

## Quality of Life Indicators/ North Beach Master Plan (Plan Nobe) Categories

Public Land

Housing

Economy

Climate Change

Mobility

Workforce

Parking

Neighborhood Enhancement

Quality of Life Indicators/ PLAN NOBE Categories	Department Managers	PLAN NOBE Recommendations	Master Plan Reference Guide	Implementing Project	Status Update (If Applicable)	Estimated Cost
Adaption, Mitigation and Transition	Environment and Sustainability	Create a low-coast loan and or subsidy program to support property owners to raise their seawalls	2.89, 3.6	TBD	The Resiliency Department is currently researching different subsidy and loan programs to offer residents in Miami Beach. There is currently no budget associated for this initiative.	To be determined
Adaption, Mitigation and Transition	TCED	Increase street canopy and streetscape	3.7, 3.18	North Beach Streetscape Pilot Project - to test and design streetscape elements on Collins Avenue from 73rd Street to 75th Street.	TCED is beginning conversations with CIP and Greenspace to create a pilot project to test streetscape designs on Collins from 73rd to 75th Street. There is a current CIP budget allocated for this project.	\$230,000
Adaption, Mitigation and Transition	Environment and Sustainability	North Beach should continue to reduce greenhouse gas emissions related to buildings. New buildings should incorporate alternative energy systems, recycle, and collect water to reduce the impact on storm water infrastructure and reduce the City's carbon footprint.	2.101, 3.6	TBD	Ordinance 2016-3993, In 2016 the City Commission adopted the Sustainability and Resiliency Ordinance which requires LEED Gold certification or Living Building Challenge certification for new constructions over 7,000 square feet or ground floor additions to existing structures that encompass over 10,000 square feet of additional floor area.	Not applicable
Economy	Planning	Complete a town center district	2.4	Increase FAR in the Town Center District	The critical piece of creating a town center district was seeking a FAR increase. The FAR ballot measure was approved in November 2017. The Planning Department is currently working on creating a ordinance to enact the policy.	Not applicable
Economy	TCED	Use the Byron Carlyle site as a catalyst project to help facilitate the vision of a pedestrian main street	2.12	Redevelop the Byron Carlyle through a private partnership that is a mix-used multistory building	TCED held a community outreach session on March 13, 2018 to gather community input on elements important to be incorporated in a private project. Additionally, the City issued a Request for Letters of Interest (RFLI) to identify market interest in potential redevelopment opportunities for the Byron Carlyle site. The submissions werer due on May 10, 2018.	To be determined
Housing	Housing and Community Services	Increase mixed-income and affordable housing by developing new affordable housing through public-private partnerships.	2.56, 3.5	TBD	Resolution 2016-29355 directed staff to at innovative ways to create workforce housing utilizing existing City-owned assets: 1)the possible inclusion of workforce housing in the design of future new garages (e.g. 1330 Collins Avenue) through a ground lease/air rights agreement approach and 2) the possible future conversion of garage space to workforce housing if parking demand declines with innovation such as driverless cars, etc. No City parking/workforce housing project is yet in development for North Beach	To be determined

