

**CITY OF NORTH MIAMI BEACH, FLORIDA**  
Mixed-Use Districts Phase II: Mixed-Use  
Canalside and International Boulevard West and East

Application to Amend the City of North Miami Beach  
Comprehensive Plan



Winter 2019

**1. APPLICANT INFORMATION..... 1**

A. Name, Title, Address, Telephone, Facsimile Number And Email Of The Applicant .....1

B. Name, Title, Address, Telephone, Facsimile Number And Email Of The Agent.....1

C. Name, Title, Address, Telephone, Facsimile Number And Email Of The Property Owner .....1

D. Applicant’s Reason For Amendment .....1

**2. AMENDMENT SITE DESCRIPTION.....2**

A. Concise Written Description Of The General Boundaries And Gross Acreage Of The Proposed Amendment Site(s) .....2

B. Provide A Sketch And Description Of The Area(S) Proposed To Be Amended.....2

C. Provide A Map Clearly Indicating The Amendments’ Location, Boundaries, And Proposed Land-Use .....2

**3. EXISTING AND PROPOSED USES.....3**

A. Current And Proposed Future Land Use Map Designation(S) For The Amendment Site. If Multiple Land Use Designations, Describe Gross Acreage Within Each Designation.....3

B. Current Future Land Use Map Designations For The Adjacent Properties.....4

C. Existing Use Of Proposed Amendment Site .....5

D. Proposed Use Of The Amendment Site Including Proposed Square Footage For Each Nonresidential Use And/Or Dwelling Unit Count. Please Provide Each Existing Nonresidential Use Square Footage And Existing Dwelling Units For Amendment Area .....5

E. Maximum Allowable Development Per Local Government Land Use Plans Under Existing Designation For The Site, Including Square Footage For Each Nonresidential Use And/Or Dwelling Unit Count.....6

F. Net Change In Allowable Development Per The Land Use Plan Under Existing Designation For The Site And Under Proposed Land Use Designations.....7

**4. ANALYSIS OF PUBLIC FACILITIES AND SERVICES .....7**

A. Sanitary Sewer .....7

B. Potable Water.....9

C. Drainage .....10

D. Solid Waste.....11

E. Recreation and Open Space .....12

F. Traffic Circulation .....13

G. Mass Transit.....14

H. Public Education.....15

**5. ANALYSIS OF NATURAL AND HISTORICAL RESOURCES .....16**

A. Historic Sites, Historic Districts On The National Register Of Historic Places Or Locally Designated Historic Sites Or Archaeological Sites Listed On The Florida Master Site File .....16

B. Wetlands.....17

C. “Endangered” Or “Threatened Species” Or “Species Of Special Concern” Or “Commercially Exploited” As Per The Florida Fish And Wildlife Conservation Commission (Fauna), The U.S. Fish And Wildlife Service (Flora And Fauna), Or The Florida Department Of Agriculture And Consumer Services (Fauna). If Yes, Identify The Species And Show The Habitat Location On A Map .....17

D. Plants Listed In The Regulated Plant Index For Protection By The Florida Department Of Agriculture And Consumer Services.....17

E. Wellfields – Indicate Whether The Amendment Is Located Within A Wellfield Protection Zone. If So, Specify The Affected Zone And Any Provisions Which Will Be Made To Protect The Wellfield .....17

**6. AFFORDABLE HOUSING .....18**

**7. LAND-USE COMPATIBILITY .....18**

**8. HURRICANE EVACUATION.....18**

**9. REDEVELOPMENT ANALYSIS.....18**

**10. CONSISTENCY WITH CITY COMPREHENSIVE PLAN GOALS, OBJECTIVES AND POLICIES.....19**

**1. APPLICANT INFORMATION**

**A. Name, Title, Address, Telephone, Facsimile Number And Email Of The Applicant**

City of North Miami Beach  
City Administration  
Attention: Esmond K. Scott, City Manager  
17011 NE 19th Avenue, 4th Floor  
North Miami Beach, FL 33162  
Telephone: (305) 354-4456  
Fax: (305) 957-3602  
Email: esmond.scott@citynmb.com

**B. Name, Title, Address, Telephone, Facsimile Number And Email Of The Agent**

City of North Miami Beach  
Community Development Department  
Attention: Justin Proffitt, Community Development Director  
17050 NE 19th Avenue, 4th Floor  
North Miami Beach, FL 33162  
Telephone: (305) 948-2900  
Fax: (305) 957-3517  
Email: justin.proffitt@citynmb.com

**C. Name, Title, Address, Telephone, Facsimile Number And Email Of The Property Owner**

**Response:** There are many land owners within the areas subject to this Land-Use Plan text and map amendment. The affected owners will be notified by mail of the proposed amendment in accordance with the City's notification requirements.

**D. Applicant's Reason For Amendment**

**Response:** The Strategic Plan for the City of North Miami Beach was adopted in 2015. Among the goals that drive the Strategic Plan adopted in 2015 is to ensure that new growth and development is high-quality and provides a benefit to the City. In this context a major goal of the City's Strategic Plan is to revitalize the City's Downtown and major corridors. It calls for the establishment of mixed-use districts within these areas. Previous rezoning efforts incorporated to the City's Code of Ordinances, specifically Section 24-Zoning Use Districts, Sec. 24-58 Mixed-Use District includes mixed-use zoning for the Downtown and a number of corridors. This Comprehensive Plan map and text amendment will continue to accomplish the objectives of the Strategic Plan.

## 2. **AMENDMENT SITE DESCRIPTION**

### A. **Concise Written Description Of The General Boundaries And Gross Acreage Of The Proposed Amendment Site(s)**

The amendment sites are generally described as follows:

#### ***Mixed-Use Canalside District (MU/CS)***

The Mixed-Use Canalside District (MU/CS) is 30.3 acres of land parcel fronting a perimeter road that parallels NE 163rd Street, and extends from NE 35th Avenue on the east to NE 26th Avenue on the west. It is bounded on the north by a canal extension of the Maule Lake from NE 35th Avenue on the east to NE 28th Avenue on the west. To the west of NE 28th Avenue the MU/CS District is bounded on the north by NE 64th Street.

#### ***Mixed-Use International Boulevard District West (MU/IB-W)***

The Mixed-Use International Boulevard West District (MU/IB-W) is approximately 94 acres along NE 163rd Street and follows on a diagonal of North Miami Beach Boulevard to NE 167th Street. This major boulevard is also State Road 826. The MU/IB-W District extends from Interstate 95 on the west to NE 12th Avenue on the east. The MU-IB -W District comprises all land area that has a present Business land-use category and Residential High Density with frontage on the corridor and adjacent blocks north.

#### ***Mixed-Use International Boulevard District East (MU/IB-E)***

The Mixed-Use International Boulevard East District (MU/IB-E) is approximately 55.3 acres along NE 163rd Street and follows on a diagonal of North Miami Beach Boulevard to NE 167th Street. This major boulevard is also State Road 826. The MU/IB-E District extends from NE 12th Avenue on the west to approximately NE 19th Court on the east. The MU-IB -E District comprises all land area that has a present Business land-use category and Residential Low Density with frontage on the corridor and adjacent blocks south.

### B. **Provide A Sketch And Description Of The Area(S) Proposed To Be Amended**

**Response:** The sketch and description of each of the subject areas is provided as Exhibit A.

### C. **Provide A Map Clearly Indicating The Amendments' Location, Boundaries, And Proposed Land-Use**

**Response:** The maps clearly indicating the amendments' location, boundaries and proposed land-use is provided as Exhibit B.

**3. EXISTING AND PROPOSED USES**

**A. Current And Proposed Future Land Use Map Designation(S) For The Amendment Site. If Multiple Land Use Designations, Describe Gross Acreage Within Each Designation**

**Response:** The City of North Miami Beach adopted Future Land Use Map designations for the properties in each of the proposed mixed-use districts and the gross acreage in each designation is provided in Table 1. The City’s Adopted Future Land Use Map is provided in Exhibit C.

PROPOSED MIXED-USE DISTRICT	ADOPTED LAND-USE DESIGNATION	GROSS ACREAGE BY LAND-USE DESIGNATION	TOTAL DISTRICT ACREAGE IN PROPOSED MIXED-USE DESIGNATION
MIXED-USE CANALSIDE DISTRICT	BUSINESS	22.6	30.3 Acres
	RESIDENTIAL HIGH	7.7	
MIXED-USE INTERNATIONAL BOULEVARD DISTRICT (WEST)	BUSINESS	79.6	94 Acres
	RESIDENTIAL HIGH	14.4	
MIXED-USE INTERNATIONAL BOULEVARD DISTRICT (EAST)	BUSINESS	41.6	55.3 Acres
	RESIDENTIAL HIGH	13.7	
		<b>TOTAL</b>	<b>179.6</b>

Table 1- Total Acreage within Proposed Mixed-Use Districts

**B. Current Future Land Use Map Designations For The Adjacent Properties**

**Response:** The current adopted City Future Land Use Map designations of the surrounding properties are summarized in the Table 2, but are best viewed on a map since the areas being amended are so large and the edge conditions are so varied. The district boundary maps provided in Exhibit C show the current adopted land use

designations around the boundaries of the parcels. The most significant adjacent conditions relate to the location of lower density and single family residential districts adjacent to the mixed-use districts being proposed. Special design considerations related to the allowable building heights, rear setbacks, transition and buffer requirements at the edges of the districts will be included in the zoning regulations to ensure the mixed-use development is compatible with established neighborhoods.

PROPOSED MIXED-USE DISTRICT	DIRECTION	ADJACENT LAND USE DESIGNATION
MIXED-USE CANALSIDE DISTRICT	North	Maule Lake Cana extension, Residential Low Density (Single Family Homes) Residential High Density (townhome, low-rise apartments)
	South	Environmentally Protected Parks (Miami-Dade County)
	East	Eastern MU/WF District
	West	Environmentally Protected Parks (Miami-Dade County)
MIXED-USE INTERNATIONAL BOULEVARD DISTRICT (WEST)	North	Residential Low Density, Residential Medium Density
	South	Business and Office (Miami-Dade County)
	East	Business, Residential Low Density (Single Family Homes) Residential High Density (townhome, low-rise apartments)
	West	Interstate I-95
MIXED-USE INTERNATIONAL BOULEVARD DISTRICT (EAST)	North	FCC MU/TC
	South	Residential Low Density
	East	MU/EC Mixed-Use Employment Center
	West	Business, Residential Low Density (Single Family Homes) Residential High Density (townhome, low-rise apartments)

Table 2- Adjacent Land-Use Designation for each of the Proposed Mixed-Use Districts

**C. Existing Use Of Proposed Amendment Site**

PROPOSED MIXED-USE DISTRICT	Brief Description of Existing Uses
MIXED-USE CANALSIDE DISTRICT	The Canal Side Mixed Use District is a mixture of commercial, office and residential uses fronting the perimeter road of NE 163rd Street. The area is comprised of two strip commercial shopping centers, medium density office building developments, low density office development, residential mid-rise and a religious institution. There are a number of vacant sites in this sector.
MIXED-USE INTERNATIONAL BOULEVARD DISTRICT (WEST)	The area is defined as a corridor with a multitude of different retail and office uses. Mostly the area is comprised of one and two story strip retail facilities; a large shopping center with a major supermarket and other strip commercial and some large box retail uses. Additionally there are retail banking uses, storage building, low rise small office buildings as well as a high rise office building.
MIXED-USE INTERNATIONAL BOULEVARD DISTRICT (EAST)	The area is defined as a corridor with a multitude of different retail and office uses. Mostly the area is comprised of one and two story strip retail facilities and other strip commercial and some mid-large box retail uses.

Table 3- Brief Description of Existing Uses Adjacent to Proposed Mixed-Use Districts

**D. Proposed Use Of The Amendment Site Including Proposed Square Footage For Each Nonresidential Use And/ Or Dwelling Unit Count. Please Provide Each Existing Nonresidential Use Square Footage And Existing Dwelling Units For Amendment Area**

**Response:** The mixed-use districts being created and expanded are provided with a “basket of rights” which establishes the total entitlements for the particular district and those rights are distributed geographically based on the specific regulating plans adopted for each district. This is different than the typical density/intensity method that establishes a unit per acre residential density and nonresidential lot coverage and height combination that applies to every individual parcel within a land use category. The total entitlements within the basket- of-rights for each of the mixed-use districts are shown in Table 4. The existing development already within each district, which will be subtracted from the “basket” when determining net available entitlements, is shown in Table 5. If any existing square footage or residential units are demolished for redevelopment, those rights will be added back into the basket for redistribution on the same site or other sites within the district based on the plans for the parcel being redeveloped.

