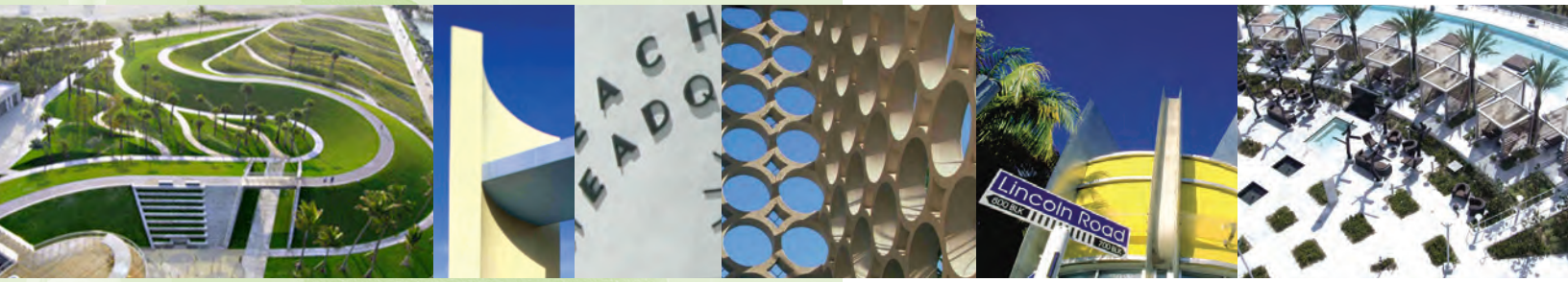
2025
COMPREHENSIVE PLAN



MIAMIBEACH

City of Miami Beach
Mission Statement

We are committed to providing excellent public service and safety to all who live, work, and play in our vibrant, tropical, historic community.

Vision Statement

Cleaner and Safer; Beautiful and Vibrant; A Unique Urban and Historic Environment; A Mature, Stable, Residential Community with Well-Improved Infrastructure; A Cultural, Entertainment Tourism Capital; An International Center for Innovation and Business

Value Statements

- We maintain the City of Miami Beach as a **world-class city.**
- We work as a cooperative team of well-trained **professionals.**
- We serve the public with **dignity and respect.**
- We conduct the business of the city with **honesty, integrity, and dedication.**
- We are **ambassadors of good will** to our residents, visitors, and the business community.

MIAMIBEACH

MIAMIBEACH

CITY OF MIAMI BEACH COMMISSION

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Commissioner Jorge Expósito
Commissioner Michael Góngora
Commissioner Jerry Libbin
Commissioner Edward L. Tobin
Commissioner Deede Weithorn
Commissioner Jonah Wolfson

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CITY OF MIAMI BEACH

YEAR 2025 COMPREHENSIVE PLAN

Adopted April 13, 2011
Effective July 1, 2011

ORDINANCE NO. 2011-3722

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, ADOPTING AMENDMENTS TO THE CITY'S COMPREHENSIVE PLAN TO INCLUDE NEW OR REVISED AND/OR UPDATED GOALS, OBJECTIVES AND POLICIES IN THE FOLLOWING ELEMENTS; FUTURE LAND USE, TRANSPORTATION, HOUSING, INFRASTRUCTURE, CONSERVATION/ COASTAL ZONE MANAGEMENT, RECREATION AND OPEN SPACE, CAPITAL IMPROVEMENTS, INTERGOVERNMENTAL AND HISTORIC PRESERVATION; ALL IN RELATION TO CERTAIN ITEMS IDENTIFIED IN THE CITY'S 2005-2007 EVALUATION AND APPRAISAL REPORT (EAR) INCLUDING RESPONSES TO THE OBJECTIONS, RECOMMENDATION AND COMMENTS REPORT (ORC); AND AUTHORIZING AND DIRECTING THE CITY ADMINISTRATION TO SUBMIT THE ADOPTED AMENDMENTS TO THE FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS AND ANY OTHER REQUIRED STATE AND LOCAL AGENCIES; PROVIDING FOR REPEALER, SEVERABILITY, CODIFICATION AND AN EFFECTIVE DATE.

