line isn't enough to add interest and depth to the streetscape and the public realm. There are a number of ways regulations can provide opportunities for building owners to vary the facade while still maintaining the integrity of the Build-to Line. Building owners could use the space to accommodate amenities, such as a small patio, benches or bike racks.

[1] *Source: www.livablestreets.com*

Articulation

The facade can be adjusted either in front of or behind the BTL for a portion of the facade. This provides flexibility for facade design.

Variation Along the Block

The Build-to Line must be consistent for the entire length of a block. However, if there is a civic space in the middle of a block, the BTL could be changed at that point, but each section must have a consistent BTL.

Parks, plazas and squares can break up street fronts and create an opportunity for transitioning to a different BTL. Buildings can provide an interesting entrance, expand window space, prevent doors from opening on to the side-walk or, building owners could use the space to accommodate amenities, such as a small patio area with tables and chairs, or add benches or bike racks.

Corners and Intersections

An intersection is a location to be highlighted, a place to be recognized. The buildings located on corners can help create that sense of place.

Entrances on the corner, architectural features that make the corner of the building higher or more noticeable, angling the building rather than building it right to the corner - all these things help create identity for the intersection, and help people realize they have arrived.

Safety is also improved as building the corners back allows more room for pedestrians to wait or pass, and improves visibility for vehicles. The buildings can help define and identify an intersection as a location or destination.

Frontage Width

To help define the streetscape, for commercial structures and along commercial corridors, the building facade must be built to a minimum width of 75% of the overall lot along the BTL. This ensures that the streetscape is predominantly building frontages engaging with the street, rather than undeveloped open spaces or driveways.

Current Practice

The current land development regulations uses minimum front setbacks to regulate the distance between buildings and the front property line. This means a building can be placed as far behind that line as the building owner decides, which results in an inconsistent street front. Front setbacks are generally larger than BTLs, and as a result buildings are less able to engage with the street and often there is more land required to accommodate the larger setbacks. This often results in large swaths of parking being located in front of the building, further minimizing the connection between the building and the street and creating a poor sense of enclosure.
The setback requirements in the Land Development Regulations (LDRs) range from 10' to 25' for non-residential development.

Recommendations

It is recommended that the along the major commercial corridors and within the Downtown area, the City revise their Land Development Regulations to use Build-to Lines to regulate the location of building facades to ensure a consistent streetscape and create a welcoming public realm. To facilitate the smaller BTL, parking should be placed either behind buildings, on-street or in structured facilities. This regulatory approach brings the buildings closer to the street and provides a sense of enclosure at a pedestrian-scale.

CORRIDOR OVERLAY DISTRICT

An overlay zoning district is one tool commonly used to protect scenic views and corridors. An overlay zoning district places additional or modified standards and/or review in a particular area changing some of the requirements of the base zoning district. Overlay zoning can be used to regulate use, density, site design, grading, vegetation, building design, etc.

Recommendations

The City of North Miami should evaluate the creation of a Corridor Overlay District, which would be applied to all the corridors identified within this Plan. The City of Miami Gardens has established a Planned Corridor District (PCD) zoning district that outlines specific requirements for building scale, massing, build-to-lines, uses, etc., specifically for their major corridors.

Another good example is the City of Pompano Beach Atlantic Overlay District. This overlay district address building design, signage, landscaping, parking, lighting styles and types specific to this major corridor.

LAND USE AND ZONING DISTRICTS

The City should review the current land use and zoning district designation limitations for potential revisions:

Pedestrian-friendly design encourages people to walk from place to place along the corridors. Design features to consider include build-to lines for redevelopment, which means that buildings would be built at the edge of the right-of-way line and would be more accessible for pedestrians and transit users. Other pedestrian-oriented design standards include wider sidewalks, streetscaping, such as vegetation for shade and benches for resting, human-scale signing, and street lighting.

C1-, C-2BE, C-2BW, C-3 Districts

- In the C-1 District within the NW 7th Avenue corridor, light industrial uses should be extended and placed under a Transit Oriented Design (TOD) Overlay District.
- In the C-1 District within NW 7th Avenue, mixed-uses should be allowed consistent with the Comprehensive Plan, as well as mixed-use along the NW 119th Street corridor.
- These districts require a 15' front setback. This hinders a more pedestrian friendly environment with buildings occurring on a build-to line, close to the R/W and sidewalk.
- Require that parking be provided behind buildings or along the side of buildings. This will allow the front of the buildings to be visible from the street and will orient the buildings toward pedestrians and transit users. This will also require an amendment to *Article 5, Parking and Loading*.
- The current 55' max height limitation is appropriate; this will allow proper implementation of vertical presence and density. No changes are recommended.
- The Central City District Node Overlay was developed to, "…create a mixed-use, high intensity activity center along the West Dixie Highway, NE 6th Avenue, and NE 125th Street corridors." City will need to provide incentives to encourage mixed used development, e.g., housing above retail.