Based on the total entitlements less the existing development, the mixed-use districts will have the capacity for 6,524 additional residential units and 9,502,785 square feet of additional nonresidential uses.

PROPOSED MIXED-USE DISTRICT	Residential Units	Non Residential Square Footage (Max.)
MIXED-USE CANALSIDE DISTRICT	2,425	1,000,000
MIXED-USE INTERNATIONAL BOULEVARD DISTRICT (WEST)	3,335	6,833,345
MIXED-USE INTERNATIONAL BOULEVARD DISTRICT (EAST)	1,958	4,013,235
TOTAL	7,718	11,846,580

Table 4- Maximum Development for Proposed Land-Use Designations

PROPOSED MIXED-USE DISTRICT	Existing Residential Units	Existing Non Residential Square Footage (Estimate)
MIXED-USE CANALSIDE DISTRICT	464	504,018
MIXED-USE INTERNATIONAL BOULEVARD DISTRICT (WEST)	268	1,344,580
MIXED-USE INTERNATIONAL BOULEVARD DISTRICT (EAST)	462	495,197
TOTAL	1,194	2,343,795

Table 5- Estimated Existing Built Development (as of January 2019)

**E. Maximum Allowable Development Per Local Government Land Use Plans Under Existing Designation For The Site, Including Square Footage For Each Nonresidential Use And/OR Dwelling Unit Count**

**Response:** The maximum residential units and nonresidential square footage allowed by the current Future Land Use designations within the proposed mixed-use areas are summarized in Table 6.

PROPOSED MIXED-USE DISTRICT	CURRENT FUTURE LAND-USE DESIGNATION	Residential Units	Non Residential Square Footage (Max.)
MIXED-USE CANALSIDE DISTRICT	BUSINESS	520	4,681,076
	RESIDENTIAL HIGH	178	1,560,359
MIXED-USE INTERNATIONAL BOULEVARD DISTRICT (WEST)	BUSINESS	1,811	23,822,115
	RESIDENTIAL HIGH	320	7,940,705
MIXED-USE INTERNATIONAL BOULEVARD DISTRICT (EAST)	BUSINESS	938	15,856,202
	RESIDENTIAL HIGH	313	2,798,153
TOTAL		4,080	56,658,610

Table 6- Maximum Development Under Current Land-Use Designation

**F. Net Change In Allowable Development Per The Land Use Plan Under Existing Designation For The Site And Under Proposed Land Use Designations**

**Response:** The net change in development rights from the current land use designations to the proposed mixed-use districts is provided in Table 7. The net change shows an overall net increase in residential units of 3,638 units (+89.2%) and a significant decrease in nonresidential square footage of 44,812,030 square feet (-79.1%). The increase in residential units will occur in both districts. The residential will increase the supply in the International Boulevard West District and East District, where there is demand and provide additional residential units for the Canalside where a better live-work balance is necessary to support transit oriented development patterns. Each district has a significant decrease in nonresidential entitlements because the basket of rights methodology does not assume the same building heights for every parcel within the district and establishes realistic intensity based on specific parcel size, location and adjacent land use characteristics. This clearly illustrates that the basket of rights methodology for determining density/intensity is a more specific and realistic approach to long-term planning and the balancing of land uses to provide for transit-oriented development.

PROPOSED MIXED-USE DISTRICT	Residential Units	Non Residential Square Footage (Max.)
<b>MIXED-USE CANALSIDE DISTRICT</b>		
Adopted Land-Use	698	6,241,435
Proposed Land-Use	2,425	1,000,000
Net Change	+1,727 (+247%)	-5,241,435 (-84.0%)
<b>MIXED-USE INTERNATIONAL BOULEVARD WEST DISTRICT</b>		
Adopted Land-Use	2,131	31,762,820
Proposed Land-Use	3,335	6,833,345
Net Change	+1,204 (+56.5%)	-24,929,475 (-78.5%)
<b>MIXED-USE INTERNATIONAL BOULEVARD EAST DISTRICT</b>		
Adopted Land-Use	1,251	18,654,355
Proposed Land-Use	1,958	4,013,235
Net Change	+707 (+56.5%)	-14,641,120 (-78.5%)
<b>CUMULATIVE TOTAL</b>		
Adopted Land-Use	4,080	56,658,610
Proposed Land-Use	7,718	11,846,580
Net Change	3,638 (+89.2%)	-44,812,030 (-79.1%)

Table 7- Net Change in Total Development Rights By District and Cumulative

#### 4. ANALYSIS OF PUBLIC FACILITIES AND SERVICES

The items below must be addressed to determine the impact of an amendment on existing and planned public facilities and services. Provide calculations for each public facility and/or service. If more than one amendment is submitted, calculations must be prepared on an individual and cumulative basis.

##### A. Sanitary Sewer

- a. Identify whether the amendment site or a portion is currently and/or proposed to be serviced by septic tanks

**Response:** The parcels in the MU/CS district are all served by sewer. The majority of parcels that form the MU-IB-W are served by sewer, except for the RO parcels east of NE 12th Street and the non-B2 zoned parcels east of NE 18th Street. Within the MU-IB-E area, only the RO zoned properties west of NE 3rd Court are not served by sewer. No redevelopment of any parcel is allowed in the City unless it includes connections to the available sanitary sewer system.

- b. Identify the sanitary sewer facilities serving the amendment site including the current plant capacity, current demand on plant capacity, and planned plant capacity

**Response:** The City of North Miami Beach is served by the Miami-Dade North Dade Wastewater Treatment Plant. The County has sewer treatment capacity of 375.5 MGD. Current flow is 343 MGD. Proposed build out of the mixed-use districts proposed in this amendment would yield an increase in the current flow, yet remain well within the County’s sewer treatment capacity. It should be noted that even though this amendment results in a projected reduction in sanitary sewer demand, every project that is approved within the mixed-use districts being created herein will be required to meet sanitary sewer treatment concurrency at the time of site plan approval.

PROPOSED MIXED-USE DISTRICT	Residential Units	Non Residential Square Footage (Max.)	Project Sanitary Sewer Generation (GPD)
<b>MIXED-USE CANALSIDE DISTRICT</b>			
Adopted Land-Use	698	6,241,435	763,570
Proposed Land-Use	2,425	1,000,000	485,960
Net Change	+1,727 (+247%)	-5,241,435 (-84.0%)	-277,610 (-36%)
<b>MIXED-USE INTERNATIONAL BOULEVARD WEST DISTRICT</b>			
Adopted Land-Use	2,131	31,762,820	3,602,374
Proposed Land-Use	3,335	6,833,345	1,350,263
Net Change	+1,204 (+56.5%)	-24,929,475 (-78.5%)	-2,252,111 (-63%)
<b>MIXED-USE INTERNATIONAL BOULEVARD EAST DISTRICT</b>			
Adopted Land-Use	1,251	18,654,355	2,115,682
Proposed Land-Use	1,958	4,013,235	793,011
Net Change	+707 (+56.5%)	-14,641,120 (-78.5%)	-1,322,671 (-63%)
<b>CUMULATIVE TOTAL</b>			
Adopted Land-Use	4,080	56,658,610	6,481,626
Proposed Land-Use	7,718	11,846,580	2,629,234
Net Change	3,638 (+89.2%)	-44,812,030 (-79.1%)	-3,858,392 (-59.4%)

Table 8- Net Change in Sanitary Demand

\* GPD Multiplier Based On City of North Miami Beach adopted levels of service of 200 gpd per unit for multi-family units and 10 gallons per day per 100 SF of nonresidential (retail) buildings.

- c. Identify the net impact on sanitary sewer demand resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot or dwelling unit

**Response:** The change in sanitary sewer demand from the current adopted land use to the proposed mixed-use amendment is summarized in Table 8.

**B. Potable Water**

- a. Data and analysis demonstrating that a sufficient supply of potable water and related infrastructure will be available to serve the proposed amendment site through the long- term planning horizon, including the nature, timing and size of the proposed water supply and related infrastructure improvements

**Response:** The proposed amendments result in a reduction in the total supply of water needed to serve the entitlements within the proposed mixed-use areas.

- b. Identify the facilities serving the service area in which the amendment is located including the current plant capacity, current and committed demand on the plant and South Florida Water Management District (SFWMD) permitted withdrawal, including the expiration date of the SFWMD permit

**Response:** The Norwood Oeffler Water Treatment Plant has capacity of 32 MGD and serves 170,000 people in North Miami Beach, Sunny Isles Beach, Aventura and a portion of unincorporated Miami-Dade. The plant currently treats 25.5 MGD and is expandable within current facilities to approximately 38.5 MGD with the addition of a RO membrane treatment skid and additional RO vessels plus associated pre- and post- treatment equipment.

- c. Identify the wellfield serving the service area in which the amendment is located including the permitted capacity, remaining capacity and expiration date of the permit

**Response:** Raw water is supplied to North Miami Beach by 12 Biscayne Aquifer wells, ranging from 40 to 100 feet deep. The wells are located at the Norwood well field, including 7 wells located on the water plant site, and 5 wells offsite in nearby schools and public parks. The capacity of the wells ranges from 0.6 to 6 MGD, with a total capacity of 27 MGD. These wells are rotated on regular basis. Foreseeing limited water resources from traditional Biscayne Aquifer water, the city added the deeper Floridian Aquifer as another raw water source. The City's SFWMD Water Withdrawal Permit #13-00060-W allows a maximum monthly withdrawal of 1,308.6 million gallons which is approximately 38 million gallons per day through 2027. This is an adequate water supply to serve the anticipated build out of the mixed-use districts.

- d. Identify the net impact on potable water demand, based on adopted Level of Service (LOS) resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot or dwelling unit

**Response:** Table 9 shows the water demand based on what can be developed under the current adopted land use designation and what will be developed under the proposed land use designation.

PROPOSED MIXED-USE DISTRICT	Residential Units	Non Residential Square Footage (Max.)	Projected Potable Water Demand (GPD)
<b>MIXED-USE CANALSIDE DISTRICT</b>			
Adopted Land-Use	698	6,241,435	833,283
Proposed Land-Use	2,425	1,000,000	827,440
Net Change	+1,727 (+247%)	-5,241,435 (-84.0%)	-5,843 (-1%)
<b>MIXED-USE INTERNATIONAL BOULEVARD WEST DISTRICT</b>			
Adopted Land-Use	2,131	31,762,820	4,134,991
Proposed Land-Use	3,335	6,833,345	2,183,923
Net Change	+1,204 (+56.5%)	-24,929,475 (-78.5%)	-1,951,068 (-47%)
<b>MIXED-USE INTERNATIONAL BOULEVARD EAST DISTRICT</b>			
Adopted Land-Use	1,251	18,654,355	2,428,487
Proposed Land-Use	1,958	4,013,235	1,282,621
Net Change	+707 (+56.5%)	-14,641,120 (-78.5%)	-1,145,866 (-47%)
<b>CUMULATIVE TOTAL</b>			
Adopted Land-Use	4,080	56,658,610	7,396,761
Proposed Land-Use	7,718	11,846,580	4,293,984
Net Change	3,638 (+89.2%)	-44,812,030 (-79.1%)	-3,102,777 (-41.9%)

Table 9- Net Change in Potable Water Demand

\* GPD Multiplier Based On City of North Miami Beach water level of service standards of 150 gpd per bedroom taken at 3 bedrooms per dwelling unit, and 10 gallons per 100 square feet per day for nonresidential (retail) uses.

### C. Drainage

- a. Provide the adopted level of service (LOS) standard for the service area in which the amendment is located

**Response:** The drainage LOS is the 24 hour, 10-year storm. On-site detention and/or French drains are required to retain this volume of water on-site.

- b. Identify any planned drainage improvements, including year, funding sources and other relevant information

**Response:** The City of North Miami Beach is currently conducting a Stormwater Master Plan. However, the following drainage improvements are presently underway on NE 10th Avenue south of 163rd Street. Additional outfall replacements, funded by the City Stormwater Fund, are underway in Eastern Shores.

