An aerial photograph of Harbor & Treasure Islands, showing a dense cluster of high-rise multifamily buildings along the waterfront. The water is a deep blue-green, and the sky is clear. The buildings are modern, with balconies and large windows. The overall scene is a vibrant, urban coastal environment.

Zoning Code Update for High-Density Multifamily Buildings in Harbor & Treasure Islands

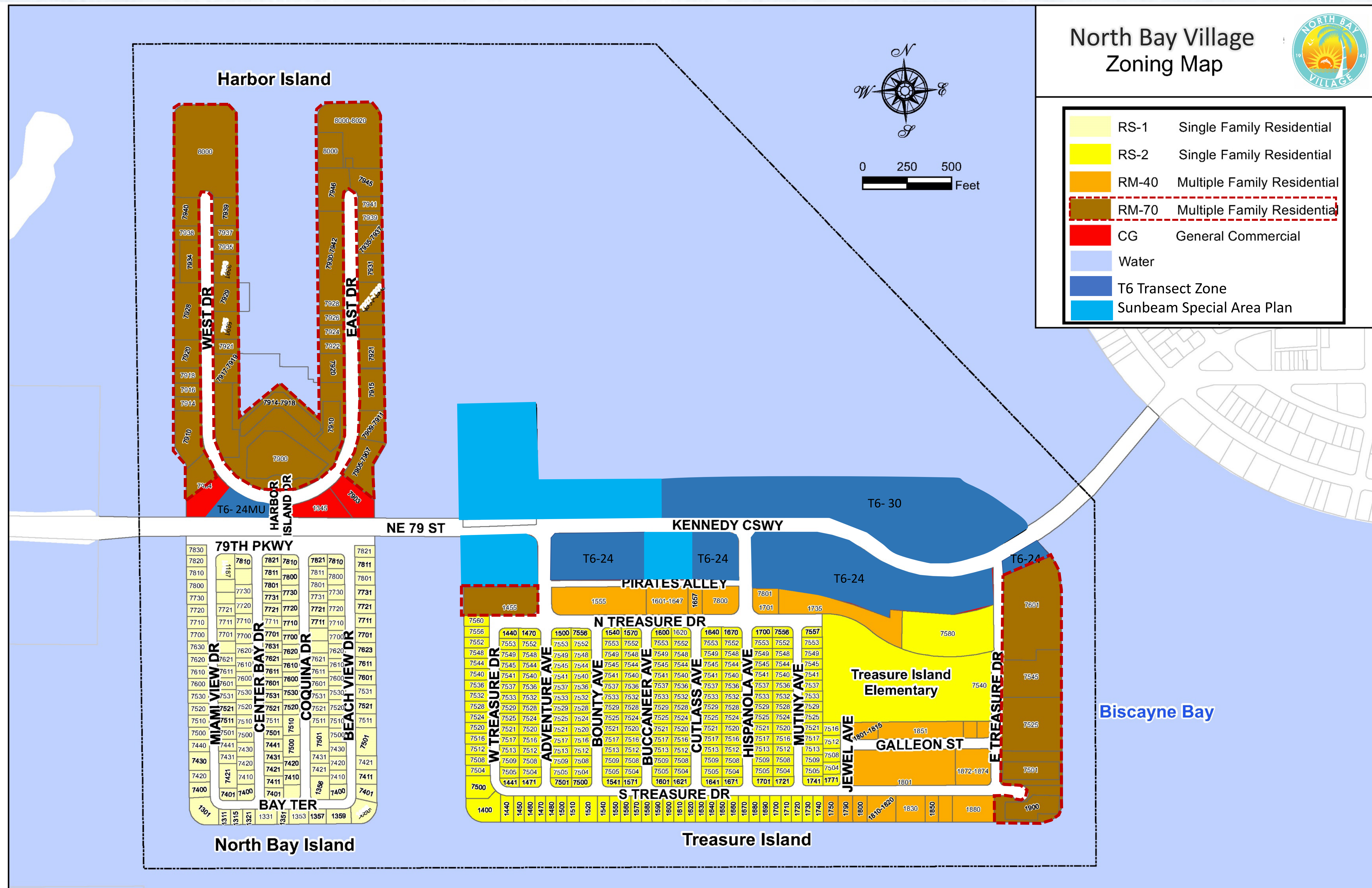
OPTIONS DISCUSSION SESSION

March 13, 2023

AGENDA

1. Intro / Recap of Purpose, Process and Timeline
2. Key Takeaways from Prior Meeting
3. Additional Data Collected
4. Topics for review and discussion
 - Permitted non-residential land uses
 - Parking requirements for multifamily residential
 - Planned Residential Development (PDR) Overlay
 - Transfer of development rights
5. Additional Topics (time permitting)
6. Next Steps

FOCUS: RM-70 ZONING DISTRICT



PURPOSE OF PROCESS

To ensure that the RM-70 zoning district helps meet our long-term vision and goals, as expressed in the Comprehensive Plan and the NBV100 Master Plan (livability, resilience, prosperity), and that the character of future high-density development enhances our multifamily residential neighborhoods.

STEPS



Public Engagement

KEY TAKEAWAYS FROM PRIOR MEETING

- Importance of understanding implications of development under current regulations on future traffic generation and potential necessary improvements to alleviate traffic flow issues. For example:
 - Increasing flexibility for mixed use to create complete neighborhood and reducing the need for trips
 - Reducing parking requirements for MFRs
- “Baywalk” standards consistent (to degree possible) with Island Walk design criteria (and naming)

- green reqts. for roof tops (space of as a model)
- adopt green code Δes in tandem with this process (actually, ~~just~~ ahead of it if possible)
- I.W. regulations - ~~reg~~ set design criteria
- look at totality of what's proposed, not just individual counts
- traffic flow study - does ~~current~~ current car trip count include 360? Suggestion is to back up density to match maximum ^{auto capacity} ~~density~~.
- what can be done in setbacks? e.g. materials, activities
- push ~~modifying~~ FDOT to modify ~~left~~ HI ~~takeaway~~ left-turn analysis conclusions
- perhaps reduce minimum unit floor area - how does this compare to other cities?
- perhaps ~~eliminate~~ ^{reduce or} eliminate STVR parking reqts. (Δ STVR Ordinance if ~~not~~ needed)

MEETING GOALS AND DESIRED OUTCOMES

- Review focus areas where alternative approaches are possible
- Understand the implications of alternatives
- Discuss and agree on preferred directions to inform drafting of proposed amendments



SUMMARY OF ANALYSIS

- Existing units: 1,711
- Density range: 23 upa (Chateau Isle) to 126 upa (Bayshore)
- Average density: 43 upa
- Building age range: 0 (new constr.) to 76 years
- Building age average: 50 years
- Tenancy: 68% ownership (condos) v. 32% rental
- Building height range: 2 to 21 stories (new constr.)
- Building height average: 6 stories
- Undersized parcels: 51%
- Vacant acreage: 2.55 acres
- **Potential add'l units @70 upa (base density): 501**
- **Potential max add'l units from TDR transfers: 130**
- **Total potential additional units: 631***