WHEREAS, pursuant to Section 163.3191(1), Florida Statutes, local governments are required to prepare and adopt an Evaluation and Appraisal Report (EAR) as one component of the local planning process; and,

WHEREAS, at its September 26, 2007 meeting the City Commission adopted the EAR which was determined to be sufficient to meet the requirements of Section 163.3191, Florida Statutes; and

WHEREAS, the adopted EAR made certain recommendations for updates and amendments to the City's Comprehensive Plan; and

WHEREAS, the City of Miami Beach has proposed amendments to the policies of the comprehensive plan; and

WHEREAS, the City Commission hereby finds that the adoption of this Ordinance is in the best interest and welfare of the residents of the City; and

WHEREAS, the City Commission, upon first reading of this Ordinance, authorized transmittal of the EAR-based amendments to the Comprehensive Plan to the Department of Community Affairs and review agencies for the purpose of a review in accordance with Sections 163.3184, 163.3187, 163.3189 and 163.3191, Florida Statutes; and

WHEREAS, the Florida Department of Community Affairs completed its review of the proposed EAR-based Comprehensive Plan amendments for consistency with Rule 9J-5, Florida Administrative Code, and Chapter 163, Part II, Florida Statutes and prepared the Objections, Recommendations and Comments Report (ORC) identifying certain objections to the proposed amendments; and

WHEREAS, the Administration reviewed the Objections and made adjustments to the language of the proposed amendments in order to respond and comply with the Objections listed in the ORC Report; and

WHEREAS, the City Commission of the City of Miami Beach, upon second reading public hearing is in agreement with the changes made to the proposed amendments and adopts such amendments to the City's Comprehensive Plan.

NOW THEREFORE, BE IT ORDAINED BY MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, THAT:

SECTION 1.

The City Commission hereby adopts the proposed amendments to the City's Comprehensive Plan according to the recommendations of the 2005-2007 EAR, and in response to the Department of Community Affairs ORC Report at the public hearing held on April 13, 2011.

SECTION 2. CODIFICATION.

It is the intention of the Mayor and City Commission of the City of Miami Beach, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Comprehensive Plan of the City of Miami Beach, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section", "article", or other appropriate word.

SECTION 3. REPEALER.
All ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed.

SECTION 4. SEVERABILITY.

This Ordinance is not severable, and if any provision hereof is declared invalid, the Ordinance shall be returned to the City Commission for reconsideration.

SECTION 5. EFFECTIVE DATE.

This ordinance shall be effective immediately after the adoption hereof.

PASSED AND ADOPTED this 13th **day of** April **, 2011.**

ATTEST:

CITY CLERK

MAYOR

APPROVED AS TO FORM
AND LANGUAGE
AND FOR EXECUTION

4/5/11

CITY ATTORNEY DATE

First Reading: September 15, 2010
Second Reading: April 13, 2011
Verified by:

Richard G. Lorber, AICP
Acting Planning Director

~~Strikethrough~~ denotes deleted language
Underscore denotes new language
Double underscore denotes amended language

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FUTURE LAND USE ELEMENT

GOAL

Ensure that the character and location of land uses maximize the potential for economic benefit and the enjoyment of natural and man-made resources by citizens while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

OBJECTIVE 1: LAND DEVELOPMENT REGULATIONS

Future growth and development, redevelopment and rehabilitation will be managed through the preparation, adoption, implementation and enforcement of land development regulations.

Policy 1.1

Continue to administer land development regulations (LDR) consistent with s.163.3202, F.S. that shall contain specific and detailed provisions required to implement the adopted Comprehensive Plan and which as a minimum:

1. Regulate the subdivision of land;

2. Regulate the use of land and water consistent with this Element and ensure the compatibility of adjacent land uses and provide for open space;

3. Protect the Conservation (beach) lands designated on the Future Land Use Map and in the Conservation Element;

4. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;

5. Regulate design of architecturally significant and oceanfront buildings;

6. Regulate signage;

7. Ensure safe and convenient traffic flow and vehicle parking needs; and

8. Provide that development orders and permits shall not be issued which result in a reduction of the level of services for the affected public facilities below the level of service standards adopted in this Comprehensive Plan.

Note: The Zoning Ordinance of the City was extensively amended in 1989 to carry out the 1989 Comprehensive Plan resulting in a set of land development regulations (LDR). The Zoning Ordinance was codified and included in the City Code as

Subpart B, Land Development Regulations adopted by ordinance on July 1, 1998.

Policy 1.2

The land development regulations which implement this Comprehensive Plan shall, at a minimum, be based on and be consistent with s.163.3202, F.S., and shall further be based on the following standards for land use category, land use intensity and land use:

All casino and gambling operations, including but not limited to those casino and gambling operations authorized pursuant to chapters 550 and 551, Florida Statutes, are hereby prohibited in any land use category within the City of Miami Beach. Casino and gambling shall include but not be limited to: any machine of chance regulated by the state compact or chapters 550 and 551, as may be amended from time to time, pari-mutuel uses, horse racing, dog racing, jai alai, fantasy contests, and associated gambling or casino related uses. Certain exemptions pursuant to chapter 849, Florida Statutes relating to nonprofits, charitable organizations, veterans organizations, homeowners associations, condominium associations, cooperative associations, bowling tournaments, or game promotion in connection with the sale of consumer products or services may be provided under the land development regulations.

Single Family Residential Category (RS)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and new single family residential development.