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Housing	Housing and Community Services	Explore reducing the minimum size of apartments when tied to affordable housing provisions.	2.56, 3.5	TBD	Ordinance 2017-4147 and 2017-4149 incentivizes developers to build workforce, affordable housing, and senior housing by reducing the parking requirements and average unit size for new residential properties.	To be determined
Provide More Mobility Options - New Bikeways	Transportation	The existing bike network should be enhanced by filling in the missing segments to connect the existing bike infrastructure. The boardwalk should be extended to link to the path farther south and some of the existing bike lanes should be converted to protected bike lanes along the major through routes. Additional east/west connections should be made in order to facilitate people moving through the neighborhoods to Collins Avenue and beyond to the beach. In addition to the conversions, 6.42 new miles of bike infrastructure are envisioned.	2.36	Harding Avenue - In the short term, implement one way travel with protected bike lanes. See "Mobility - Exclusive Transit Lanes."	See "Mobility - Exclusive Transit Lanes."	<u>See "Mobility - Exclusive Transit lanes"</u>
				Harding Avenue - A mid-term recommendation is to advance to two-way travel with protected bikes lanes and south bound transit.	The transportation master plan did not propose converting Harding Avenue to two way traffic, because of the significant traffic volumes currently carried on Harding Avenue and the impact that the potential reduced capacity would have	Not applicable
				71st Street and Normandy Drive Interim Bicycle Lanes. There is an opportunity to fill in the gaps in the bicycle lane network on 71st Street and Normandy Drive, prior to the implementation of the Dedicated Transit and Bicycle Lanes. There are two gaps in the network on the east and west side of Normandy Isle.	The Bay Drive Feasibility Study suggested ways to provide bicycle lanes in the areas on 71st Street and Normandy Drive (Normandy Isle) where bicycle lanes are currently not provided. The draft study has been completed and is going through the community review process. The next step, if approved, is initiating design and construction.	\$3.6 Million Design and Construction
Provide More Mobility Options - 71 St Street A Walkable Main Street		Dedicated bus lanes, separated bike lanes/cycle track, additional street trees. A catalyst project that utilizes the public parking lot next to the Byron Carlyle Theater. The portion of the buildings closest to 71st Street should be limited to four stores with any taller portions of the building setback.	2.27	For dedicated bus lane and bicycle lane information see "Mobility - Exclusive Transit Lanes," below.		See "Mobility - Exclusive Transit Lanes," below.
Provide More Mobility Options - Dedicated Transit Lanes		Create dedicated Transit Lanes along 71st Street lanes	2.27	For dedicated bus lane and bicycle lane information see "Mobility - Exclusive Transit Lanes," below.		See "Mobility - Exclusive Transit Lanes," below.

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Mobility	Tranportation	Create a trolley service that connects the North Beach trolley to Mid-Beach and South Beach	2.41	Implement a Mid-Beach and South Beach Loop to better connect the North Beach neighborhood.	Completed Effective November 1, 2017 the City replaced the Collins Link trolley service by the Collins Express trolley service. The Collins Express limited stop services reduces the number of transfers and travel time. The new service is extended to Washington Avenue, Lincoln Road on south side and 88 Street on the north side. Frequency of new Collins Express trolley service is approximately 20 minutes.	Funded and Completed
Mobility		Improve bicycle and pedestrian safety and access.	2.6	Multimodal and Aesthetic Improvements to the 71st Street Bridge between East Bay Drive and Bonita Drive. Improvement Consists of Protected Bicycle Lanes, Landscaping, Alignment.	The 71st street bridge, entrance to Normandy Street and Harding are still in process with Shulman Designs.	Funded : \$1,160,000.00
	Tranportation			FDOT Safety Analysis	FDOT has conducted a safety analysis along the 71st Street and Normandy Drive corridors. This study was a result of a City request in 2013. As part of the study recommendations, FDOT consultant proposed a total of 7 improvements along the corridor, including the implementation of 5 enhanced/signalized crosswalks. The project is programmed in the 5-year Work Program for construction in 2021. The crosswalks for Rue Versailles and Rue Granville have been advanced for construction in 2019	Not applicable/FDOT Budget
Neighborhood Enhancement	TCED	Create new entrance features throughout North Beach.	2.109	Aesthetic Entrance Features at 71st Street and Bay Drive and Harding Avenue and 87th Street	Shulman Designs is still working on the 71st Street and Harding designs. The original concept was rejected by FDOT.	Funded \$300,000.00