NOTE ADDED AFTER 3/13 MEETING: * Approx. 255 of which are "unused" units at Moda (30), 360 Condo (144) and Eloquence (81)

NOTE: SLIDE ADDED AFTER 3/13 WORKSHOP FOR CONTEXT UPDATED HARBOR ISLAND ANALYSIS

Folio(s)	Address	Project Name	Owner	Sq. Ft.	Acres	Current Use	Tenancy	Year Built	Existing Units	Height (stories)	As-Built Density (upa)	Total Max Units @70 upa *	Additional Unit Capacity @70 upa *	Legally non-conforming density?	Previously rezoned as PRD?
WEST DRIVE															
23-3209-001-0040	8000 West Drive	Moda Apts	8000 WEST DRIVE GROUND OWNER LLC C/O SAFEHOLD INC	196,456	4.51	MFR	R	2015	285	8	63	315	30	N/A	N
23-3209-022-0001 (ref)	7939-7941 West Drive	Chateau Isle	MULTIPLE	22,400	0.51	MFR	O	1956	12	3	23	21	9	N/A	N
23-3209-001-0420	7938-7940 West Drive	N/A	7940 NBV PARTNERS LLC	33,600	0.77	Vacant	N/A	N/A	0	0	N/A	54	54	N/A	N/A
23-3209-001-0500	7937 West Drive	West Bay Villas	JACOB WATERFRONT PROPERTIES LLC	11,200	0.26	MFR	R	1954	7	2	27	6	-1	N/A	N
23-3209-038-0001 (ref)	7935 West Drive	West Bay Condo	MULTIPLE	11,200	0.26	MFR	O	1956	6	2	23	6	0	Y	N
23-3209-048-0001 (ref)	7934 West Drive	Space 01	MULTIPLE	33,600	0.77	MFR	O	2006	54	15	70	54	0	N/A	N
23-3209-027-0001 (ref)	7933 West Drive	Magaluf Towers	MULTIPLE	22,400	0.51	MFR	O	1979	34	11	66	21	-13	Y	N
23-3209-043-0001 (ref)	7929 West Drive	Blue Bay Tower Condo	MULTIPLE	22,400	0.51	MFR	O	2005	36	15	70	21	-15	N/A	?
23-3209-036-0001 (ref)	7928 West Drive	Islander Club	MULTIPLE	44,800	1.03	MFR	O	1969	88	10	86	72	-16	Y	N
23-3209-001-0620	7925 West Drive	7925 West Drive	VALLEYVIEW REIT LLC	22,400	0.51	MFR	R	1958	24	2	47	21	-3	N/A	N
23-3209-001-0660	7921 West Drive	7921 West Drive	AZURE USA LLC	11,200	0.26	MFR	R	1947	10	2	39	6	-4	Y	N
23-3209-001-0220	7920 West Drive	Vogel Park	NORTH BAY VILLAGE	22,400	0.51	Park	P	N/A	0	0	0	0	0	N/A	N/A
23-3209-001-0160	7918 West Drive	7918 West Drive	P&O PROPERTIES LLC	33,600	0.77	Under construction	O	2024	54	21	70	54	0	N/A	N/A
23-3209-001-0680	7917 West Drive	7917 West Drive	CORAL USA LLC	22,400	0.51	MFR	R	1963	30	2	58	21	-9	Y	N
23-3209-001-0013	7913 West Drive	Former Coletta lot	S2 NBV LLC	43,901	1.01	Vacant	N/A	N/A	0	0	0	70	70	N/A	N/A
23-3209-001-0110	7910 West Drive	Harbor West Apts.	GATOR HARBOR WEST LTD	42,324	0.97	MFR	R	1958	44	3	45	68	24	N/A	N
23-3209-026-0001 (ref)	7904 West Drive	Bayshore Yacht and Tennis Club	MULTIPLE	60,300	1.38	MFR	O	1963	174	12	126	97	-77	Y	N
HARBOR ISLAND DRIVE															
23-3209-052-0001 (ref)	7900 Harbor Island Drive	360 Condominium (A, B and C)	MULTIPLE	298,480	6.85	MFR	O	2007	336	15 max	49	480	144	N/A	N
EAST DRIVE															
23-3209-021-0001 (ref)															
23-3209-001-0023															
23-3209-001-0021	8000 East Drive	Biscayne Sea Club	MULTIPLE	133,619	3.07	MFR	O	1955	52	3	17	215	163	N/A	N
23-3209-030-0001 (ref)	7946 East Drive	Majestic Isle Condo	MULTIPLE	40,000	0.92	MFR	O	1960	36	3	39	64	28	N/A	N
23-3209-032-0001 (ref)	7945 East Drive	Bays Water Condo	MULTIPLE	28,800	0.66	MFR	O	1958	22	3	33	46	24	N/A	N
23-3209-001-0430	7941 East Drive	Mon Plaisir	ROBMAR MIAMI LLC	11,200	0.26	MFR	R	1953	4	2	16	6	2	N/A	N
23-3209-056-0001 (ref)	7939 East Drive	The Current by Extant	NBV TOWER LLC	11,200	0.26	MFR	R	2008	16	15	62	6	-10	N/A	?
23-3209-059-0001 (ref)	7935 East Drive	Cielo on the Bay	MULTIPLE	22,400	0.51	MFR	O	2009	36	15	70	21	-15	N/A	?
23-3209-001-0330	7931 East Drive	7931 East Drive	7927/7931 EAST DRIVE	22,400	0.51	MFR	R	1958	24	2	47	21	-3	Y	N
23-3209-060-0001 (ref)	7928 East Drive	Eloquence on the Bay	PROPERTY HOLDINGS LLC	125,197	2.87	MFR	O	2009	120	17	42	201	81	N/A	N
23-3209-001-0290	7927 East Drive	7927 East Drive	7927/7931 EAST DRIVE	22,400	0.51	MFR	R	1961	20	2	39	21	1	N/A	N
23-3209-001-0610	7926 East Drive	Miami White House	7926 EAST LLC	11,200	0.26	MFR	R	1946	7	2	27	6	-1	Y	N
23-3209-001-0630	7924 East Drive	7924 East Drive	NORTH BAY INVESTORS INC	11,200	0.26	MFR	R	1968	20	5	78	6	-14	Y	N
23-3209-001-0270	7925 East Drive	N/A	RENE CARABALLO	11,200	0.26	Vacant	N/A	N/A	0	0	0	6	6	N/A	N/A
23-3209-001-0250	7923 East Drive	N/A	RENE CARABALLO	11,200	0.26	Vacant	N/A	N/A	0	0	0	6	6	N/A	N/A
23-3209-001-0650	7922 East Drive	N/A	MBM DEVELOPMENTS LLC	11,200	0.26	Vacant	N/A	N/A	0	0	0	6	6	N/A	N/A
23-3209-029-0001	7921 East Drive	Lido Condo	MULTIPLE	21,700	0.50	MFR	O	1959	20	2	40	20	0	N/A	N
23-3209-033-0001 (ref)	7920 East Drive	Belle Isle Condo	MULTIPLE	22,400	0.51	MFR	O	1958	24	2	47	21	-3	Y	N
23-3209-001-0151	7915 East Drive	7915 East Drive	C & D BAY VILLAGE LLC	33,600	0.77	MFR	R	1959	42	3	54	54	12	N/A	N
23-3209-034-0001 (ref)	7909-7911 East Drive	Harbor Condo	MULTIPLE	24,000	0.55	MFR	O	1951	30	2	54	23	-7	N/A	N
23-3209-001-0090	7905 East Drive	Royal Isle	ROYAL ISLE APARTMENTS L C	46,990	1.08	MFR	R	1964	44	3	41	76	32	N/A	N
Totals									1,711			2,212	501		
												*2,252	*631		