Neighborhood Redevelopment Overlay (NRO)

- Require that parking be provided behind buildings or along the side of buildings. This will allow the front of the buildings to be visible from the street and will orient the buildings toward pedestrians and transit users. This will also require an amendment to *Article 5, Parking and Loading*.
- Height requirement of 110'is adequate.

- Setbacks in the underlying zoning districts along the project corridors within the NRO is 15 and the maximum height is 55'; however, within this overlay the regulations require that portions of buildings above thirty-five (35) feet in height must be set back an additional one (1) foot for every two (2) feet of building height above 35'. This would further extend the setback and, as a result, will hinder the development of a more pedestrian friendly environment. While this step back requirement may be appropriate, it is recommended that the city consider extending the max height prior to the step-back requirement should match that of the underlying zoning.

R-4 District

- The R-5 District requires a 25' front setback. This hinders a more pedestrian friendly environment with buildings occurring on a build-to line, close to the R/W and sidewalk.

- Within the project area, this district is adjacent to the Village of Biscayne Park which requires that all buildings are limited to a maximum height of 35'.

- Require that parking be provided behind buildings or along the side of buildings. This will allow the front of the buildings to be visible from the street and will orient the buildings toward pedestrians and transit users. This will also require an amendment to *Article 5, Parking and Loading*.

R-5 District

- The R-5 District requires a 25' front setback. This hinders a more pedestrian friendly environment with buildings occurring on a build-to line, close to the R/W and sidewalk.

- Building height is limited to 75'; this is adequate to implement the recommended vertical presence and density.

- Require that parking be provided behind buildings or along the side of buildings. This will allow the front of the buildings to be visible from the street and will orient the buildings toward pedestrians and transit users. This will also require an amendment to *Article 5, Parking and Loading*.

R-6 District

- The R-6 District requires a 35' front setback. This hinders a more pedestrian friendly environment with buildings occurring on a build-to line, close to the R/W and sidewalk.

- Building height is limited to 110'; this is adequate to implement the recommended vertical density.

- Require that parking be provided behind buildings or along the side of buildings. This will allow the front of the buildings to be visible from the street and will orient the buildings toward pedestrians and transit users. This will also require an amendment to *Article 5, Parking and Loading*.

IMPLEMENTATION STRATEGY	PRIORITY (*HIGH, MEDIUM, LOW*)	COMMENT
Complete a Level of Service Analysis, per Highway Capacity Manual (HCM) standards.	High	For all of the major corridors. District 6, FDOT contact: District Design Engineer, Chris Tavella 305.470.5103
Coordinate with FDOT to allow decorative mast arms and signage and pursue Local Funding Agreements.		Other communities throughout Florida and within Broward County, e.g., cities of Davie and Ft. Lauderdale have successfully lobbied FDOT to allow decorative mast arms and signage on FDOT roads, through the use of Local Funding Agreements. This will require direct discussions with District 6 Secretary, Gus Pego. It is strongly recommended, that such discussions be spear-headed by City Council members.
Completion of an FDOT Access Management Study and obtain FDOT approval to extend the medians and provide mi-block pedestrian crossings.	High	For Biscayne Boulevard, NE 6th Avenue, NW 119th Street, NW 7th Avenue, and West Dixie Highway. District 6, FDOT contact: District Design Engineer, Chris Tavella 305.470.5103
Obtain FDOT design variation approval for reduction in median widths.	High	For Biscayne Boulevard, NE 6th Avenue, NW 119th Street, and NW 7th Avenue. District 6, FDOT contact: District Design Engineer, Chris Tavella 305.470.5103
Obtain FDOT design variation approval to reduce lane widths to allow for bike lanes.	High	For NE 6th Avenue, and NW 119th Street. District 6, FDOT contact: District Design Engineer, Chris Tavella 305.470.5103
Acquisition of FDOT Transportation Design for livable Communities Designation (TDLC)	High	For NE 125th Street and West Dixie Highway. District 6, FDOT contact: District Design Engineer, Chris Tavella 305.470.5103
Reduce posted speed limit from 40 mph. to 35 mph to allow for shared lanes.	High	For NW 7th Avenue and West Dixie Highway. District 6, FDOT contact: District Design Engineer, Chris Tavella 305.470.5103
Review Sec. 4-303. - Minimum standards of development for nonresidential districts of the LDRs, to utilize Build-to-Lines (BTLs) along the major corridors and within the Downtown Core.	High	Revise LDRs from "setbacks" to BTL
Coordinate with FDOT to conduct lighting engineering and analysis.	High	To determine the appropriate location for all new street and pedestrian lighting improvements. For NE 125th Street and West Dixie Highway. District 6, FDOT contact: District Design Engineer, Chris Tavella 305.470.5103