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Mobility - Multimodal Street Upgrades	Tranportation	81st Street (Byron to Collins). Build a traffic diverter at the Southeast corner of the Tatum Waterway Drive, Dickens Avenue, Byron Avenue, and 81st Street and limit right turns from Tatum Waterway Drive onto Dickens Avenue to 81st Street. Convert 25 angled parking spaces to parallel parking spaces. Narrow the travel lanes to 10 feet and create 8 foot sidewalks with street trees spaced 25 feet apart. Add a traffic circle at the intersection of 81st Street and Abbott	2.34	The project is currently being addressed through the North Beach Neighborhood Greenway Feasibility Study. See "Mobility - Multi modal street upgrades."  A comprehensive greenway network has been proposed in North Beach, east and west of Tatum Waterway. Specific traffic calming measures are proposed for 85th, 82nd, 81st, 78th, 77th, Byron and Tatum Waterway which include lane reductions, additional street trees, landscaped buffers, enhanced sidewalks and a network of protected bicycle lanes. This includes the conversion of Tatum Waterway to one way in the northbound direction and 77th Street to one way in the eastbound direction. Accordingly, these traffic calming measures will accomplish the speed reduction goals of the diverters and the traffic circle at	See "Mobility - Multi modal street upgrades."	<u>See "Mobility - Multi modal street upgrades."</u>
Mobility - Bicycle Parking		Create bike parking stations in North Beach. Bicycle parking stations should be built to accommodate them throughout North Beach. Some should be located in parking garages while others should be located on sidewalks, near retail, parks, and public services to encourage	2.41, 3.7	Bicycle parking stations in North Beach located within parking garages and sidewalks	All U-Channel bicycle racks identified in the Bicycle Pedestrian Master Plan have been installed. In 2017 38 racks were installed along Collins and 71st Street and in 2018 there have been 6 new U-racks installed along Rue Granville and Normandy.	Funded
Mobility - 72nd Street (Dickens to Collins)	Tranportation	Reduce the travel lane to 10' in each direction to allow cars to flow while freeing enough space for improved bicycle and pedestrian accommodations. A two-way grade separated bike lane can be added to the North side of the street along with a tree lined median to separate the bikes from the pedestrians on the 11.5' sidewalk	2.32	72nd and 73rd Street Protected Bicycle Lanes were recommended in the 2016 Miami Beach Transportation Master Plan along 72nd and 73rd Streets between Dickens Avenue and Collins Avenue. Bicycle lanes are proposed for both sides of 72nd and 73rd Streets, consisting of 5' green bicycle lanes with a 2' buffer. Applying this concept to 73rd Street was discussed with Dover Kohl, and they are comfortable with the idea.	Transportation is in negotiation for design contract	\$561,000 Design and Construction
Mobility - 73rd Street (Dickens to Collins)	Tranportation	Widening the sidewalks to 12' adding street trees while correcting the width of the travel lanes	2.33			

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Mobility - Exclusive Transit Lanes		Provide exclusive transit lanes along four of the main corridors: 79th Street, Normandy Drive, Collins Avenue, and Harding Avenue.	2.41	The 71st Street and Normandy Drive Dedicated Transit Lane and Bicycle Lane Project will incorporate exclusive transit lanes and protected/buffered bicycle lanes on SR A1A Collins Avenue, Harding Avenue, and Indian Creek Drive from 63rd Street to 88th Street. These improvements will promote non-motorized transportation within the City and add an important link to the citywide bicycle and pedestrian network. The study will include an operational analysis at key intersections with and without the	Funded FY 17/18 Feasibility Study. Consulting team is reviewing FDOT Lane Repurposing Guidelines to determine required deliverables.	\$28 million Design and Construction
	Tranportation			The SR A1A Collins Avenue/Harding/Indian Creek Drive Dedicated Transit Lane and Bicycle Lane Project will incorporate exclusive transit lanes and protected/buffered bicycle lanes on SR A1A Collins Avenue, Harding Avenue, and Indian Creek Drive from 63rd Street to 88th Street. These improvements will promote non-motorized transportation within the City and add an important link to the citywide bicycle and pedestrian network. The study will include an operational analysis	Potential FY 18/19 Feasibility Study.	\$52.5 million Design and Construction
				A North Beach Intermodal Hub has been suggested by both Miami-Dade Transportation Planning Organization studies and the 2016 Miami Beach Transportation Master Plan. Miami Beach is currently exploring the feasibility of developing an intermodal hub in the vicinity of the 72nd Street municipal parking lot, where passengers could access the north/south bus routes to travel to South Beach, Downtown Miami, Bal Harbor, Aventura or other destinations in the county. This is also an important opportunity to truly coordinate transportation with land use to integrate a regional and local transit center into the surrounding neighborhood.	The final draft of the Miami Beach Intermodal Facility has been completed, and if approved significant enhancements will be designed and constructed for the pair of bus stops at 72/73 and Harding/Collins.	\$4.8 Million Design and Construction
Mobility - Multi modal street upgrades	Tranportation	Significantly improve bicycle and pedestrian safety and access.	2.24	Neighborhood greenways studies are underway to improve bicycle and pedestrian safety and access in North Beach. Neighborhood Greenways provide traffic calming and diversion strategies that aim to control speeds, limit conflicts among users and give priority to bicycles while providing a safe and attractive environment for pedestrians. The studies are targeting: Bay Drive, Biscayne Beach (85th Street,	Draft feasibility studies have been finalized and are in the community review process. The studies proposed typical roadway sections for the greenways and estimated the cost of the improvements. The next step if approved is design and construction.	Bay Drive \$2.6 Million Design and Construction  Biscayne Beach \$1.8 Million Design and Construction  North Beach \$8.6 Million Design and Construction