* Maximum Potential Additional Units Available from NBV TDR Pool = 130

Lot size in red text = undersized parcel (i.e., does not meet standard minimum lot size of 27,000 square feet)



SUMMARY OF ANALYSIS (Cont'd)

- Variables difficult to factor in:
 - Potential lot assembly/redevelopment opportunities
 - Potential use of Planned Residential Overlay Zoning District option
 - Potential use of transfer of development rights option - up to 30% additional density on an individual parcel basis from the available pool of 130 transferrable within HI (NOTE: transfers do not change the overall island density)
 - Cost of TDRs:
 - \$65,000 per unit for a project comprised entirely of non-waterfront property
 - \$75,000 for a project with any frontage on a water body

SUMMARY OF ANALYSIS (Cont'd)

Other factors to consider:

1. On-street parking

- West Drive: 245 spaces
- East Drive: 210 spaces

Total: 455 spaces

2. Parking management program:

Recent counts of vacant overnight spots:

Feb 28-Mar 1:

West Drive- 53

East Drive- 18

Mar 1-2:

West Drive- 56

East Drive- 25

March 3-4:

West Drive: 74

East Drive: 16

3. Roadway Capacity Analysis

- Scope: West and East Drive (2-lane undivided local roadways) and 360 Condominium egress that connects Larry Paskow Way / Harbor Island Drive (2-lane divided local roadway)
- No traffic counts or modeling were performed
- Current and future (potential) maximum development calculated at 70 upa
- Data sources: Florida Department of Transportation (FDOT) 2023 Multimodal Quality Level of Service Handbook, Generalized Service Volume Tables (GSVT; ITE Trip Generation Manual (11th Edition) and) and Context Classification Matrix (for C5 - Urban Center).

SUMMARY OF ANALYSIS (Cont'd)

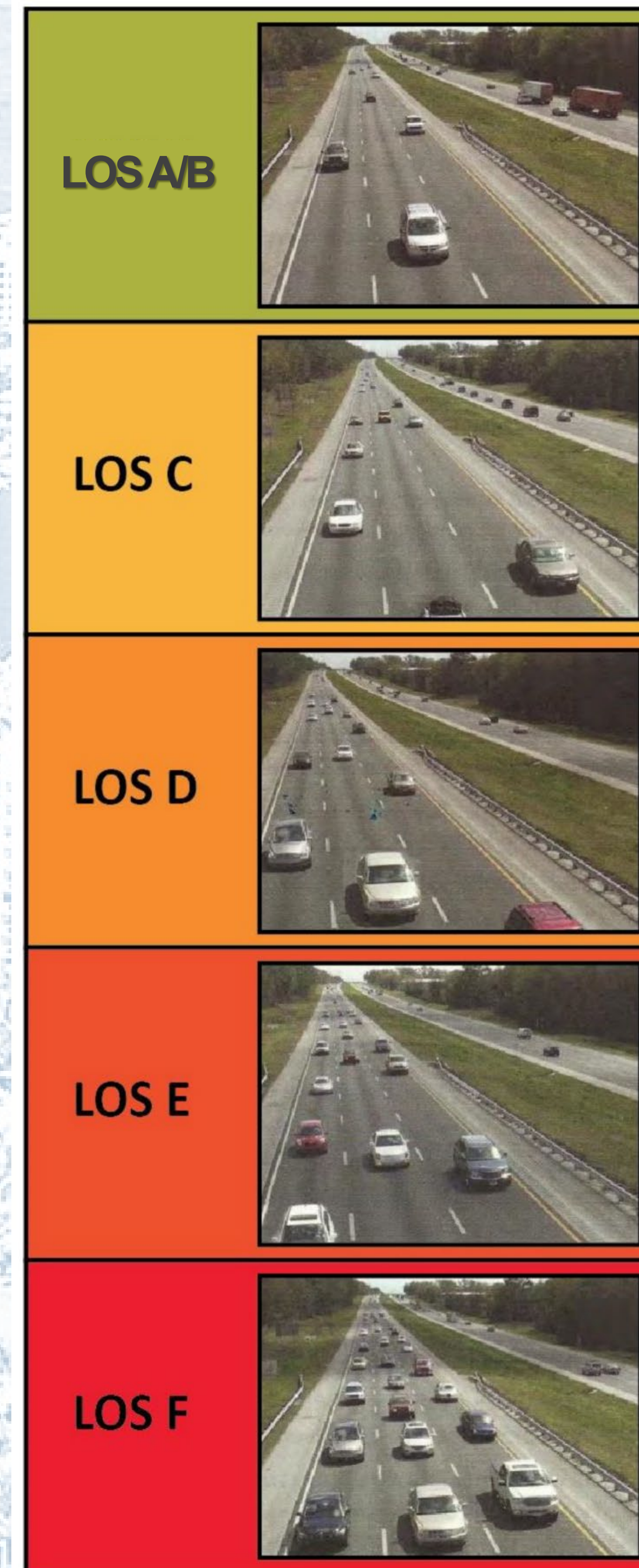
3. Roadway Capacity Analysis (cont'd) – Assumptions and considerations:
 - A. Maximum build-out (regardless of individual site conditions).
 - B. Up to 130 TDRs. For the purposes of the exercise, it was assumed that approximately 37 TDRs may go into future projects on West Drive, while up to 93 TDRs might be transferred onto projects on East Drive.
 - C. Some figures decline because several sites are “overdeveloped” today, i.e., exceed maximum zoned density (legally nonconforming). If those sites ever redevelop, they must come into compliance with current regulations (therefore less units = less trips).
 - D. No scenario was calculated for projects going through the Planned Residential Development (PRD) Overlay rezoning process.
 - E. Change occurs incrementally and “future” timeframe could be 20 years or more.
 - F. Other factors not considered that could yield different traffic generation counts.