- c. Indicate if a Surface Water Management Plan has been approved by, or an application submitted to, the SFWMD and/or any independent drainage district, for the amendment site. Identify the permit number(s), or application number(s) if the project is pending, for the amendment site. If an amendment site is not required to obtain a SFWMD permit, provide documentation of same

**Response:** The City has not applied for any stormwater management permitting for the proposed mixed-use districts. Each individual project that is approved by the City in the future will comply with all permitting requirements prior to issuance of site plan and/or building permit approval.

### D. Solid Waste

- a. Provide the adopted level of service (LOS) standard for the municipality in which the amendment is located

**Response:** The Miami-Dade County Solid Waste Management System, which includes County-owned solid waste disposal facilities and those operated under contract with the County for disposal, shall, for a minimum of five (5) years, collectively maintain a solid waste disposal capacity sufficient to accommodate waste flows committed to the System through long term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated non-committed waste flows. Based on the existing Interlocal Agreement with Miami-Dade County, as amended, and through the City's agreement with Waste Management, Inc. adequate solid waste capacity exists to service the proposed use.

- b. Identify the solid waste facilities serving the area in which the amendment is located and determine if there is capacity to serve the demand generated by the proposed land use change

**Response:** The current Miami-Dade County solid waste Master Plan extended through 2017 and maintained available capacity for another 5-year period based on the LOS standard. The Master Plan is currently being updated to extend the period over which concurrency is established. The proposed mixed-use amendments reduce solid waste projections by 80% due to the large decrease in nonresidential development created for the basket of rights versus the intensity measures that are currently adopted. All projects being proposed within the City of North

Miami Beach will be required to determine the availability of solid waste capacity prior to site plan approval.

- c. Identify the net impact on solid waste demand resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot or dwelling unit

**Response:** The change in solid waste demand from the proposed mixed-use district amendments are summarized in Table 10.

PROPOSED MIXED-USE DISTRICT	Residential Units	Non Residential Square Footage (Max.)	Projected Solid Waste Demand (lbs/day)
<b>MIXED-USE CANALSIDE DISTRICT</b>			
Adopted Land-Use	698	6,241,435	616,952
Proposed Land-Use	2,425	1,000,000	66,974
Net Change	+1,727 (+247%)	-5,241,435 (-84.0%)	-249,978 (-79%)
<b>MIXED-USE INTERNATIONAL BOULEVARD WEST DISTRICT</b>			
Adopted Land-Use	2,131	31,762,820	1,603,055
Proposed Land-Use	3,335	6,833,345	365,010
Net Change	+1,204 (+56.5%)	-24,929,475 (-78.5%)	-1,238,045 (-339%)
<b>MIXED-USE INTERNATIONAL BOULEVARD EAST DISTRICT</b>			
Adopted Land-Use	1,251	18,654,355	941,476
Proposed Land-Use	1,958	4,013,235	214,371
Net Change	+707 (+56.5%)	-14,641,120 (-78.5%)	-727,105 (-339%)
<b>CUMULATIVE TOTAL</b>			
Adopted Land-Use	4,080	56,658,610	3,161,483
Proposed Land-Use	7,718	11,846,580	646,355
Net Change	3,638 (+89.2%)	-44,812,030 (-79.1%)	-2,515,128 (-79.6%)

Table 10- Net Change in Solid Waste Demand

\* Multiplier Based On City of North Miami Beach Comprehensive Plan 2010 Solid Waste LOS Standard of 7 lbs per multi-family unit per day and 5 lbs per 100 SF per day for nonresidential development.

E. Recreation and Open Space

- a. Provide the adopted level of service (LOS) standard for the service area in which the amendment is located and the current level of service (LOS)

**Response:** The adopted LOS standard for parks and recreation is 2 acres per 1,000 residents. The existing park acreage in North Miami Beach is 165.7 acres serving the current population of approximately 44,124 persons (US Census July 2017). This is a LOS for parks of 3.75 acres per 1,000 people, nearly double the adopted LOS standard.

b. Identify the change in park demand resulting from the proposed land use plan amendment

**Response:** The following table shows the increase in population resulting from the additional residential units within the proposed mixed-use districts and the resulting increase in demand for parks. The current supply of park land is sufficient to meet the projected increase demand of +14.91 acres in park demand and still maintain the adopted 2 acre/1,000 LOS, established in Policy 1.3.2 of the Recreation and Open Space Element of the Comprehensive Plan . This proposed amendments will increase the population by approximately 7,458 persons. This will increase the City’s potential future population at build out to just approximately 51,582. This population will require 103.16 acres of parks which is still below the 165.7 acres in the current park inventory.

As part of the regulatory procedure for implementing the mixed-use districts (See proposed Policy 1.8.6 in Exhibit D) a “Designated Open Space and Greenway Systems Regulating Plan” will be adopted for and govern each mixed-use district which will ensure that appropriate open space, particularly water front access (per proposed Policy 1.6.9) and park and recreational opportunities, be provided in each district. The draft regulating plans for the proposed districts currently result in the addition of over 19,516.1 feet of new greenway (approximately 273,000 sf) and 90,911 sf of public open space. The planned open space and greenway systems, within the districts will sufficiently mitigate the additional impact from this mixed-use amendment.

PROPOSED MIXED-USE DISTRICT	Residential Units	Projected Population Based on 2.05 PPH	Projected Park Demand (2ac/1,000pp)
<b>MIXED-USE NEIGHBORHOOD CENTER DISTRICT</b>			
Adopted Land-Use	698	1,430	2.86
Proposed Land-Use	2,425	4,971	9.94
Net Change	+1,727 (+247%)	+ 3,541 (+247%)	+ 7.08 (+247%)
<b>MIXED-USE INTERNATIONAL BOULEVARD WEST DISTRICT</b>			
Adopted Land-Use	2,131	4,369	8.74
Proposed Land-Use	3,335	6,837	13.67
Net Change	+1,204 (+56.5%)	+ 2,468 (+56.5%)	+ 4.93 (+56.5%)
<b>MIXED-USE INTERNATIONAL BOULEVARD EAST DISTRICT</b>			
Adopted Land-Use	1,251	2,565	5.13
Proposed Land-Use	1,958	4,014	8.03
Net Change	+707 (+56.5%)	+ 1,449 (+56.5%)	+ 2.9 (+56.5%)
<b>CUMULATIVE TOTAL</b>			
Adopted Land-Use	4,080	8,364	16.73
Proposed Land-Use	7,718	15,822	31.64
Net Change	3,638 (+89.2%)	+ 7,458 (+89.2%)	+ 14.91 (+89.2%)

Table 11- Net Change in Park and Recreation Demand

F. Traffic Circulation

- a. Provide a traffic generation analysis for this amendment – calculate anticipated average daily trip generation for the existing and proposed land use designations

**Response:** The proposed amendments reduce the total nonresidential entitlements within the proposed amendment areas significantly by creating a specific and realistic basket of rights versus an intensity measure that applies the same building coverage and heights to every parcel. The reduction in nonresidential is so large that it eliminates any increase in traffic from the additional residential units proposed to help balance the land use mix within the mixed-use districts. A better jobs-housing balance in the districts also mitigate traffic by facilitating walking, biking and mass transit use for a larger percentage of total trips generated within the districts.

PROPOSED MIXED-USE DISTRICT	Residential Units	Non Residential Square Footage (Max.)	Projected Average Daily Trips
<b>MIXED-USE CANALSIDE DISTRICT</b>			
Adopted Land-Use	698	6,241,435	154,039
Proposed Land-Use	2,425	1,000,000	42,035
Net Change	+1,727 (+247%)	-5,241,435 (-84.0%)	-112,004 (-73%)
<b>MIXED-USE INTERNATIONAL BOULEVARD WEST DISTRICT</b>			
Adopted Land-Use	2,131	4,369	773,274
Proposed Land-Use	3,335	6,837	187,940
Net Change	+1,204 (+56.5%)	+ 2,468 (+56.5%)	-585,334 (-76%)
<b>MIXED-USE INTERNATIONAL BOULEVARD EAST DISTRICT</b>			
Adopted Land-Use	1,251	2,565	454,145
Proposed Land-Use	1,958	4,014	110,378
Net Change	+707 (+56.5%)	+ 1,449 (+56.5%)	-343,767 (-76%)
<b>CUMULATIVE TOTAL</b>			
Adopted Land-Use	4,080	56,658,610	1,381,458
Proposed Land-Use	7,718	11,846,580	340,353
Net Change	+ 3,638 (+89.2%)	-44,812,030 (-79.1%)	-1,041,105 (-75.4%)

Table 12- Net Change in Traffic Generation

Source: Institute of Traffic Engineers Trip Generation Manual, Volume 9 FEHR PEERS Mixed-Use Trip Generation Model V.4.0; Commercial assumed to be retail

**G. Mass Transit**

- a. Identify the mass transit modes, existing and planned mass transit routes and scheduled service (headway) serving the amendment area

**Response:** Public transit service in North Miami Beach includes seventeen (17) Miami-Dade Transit Agency bus routes (16% of all MDTA routes), a local municipal circulator system, and several privately operated jitney services. With fourteen (14) of the seventeen bus routes utilizing the Mall at 163rd Street as a terminal or transfer point, the City of North Miami Beach has the second highest concentration of bus service in Miami-Dade county.

North Miami Beach also benefits from the proximity of the Golden Glades Intermodal Transit Center located west of I-95 near the southwestern limit of the City. This Intermodal Center serves as the primary park-and-ride facility in northeast Miami-Dade County as well as functioning as a bus transfer point (with nine routes) and a Tri-Rail station.

- b. Describe how the proposed amendment furthers or supports mass transit use

**Response:** The proposed mixed-use districts provide for a balance between live and work spaces and allow for compact districts where basic business and personal needs can be met within a reasonable walking radius. Creating compact, mixed-use development is the best way to encourage people to use transit instead of a personal automobile. If one can meet their domestic needs within a short walk and/or workers can meet their typical work-day needs without a personal vehicle, the domestic trip and/or the commute are more likely to be accomplished with mass transit because the personal vehicle is not necessary to accomplish most of the basic life functions.

**H. Public Education**

- a. Identify the additional student demand resulting from this amendment – calculations must be based on applicable student generation rates specified in the Adopted Interlocal Agreement for Public School Facilities Planning in Miami-Dade County

**Response:** The student generation of the proposed additional units being assigned to the mixed- use districts in this application are shown in Table 13.

PROPOSED MIXED-USE DISTRICT	Residential Units	Additional Elementary School Students	Additional Middle School Students	Additional HighSchool Students	Total Student Generation
<b>MIXED-USE CANALSIDE DISTRICT</b>					
Proposed Land-Use	2,425	172	93	102	367
<b>MIXED-USE INTERNATIONAL BOULEVARD WEST DISTRICT</b>					
Proposed Land-Use	3,335	236	128	140	504
<b>MIXED-USE INTERNATIONAL BOULEVARD EAST DISTRICT</b>					
Proposed Land-Use	1,958	139	75	83	297
<b>CUMULATIVE TOTAL</b>					
Proposed Land-Use	7,718	547	296	325	1,168

*Table 13- Student Generation*

- b. Identify the level of service (LOS) standard for public schools and if the capacity within the applicable concurrency service areas can accommodate the projected new students

The LOS Standard in Miami-Dade County is “Enrollment not to exceed 110% of capacity (measured in Concurrency Service Areas (CSAs))”

- For the Mixed-Use Canalside District, as noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density, which generates 367 students; 172 elementary, 93 middle and 102 senior high students. At the time of this amendment, all levels have sufficient capacity available to serve the application.
- For the Mixed-Use International Boulevard West District, as noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density, which generates 504 students; 236 elementary, 128 middle and 140 senior high students. At the time of this amendment, all levels have sufficient capacity available to serve the application.
- For the Mixed-Use Mixed-Use International Boulevard East District, as noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density, which generates 297 students; 139 elementary, 75 middle and 83 senior high students. At the time of this amendment, all levels have sufficient capacity available to serve the application.