Uses which may be permitted: Single family detached dwellings.

Density Limits: 7 residential units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy.

Townhome Residential Category (TH)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new townhome residential areas.

Uses which may be Permitted: Single family detached dwellings and townhome dwellings. For the purposes of this use limitation, townhome dwellings are dwellings arranged on a site with other townhome dwellings in such a way that none of the townhome dwellings are above or below one another and so that each has its own entrance to the out of doors.

Density Limits: 30 dwellings units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the base intensity exceed a floor area ratio of 0.7

Low Density Planned Residential Category (RM-PRD)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new low density single family and multiple family residential areas in large scale developments which are carried out in accordance with an overall development master plan and which have a greater variety of height, set back and similar configurations than would be appropriate in lot-by-lot development, and which may contain a limited accessory commercial component, not to exceed one-percent (1%) of the lot area of the site.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, multiple family dwellings, and limited accessory commercial uses not to exceed one-percent (1%) of the lot area of the site.

Density Limits: 25 dwelling units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio on 1.6.

Low Density Multi Family Residential Category (RM-1)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new low density multi family residential areas.

Uses which may be permitted: Single family detached dwellings; single family attached dwellings, townhouse dwellings and multiple family dwellings, and hotels for properties fronting Harding Avenue or Collins Avenue from the City Line on the north to 73rd Street on the south.

Non-conforming buildings containing nonconforming hotel uses, located on the north side of Belle Isle, and not within a local historic district, may be reconstructed to a maximum of 50% of the floor area of the existing building, provided that the uses contained within the hotel are not expanded in any way, including but not limited to, the number of hotel units and accessory food and beverage uses, the nonconformity of the building is lessened, and required parking for the surrounding neighborhoods with a minimum reduction of 50% of the daily trips on adjacent, two lane, arterial roadways, and improving the resiliency of the building.

Bed and breakfast inns are permitted in RM-1 only in the Flamingo Park Historic District and the West Avenue Bay Front Overlay District, both of which are described in the Land

Development Regulations. Residential office and suite hotel uses are permitted in the West Avenue Bay Front Overlay District only.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 60 dwellings units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 1.25, except for the following:

- the west side of Collins Avenue between 76th and 79th Streets shall not exceed a floor area ratio of 1.4; and
- Public and private institutions on a lot area equal to or less than 15,000 sq. ft shall not exceed a floor area ratio of 1.25, or for a lot area greater than 15,000 sq. ft. the floor area ratio shall not exceed 1.4

Medium Density Multi Family Residential Category (RM-2)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new medium density multi family residential areas.

Uses which may be permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, multiple family dwellings, apartment hotels and hotels. Residential office uses are permitted in RM-2 only in the West Avenue Bay Front Overlay District, as described in the Land Development Regulations. Places of assembly, restaurant, retail, and general office uses are main permitted uses in the Faena District Overlay as set forth in the Land Development Regulations.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 100 dwelling units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 2.0.

High Density Multi Family Residential Category (RM-3)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new high density multi family residential and hotel areas.

Uses which may be permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, multiple family dwellings, apartment hotels and hotels.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 150 dwelling units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed the following:

- a floor area ratio of 2.25 on lot area equal to or less than 45,000 sq. ft.;
- a floor area ratio of 2.75 on lot area greater than 45,000 sq. ft.;
- a floor area ratio 3.0 on oceanfront lots with lot area greater than 45,000 sq. ft.
- a floor area ratio of 2.0 on oceanfront lots in architectural district
- a floor area ratio of 3.0 for lots which, as of November 14, 1998, are oceanfront lots with a lot area greater than 100,000 sq. ft. with an existing building, however, the lesser of an additional floor area ratio of 0.15 or 20,000 sq. ft. for the purpose of providing hotel amenities.

Low Intensity Commercial Category (CD-1)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new low intensity commercial areas which primarily serve surrounding residential neighborhoods.

Uses which may be permitted: Various types of commercial uses including business and professional offices, retail sales and service establishments, eating and drinking establishments and apartment residential uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are

required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 60 dwelling units per acre.

Intensity Limits: a floor area ratio of 1.0 for Commercial; 1.25 for residential or mixed use.

Medium Intensity Commercial Category (CD-2)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new medium intensity commercial areas which serve the entire City.
Uses which may be Permitted: Various types of commercial uses including business and professional offices, retail sales and service establishments, eating and drinking establishments; apartment residential uses; apartment hotels; and hotels.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 100 dwelling units per acre.

Intensity Limits: a floor area ratio of 1.5 for commercial; 2.0 for residential or mixed use.

High Intensity Commercial Category (CD-3)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new medium intensity commercial areas which primarily serve the entire City.