USEFUL CONCEPTS

- West/East Drive - Local Roads: low-capacity roads which primarily serve as access roads to residences, businesses and other abutting properties.
- Harbor Island Drive - Collector Road: low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads.
- Urban residential streets: Typically serve to provide access to single and multiple family residences in urban areas; drivers generally include only residents and their visitors; large trucks are rare; provide accessibility for fire trucks and school buses.
- Level of Service (LOS): defines how well vehicle traffic flows along a street or road. It is a qualitative measure (scale) used to describe not only operational conditions within a traffic stream, but also the perception by road users.

LEVEL OF SERVICE (LOS)

LOS may be evaluated in terms such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, geographic accessibility, and safety. There are six levels of service, which are given letter designations, from A to F, with level-of-service A representing the best operating condition, and level-of-service F the worst.



MOST COMMON MISCONCEPTION ABOUT LOS

“The most common misconception about LOS is that the A through F categories are comparable to school letter grades.

For motorized vehicles, LOS A is most likely not a desirable goal from a transportation or societal perspective. LOS A in a peak travel hour could indicate inefficient use of limited funding. It is simply not cost-effective to design state roadways to operate at LOS A during the peak hour. Expanding the facility to accommodate LOS A also leaves the facility open to excessive speeds in the off-peak, which could create safety concerns.

LOS F represents a failing condition during the analysis period, but there are other factors to consider when LOS reaches this level. LOS F means either travel demand exceeds capacity during the analysis period and the roadway is operating in oversaturated conditions or that another undesirable condition exists.”

Source: FDOT 2023 Multimodal Quality/Level of Service Handbook

NOTE: SLIDE ADDED AFTER 3/13 WORKSHOP FOR CLARITY

FDOT CONTEXT CLASSIFICATION

Designed primarily to classify state facilities so no perfect match.

Best fit based on land use and other current characteristics: C5- Urban Center*

* Different choice = potentially different LOS



CONTEXT CLASSIFICATION	ALLOWABLE DESIGN SPEED RANGE (MPH)	SIS MINIMUM (MPH)
C5 Urban Center	25-35	35

Urban Areas—A place with a population between 5,000 and 50,000.

Level of Service (LOS) Calculation (Existing Condition)

Level of Service (LOS) Calculation								
Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity			
					AADT			
					Existing Volume	LOS	Capacity	Adjusted Capacity <small>(See Notes)</small>
West Drive	2	Undivided	No	No	5,235 ¹	D	13,900	11,120
East Drive	2	Undivided	No	No	2,910 ¹	D		11,120
Harbor Island Drive	2	Divided	Yes	No	9,785 ^{1,2}	D		13,135

Daily Trips

Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity			
					AM Peak Hour			
					Existing Volume	LOS	Capacity	Adjusted Capacity <small>(See Notes)</small>
West Drive	2	Undivided	No	No	385 ¹	D	1,250	1,000
East Drive	2	Undivided	No	No	203 ¹	D		1,000
Harbor Island Drive	2	Divided	Yes	No	681 ^{1,2}	D		1,181

AM Peak Hour Trips

Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity			
					PM Peak Hour			
					Existing Volume	LOS	Capacity	Adjusted Capacity <small>(See Notes)</small>
West Drive	2	Undivided	No	No	437 ¹	D	1,250	1,000
East Drive	2	Undivided	No	No	229 ¹	D		1,000
Harbor Island Drive	2	Divided	Yes	No	776 ^{1,2}	D		1,181

PM Peak Hour Trips

Level of Service (LOS) Calculation (Future Condition)

Level of Service (LOS) Calculation								
Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity for AADT			
					Future Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	6423 ¹	D	13,900	11,120
East Drive	2	Undivided	No	No	6251 ¹	D		11,120
Harbor Island Drive	2	Divided	Yes	No	14,856 ^{1,2}	E		13,135

Daily Trips

Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity for AM Peak Hour			
					Future Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	492	D	1,250	1,000
East Drive	2	Undivided	No	No	507	D		1,000
Harbor Island Drive	2	Divided	Yes	No	1,123	D		1,181

AM Peak Hour Trips

Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity for PM Peak Hour			
					Future Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	534	D	1,250	1,000
East Drive	2	Undivided	No	No	499	D		1,000
Harbor Island Drive	2	Divided	Yes	No	1,181	D		1,181

PM Peak Hour Trips

Short stretch of Harbor Island Drive would be expected to carry all of the potential in and out trips for the entire Harbor Island roadway network at some point during the 24-hour period



Improvements planned by NBV and in coordination with FDOT

DISCUSSION TOPICS

1. Permitted non-residential land uses
2. Parking requirements for multifamily residential
3. Planned Residential Development (PDR) Overlay
4. Transfer of development rights



Permitted
non-
residential
land uses



PERMITTED USES (SEC. 8.10.D.2)

1. Multi-family residential dwellings, including duly licensed home occupation.
2. Management offices, but only if the structure contains eight (8) or more dwellings units or guest rooms.
3. Ancillary office retail and service commercial facilities, if the structure contains 100 or more dwelling units or guest rooms and subject to the following conditions:
 - Access to such nonresidential facilities shall be only inside the building.
 - There shall be no external advertising signs, display windows or entrances, provided, however, that within a building containing 400 or more dwelling units, entrances, external signs and display windows are permitted if the signs do not face a public right-of-way and cannot be read from the public right-of-way, etc.



NON-RESIDENTIAL USES

COMPREHENSIVE PLAN – FUTURE LAND USE ELEMENT

Residential Land Use Category

“...and multi-family high density allowing up to 70 dwelling units per acre with ancillary commercial up to 0.5 FAR.”

NOTE 1: Floor area ratio for ancillary commercial cap is not in the base zoning regulations though FAR is used in the Planned Residential Development (PRD) Overlay (overall development FAR0

Direction from last meeting: Lower threshold of project size from 100 units to allow for non-residential uses

Option 1 - 50 units. This would impact approximately 13 sites (potential projects under current condition)

Option 2 – 20 units. This would impact approximately 27 sites (potential projects under current condition)

NOTE 2: Could allowing more mixed use require a Comprehensive Plan text amendment (future land use category)?

NON-RESIDENTIAL USES

What uses might be acceptable/preferred?

Dining examples: Cafes, bistros... (what about delis? full restaurants? drinking establishments?)

Personal service examples: Hair/nail salon, barbershop, spa, pet grooming, dry cleaning (drop off and pickup only)...

Retail examples: Convenience stores, minimarkets... (what about drug stores? clothing boutiques? artisans?)

Professional service examples – Accountant, lawyers, real estate, financial advisers, designers...