**5. ANALYSIS OF NATURAL AND HISTORICAL RESOURCES**

Indicate if the site contains, is located adjacent to or has the potential to impact any of the natural and historic

resource(s) listed below, and if so, how they will be protected or mitigated

**A. Historic Sites, Historic Districts On The National Register Of Historic Places Or Locally Designated Historic Sites Or Archaeological Sites Listed On The Florida Master Site File**

**Response:** According to the City’s Comprehensive Plan, the City has one historic structure on the National Register of Historic Places, the old Spanish Monastery located at 16711 West Dixie Highway (Dixie Highway and NW 22nd Avenue). It is not within any of the proposed mixed-use districts.

According to the City’s Comprehensive Plan, there are 7 structures and 16 archaeological sites listed in the Florida Master Site File prepared by the Division of Historic Resources of the Florida Department of State which include:

- 1751 NE 162 Street: Original structure built in 1925, presently the Italian American Civic Association.
- 1945 NE 167 Street: Built in 1930, single family home.
- Fulford-by-the Sea Marker, NE 171 Street and NE 22 Avenue: Constructed in 1924 to commemorate the founding of the City of Fulford, as North Miami Beach was known prior to incorporation.
- 16140 NE 18 Avenue: Believed to be the site of the first home built in 1890 by Captain William H. Fulford, founder of this area.
- 1634 NE 171 Street: Built in 1926, single family home. Significant alternations to original structure.
- 1731 NE 171 Street: Built in 1920, single family home. Significant alterations to original structure.
- Old Spanish Monastery, 16711 W. Dixie Highway: Monastery of St. Bernard of Clarvaux; Cistercian Monastery of Sacramenia, Segovia, Spain, built in 1141 A.D., reconstructed in Florida 1952-1953. The architecture is Spanish Romanesque and early Spanish Gothic. The cloister, most notably its chapter house, is a representative example of 12th-century Spanish ecclesiastic architecture. Purchased by William Randolph Hearst in 1925 and reconstructed by Allen Carswell, who built the Cloisters in New York. The building is presently an Episcopal Church.

There are three historically significant archaeological zones in and around North Miami Beach according to the Florida Master Site File (see Comprehensive Plan Map 1.5, Volume Four). They are for the most part within the County. Within the three (3) zones are five (5) sites determined to be historically significant. In order to avoid vandalism, the sites are not specifically identified outside the state’s files. The historically significant archaeological zones are as follows:

- Oleta River North of Sunny Isles Boulevard
- Land South of Sunny Isles Boulevard and West of the Oleta River
- The Arch Creek Area

None of these sites will be negatively impacted by the proposed mixed-use areas.

**B. Wetlands**

**Response:** There are no mapped wetlands within the developable area of any of the mixed-use districts, however, all projects proposed within the waterfront districts which may affect wetlands which are not currently mapped, will be required to submit an environmental impact analysis during the site plan approval process.

- C. “Endangered” Or “Threatened Species” Or “Species Of Special Concern” Or “Commercially Exploited” As Per The Florida Fish And Wildlife Conservation Commission (Fauna), The U.S. Fish And Wildlife Service (Flora And Fauna), Or The Florida Department Of Agriculture And Consumer Services (Fauna). If Yes, Identify The Species And Show The Habitat Location On A Map

**Response:** There are no known plants or animals within the developable area of any of the mixed-use districts that require special protections, however, all projects proposed within any of the mixed-use districts which may affect native habitat of any protected species, will be required to submit an environmental impact analysis during the site plan approval process.

- D. Plants Listed In The Regulated Plant Index For Protection By The Florida Department Of Agriculture And Consumer Services

**Response:** There are no known regulated plants within the developable area of any of the mixed-use districts, however, all projects proposed within the mixed-use districts which may affect regulated plants will be required to submit an environmental impact analysis during the site plan approval process.

- E. Wellfields – Indicate Whether The Amendment Is Located Within A Wellfield Protection Zone. If So, Specify The Affected Zone And Any Provisions Which Will Be Made To Protect The Wellfield

**Response:** None of the mixed-use areas are within a wellfield protection zone. All wells are located west of the mixed-use areas.

## 6. AFFORDABLE HOUSING

Describe how the local government is addressing affordable housing.

**Response:** The adoption of the mixed-use districts will allow a full range of housing opportunities. The waterfront districts are expected to attract development of higher income housing while the units within the downtown, neighborhood and employment center districts are more likely to be attractive to workforce housing developers.

## 7. LAND-USE COMPATIBILITY

Describe how the amendment is consistent with existing and planned future land uses in the area (including adjacent municipalities). Identify specific land development code provisions or other measures that have or will be utilized to ensure land use compatibility.

**Response:** The Future Land Use Text Amendments are provided in Exhibit D. The treatment of the edges of the mixed-use districts adjacent to lower density residential uses will include a buffer and transition zone that will address the adjacent lower density residential area.

## 8. HURRICANE EVACUATION

Provide a hurricane evacuation analysis based on the proposed amendment, considering the number of permanent and seasonal residential dwelling units requiring evacuation, availability of hurricane shelter spaces, and evacuation routes and clearance times.

**Response:** The proposed MU/International Boulevard is not within the Hurricane High Hazard Area (those properties that must evacuate in a Category 1 or higher hurricane). The proposed MU/Canalside is east of Biscayne Blvd must evacuate in a Category 2 or higher hurricane. Only the 2,425 residential units within the proposed MU/Canalside are not immediately adjacent to Biscayne Boulevard. Of those additional 2,425 units, it is expected that

a minimum of 32% (776 units) of those will be seasonal (which is the case for Eastern Shores as a whole per Table 1.5 of the Comprehensive Plan) and unoccupied during hurricane season. An additional 1,649 units (68% of the new units), therefore, will need to evacuate in a Category 2 or higher hurricane. Assuming 2 persons per car on average and 2 persons per unit on average, the number of cars leaving the area will increase by 1,649 cars. This is only 2.6% of the average daily LOS E volume of the segment of SR 826 east of US 1 (63,400 per Table 2.12 of Comprehensive Plan, Volume II, Transportation Element). This small increase in traffic volume is not expected to have a measureable effect on hurricane evacuation clearance times.

To mitigate any impacts on hurricane evacuation, all new residential buildings proposed within the Mixed-Use/Canalside District will be required to submit a hurricane evacuation plan and include that plan in the condominium or other official documents that will govern the future residents of the proposed building.

**9. REDEVELOPMENT ANALYSIS**

Indicate if the amendment is located in an identified redevelopment (i.e., Community Redevelopment Agency, Community Development Block Grant) area. If so, describe how the amendment will facilitate redevelopment and promote approved redevelopment plans.

**Response:** Part of the MU/International Boulevard is within the City’s adopted CRA. The amendment will facilitate redevelopment by allowing the site specific assignment of development rights to be allocated from the proposed basket of rights created within these land use designation. Density and intensity will be allocated based on the various regulating plans for the district which assign an appropriate building height directly related to the project site and its context. The basket of rights approach encourages lot consolidation and redevelopment that is not possible with the more traditional land use approach which provides the same density and intensity for every property in the district.

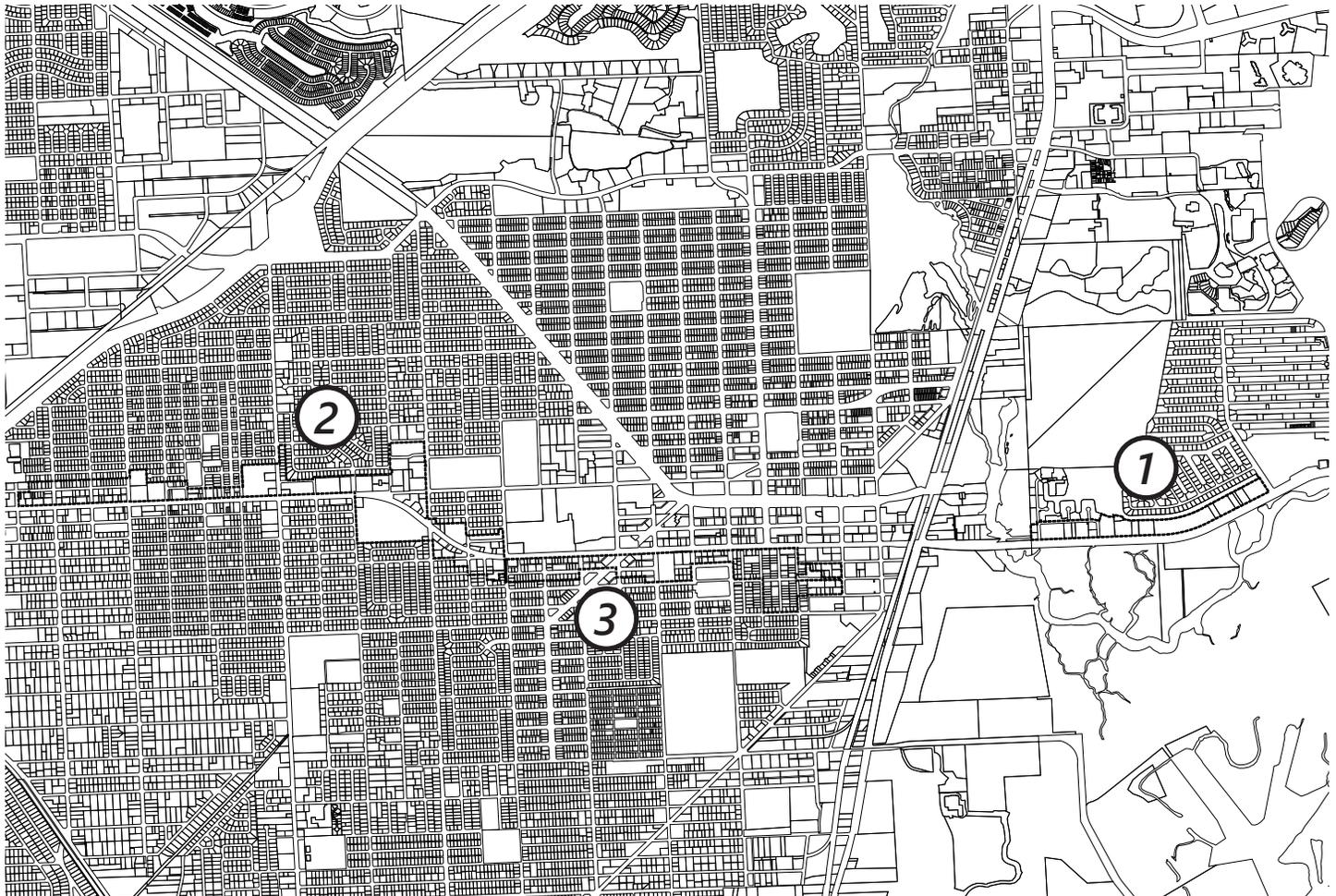
**10. CONSISTENCY WITH CITY COMPREHENSIVE PLAN GOALS, OBJECTIVES AND POLICIES**

List the goals, objectives and policies of the City Comprehensive Plan which are furthered by the proposed amendment.

**Response:** The list of goals, objectives and policies that are supportive of this amendment are provided in Exhibit E.