Uses which may be Permitted: Various types of commercial uses including business and professional offices, retail sales and service establishments, eating and drinking establishments; apartment residential uses; apartment hotels; and hotels.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 150 dwelling units per acre.

Intensity Limits:

- a floor area ratio of 2.25 on lot area equal to or less than 45,000 sq. ft.;
- a floor area ratio of 2.75 on lot area greater than 45,000 sq. ft.;
- a floor area ratio 3.0 on oceanfront lots with lot area greater than 45,000 sq. ft.
- a floor area ratio of 2.0 on oceanfront lots in architectural district
- a floor area ratio of 3.0 for lots which, as of November 14, 1998, are oceanfront lots with a lot area greater than 100,000 sq. ft. with an existing building, however, the lesser of an additional floor area ratio of 0.15 or 20,000 sq. ft. for the purpose of providing hotel amenities may be available.

Residential / Office Category (RO)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new office residential areas which are compatible with single family and other residential development.

Uses which may be permitted: Offices and certain residential uses including single family detached dwellings, single family attached dwellings, townhouse dwellings and multiple family dwellings.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 56 dwelling units per acre.

Intensity Limits: a floor area ratio of 1.25.

Marine Recreation (MR)

Purpose: To provide development opportunities for existing and new recreational boating activities and services facilities.

Uses which may be permitted: Marinas; boat docks; piers; etc. for noncommercial or commercial vessels and related upland structures; aquarium, restaurants, commercial uses.

Intensity Limits: Intensity may be limited by such setback, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complimentary public policy. However, in no case shall the intensity exceed a floor area ratio of 0.25.

Mixed Use Entertainment Category (MXE)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new mixed use areas which accommodate residential, hotel and commercial development.

Uses which may be permitted: Apartments, apartment hotels, hotels and various types of commercial uses including, business and professional offices (but not medical or dental offices), retail sales and service establishments, and eating and drinking establishments.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 100 dwelling units per acre.

Intensity Limits: a floor area ratio of 2.0.

Public Facility: Educational (PFE)

Purpose: To provide development opportunities for existing and new public educational facilities.

Uses which may be permitted: Public educational facilities.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 2.0. A floor area ratio of **3.5** shall be permitted on lots located within the North Beach Town Center Revitalization Overlay.

Special Public Facilities Educational Category (SPE)

Purpose: To provide development opportunities for existing and new educational and religious facilities.

Uses which may be Permitted: Public or private schools or educational or classroom facilities from pre-school through graduate and religious facilities including mikvehs.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 2.5 with the following exceptions: those sites as defined in the City of Miami Beach Zoning Ordinance as the Fana Holtz High School Parcel shall have a maximum floor area ratio of 3.0 and the Mikveh Parcel shall have a maximum floor area ratio of 1.0.

Public Facility Hospital - PF (PF- HD)

Purpose: To provide development opportunities for existing hospital facilities.

Uses which may be permitted: hospital facilities.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio on 3.0.

Public Facility: Governmental Uses (PF)

Purpose: To provide development opportunities for existing and new government uses.

Uses which may be permitted: Government uses.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 2.0.

Public Facility: Convention Center Facilities (PF-CCC)

Purpose: To provide development opportunities for existing convention center and facilities necessary to support the convention center.

Uses which may be permitted: Convention facilities.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 2.75

Parking (P)

Purpose: to provide development opportunities for existing and new parking facilities.

Uses which may be permitted; Parking facilities and commercial uses when located on frontage opposite a land use category that permits commercial use.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can

effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio on 3.0.

Recreation and Open Space including Waterways (ROS)

Purpose: To provide development opportunities for existing and new recreation and open space facilities, including waterways.

Uses which may be permitted: Recreation and open space facilities, including waterways.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio on 0.5

Conservation Protected (C)

Purpose: To designate Atlantic dune locations which are protected from the inappropriate encroachment of development because they are a valuable natural resource that is unsuitable for most types of development in its natural state.

Uses which may be permitted: Open space.

Urban Light Industrial (I-1)

Purpose: To provide development opportunities for existing and new light industrial facilities.

Uses which may be permitted: Light industrial and compatible retail and service facilities.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 1.0.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Medium-Low Density Residential "Performance Standard" Category (R-PS-1)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels and institutional uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 57 dwelling units per acre.

Intensity Floor Area Ratio Limits: 1.25.

Medium Density Residential "Performance Standard" Category (R-PS-2)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels and institutional uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 70 dwelling units per acre.

Intensity Floor Area Ratio Limits: 1.50

Medium-High Density Residential "Performance Standard" Category (R-PS-3)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels and institutional uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 85 dwelling units per acre.

Intensity Floor Area Ratio Limits: 1.75

High Density Residential "Performance Standard" Category (R-PS-4)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels, hotels and institutional uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 102 dwelling units per acre.