What about medical offices? dentistry?

What about lodging – hotel use? (e.g., The Current at Extant)

Clarify what makes a use “complementary” / “ancillary” in nature and how can this be enforced

Consider impact of more nonresidential uses on parking and traffic (if attractive to those outside HI)

How much non-residential should be allowed on a project basis (%?)

Parking requirements for multifamily residential



MINIMUM PARKING (SEC. 9.3.C.)

b. Multifamily in all areas except Treasure Island T6-24, t6-24MU and T6-30 transect zoned lots on the north and south side of Kennedy Causeway:

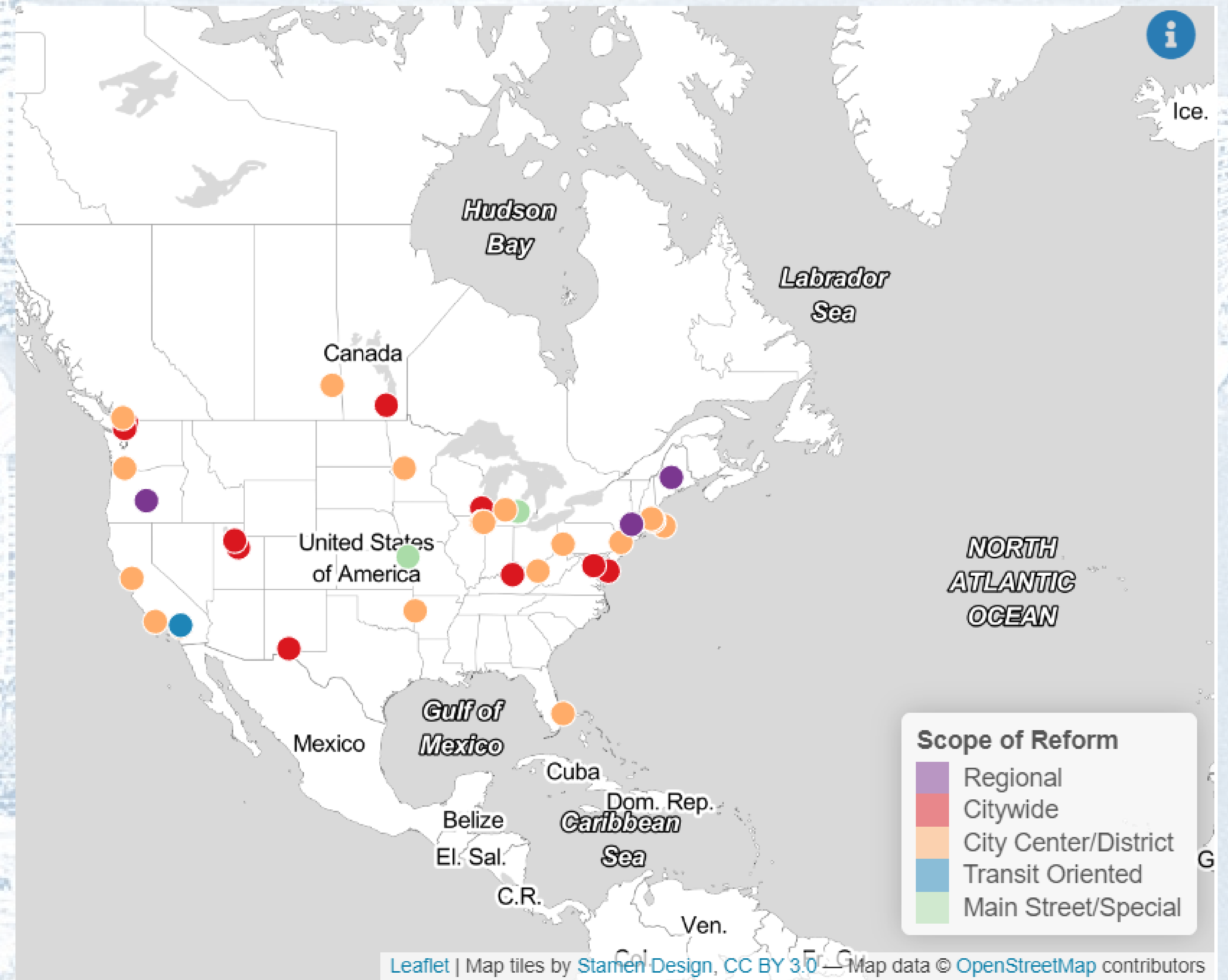
- One and one-half (1.5) space for each efficiency unit
- Two (2) parking spaces for one and two-bedroom units
- Three (3) parking spaces for three-bedroom units or larger and two-bedroom units, which contain an enclosed den or other space convertible to a bedroom
- An additional ten percent (10%) of the total number of required spaces for guest parking, which shall be identified as such.
- All of the required minimum number of parking spaces pursuant to these provisions, shall be conveyed for use by the developer to the condominium association, and then made available for use by the unit owners at no charge. Where spaces are indicated by a fraction, at least the whole number must be conveyed. This provision shall apply to development under the PRD Ordinance.

PARKING REQUIREMENT OPTIONS

Option 1 - Reduce ratios for MFR– e.g., Efficiencies and 1-brm units, 1 parking space minimum; 2-brm 1-1/2 spaces minimum; 3-brm 2 spaces minimum.

NOTE: Changes to this section impact RM-40 also.

Option 2 - Leave ratios for MFR as is and incentivize with reductions of a certain percentage of parking those who choose the supplemental measures (e.g., provision of additional public recreation space)