# *EXHIBITS*

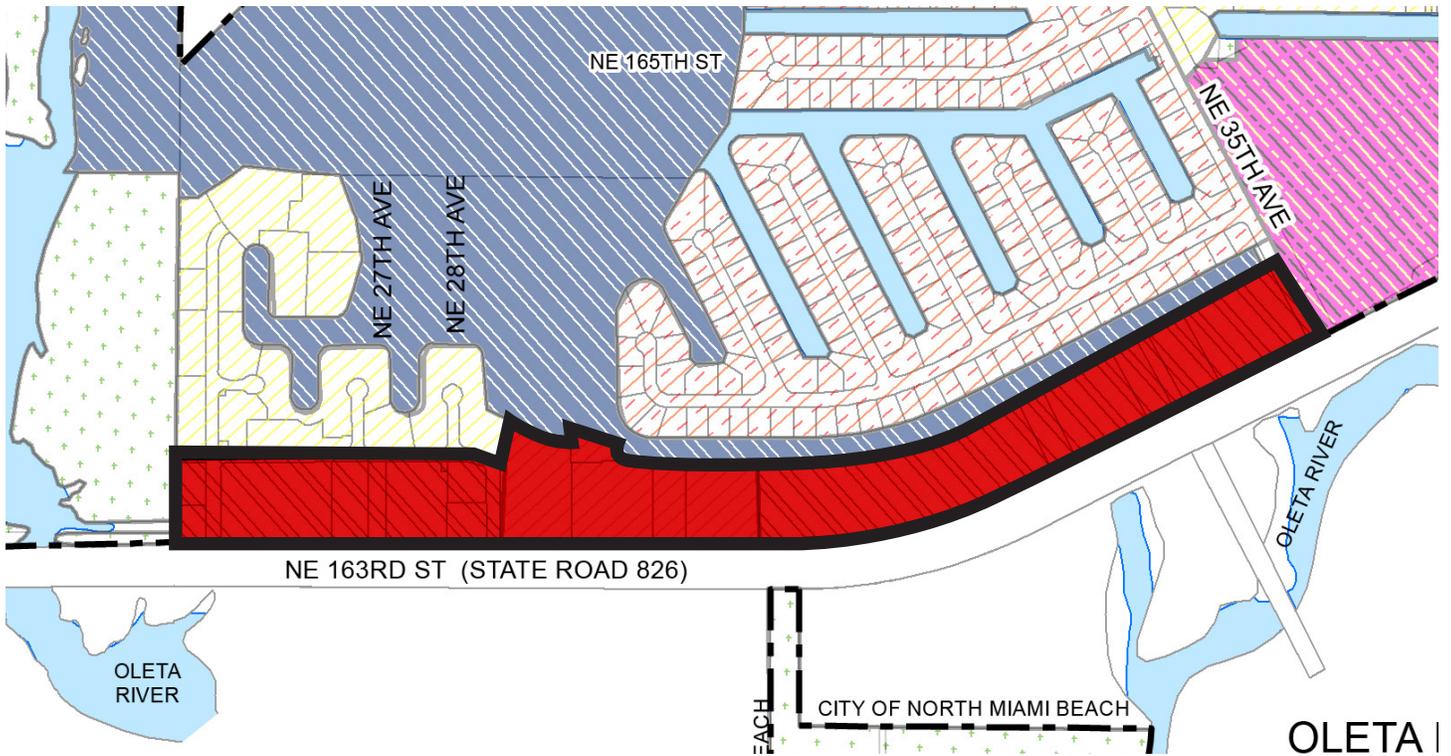
**EXHIBIT A. SKETCH AND LEGAL DESCRIPTION**



PROPOSED MIXED-USE DISTRICT	DESCRIPTION	EXISTING LAND-USE	PROPOSED LAND-USE
1	Area along the NE 163rd Street Transit way, south of the canal, between NE 26th Avenue and NE 36th Avenue	Business and Residential High Density	Mixed-Use Canalside District (MU/CS)
2	Area along NE 163rd Street/NE 167th Street. that extends from Interstate 95 on the West to NE 12th Avenue on the East	Business and Residential High Density	Mixed-Use International Boulevard West District (MU/IB-W)
3	Area along NE 167th Street. that extends from NE 12th Avenue on the West to NE 9th Court on the West	Business and Residential High Density	Mixed-Use International Boulevard East District (MU/IB-E)

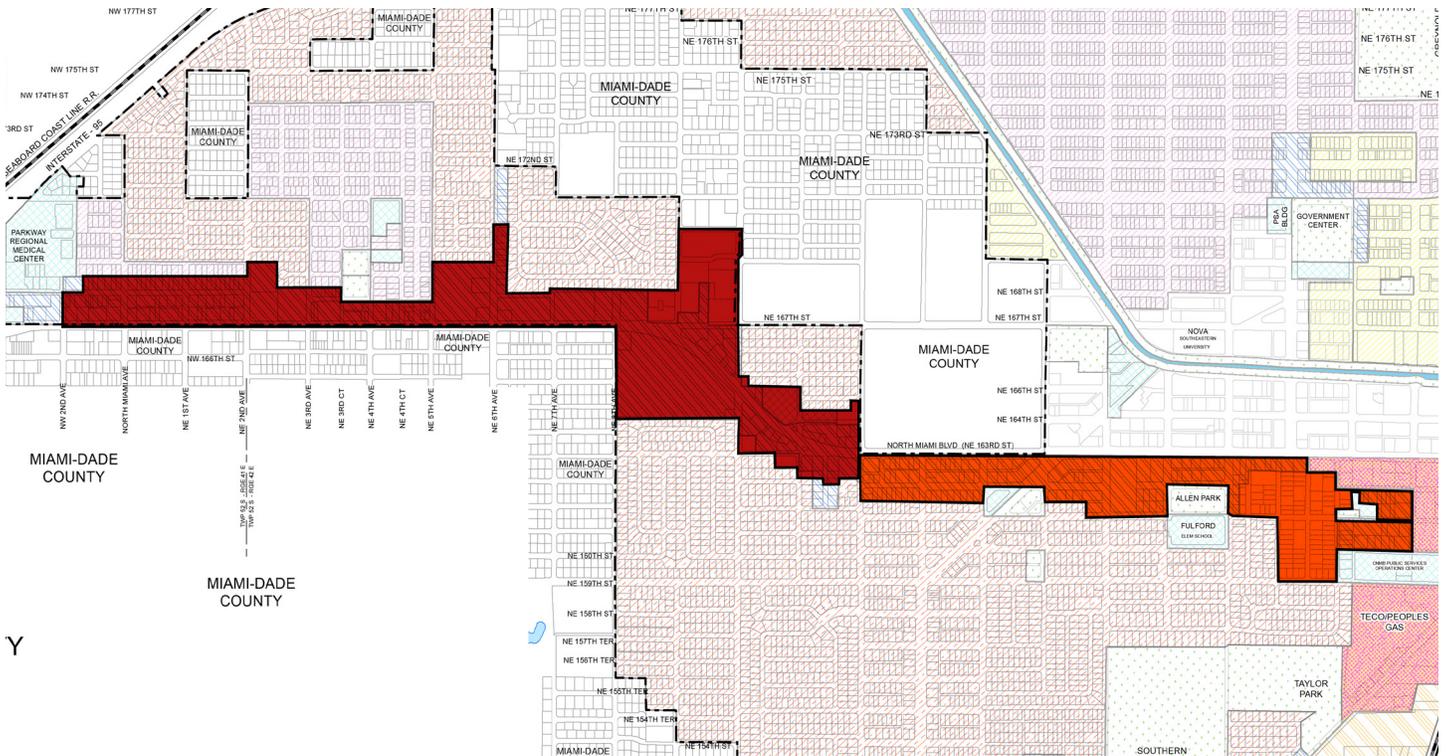
Table 14- LAND-USE CHANGE TABLE

**EXHIBIT B. PROPOSED FUTURE LAND-USE MAP**



**LEGEND:**

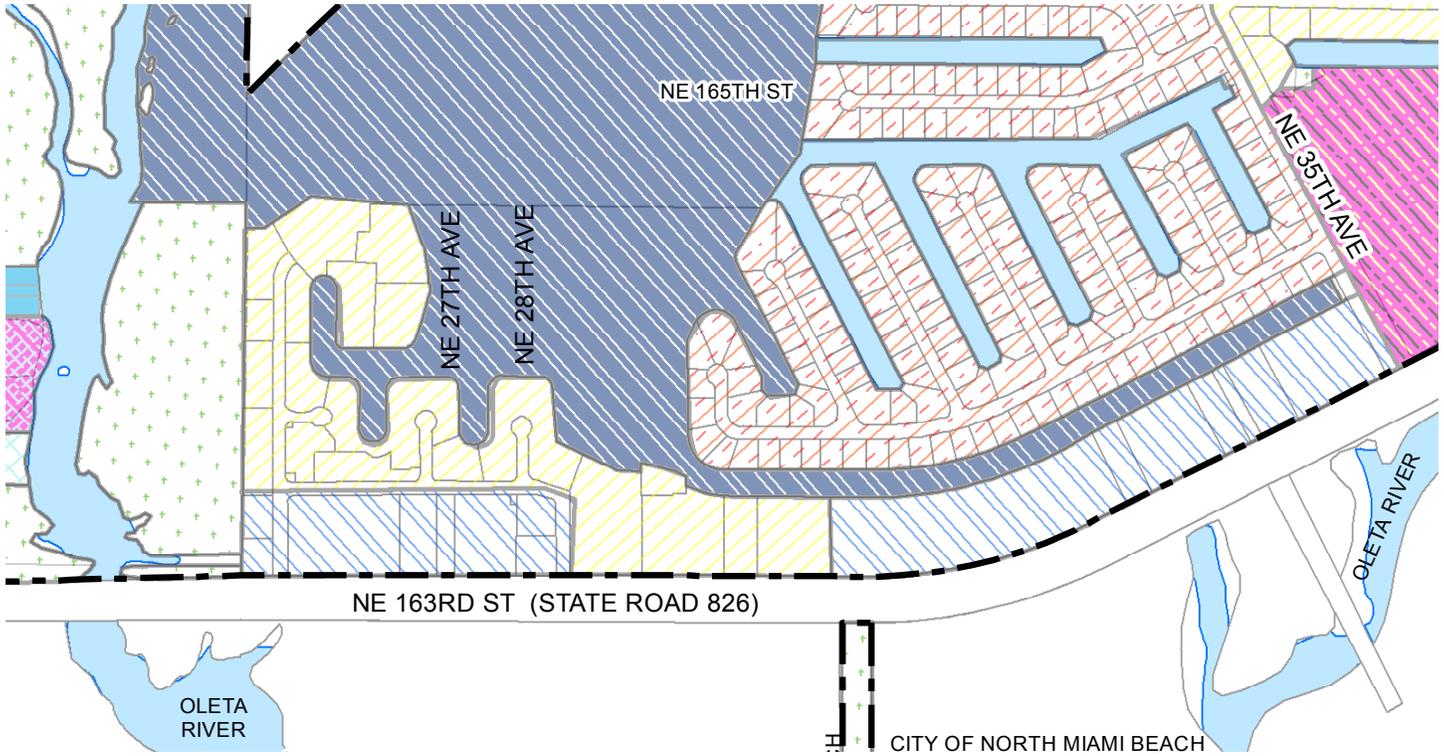
- COASTAL HIGH HAZARD AREAS
- CITY LIMITS
- RESIDENTIAL LOW DENSITY
- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- BUSINESS
- PUBLIC AND QUASI-PUBLIC
- RECREATION AND OPEN SPACE
- INDUSTRIAL
- MIXED USE
- MU/TC FULFORD MIXED USE TOWN CENTER
- MU/NC MIXED USE NEIGHBORHOOD CENTER
- MU/NWF MIXED USE NORTH WATERFRONT
- MU/SWF MIXED USE SOUTH WATERFRONT
- MU/EFW MIXED USE EAST WATERFRONT
- MU/EC MIXED USE EMPLOYMENT CENTER
- MU/C MIXED USE CORRIDOR
- WATER
- MU/CS Mixed Use Canalside



**LEGEND:**

- - - - - COASTAL HIGH HAZARD AREAS
- CITY LIMITS
- NOTE: URBAN DEVELOPMENT BOUNDARY AREA WITHIN CORPORATE BOUNDARIES EAST OF I-95 IS DESIGNATED AS URBAN INFIL AREA AND TRANSPORTATION CONCURRENCY EXCEPTION AREA
- RESIDENTIAL LOW DENSITY
- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- BUSINESS
- PUBLIC AND QUASI-PUBLIC
- RECREATION AND OPEN SPACE
- INDUSTRIAL
- MIXED USE
- MU/TC FULFORD MIXED USE TOWN CENTER
- MU/NC MIXED USE NEIGHBORHOOD CENTER
- MU/NWF MIXED USE NORTH WATERFRONT
- MU/SWF MIXED USE SOUTH WATERFRONT
- MU/EWF MIXED USE EAST WATERFRONT
- MU/EC MIXED USE EMPLOYMENT CENTER
- MU/C MIXED USE CORRIDOR
- WATER
- MU/IB-W Mixed Use International Boulevard West
- MU/IB-E Mixed Use International Boulevard East

**EXHIBIT C. ADOPTED FUTURE LAND-USE MAP**



**LEGEND:**

- - - - - COASTAL HIGH HAZARD AREAS
- CITY LIMITS
- NOTE: URBAN DEVELOPMENT BOUNDARY AREA WITHIN CORPORATE BOUNDARIES EAST OF I-95 IS DESIGNATED AS URBAN INFIL AREA AND TRANSPORTATION CONCURRENCY EXCEPTION AREA
- RESIDENTIAL LOW DENSITY
- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- BUSINESS
- PUBLIC AND QUASI-PUBLIC
- RECREATION AND OPEN SPACE
- INDUSTRIAL
- MIXED USE
- MU/TC FULFORD MIXED USE TOWN CENTER
- MU/NC MIXED USE NEIGHBORHOOD CENTER
- MU/NWF MIXED USE NORTH WATERFRONT
- MU/SWF MIXED USE SOUTH WATERFRONT
- MU/EFW MIXED USE EAST WATERFRONT
- MU/EC MIXED USE EMPLOYMENT CENTER
- MU/C MIXED USE CORRIDOR
- WATER



**EXHIBIT D. CITY OF NORTH MIAMI BEACH PROPOSED TEXT AMENDMENTS TO THE FUTURE LAND USE ELEMENT GOALS, OBJECTIVES AND POLICIES**

**Future Land Use Element**

*Goals, Objectives, and Policies*

**Goal 1**

Encourage redevelopment and development to enhance the economic base of the City, improve the aesthetic quality of the commercial corridors and existing neighborhoods, and provide a range of housing and employment opportunities to accommodate, serve and employ the projected population, while protecting established single family neighborhoods.