Intensity Floor Area Ratio Limits: 2.0

Limited Mixed Use Commercial "Performance Standard" Category (C-PS1)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels, hotels and commercial uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 80 dwelling units per acre.

Intensity Floor Area Ratio Limits: 2.0.

***General Mixed Use Commercial "Performance Standard" Category (C-PS2*)**

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels, hotels and commercial uses.
Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 106 dwelling units per acre.

Intensity Floor Area Ratio Limits: 2.0.

***Intensive Mixed Use Commercial "Performance Standard" Category (C-PS3*)**

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels, hotels, and commercial uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 125 dwelling units per acre.

Large Lot and Urban Design Bonus Intensity Floor Area Ratio Limits: 2.5.

Phased Bayside Intensive Mixed Use Commercial "Performance Standard" Category (C-PS4)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels, hotels and commercial uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 125 dwelling units per acre.

Intensity Floor Area Ratio Limits: 2.5.

Town Center Core Category (TC-1)

Purpose: To encourage and enhance the high-intensity commercial employment center function of the Town Center's core area, as well as, support the Town Center's role as the hub of community-wide importance for business, office, retail, governmental services, culture and entertainment.

Uses which may be Permitted: Various types of commercial uses including, business and professional offices, retail sales and service establishments, eating and drinking establishments; and apartment residential uses; apartment hotels; and hotels.

Other uses which may be permitted are accessory uses that are incidental to and customarily associated with the main permitted uses such as accessory outdoor bar counter, sidewalk café, storage of supplies normally used in connection with a permitted use, off-street parking and loading, and other similar accessory uses.

The conditional uses which may be permitted are public and private institutions such as adult congregate living facilities, nursing homes, religious uses, schools, day care, museums, theaters, cultural and similar uses; parking lots and garages; commercial uses of an impact or intensity deemed to require additional review such as outdoor entertainment establishment, neighborhood impact establishment, open air entertainment establishment; and video arcades.

Density Limits: **150** dwelling units per acre;

Intensity Limits: a floor area ratio of **2.25** on lot area equal to or less than 45,000 sq. ft. and a floor area ratio of **2.75** on lot area greater than 45,000 sq. ft. A floor area ratio of **3.5** shall be permitted on lots located within the North Beach Town Center Revitalization Overlay.

Intensity may be further limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed the floor area ratio identified above.

Town Center Commercial Category (TC-2)

Purpose: To provide support for medium intensity mixed-use (residential/nonresidential) projects with active retail ground floor uses.

Uses which may be Permitted: Various types of commercial uses including, business and professional offices, retail sales and service establishments, eating and drinking establishments, apartment residential uses, hotels, and apartment hotels.

Other uses which may be permitted are accessory uses that are incidental to and customarily associated with the main permitted uses such as accessory outdoor bar counter, sidewalk café, storage of supplies normally used in connection with a permitted use, off-street parking and loading, and other similar accessory uses.

The conditional uses which may be permitted are public and private institutions such as adult congregate living facilities, nursing homes, religious uses, schools, day care, museums, theaters, cultural and similar uses; parking lots and garages; commercial uses of an impact or intensity deemed to require additional review such as outdoor entertainment establishment, neighborhood impact establishment, open air entertainment establishment; and video arcades.

Density Limits: **100** dwelling units per acre

Intensity Limits: a floor area ratio of **1.5** for commercial; **2.0** for residential or mixed use. A floor area ratio of **3.5** shall be permitted on lots located within the North Beach Town Center Revitalization Overlay.

Intensity may be further limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed the floor area ratio identified above.

Town Center Residential Office (TC-3)

Purpose: To provide a transition between the high intensity Town Center Core and the surrounding low intensity residential multi-family districts, by providing for contextually compatible residential and mixed-use development within an established, pedestrian, bicycle and transit oriented residential environment. Office and tourist lodging facilities are intended to provide a variety of employment opportunities to support the local economy and to reduce the need for long distance home to work vehicle trips. Neighborhood oriented retail and service uses are intended to provide opportunities for small business development and to enliven the pedestrian environment.

Uses which may be permitted: Existing single family detached dwellings; single family attached dwellings, townhouse dwellings, multiple family dwellings, offices, hotels, and neighborhood retail and services.

Other uses which may be permitted are accessory uses that are incidental to and customarily associated with the main permitted uses such as a dining room, health club or other services solely for use of the occupants of an apartment building, accessory restaurants, bars and services in a hotel, sidewalk café, storage of supplies normally used in connection with a permitted use, off-street parking and loading, and other similar accessory uses.

The conditional uses which may be permitted are public and private institutions such as adult congregate living facilities, nursing homes, religious uses, schools, day care and similar institutional uses, hotels, parking lots and garages, and neighborhood-oriented retail and personal service uses.