<https://parkingreform.org/resources/mandates-map/>

PARKING REQUIREMENT OPTIONS

Option 3 - Eliminate requirement altogether and let the market dictate

NOTE 1: Could supplement elimination of minimums with introduction of maximums

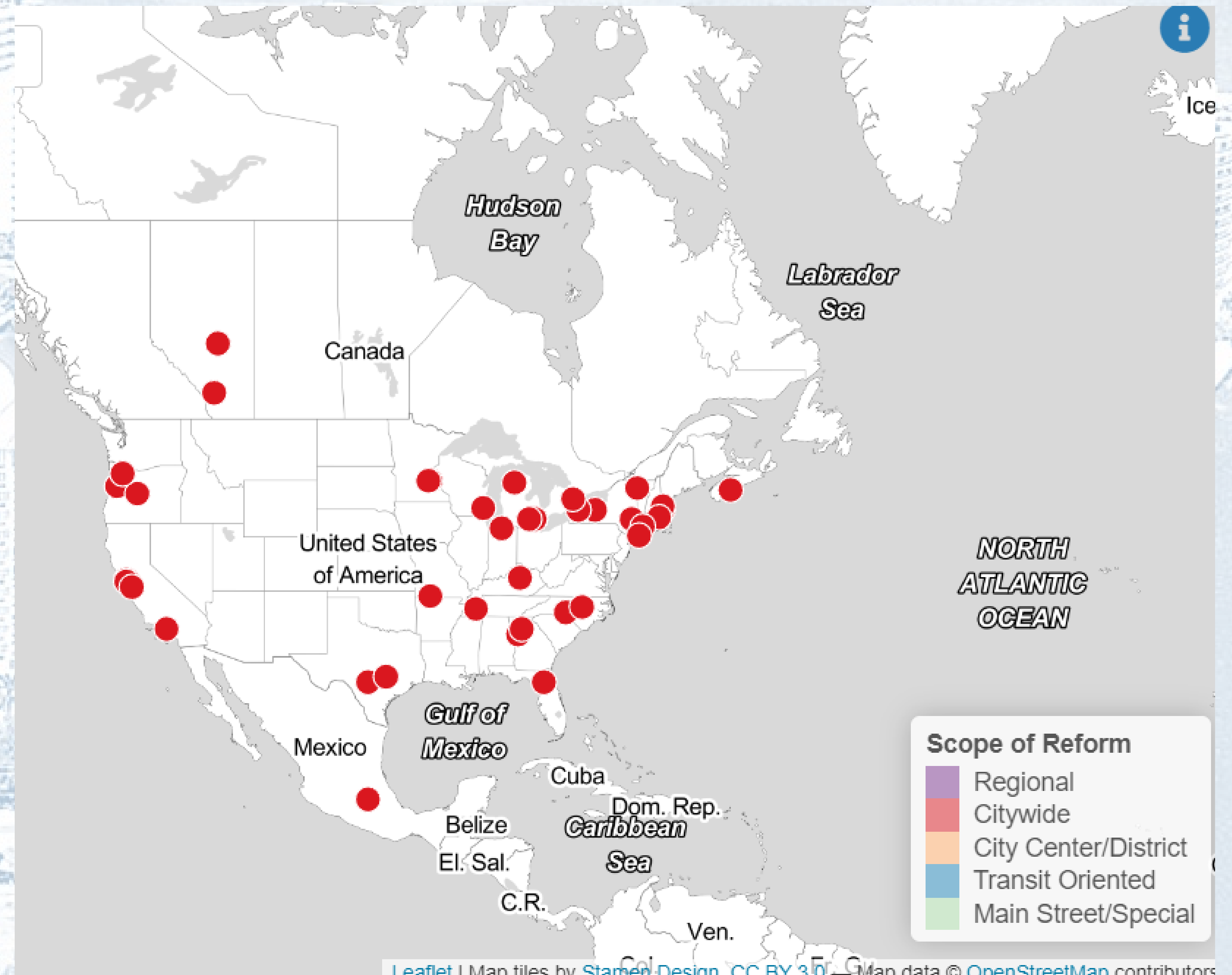
NOTE 2: Supplement parking reduction or elimination measures with other solutions (improve walking and biking infrastructure, provide transit options and other mobility options, improve safety, etc.)

Reading Resources:

Strong Towns

<https://www.strongtowns.org/journal/2021/11/22/announcing-a-new-and-improved-map-of-cities-that-have-removed-parking-minimums>

Donald Shoup <https://www.shoupdogg.com/reforms/>



<https://parkingreform.org/resources/mandates-map/>

Alternative
Regulations for
Undersized
Parcels and
Planned
Residential
Development
(PRD) Overlay
Zoning District



DENSITY (SEC. 8.10.D.4.c., as amended)

Maximum density.

Pursuant to the Village's Comprehensive Plan, the maximum base density permitted in RM-70 properties shall be seventy (70) units to the acre, except for properties receiving transferred development rights pursuant to Section 8.13, which shall be permitted to exceed the maximum base density by no more than thirty percent (30%). Receiver sites may be developed as otherwise permitted by this Unified Land Development Code, as may be amended from time to time, in combination with the development rights available to the site, provided that the overall density is consistent with, and does not exceed, the overall density allowable by the Village's Comprehensive Plan.

SITE DEVELOPMENT STANDARDS (SEC. 8.10.D.4)

Minimum lot size:

Area—27,000 square feet

Frontage—75 feet

BUT if the lot is *undersized* (i.e., below 27,000 square feet in size), Sec. 8.10.D.6, Special exceptions for certain undersized parcels, apply (see Slide 30).

ALTERNATIVE REGULATIONS

Undersized Parcels (Sec. 8.10.D.6.)