IMPLEMENTATION STRATEGY	PRIORITY (*HIGH, MEDIUM, LOW*)	COMMENT
Consider creating a Corridor Overlay District (COD) for application along the major corridors and the Downtown Core.	High	As an alternative to revisions to the LDRs related to BTL (above), and to meet the design objectives and architectural treatments recommended within the proposed Design Guidelines included in Section IV "Creating a Shared Vision" of this Plan, the City could apply these requirements within the COD areas only.
Conduct a parking study and create a city-wide Parking Master Plan.	Medium	The study should locate and quantify the number of parking spaces currently available, as well as the parking demand along and adjacent to each corridor. Parking supply and demand should be estimated for the entire study area, but the estimates should be disaggregated to allow for smaller, sub-area analyses.
Consider land assembly to increase parcel depth along NE 125th Street, West Dixie Highway, and 6th Avenue.	High	To incentivize mixed use development, allow for increased parcel depth along the corridors and provide assistance in aggregating parcels of sufficient size to redevelop.
Revise Sec. 5-1401. – Parking, General Criteria of the LDRs to require that for all new and redevelopment projects, parking is located in the rear or to the sides of the buildings.	High	This should be required for commercial properties along the corridors within this Plan. Additionally, the City should consider implementing this city-wide.
Revise LDR Sec. 5-1503, which requires that no sign be located within 5' of the property line.	High	In order to implement the BTL concept and the design guidelines, which allows and encourages building awnings to project over the sidewalk, and the gateway joint signage recommendation, the City should consider relaxing this requirement for development along the major corridors and within the Downtown Core. Potential revisions could include an exemption for these areas, "…except for properties within the Corridor Overlay District…" or "…except for properties located along or within the following areas…"(calling out each of the major corridors and the Downtown Core).
Review Sec. 5-1203. – Landscaping General standards of the LDRs.	Medium	Recommend that ONLY low water use plants and native vegetation be used to landscape redevelopment (to the greatest extent practicable) or new developments.
Pursue student housing opportunities within the downtown core for FIU, Johnson & Wales, and Barry University students.	Medium	Meet with representatives of the schools.

IMPLEMENTATION STRATEGY	PRIORITY (*HIGH, MEDIUM, LOW*)	COMMENT
Confirm the location and timing of the FEC Depot.	High	Currently, the Depot is proposed for 125th Street. Based upon the final location, the City should review the land use and zoning districts for the parcels within at least ½ mile around the Depot to create transit-oriented development, including high-density commercial space.
Allow light industrial zoning and potentially land assembly to increase parcel depths along the NW 7th Avenue corridor.	High	Providing the FEC Depot does become a reality, light industrial uses are better suited for the NW 7th Avenue corridor if parcel depth is expanded, as recommended.
Prepare a new Strategic Economic Development Program for the next 5 and 10 year period.	Low	Niche industries: Education-related uses such as the arts and design; recording, film and television facilities; art galleries; music stores; and culinary arts (consider establishment of a culinary arts districts similar to Oakland Park). The Program should integrate the separate market area programs into a comprehensive economic development program focusing on a broad range of tools/incentives/funding.
Continue façade and density enhancements along NE 125th Street, West Dixie Highway, NW 7th Avenue and 6th Avenue.	High	Utilizing the design guidelines within this Plan.
Create a partnership with Johnson & Wales and FIU.	Medium	Create a demonstration recipe testing restaurant and provide graduate "incubator space".
Create a well-designed marketing plan.	Medium	The Marketing Plan should focus upon the Five Points and 125th area and the city as a whole. The marketing materials should, "…depict in words and images the City's brand and vision and what it is doing to support and implement that vision."
Attract education-related uses through the marketing plan and the LDRs (including allowable uses) to encourage arts, design, historic structures, and recording, film and television facilities.	Medium	Capitalize upon one of North Miami's predominant economic theme: "education". The goal of the marketing program should be to attract education-related uses to the city, including student housing.
Targeted parcel acquisition.	Medium	Acquire and use the following opportunity sites identified by the CRA for potential mixed use projects: Stembridge block; Miami Theater block; and Deals Store block.

IMPLEMENTATION STRATEGY	PRIORITY (*HIGH, MEDIUM, LOW*)	COMMENT
Enhance the existing cultural-government civic complex.	High	Move the library to the City lot block on the south side of 125th Street next to MOCA and "create a "world class public space".
Since the south side of the NW 119th Street corridor is within Miami-Dade County, continue to coordinate with Miami-Dade County on this corridor.	High	The County is rezoning the corridor to mixed-use.
Continue to coordinate with MDX on the future Gratigny Parkway Extension to I-95.	High	Possible elevated highway along this corridor, will impact the City's corridor planning efforts.
Consider allowing mixed-use zoning and land use along NW 7th Avenue consistent with the Comprehensive Plan, as well as mixed-use along NW 119th Street corridor.	High	This is consistent with what other municipalities are creating along the NW 7th Avenue corridor. (i.e. SR 7 Collaboration efforts) and consistent with what Miami-Dade County is creating along the south side of NW 119th Street within the County.

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