Density Limits: **60** dwelling units per acre.

Intensity Limits: a floor area ratio of **1.25**. A floor area ratio of **3.5** shall be permitted on lots located within the North Beach Town Center Revitalization Overlay.

Intensity may be further limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed the floor area ratio identified above**.**

Density and Intensity Implementation Criteria

Implementation of Density and Intensity Limits: density and intensity limits established by this plan shall be implemented by development code zoning districts which may permit, in accordance with the legislative judgment of the city commission, densities and intensities up to and including, but not greater than the density and intensity specified for each land use category. For all residential uses, densities (expressed as the maximum permitted number of dwelling units per acre) and intensities (expressed as the maximum permitted floor area ratio) shall apply as a limit on development and no development which exceeds either the maximum permitted number of dwelling units or the maximum permitted floor area ratio shall be approved.

Interaction of Density and Intensity Limits on Individual Lots: Both density and intensity restrictions shall apply to residential uses. Only intensity restrictions shall apply to non-residential uses. No lot area which is counted toward meeting the lot area required for the residential uses on a lot shall also be counted toward meeting the lot area required for non-residential uses on the same lot. Apartment hotels are hereby defined as residential uses. Hotels are hereby defined as nonresidential uses. For the purpose of this policy, a hotel is a building occupied or intended to be occupied exclusively by transient residents or transient residents plus any live-in staff. An apartment hotel is a building occupied or intended to be occupied by transient residents in one or more hotel units and permanent residents in residential units.

Undesignated Fisher Island Lots: Fisher Island lots that are not otherwise designated are hereby designated Recreation and Open Space.

Policy 1.3

The City shall process amendments to the land development regulations concerning religious institutions to bring such regulations into compliance with state and federal law, which amendments shall be considered consistent with the requirements of this comprehensive plan.

Policy 1.4

The City, through the land development regulations will coordinate the land uses and future land use changes with the availability of water supplies and water supply facilities.

OBJECTIVE 2: LAND USE COMPATIBILTY

Land development regulations will be used to address the location, type, size and intensity of land uses and to ensure adequate land use compatibility between residential and non-residential land uses.

Policy 2.1

Land development regulations shall continue to address the location and extent of non-residential land uses in accordance with the Future Land Use map and the policies and descriptions of types, sizes and intensities of land uses contained in this Element.

Policy 2.2

Development in land use categories which permit both residential and non-residential uses shall be regulated by formalized land development regulations which are designed to ensure adequate land use compatibility.

Compatibility shall be achieved by one or more of the following:

1. enumeration of special land uses which may be particularly incompatible with residential uses and may be prohibited in specified areas or zoning districts;

2. enumeration of special land use administrative procedures such as Conditional Use approval, which require public hearings prior to special land use approval. In determining incompatibility consideration shall be given to noise, lighting, shadows, access, traffic, parking, height, bulk, landscaping, hours of operation, buffering and any other criteria that may be important to ensure that necessary safeguards are provided for the protection of surrounding property, persons, and neighborhood values;

3. enumeration of special land use criteria such as minimum required distance separations from residential districts or uses or allowable hours of operation, to ensure that non-residential special land uses are properly located with respect to any residential uses to which they may be incompatible; and

4. the vertical separation of residential and non-residential uses within mixed use buildings through the use of land use regulations on accessory uses within residential buildings, and the identification of those types of commercial uses which are particularly incompatible with residential uses and which shall therefore NOT be permitted in mixed use buildings.

Policy 2.3

Public educational facilities are an allowable use in all Future Land Use Categories.

OBJECTIVE 3: INNOVATIVE DEVELOPMENT

The land development regulations shall continue to be consistent with s.163.3202, *F.S*. and with the Future Land Use map, consistent with sound planning principles, minimal natural limitations, the goals, objectives and policies contained within this plan, and the desired community character, and which shall emphasize innovative land development techniques, such as mixed use development.

Policy 3.1

Innovative land use development patterns, including mixed uses shall continue to be permitted and encouraged through the provision of LDR incentives such as additional floor area when at least 25% of the total are of a building is residential, and/ or shared parking for mixed commercial/office/residential in areas designated as commercial in the Future Land Use Map.

Policy 3.2

Residential multifamily rehabilitation projects shall combine undersized units, if individual units consist of less than 200 square feet, to provide minimum unit size apartment units, as specified in the LDR.

Policy 3.3

Off-street parking requirements may be waived for uses within existing buildings in historic districts. In order to encourage the compatibility of new construction in historic districts, and the adaptive re-use of existing buildings outside of historic districts, off-street parking requirements may be satisfied through the payment of a fee in-lieu of parking.