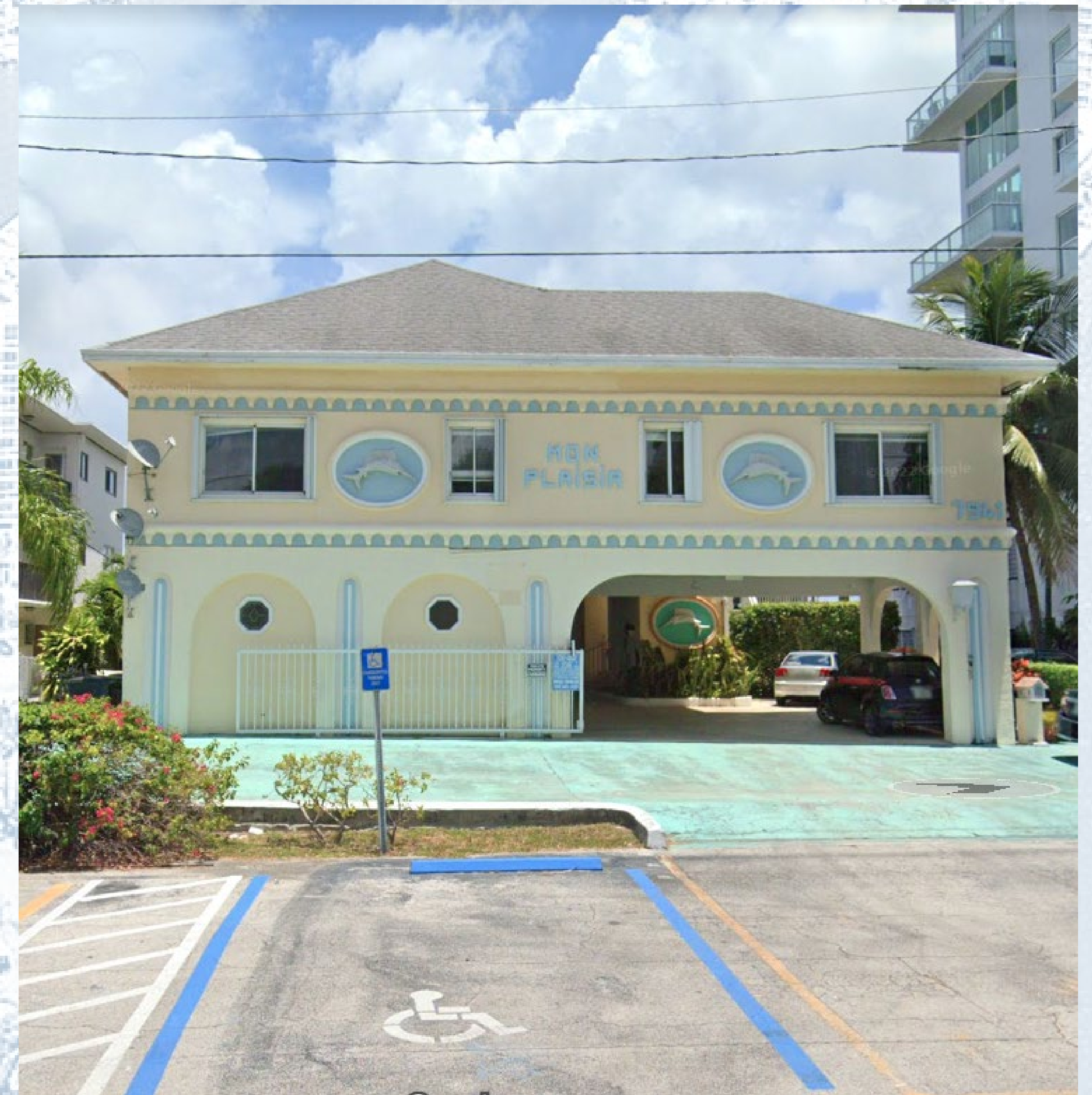
Minimum lot size: 10,800 square feet

NOTE: No individual parcel on HI appears to be less than 11,200 sf

Frontage: 30 feet

Density: If the lot is 10,800 square feet, a maximum of six (6) units; but on lots which exceed 10,800 square feet or 30 feet in frontage, one (1) additional unit for each whole 750 square feet of land area in excess of the minimum required lot area or frontage.

Max building height: three (3) stories or 36 feet above code-approved grade, whichever is less; but on lots larger than 10,800 square feet or 30 feet in frontage, one (1) floor for each whole 1,750 square feet of land area in excess of the minimum required lot area, not to exceed six (6) stories or 72 feet above code approved grade, whichever is less...



ALTERNATIVE REGULATIONS (Cont'd)

Planned Residential Development (Sec. 8.10.D.7.)

PRD is an Overlay Zoning District (est. 2001). It provides certain degree of flexibility to support innovative approaches to planning and designing of multifamily residential “community environments.”

Approved only after public hearings.

Requires a minimum of one legally platted lot for the construction of no less than ten (10) residential units and twenty (20) off-street parking spaces, or two (2), but not more than three (3), platted lots contiguous, as of the effective date of this section [Jan. 22, 2002].

Floor area ratio (FAR): No structure shall contain a FAR of greater than 3.0 for one (1) lot; 3.75 for two (2) lots; and 4.00 for three (3) lots, and no more than one-half (1/2) of a floor area used for amenities can be allocated for dwelling units. **NOTE: Comprehensive Plan states that max FAR for non-residential uses in residential high density is 0.5 FAR.**

Building height: 170 feet above BFE, all inclusive

Setbacks: Smaller setback requirements for projects with pedestal and tower design only; stepback for tower; “flex setback” provisions to accommodate creative configurations and design solutions.

Special features and requirements: Parking, landscape, design features such as balconies.



7941 East Drive	Mon Plaisir	ROBMAR MIAMI LLC	11,200	0.26	MFR	R	1953	4	2	16	6
7939 East Drive	The Current by Extant	NBV TOWER LLC	11,200	0.26	MFR	R	2008	16	15	62	6

ALTERNATIVE REGULATIONS (Cont'd)

Planned Residential Development (Sec. 8.10.D.7.)

Items not referenced = unclear applicability

- Density (though development must be found consistent with Comprehensive Plan)
- Density and height bonuses
- TDRs (consider how these provisions square with density and intensity caps)
- Public boardwalk

Conclusions:

- PRD is meant to provide planning flexibility for better development outcomes but in some ways, it is stricter than base zoning making it less attractive as an option
- There are a number of areas of ambiguity in the PRD provisions, making it difficult to administer
- PRD could help parcels less than minimum lot size circumvent Undersized Parcels limitations, thereby increasing the number of units in Harbor Island

PRD POTENTIAL OPTIONS

Option 1 – If goal is to increase flexibility to get better design outcomes overall, strengthen benefits of PRD / clarify applicability of other incentives and requirements

Clarify density cap (same as base), review/revisit FARs; consider adding TDR/height bonus options; add public boardwalk requirement. Or leave FARs as is but increase the density cap (make sure TDRs are possible under this option?)

Option 2 – If goal is to limit development of Harbor Island, constrain applicability of PRD

1. Limit or preclude use of PRD to undersized parcels
2. Eliminate PRD Overlay altogether
3. Eliminate or revise limitations on undersized parcels

Transfer of Density Rights



TRANSFER OF DEVELOPMENT RIGHTS (SEC. 8.13, as amended)

Properties in the RM-70 district may request to purchase additional dwelling units, allowing for increased density and height from North Bay Village as follows:

A. Sending Sites

The sending sites shall be land currently owned by the Village. Any and all Village-owned property shall be considered as an eligible TDR sending or donor site. Total transferred density allocation within the Village shall not exceed the total developable potential of the sending sites. Total transferred density allocation on Harbor Island shall not exceed the total developable potential of the sending sites located on Harbor Island. The Planning and Zoning Official shall track and keep an official tally of the development rights available for transfer, which shall be updated with each transaction. A copy of each update shall be filed by the Village Clerk. Upon issuance of a building permit for a project on an eligible receiving site that utilizes approved transferred units, the Village shall record a declaration of restriction on its property, recognizing the transfer of units and the remaining number of transferrable units on the sending site.

B. Approval of Transfer of Density Rights and Additional Building Height.

Requests for transferred density shall be made concurrent with site plan review and shall be reviewed pursuant to the same criteria as site plans, provided in Section 5.8 of the UDLC. The resulting density and building height following the use of transferred units shall not exceed thirty percent (30%) of the base density and maximum building height (including all other available bonuses) of the receiving site. The Village Planning and Zoning Board shall review the request and provide a recommendation to the Village Commission. The Village Commission shall have the authority to approve or deny any additional building height at a site plan review upon a finding that the additional building height is necessary to reduce the building bulk and tower floor plate to the minimum practicable area

REMAINING TRANSFERRABLE DEVELOPMENT RIGHTS

Any and all Village-owned property shall be considered as an eligible TDR sending or donor site...