**Objective 1.6**

Facilitate mixed-use and planned unit development projects that are of appropriate intensity, density, land use mix, and urban design to foster walkable neighborhoods, great public spaces, and increase the viability of pedestrian, bicycle and public modes of transportation, and reduce dependency on the automobile. Measures: Number of successful developments or redevelopments implemented in accordance with revised Land Development Regulations for Mixed-Use (objective – at least one by January 1, 2015). “Successful means general satisfaction of parties involved with approval, including property owner, City officials, and the public.

***Policy 1.6.5 (amend as follows:)***

Create mixed-use land use categories including a MU/Town Center; MU/Employment Center, MU/Neighborhood Center; MU/Corridor, and MU/Waterfront, MU/Canalside, MU/International Boulevard West and MU/International Boulevard East to facilitate and encourage the creation of beautiful, safe and livable places in the downtown and along major corridors including West Dixie Highway, Hanford Boulevard, 19th Avenue, Biscayne Boulevard, 167th Street and 163rd Street.

***Policy 1.6.11***

The Mixed-Use/Canalside (MU/CS) is a mixed-use district intended to capitalize on its location along a primary transit corridor and is created to unify the frontage between the Mixed-Use/South Waterfront District (west) to the Mixed-Use/East Waterfront District (east) along the transit way, via an improved linear open space. A balanced mix of land uses characterized by pedestrian friendly design, neighborhood scale and framed by architecture that is sensitive to the surrounding residential neighborhoods shall reflect good urban design principles that are implementable via creative Land Development Regulations that require setback and prohibit active uses adjacent to the canal edge, with a creative redistribution of building massing.

***Policy 1.6.12***

The Mixed-Use/International Boulevard West (MU/IB-W) is a mixed-use district intended to capitalize on its location on a primary transit and business corridor and is created to permit economic development to support both local and regional activity and provide a variety of development opportunities. Mixed-use may be vertically or horizontally integrated based on compatibility, transition and buffer to the surrounding adjacent areas. Redevelopment of the corridor shall take advantage of multi-modal transit opportunities and facilitate urban design that is compatible with these opportunities to transform the corridor into a multi-modal, safe and pedestrian-friendly environment. More intense nodes intended for concentrated development and public open spaces shall be established in the Land Development Regulations, which create opportunities for specialized thematic development that further reinforces the identity of the corridor as a unique place.

**Policy 1.6.13**

The Mixed-Use/International Boulevard East (MU/IB-E) is a mixed-use district intended to capitalize on its location on a primary transit and business corridor and is created to permit economic development to support both local and regional activity and provide a variety of development opportunities. Mixed-use may be vertically or horizontally integrated based on compatibility, transition and buffer to the surrounding adjacent areas. Redevelopment of the corridor shall take advantage of multi-modal transit opportunities and facilitate urban design that is compatible with these opportunities to transform the corridor into a multi-modal, safe and pedestrian-friendly environment. More intense nodes intended for concentrated development and public open spaces shall be established in the Land Development Regulations, which create opportunities for specialized thematic development that further reinforces the identity of the corridor as a unique place.

**Objective 1.8****Policy 1.8.1**

Each individual Mixed-Use Project within the MU/Town Center; MU/Employment Center; MU/Neighborhood Center; MU/Corridor, and MU/Waterfront District, MU/Canalside, MU/International Boulevard West, and MU/International Boulevard East land use categories shall assist the City in addressing the following goals to the extent they are applicable and reasonably feasible:

- (a) Create and/or enhance community-benefiting assets. These community benefiting assets can include: increased park lands to accommodate new residents particularly east of US 1, cultural institutions, public art, open space, gazebos, fountains, plazas, seating areas, colonnades, shaded landscaped areas, or similar features.
- (b) Address needs for affordable housing by providing various housing types and price ranges or contributing to an affordable housing fund.
- (c) Foster walkability by interconnecting to the network of pedestrian friendly streets, creating a network of sidewalks within their property, and creating or enhancing community-benefiting assets within their development.
- (d) Promote distinctive, attractive projects with a strong sense of place through its unique architecture, site planning, walkability, connection to a variety of transportation choices, enhancement of neighborhood identity, and its choice of landscape materials, or similar.
- (e) Assist the City in accomplishing its park and open space goals by contributing impact fees, creating rooftop gardens, creating recreation, park and open space opportunities, particularly additional parks east of US 1 to accommodate additional residents.
- (f) Create quality of place through building and supporting the local economy, through nurturing and defining neighborhood identity, fostering frequent and meaningful contact, creating improved accessibility, promoting a sense of comfort, and drawing a diverse population.
- (g) Assist in providing a variety of transportation choices by providing bicycle amenities, by accommodating various modes of transit shelter, stops, and stations, by assisting in making roadways on-site and off-site pedestrian friendly, aesthetically pleasing, and bicycle friendly, and through its use of transit oriented design.
- (h) By going green through the use of such techniques as water reuse, reduced energy usage, recycling, the conservation of building materials and resources, and increased water efficiency.

By 2015, the City will amend the land development regulations in order to provide further guidance in the implementation of this Policy through the development approval process.

The following land use densities, intensities and approaches shall be incorporated in the Land Development Code. Building height is defined as the vertical distance above the centerline of the adjacent fronting road to the highest point of the building, except that in a Special Flood Hazard Area (SFHA) the building height shall be measured from the minimum finished flood elevation required in the SFHA, less those structures permitted elsewhere in these regulations to extend beyond the height of the building. Home occupation uses are conditionally allowed in all residential categories.

Residential Low Density: Single-family detached units at a density up to 8.0 units per acre.

Residential Medium Density: Single-family units up to 8.0 units per acre and duplex units up to 17.0 units per acre.

Residential High Density: In addition to the above housing types and densities, multifamily units up to 32 units per acre.

Business: A range of zoning districts from a) the residential-office district with nonresidential uses limited to offices, institutions and community facilities to b) arterial highway districts with automotive and entertainment uses at an intensity whereby the maximum Impervious Surface Area is eighty percent (80%) and the maximum Building Height is fifteen (15) stories and maximum building height of one hundred fifty (150) feet.

Industrial: Intensive business uses such as construction companies and wholesale/warehouse uses plus selected light industrial uses as well as retail and office at an intensity whereby the maximum Impervious Surface Area is eighty five percent (85%) and the maximum Building Height is four (4) stories and maximum building height of forty five (45) feet.

Public and Quasi Public: This is a full range of public schools, private schools, churches, public utility installations, hospitals, etc., at an intensity whereby the maximum Impervious Surface Area is seventy five percent (75%) and the maximum Building Height is three (3) stories and maximum building height of thirty five (35) feet.

Recreation and Open Space: This category includes primarily City and County parks plus large cemeteries.

Mixed-Use Districts - MU/TC, Mixed-Use Town Center; MU/WF (Mixed- Use Waterfront; MU/EC (Mixed-Use Employment Center); MU/NC (Mixed-Use Neighborhood Center; MU/C (Mixed-Use Corridor): The density and intensity of all the mixed-use districts noted above will be defined as a maximum number of residential units and a maximum square footage of nonresidential development. This "basket of rights" will be defined at the time the district is created on the Future Land Use Map. Each district will include a FLUE text amendment which establishes the maximum development rights within the boundaries of the district. Densities and intensities can vary within the District up to the maximum entitlements defined for the district. Monitoring the development activity as permits and certificates of occupancy are issued and enforcement of the maximum permitted land use densities and intensities shall be the responsibility of the City.

Fulford MU/TC, Mixed-Use Town Center: The Fulford MU/TC district established on the City's Future Land Use Map is 131.5 acres in size and extends from Biscayne Boulevard on the East to NE 15th Avenue on the West. It is generally bounded by the Snake Creek Canal on the north with some northern extension along the NE 19th Avenue Corridor to the Government Center. The south boundary is North Miami Beach Boulevard (NE 163rd Street). The maximum allowable residential development is 9,633 units and 6 million square feet of nonresidential development. The MU/TC zoning district is the only zoning classification applicable under the MU/TC land use category. 163rd Street South MU/EC, Mixed-Use Employment Center: This 31.2 acre area is located just south of the Fulford MU/TC and is east of NE 23rd Avenue, south of NE 163rd Street, west of Biscayne Boulevard and north of 160th Street. The maximum allowable residential development is 1,300 units and 4 million square feet of nonresidential development. The MU/EC zoning district is the only zoning classification applicable under the MU/EC land use category.

The 159th Street South MU/EC, Mixed-Use Employment Center: This area is 41.6 acres generally located south of 159th Street, west of Biscayne, and east and west of Dixie Highway. The maximum allowable residential development is 2,300 units and 2.5 million square feet of nonresidential development. The MU/EC zoning district is the only zoning classification applicable under the MU/EC land use category.

W. Dixie Highway MU/NC, Mixed-Use Neighborhood Center: This 36.5 acre area is north of the Tennis Center and borders West Dixie Highway on the east and west. It extends north to 173rd Street. The maximum allowable residential development is 500 units and 400,000 square feet of nonresidential development. The MU/NC zoning district is the only zoning classification applicable under the MU/NC land use category.

Arch Creek MU/C, Mixed-Use Corridor: This area is 36.8 acres east of Biscayne Boulevard, generally north of 137th Street and south of 142nd Street adjacent to the eastern City limits. The maximum allowable residential development is 970 units and 1.5 million square feet of nonresidential development. The MU/C zoning district is the only zoning classification applicable under the MU/C land use category.

South MU/WF, Mixed-Use Waterfront: This district established on the Future Land Use Map is 18.1 acres in size and is located east of Biscayne Boulevard, west of and fronting on the Oleta River, south of the Snake Creek Canal and north of SR 826 (NE 163rd Street). The maximum allowable residential development is 1,400 units and 1.0 million square feet of nonresidential development. The MU/WF zoning district is the only zoning classification applicable under the South MU/WF land use category.

Northern MU/WF, Mixed-Use Waterfront: This district established on the Future Land Use Map is 10.5 acres located east of Biscayne Boulevard, west of the eastern city boundary line, north of the Marina Palms development and south of the northern city boundary. The maximum allowable residential development is 800 units and 1.0 million square feet of nonresidential development. The MU/WF zoning district is the only zoning classification applicable under the Northern MU/WF land use category.

Eastern MU/WF, Mixed-Use Waterfront: This district is on the 31.2 acre site of the Intracoastal Mall in Eastern Shores bounded by NE 35th Avenue on the west, NE 163rd Street on the south, the Intracoastal waterway on the east and the first finger canal in Eastern Shores on the north. The maximum allowable residential development is 2,000 units and 2.5 million square feet of nonresidential development. The MU/WF zoning district is the only zoning classification applicable under the Eastern MU/WF land use category.