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Mobility - Provide More Mobility Options	Tranportation	Synchronize traffic lights	3.7	Signal timing enhancements in North Beach	<p>The following signal timing improvements will be implemented by Winter 2018/2019</p> <ul style="list-style-type: none"> <li>• Harding Avenue/Abbott Avenue/Indian Creek Drive: Traffic Signal Controller replacement and implementation of Adaptive Traffic Signal Control</li> <li>• Re-timing of Collins Avenue Corridor: 63rd Street to City Limits</li> <li>• Re-timing of 71st Street Corridor: Collins Avenue to East Bay Drive</li> </ul>	~\$700,000
Neighborhood Enhancement	TCED	Ocean Terrace. Create an elegant public space. The pavement design can subtly indicate primarily pedestrian space from space that can be occupied by vehicles. At certain key times, such as during festivals and street fairs, the street can be closed to cars completely. This approach must still maintain access to parking entrances located on Ocean Terrace and either find an alternative location for removed parking or compensate for the loss of vehicular access by increasing access by bike, foot, or from transit	2.39	To hire a design firm to complete a conceptual plan that will include streetscape and right away improvements.	<p>The City has finalized negotiations with the Corradino Group to complete a conceptual urban design plan based on analysis of selected parcels, rights-of-way, and allowable uses for areas north of 72nd Street to Altos del Mar Park and east of North Shore Youth Center to the Atlantic Ocean, whose key areas include the 72nd Street Parking Lot, all of Ocean Terrace, Altos del Mar Park, Bandshell Park, the North Shore Youth Center, and the North Shore Branch Library. A kickoff meeting was held in April 2018 with Corradino Group. The plans will be finalized by August 2018. **</p> <p>Transportation is negotiation construction plans for protected bicycle lanes on 73rd Street and 72nd Street on between Dickens and Collins.</p>	Funded: Design Firm Implementation To be determined
Neighborhood Enhancement	TCED	Develop and hold an annual MiMo signature event	2.65	TBD	N/A	To be determined
Neighborhood Enhancement	TCED	Create a welcome center that would inform visitors about the history and architectural style of the area	2.65	TBD	N/A	To be determined
Neighborhood Enhancement	TCED	Preserve MiMo design assets and architecture.	2.65	Create signage and branding for entry ways	North Beach Entrance Signs received FDOT review and recommendations. FDOT comments have been submitted to Shulman and pending their direction as to whether or not the current purchase order will cover the redesign costs.	Funded \$300,000.00
Parking	Parking	Increase more public parking garages in town center district	3.7	Build one centralized parking structure in Town Center TBD	N/A	To be determined