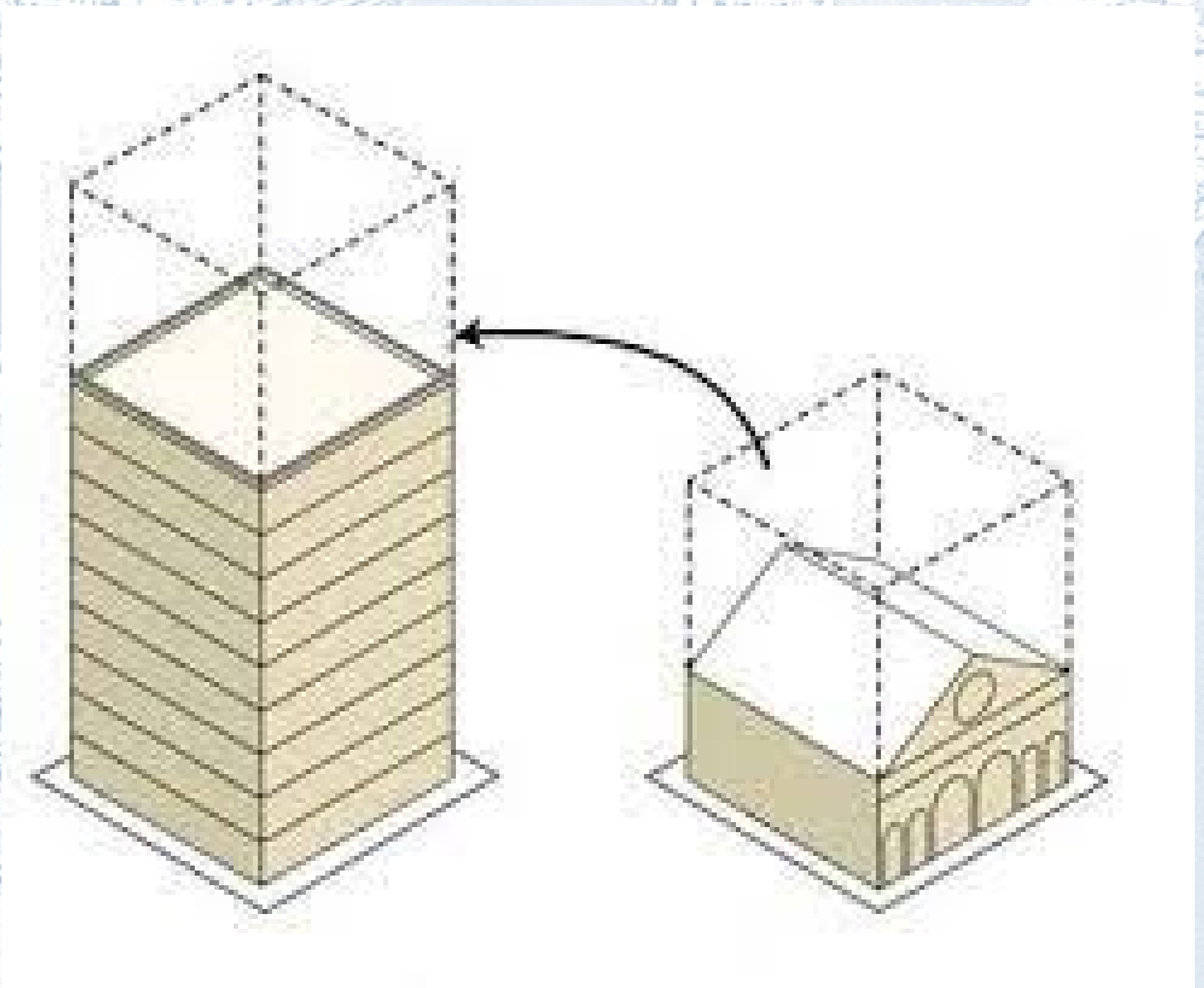
Village-Owned Property with MFR development Rights	Area (square feet and acres)	Current Future Land Use Designation	Current Zoning	Zoned Residential Density	Previous Transfers?	Maximum Allocated Density @ 70 units/acre	Remaining TDRS
Former Village Hall Site (East Drive Park)	32,169 sf 0.738 ac	Public Buildings and Grounds	Commercial	70 du/ac	Yes**	51.7 units	51.7
Vogel Park	22,400 sf 0.514 ac	Recreational	RM-70	70 du/ac	Yes*	35.9	27.4
Galleon Street property	48,000 sf 1.10 ac	Public Buildings and Grounds + Recreational	RM-40	40 du/ac	No	44.2	44.2 but not eligible to transfer to HI
Sakura Property	31,734 sf 0.728 ac	Commercial	T6-24MU	70 du/ac (base)	Yes**	50.9 units	50.9
TOTAL REMAINING POOL							174.2 but only 130 eligible to transfer to or within HI

TRANSFER OF DEVELOPMENT RIGHTS OPTIONS

Option 1 – Make undersized parcels eligible receiving sites for TDRs up to the maximum base zoning density (i.e., 70 upa)

Option 2 - Amend the code further to limit TDRs transferrable within HI to those of property zoned RM-70 / Encourage or incentivize TDRs to be transferred outside of Harbor Island.

NOTE 2: Where could the remaining TDRs be sold? Treasure Island – potential limited market. Could RM-40 become eligible to receive TDRs?



Next Steps

- Process input received today
- Refine regulatory responses
- Initial draft of potential amendments
- Schedule follow-up session to review and discuss initial proposal of potential amendments (TENTATIVELY March 27, 2023)
- Refine proposed amendments for PZB review (TENTATIVELY April 19, 2023)



Thank you for
participating!

Q&A

March 13, 2023



Existing Conditions – West Drive

1. Daily Trips - In/Out/Total: 2619/2616/5235

2. Peak Trips

AM peak (all uses) In/Out/Total: 107/278/385

PM peak (all uses) In/Out/Total: 260/177/437

Existing Conditions – East Drive

1. Daily Trips - In/Out/Total: 1455/1455/2910

2. Peak Trips

AM peak (all uses) In/Out/Total: 49/154/203

PM peak (all uses) In/Out/Total: 142/87/229

Future Conditions – West Drive

1. Daily Trips - In/Out/Total: 3213/3210/6423

2. Peak Trips

AM peak (all uses) In/Out/Total: 132/360/492

PM peak (all uses) In/Out/Total: 320/214/534

Future Conditions – East Drive

1. Daily Trips - In/Out/Total: 3216/3125/6251

2. Peak Trips

AM peak (all uses) In/Out/Total: 119/388/507

PM peak (all uses) In/Out/Total: 307/192/499

Existing Conditions – HI Drive/360 Condo

1. Daily Trips - In/Out/Total: 820/820/1640

2. Peak Trips

AM peak (all uses) In/Out/Total: 24/69/93

PM peak (all uses) In/Out/Total: 68/42/110

Future Conditions – HI Drive/360 Condo

1. Daily Trips - In/Out/Total: 1091/1091/2182

2. Peak Trips

AM peak (all uses) In/Out/Total: 32/92/124

PM peak (all uses) In/Out/Total: 92/56/148