MU/CS, Mixed-Use Canalside: This district is approximately 30.3 acres of land parcel fronting a perimeter road that parallels NE 163rd Street, and extends from NE 35th Avenue on the east to NE 26th Avenue on the west. It is bounded on the north by a canal extension of the Maule Lake from NE 35th Avenue on the east to NE 28th Avenue on the west. To the west of NE 28th Avenue the MU/CS District is bounded on the north by NE 64th Street. The maximum allowable residential development is 2,425 units and 1,000,000 square feet of nonresidential development. The MU/CS zoning district is the only zoning classification applicable under the MU/CS land use category.

MU/IB, Mixed-Use International Boulevard: The Mixed-Use International Boulevard West District (MU/IB-W) is approximately 94 acres along NE 163rd Street and follows on a diagonal of North Miami Beach Boulevard to NE 167th Street. This major boulevard is also State Road 826. The MU/IB-W District extends from Interstate 95 on the west to NE 12th Avenue on the east. The MU-IB -W District comprises all land area that has a present Business land-use category and Residential High Density with frontage on the corridor and adjacent blocks north. The maximum allowable residential development is 3,335 units and 6,833,345 square feet of nonresidential development. The MU/IB zoning district is the only zoning classification applicable under the MU/IB-W land use category.

The Mixed-Use International Boulevard East District (MU/IB-E) is approximately 55.3 acres along NE 163rd Street and follows on a diagonal of North Miami Beach Boulevard to NE 167th Street. This major boulevard is also State

Road 826. The MU/IB-E District extends from NE 12th Avenue on the west to approximately NE 19th Court on the east. The MU-IB -E District comprises all land area that has a present Business land-use category and Residential Low Density with frontage on the corridor and adjacent blocks south. The maximum allowable residential development is 1,958 units and 4,013,235 square feet of nonresidential development. The MU/IB zoning district is the only zoning classification applicable under the MU/IB-W land use category.

Water: This category includes those areas consisting of open water lakes and canals. The areas that are designated Water on the Future Land Use Map reflect natural and man-made bodies within the City. These areas provide numerous benefits to the City of North Miami Beach and are an important component of the City's multi-modal transportation network, stormwater drainage infrastructure, and natural and built environments. The use of these areas shall be limited to recreational and commercial boating facilities and uses (including water taxis and ferries), the provision of open space and urban relief; recreation, waterways, wetlands, flood control, stormwater drainage and storage, and natural resource protection and enhancement, and comply with the requirements of Chapter 24, "Environmental Protection..." of the Miami- Dade County Code of Ordinances. Development in or above areas designated "Water" that will diminish these functions will be prohibited, and development and redevelopment adjacent to these areas shall include provisions to enhance these functions where appropriate.

Mixed Use: Business and/or Residential use. The purpose of this land use designation is to promote the development of sustainable projects by providing maximum opportunity for innovative site planning for living, shopping, and working environments while insuring that development will occur according to appropriate population density, building coverage, improvement standards, and construction phasing. Approval of a comprehensive site development plan is required. The types of land uses allowed include: residential uses, business and office uses, public buildings, and recreation/open space uses. The maximum height and density in the Mixed-Use land use designation is eighteen (18) stories and maximum building height of two hundred ten (210) feet (including each parking level under a building as a story) and thirty-two (32) units per gross acre, respectively. Zoning categories applicable under the Mixed Use Category are limited to RM-32, B-1, B-2, B-3, FCC Fulford City Center (Mixed Use) Zoning District and Planned Unit Development (PUD).

The following requirements shall apply to developments with a future land use designation of Mixed Use and a zoning of PUD:

1. Planned Residential Projects shall have a minimum of at least two (2) habitable stories, and shall include a minimum of five (5) percent of the total project land area as recreation/open space use. Supplemental nonresidential uses may also be permitted when complementary or an enhancement to and compatible with the orderly operation of the residential project, provided that all such uses, with the exception of pre-existing water bodies used as a marina, shall not have a gross floor area that exceeds the equivalent of twenty (20) percent of the total project land area.
2. The proportion of the mixed-uses for each individual Residential PUD Project shall be determined as follows:
  - (a) Retail uses are encouraged on the ground floor.
  - (b) Office uses are discouraged from the ground floor.
  - (c) Residential use on all floors above the second level is strongly encouraged.
  - (d) The land development regulations shall set forth compatibility criteria for permitting residential uses on the ground floor of buildings.
3. Planned Business or Office Centers shall include a minimum of five (5) percent of the total project land

area as recreation/open space use. Supplemental residential uses may also be permitted when complementary or an enhancement to and compatible with the orderly development of the planned project; provided that all such residential uses shall not exceed a gross density in excess of thirty- two (32) units per gross acre.

4. Where a proposed mixed-use project is adjacent to residential property located within the City of North Miami Beach of low or medium density (as defined in the Future Land Use Element Policy

1.8.1 of this Comprehensive Plan) zoning or development having lower density than the proposed mixed-use project (“Adjacent Lower Density Property”):

(a) There shall be created a fifty (50) foot wide landscaped buffer within the proposed mixed-use project property (“Mixed Use Property”) along the property line, between the Mixed Use Property and the Adjacent Lower Density Property. The landscaped buffer shall not contain any structures, driveways, or roads, except sidewalks, bike paths, transit shelters or similar. If there is a canal, waterway, or park between the Adjacent Lower Density Property and the Mixed Use Property, then the fifty (50) foot wide landscaped buffer shall not be required; and

(b) There shall be a Transitional Area adjacent to the Adjacent Lower Density Property. The Transitional Area shall include the fifty (50) foot wide landscaped buffer where applicable, and shall comprise thirty (30) percent of the Mixed Use Property in depth (extending into the Mixed Use Property from the side of said property facing the Adjacent Lower Density Property). The Transitional Area shall extend for the length of the portion of the Mixed Use Property that lies adjacent to and directly faces the Adjacent Lower Density Property. The Transitional Area shall be no less than two hundred (200) feet in depth, nor more than three hundred (300) feet in depth. Any road, canal, waterway, park or alley between the Adjacent Lower Density Property and the Mixed Use Property, or within the Transitional Area of the Mixed Use Property, shall be counted toward the depth necessary to comply with this section.

The Transitional Area shall be developed to no greater intensity than the following:

1. No part of the Transitional Area shall exceed the zoning density or actual development density, whichever is greater, of the immediately adjacent Lower Density Property; and
2. No part of the Transitional Area shall be developed to site development standards of minimum lot area, minimum yard setbacks, maximum building height, minimum floor area, maximum lot coverage and minimum pervious lot area less restrictive than those standards contained in the zoning or actual development of the immediately adjacent Lower Density Property, whichever is least restrictive; or
3. All or part of the Transitional Area may be developed as landscaped open space and/or recreational uses.

In the B-1 Zoning District, the intensity of the development shall be determined by the maximum impervious surface area of eighty (80) percent, the maximum building height of two (2) stories and maximum building height of thirty (30) feet and the maximum density of thirty-two (32) dwelling units per gross acre, except in Hurricane Vulnerability Zones, where the allowed density shall not increase over the currently allowed density. Residential Use in the B-1 Zoning District shall be limited to no more than seventy (70) percent of the gross floor area of the development.

The following requirements shall apply to developments with a future land use designation of Mixed Use and a zoning of RM-32, B-2 or B- 3:

In the RM-32, B-2 and B-3 Zoning Districts, the intensity of the development shall be determined by the maximum impervious surface area of eighty (80) percent, the maximum building height of fifteen (15) stories and maximum building height of one-hundred and fifty (150) feet and the maximum density of thirty-two (32) dwelling units per gross acre, except in Hurricane Vulnerability Zones, where the allowed density shall not increase over the currently

allowed density. Commercial use in the RM-32 Zoning District shall be limited to no more than the first two (2) stories. Residential Use in the B-2 and B-3 Zoning Districts shall be limited to no more than seventy (70) percent of the gross floor area of the development.

**Policy 1.8.7**

Pre-Application Meeting: All Applicants with development proposals in a Mixed- Use District shall be required to attend a pre-application meeting with the CRA (if applicable) and City staff prior to individual site plan or Master Plan submittal for review. Ensuring compatibility with adjacent properties in regard to existing development will be the focus of the preapplication meeting. In all cases, the best approach to respecting and designing for the existing context and optimizing compatibility with adjacent properties will be identified.

Specific issues to be addressed at this preapplication meeting will include but are not limited to:

FCC MU/TC – utility locations and alleys, treatment of Snake Creek Canal, placement of public art, eligibility for tax increment rebate and other development incentives.

North MU/WF – public access to the waterfront.

South MU/WF - appropriate screening and residential views related to the electrical substation and public access to the waterfront.

East MU/WF - The addition of multiple access points, including direct east and west access to and from 826, and traffic mitigation such that the development does not over-burden NE 35th Avenue; public access to the waterfront; the retention/enhancement per City/County direction of the existing Miami-Dade rescue station; address, per City direction, a police substation; and long term maintenance of dedicated public open spaces.

Arch Creek MU/C – Awareness of the adjacent environmental cleanup and related off-site impacts; floodplain encroachment and possibility of increased flooding, connectivity and crime prevention.

159th Street South MU/EC – Treatment of western interface with lower density residential uses requiring a Transitional Area as defined in the regulating plans adopted for the district. Treatment of historically designated structure on property located at 15779 West Dixie Highway.

MU/CS – The treatment of the northern edge of the district along the canal and NE 164th Street with regards to buffer, transition and the frontage facing existing and adjacent residential development.

MU/IB-W – The treatment of parcels abutting lower intensity surrounding uses, including lower density residential residential and the distribution of development on site and how proposed development interacts with the pedestrian realm.

MU/IB-E – The treatment of parcels abutting lower intensity surrounding uses, including lower density residential residential and the distribution of development on site and how proposed development interacts with the pedestrian realm.

## Transportation Element

### Goals, Objectives, and Policies

#### Goal 1

To maintain a financially feasible, multimodal, urban transportation system that meets the mobility needs of the residents in a safe, convenient and efficient manner and that operates in harmony with the existing and future land use pattern and the environment.

#### Objective 1.1 Level of Service (LOS)

The City will ensure that the impact on the traffic circulation system from new development and redevelopment occurring within the City is minimized through the implementation of the Smart Growth North Miami Beach Vision, transportation concurrency, the capital improvement program, and programs that reduce automobile demand and support alternative modes of transportation to the automobile.

#### Policy 1.1.3

No development shall be approved if the projected impacts of the development (including redevelopment) would reduce service levels of any roadway on the traffic circulation system below the standards in Policy 1.1.2, unless the development qualifies for a transportation concurrency exception. In order to qualify for a transportation concurrency exception, the development must be located within the Community Redevelopment Area and designated Mixed-Use, MU/TC Mixed Use Town Center, MU/EC Mixed-Use Employment Center, ~~or~~ MU/NC Mixed-Use Neighborhood Center, MU/IB Mixed-Use International Boulevard West, or MU/IB Mixed-Use International Boulevard East subject to FLUE Policy 1.8.1, and/or located within ¼ mile of either an MDTA transit center, or an MDTA or city circulator bus stop with existing, or planned and funded, peak hour headway service of 20 minutes or less, or express bus service, and shall comply with one of the following alternative requirements:

- a. the additional peak travel hour trips generated by the development do not exceed one-quarter of one percent (0.25 percent) of the peak travel hour capacity of any SIS facility, adjacent to the city, at the adopted LOS standard; or
- b. the development shall incorporate, on or off-site, a premium transit shelter; or the development shall accommodate and provide for alternative modes of transportation, or transportation demand management, as follows, provided that the city shall determine the acceptability of alternatives proposed for any given development.
  - i. Incorporate secure bicycle storage.
  - ii. Ensure that a complete sidewalk network is available for pedestrian access no later than issuance of a certificate of occupancy, such that the sidewalk network within ¼ mile in each direction within the city limits is complete.
  - iii. Enhance existing pedestrian and bicycle ways with shade cover.
  - iv. Provide convenient group transportation for residents or employees, as applicable, through private van transportation, during peak travel hours, with commensurate reduction in the number of on-site parking spaces consistent with Policy 1.2.7.
  - v. Coordinate an employee carpooling program, including the provision and enforcement of reserved parking

spaces for car poolers, with a commensurate reduction in the number of on-site parking spaces consistent with Policy 1.2.7. This program must be supplemented with a guaranteed ride home program.