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Parking	Parking	Create more multi-use parking structures	2.68	72nd Street municipal mixed-use parking garage	CIP Department has contracted with Desman to create a feasibility and conceptual plan for a new parking garage. The first progress meeting was held on December 15, 2017. This item is currently being examined as a joint project for the GO Bond.	~\$60 million
Public Land	Parks and Recreation	Adaption, Mitigation and Transition: Make North Beach a priority when making resilient investments and implementing capital improvement projects, including beach replenishment.	2.66	Altos del Mar Park improvements	Construction contract has been awarded and Notice to Proceed 1 has been issued. Contractor is preparing pre-construction submittals and finalizing permitting. Scope of work: park main entrance plaza and promenade, beach access, new sand volleyball courts, multi-use pathways, LED lighting, future ADA playground, new bicycle racks, eco-friendly landscaping, new restroom facilities.	Funded \$2,692,453.50
Public Land	Parks and Recreation	Adaption, Mitigation and Transition: Make North Beach a priority when making resilient investments and implementing capital improvement projects, including beach replenishment.	2.66	North Shore Open Space Park improvements	Park Plan has been approved by DRB and design team is proceeding with construction documents. Construction activities are expected to commence at the end of the year. Scope of work: circulation and lighting, expansion of pathway network, new pedestrian scale lighting, revitalized lawns, parking signage, planting, tree pruning for visibility, removal of invasive plants, refurbished bathroom and picnic facilities.	Funded \$4,910,000.00 Additional Funding Needed \$5,000,000.00
Public Land	CIP	North Shore Branch Library - Relocate the library and repurpose the current library site into mix-used development or as the new Ocean Rescue Station site.	2.78	New public library and innovation center (Potential civic use of 72nd municipal garage or on the West Lots) TBD	This project has been added to the potential GO Bond project list.	~\$15 million
Public Land	TCED	Define an identity for the West Lots within the community to ensure redevelopment of these lots are in line with the vision of North Beach	2.72, 3.24	West Lots development TBD	TCED completed negotiations with Dover Kohl to complete a conceptual design plan for the future development of the West Lots. The West Lots work was kicked off on April 19, 2018. Public meetings and charrettes occurred during the week of April 30th. They will present a draft conceptual plan at the June 6, 2018 Commission Meeting.	Funded: Design Firm Implementation To be determined



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Resilient Design	Commercial and Business Façade Improvement Program	Program would help Miami Beach businesses prepare and address façade and building systems that can properly anticipate and accommodate future extreme weather patterns and natural events. This incentive program would also encourage businesses to invest in green infrastructure.  Qualifying districts would include: Normandy Isle, Washington Ave., 63rd-72nd and Collins, 41st street. <b>*GO Bond Proposed Project</b>	~\$20 million
	Byron Carlyle Redevelopment	<b>GO Bond Proposed Project</b>	~\$ 5 million
Improve public spaces and better utilize public land	72nd Street Civic Center: Recreation and fitness center, community room, library, competition pool, parking garage	<b>GO Bond Proposed Project</b>	~\$60 million
Increase community gardens and access to healthy foods	Community garden/Hydroponic farms	This item was noted in the North Beach Master Plan. This will be discussed at the Sustainability Committee in July 2018.	~\$500,000
Increase public transit and alternative modes of transportation	To create an intermodal hub to allow for more accessible regional and local transit.	Feasibility Study Underway. A North Beach intermodal hub has been suggested by both Miami-Dade Transportation Planning Organization studies and the 2016 Miami Beach Transportation Master Plan. Miami Beach is currently exploring the feasibility of developing an intermodal hub in the vicinity of the 72nd Street municipal parking lot, where passengers could access the north/south bus routes to travel to South Beach, Downtown Miami, Port Harbor.	~3 million
	Log Cabin restoration	The total budget to restore the cabin is estimated at \$1.5 million. The City has placed this item for consideration of the 2018 GO Bond. Additionally, the City will be launching a crowdfunding campaign to source public dollars for the restoration of the cabin. This item is being discussed at the June 6, 2018 City Commission Meeting to determine the future use and placement of the Log Cabin.	~\$1.5 million
	Tatum Pedestrian Bridge	Shulman Designs for the Tatum pedestrian bridge have been approved by Transportation and are currently being reviewed by Public Works.	\$150,000