- vi. Provide a transit discount program to all residents or employees, as applicable.
- vii. Provide for flexible work hours or telecommuting with a commensurate reduction in the number of on-site parking spaces consistent with Policy 1.2.7.
- viii. Innovative alternatives the City deems equally effective

**EXHIBIT E. CITY OF NORTH MIAMI BEACH COMPREHENSIVE PLAN ADOPTED GOALS, OBJECTIVES AND POLICIES SUPPORTED BY THE PROPOSED MIXED-USE AMENDMENTS**

**Future Land Use Element**

*Goals, Objectives, and Policies*

**Goal 1**

Encourage redevelopment and development to enhance the economic base of the City, improve the aesthetic quality of the commercial corridors and existing neighborhoods, and provide a range of housing and employment opportunities to accommodate, serve and employ the projected population, while protecting established single family neighborhoods.

**Policy 1.1.8**

The City shall require proposed amendments to the Future Land Use Map provide data and analysis demonstrating adequate water supply and facilities are available.

**Objective 1.2**

Detail a redevelopment strategy for potential redevelopment areas, including those cited in this plan (see Map 1.16, Volume Four). Redevelopment could include Future Land Use Map designation changes as necessary to facilitate enhancement of these areas. (e.g. additional recreation and open space land). Measure: This objective shall be measured by progress in implementing its policies.

**Policy 1.2.3**

The City shall continue to seek federal, state, and local funds for redeveloping the S.R. 826 (NW 163 and 167 Street) Corridor and ensure the redevelopment of said corridor encourages a strong regional commercial atmosphere.

**Policy 1.2.5**

Amend the Future Land Use Map (See Map 1.22, Volume Four) as necessary to support the intent of the Goal of the Future Land Use Element. Future Land Use Map amendments allowing additional residential units in the City through increased density or conversion of nonresidentially designated land to a residential designation shall be allowed only if it can be demonstrated that such amendments will not negatively affect the City's transportation facilities, infrastructure, schools, recreation opportunities, and overall quality of life.

**Policy 1.2.6**

The City's redevelopment strategy shall address the full range of redevelopment impacts, including the displacement of existing populations, the loss of historic structures and neighborhood character, and the overburdening of existing infrastructure.

**Policy 1.2.7**

The City shall encourage redevelopment in proximity to transit stops and hubs through the implementation of activities and programs (i.e. density bonuses, park and ride, establishing a land use category for transit hub areas...) that promote redevelopment in targeted areas.

**Policy 1.2.8**

The City shall encourage development and redevelopment of appropriate scale and type in areas adjacent to established residential neighborhoods. Appropriate scale and type shall be determined by reviewing the compatibility of proposed development and redevelopment with the adjacent residential uses.

***Policy 1.2.11***

All redevelopment shall be sensitive to the community character, and should seek to promote transit and pedestrian friendliness through features such as: interconnected sidewalks; transit shelters; an interesting pedestrian environment, and; shade from shade trees, awnings, or canopies.

***Policy 1.2.12***

The City should consider developing and adopting form-based land development regulations that specify acceptable transitions within redevelopment areas.

***Policy 1.2.13***

In order to evaluate applications for Future Land Use Map changes in redevelopment areas, the City should require applicants to provide market studies that reflect real estate market demands.

***Policy 1.2.14***

The Community Redevelopment Agency should seek to strengthen businesses in the redevelopment areas.

***Policy 1.2.15***

The City will require development in the redevelopment areas to promote mixed-use development, defined as design-unified, vertically and or horizontally integrated, pedestrian friendly development. Mixed use areas should provide for multi-modal transportation connectivity to other areas, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, and give definition to the urban form.

***Policy 1.2.17***

The City should consider changes to the Zoning and Land Development Code and Future Land Use categories to permit mixed-use development in proximity to the FEC railway, major transit corridors and within the City's redevelopment areas.

***Policy 1.2.18***

The City should encourage the use of Crime Prevention Through Environmental Design (CPTED) standards in the redevelopment of the City and formalize these standards within the Zoning and Land Development Code, enhancing the safety of the City by limiting design factors which abet crime.

***Policy 1.3.3***

The City's street tree planting program shall concentrate on increasing landscape buffers between residential and commercial.

***Objective 1.6***

Facilitate mixed-use and planned unit development projects that are of appropriate intensity, density, land use mix, and urban design to foster walkable neighborhoods, great public spaces, and increase the viability of pedestrian, bicycle and public modes of transportation, and reduce dependency on the automobile. Measures: Number of successful developments or redevelopments implemented in accordance with revised Land Development Regulations for Mixed-Use (objective – at

least one by January 1, 2015). "Successful means general satisfaction of parties involved with approval, including property owner, City officials, and the public.

***Policy 1.6.1***

Consider amending the Land Development Regulations in accordance with the Mixed-Use Future Land Use Designation and assess its potential effectiveness in encouraging and achieving such projects.

***Policy 1.6.4***

The City should consider changes to the Zoning and Land Development Code and Future Land Use categories to permit mixed-use development in proximity to the FEC railway, major transit corridors and within the City's redevelopment areas.

***Objective 1.12***

Provide for land use categories in the Future Land Use Element and Map that allow for the continued redevelopment and development of housing at a variety of densities and appropriate for the full range of incomes and lifestyles. Measure: This objective shall be implemented by its policies to provide sufficient housing types, including affordable housing.

**Transportation Element**

***Goals, Objectives, and Policies***

***Policy 1.2.7***

The City, through the land development regulations, will continue to require all development and redevelopment projects to provide a sufficient number of parking spaces for both motorized and non- motorized vehicles. The City will periodically review the off-street parking requirements and evaluate the adoption of parking reductions within mixed-use areas for developments of sufficient intensity to support transit, and where TDM strategies such as ridesharing, shuttle service, and incentives for transit use are implemented consistent with Policy 1.1.3.

***Policy 1.2.8***

The City will ensure that the design of new and redevelopment mixed-use projects are conducive to pedestrian, bicycle and transit use. At a minimum other new development and redevelopment projects will address development intensity and mix of land uses, building and parking lot orientation, bicycle storage, connectivity of pedestrian and bicycle infrastructure, and pedestrian amenities to enhance multimodal transportation alternatives.

***Policy 1.2.10***

The City shall seek to limit greenhouse gas emissions through the implementation of strategies to reduce the number of vehicle miles travelled. These strategies may include but are not limited to: the promotion of compact mixed-use development that provides for a mixture of residential and nonresidential land uses in a pedestrian friendly environment with multi-modal transportation connectivity to other areas; promoting the use of alternate transportation modes as specified herein, including mass transit, bicycles, and pedestrianism, and; requiring Transportation Demand Management Programs as a condition for development approvals. The City will require development in the redevelopment areas to promote mixed-use development, defined as designunified, vertically and or horizontally integrated, pedestrian- friendly development. Mixed-use areas should provide for multi-modal transportation connectivity to other areas, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, and give definition to the urban form.

***Policy 1.2.11***

In the event that the proposed high speed rail line is constructed, the City should consider encouraging the location of a station within its boundaries.

***Policy 1.4.6***

Long term strategies for the North Miami Beach circulator bus service include: improved connectivity to the Golden Glades intermodal terminal, and other transportation modes, through express service to the terminal, the accommodation of bicycles, and bus stop benches and shelter; improved service to commercial and mixed-use districts and employment centers, and; acquisition of distinctive, alternatively fueled vehicles such as trolleys.

***Policy 1.4.9***

The City will cooperate with MDTA in the development of multi-modal transit facilities along the Biscayne Boulevard/ U.S. 1 and/or NMBB corridors by ensuring that the City's Future Land Use Element and land development regulations encourage development of appropriate design, intensity, urban context, and mix of uses which will support usage of, and complement, these facilities. This policy shall be implemented in part through FLUE Policy 1.8.1 and Transportation Policy 1.1.3.

***Policy 1.4.11***

The City shall coordinate the infilling and redevelopment of the Fulford City Center and other portions of the Community Redevelopment Area with the MPO to best ensure that transit service keeps pace with the demand and feasibility of mass transit created by the additional residential units and nonresidential growth that will be located conveniently to MDTA transit routes and proposed transit centers.

***Policy 1.4.12***

The City shall pursue with Miami-Dade County and the MPO, the designation of NMBB as a Transit-Oriented Corridor with associated premium transit service and implementation of county transit impact fees in lieu of road impact fees for improvements and enhancements along the corridor, including the sheltering of bus stops. This designation is supported by the fact that North Miami Beach ranks second in the county for highest concentration of transit service, with a transit center planned along NMBB, and by its role in directly connecting the Golden Glades Intermodal Center to the Biscayne Boulevard premium transit corridor. Future transit possibilities such as future FEC commuter rail service, and future waterway commuter service to NMBB in the vicinity of NMBB and US-1 are additional support for such a designation.

***Policy 1.4.13***

The City shall continue to support the establishment of FEC commuter rail service, and shall promote the location of a rail station within the city to further strengthen the transit alternatives and convenience of using transit from within and around the city.

***Policy 1.4.15***

The City shall coordinate with the MPO to seek provision of bus shelters at all bus stops within the Fulford City Center, the remainder of the Community Redevelopment Area, and along NMBB and US-1.

***Policy 1.5.3***

The City will seek to expand the existing Greenway Corridor and bicycle path through the implementation of appropriate improvements, including the construction of additional paths where feasible and appropriate. (Ref. Map 2.6)

***Policy 1.5.4***

The City will continue to implement improvements to the Greenway Corridor and existing bike path and construct additional linear paths to establish connectivity with various recreational areas within the City. (Ref. Map 2.6)

***Policy 1.5.5***

Where appropriate, the City will require new development and redevelopment to provide sidewalks abutting public streets adjacent to the development.

***Objective 1.6 Land Use / Transportation Compatibility***

The Transportation Element will be compatible with the Future Land Use Element and other elements of the plan ensuring that the transportation system meets the current and future needs of the population and land use patterns of North Miami Beach.

***Policy 1.6.3***

The City will maintain the mixed-use category in the Future Land Use Element to allow maximum flexibility for redevelopment projects so as to reduce traffic impacts and encourage transit usage. Development standards for mixed-use development will permit the density and intensity needed to support transit in existing and planned transit corridors.

***Policy 1.6.4***

The City will allow sufficient densities along major roadway corridors to support transit where appropriate. The City will evaluate applications for amendments to the Future Land Use Map within existing and planned transit corridors for compatibility of intensity and type of use with transit usage.

***Policy 1.6.5***

The City supports the development of multimodal transit facilities along the Biscayne Boulevard/U.S. 1 corridor, and will cooperate with Miami- Dade County for the development of such facilities in alternative locations. The City will provide conditions conducive to redevelopment of the area around these transit facilities that will enhance and encourage transit usage. In support of these efforts, the City will provide the County with requested information regarding existing and potential types, densities and intensities of land use upon request.

**Conservation Element**

***Goals, Objectives, and Policies***

***Policy 1.1.5***

Discourage automobile travel through the implementation of activities and programs (i.e. density bonuses, park and ride, establishing a land use category for transit hub areas...) that encourage mixed-use development along major roadway corridors with mass-transit, and by ensuring that large developments that generate high-traffic volumes have mass-transit accessibility.

***Policy 1.6.1***

The City shall promote compact, mixed-use development, defined as a mixture of residential and nonresidential land uses in a design-unified, pedestrian friendly environment with multi-modal transportation connectivity to other areas, at appropriate locations. A major purpose of mixed-use development shall be to provide opportunities to live, work, shop and recreate in a walkable area, and to reduce automobile dependence and greenhouse gas emissions.

***Policy 1.6.3***

The City shall limit greenhouse gas emissions through the implementation of strategies to reduce the number of vehicle miles travelled. These strategies may include but not be limited to compact mixed-use development that provides for a mixture of residential and nonresidential land uses in a pedestrian friendly environment with multi-modal transportation connectivity to other areas; promoting the use of alternate transportation modes as specified herein, including mass transit, bicycles, and pedestrianism, and; requiring Transportation Demand Management Programs as a condition for development approvals.

**Recreation and Open Space Element and Educational Facilities**

***Goals, Objectives, and Policies***

***Policy 1.3.1***

Continue to meet or exceed a level of service standard of 2 acres of public Recreation and Open Space Land per 1000 residents through a concurrency management system