Policy 3.4

Mixed use developments will continue to be encouraged in all areas designated as commercial/residential and MXE by creating districts in the land development regulations which are consistent with s.163.3202, *F.S*. and which will permit combined hotel, residential and commercial developments in accordance with Objective 1 of this Future Land Use Element.

Policy 3.5

Those geographic areas of the City which are designated on the Future Land Use Map as High Intensity Residential, Residential/Commercial High Intensity, are hereby specifically designated as highly suitable for increased threshold intensity for the purpose of development of regional impact thresholds contained in Chapter 380, Florida Statutes, and Chapter 28-24, Florida Administrative Code.

Policy 3.6

Maximize unpaved landscape to allow for more stormwater infiltration. Encourage planting of vegetation that is highly water absorbent, can withstand the marine environment, and the impacts of tropical storm winds. Encourage development measures that include innovative climate adaption and mitigation designs with creative co-benefits where possible, through the Land Development Regulations and regulations related to the "Care and Maintenance of Trees and Plants" within the City Code of Ordinances.

OBJECTIVE 4: HISTORIC AND NATURAL RESOURCE PROTECTION

The land development regulations of the City Code shall continue to be consistent with s.163.3202, *F.S.* in order to protect conservation and historic resources.

Policy 4.1

Areas designated as historic shall continue to have development reviewed under Chapter 118, Article X of the Land Development Regulations of the City Code as follows:

a. Residential rehabilitation shall conform to adopted design standards;

b. Recreational development must be compatible with the surrounding environment and shall be subject to performance standards adopted in the land development regulations:

c. The clearing of trees, shall be prohibited, unless specifically permitted by Miami-Dade County;

d. All applications for development approval shall be subject to site plan and design review;

e. Demolition of historic buildings shall be limited by requirements to conform to applicable provisions of the City's historic preservation ordinance.

Policy 4.2

Within areas designated on the Future Land Use Map as conservation, no new development, or expansion or replacement of existing development shall be permitted except re-vegetation and construction of a beachfront promenade.

Policy 4.3

Historic resources shall continue to be protected through designation as historic sites by the City or State.

Policy 4.4

A list of designated historic resources shall be submitted to U.S. Department of Interior for inclusion on the National Register of Historic Places.

Policy 4.5

Miami Beach shall continue, with the assistance of preservationists, to update the new database of significant historic resources which are in need of protection.

Policy 4.6

Adaptive reuse of historic structures shall be given priority over activities that would harm or destroy the historic value of such resources in conformance with the Land Development Regulations of the City Code.

OBJECTIVE 5: HURRICANE EVACUATION

Continue to coordinate City (*i.e*., coastal area) population densities with the Miami-Dade County Emergency Operations Plan, which is the local hurricane evacuation plan for Miami Beach, and the Lower southeast Florida Hurricane Evacuation Plan, the regional hurricane evacuation plan by approving no Future Land Use map or zoning map amendments that increase density.

Policy 5.1

Permitted City population densities achieved by the 1998-1999 down-planning shall be maintained in order to better conform to Coastal High Hazard area requirements

Policy 5.2

Permitted city population densities achieved by the 1999 down-planning shall be maintained in order to better conform to the Miami-Dade County Offices of Emergency Management's Emergency Operations Plan.

Policy 5.3

The City shall continue to coordinate with the Miami-Dade County Emergency Plan with regard to any amendments to the existing population densities.

OBJECTIVE 6: CONCURRENCY MANAGEMENT

Meet the concurrency management requirements of Ch. 9J-5.0055 *FAC* and the LDR, and the land needs for utilities.

Policy 6.1

The City shall continue to participate in the Miami-Dade County impact fee ordinance program.

Policy 6.2

Land Development Regulations pertaining to concurrency management shall be amended to reflect Ch. 163.318, Florida Statutes and this policy. No development permit shall be issued unless the public facilities necessitated by the project (in order to meet level of service standards specified in the Policies of the Transportation, Recreation, Public Schools and Infrastructure Elements, and the Water Supply Plan) will be in place concurrent with the impacts of the development or the permit is conditional to assure that they will be in place, but no later than the issuance of a certificate of occupancy or its functional equivalent. The requirement that no development permit shall be issued unless public facilities necessitated by the project are in place concurrent with the impacts of development shall be effective immediately:

Acceptable Level of Service Standards for public facilities in the City of Miami Beach are:

a. Recreation and Open Space – The National Recreation and Park Association's suggested minimum requirement for recreation and open space ten (10) acres of recreation and open space per one thousand (1,000) permanent and seasonal residents is established as the minimum Level of Service Standard for the entire system.
b. Potable Water Transmission Capacity
    - 140 Average gallons per capita per day;
    - 168 Peak gallons per capita per day
    - non-residential uses:
        - Hotel: 75 gallons per day per room
        - Office: 0.084 gallons per day per square foot
        - Retail: 0.18 gallons per day per square foot
        - Industrial: 0.084 gallons per day per square foot
        - Restaurant: 65 gallons per day per seat
        - School: 12 gallons per day per student
c. Sanitary Sewer Transmission Capacity – 140 Average gallons per capita per day
d. Storm Sewer Capacity – One-in-ten-year storm event.
e. Solid Waste Collection Capacity – 1.275 tons per capita per year
f. Transportation Level of Service:
    - Local roads – LOS Standard D
    - Collector roads – LOS Standard D
    - Arterial roads - LOS Standard D
    - Limited access roads - LOS Standard D

g. Miami-Dade Public Schools - Beginning January 1, 2008, the adopted level of service (LOS) standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) Capacity (With Relocatable Classrooms). This LOS standard shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by the Miami-Dade County Public Schools.

1. Measuring Conformance with the Level-of-Service

Public facility capacity availability shall be determined by the Concurrency Management User's Procedural Guide (a supplement to the land development code), which contains the formulas for calculating compliance.

◊ The capacity of new facilities may be counted only if one or more of the following can be demonstrated:

(A) For water, sewer, solid waste and drainage:

(1) Prior to approval of a building permit or its functional equivalent, the City shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the local government of a certificate of occupancy or its functional equivalent.

(2) The necessary facilities are in place and available at the time a certificate of occupancy is issued, or

(3) The new facilities are guaranteed in an enforceable development agreement to be in place when the impacts of development occur. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order pursuant to Chapter 380, Florida Statutes (the Development of Regional Impact authorization).

In the case of water, sewers, solid waste and recreation, the formulas must reflect the latest population vis a vis flows or park acreage.

Design capacity shall be determined as follows:

Sewage: the capacity of the County sewage treatment system.

Water: the capacity of the County water treatment and storage system.

Solid waste: the capacity of the County disposal system.

Drainage: The on-site detention capability and/or storm sewer capacity.

(B) For recreation:

(1) Parks and recreation facilities to serve new development shall be in place or under actual construction no later than 1 year after issuance of a certificate of occupancy or its functional equivalent.

(2) The new facilities are the subject of a binding executed contract for the construction of facilities to be completed within one year of the time the certificate of occupancy is issued, or

(3) A development agreement as outlined in (A) (3) above but requiring construction to begin within one year of certificate of occupancy issuance.

Recreation: Measurement shall be based on recreation data in the Comprehensive Plan plus the latest City population estimate with any necessary interpretation provided by the City manager or designee thereof.

(C) For traffic:

(1) Transportation facilities needed to serve new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted local government five-year schedule of capital improvements.

(2) No modification of public facility level-of-service standards established by this plan shall be made except by a duly enacted amendment to this plan. The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.

Roadways: The standard for measuring highway capacities shall be the Florida DOT Table of Generalized Two-Way Peak Hour Volumes for Urbanized Areas or other techniques that are compatible to the maximum extent

feasible with FDOT standards and guidelines. The measurement of capacity may also be determined by engineering studies provided that analysis techniques are technically sound and acceptable to the City. The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.

Transit: the county Transit Agency bus schedules for routes within the City.

2. Concurrency Monitoring System

The manager or designee thereof shall be responsible for monitoring facility capacities and development activity to ensure that the concurrency management system data base is kept current, i.e., includes all existing and committed development. This data base shall be used to systematically update the formulas used to assess projects. An annual report shall be prepared.

3. Capacity Reservation

Any development permit application which includes a specific plan for development, including densities and intensities, shall require a concurrency review. Compliance will be finally calculated and capacity reserved at time of final action of an approved final Design Review approval or building permit if no Design Review is required or enforceable developers agreement. Phasing of development is authorized in accordance with Rule 9J-5.0055. Applications for development permits shall be chronologically logged upon approval to determine rights to available capacity. A capacity reservation shall be valid for a time to be specified in the land development code; if construction is not initiated during this period, the reservation shall be terminated.

4. Administration

The City manager (or designee thereof) shall be responsible for concurrency management. The land development code shall specify administrative procedures, including an appeals mechanism, exemptions, plan modifications, burden of proof, etc.

5. Project Impact or Demand Measurement

The concurrency management user's procedural guide (a supplement to the land development code) will contain the formulas for calculating compliance plus tables which provide generation rates for water use, sewer use, solid waste and traffic, by land use category. Alternative methods acceptable to the Director may also be used by the applicant.

For example, traffic generation may be based upon the Institute of Transportation Engineer's "Trip Generation" manual. Transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the local government approves a building permit or its functional equivalent.

Policy 6.3

As a part of the capital improvement program process, public facilities and utilities shall be located to:

a) maximize the efficiency of services provided;
b) minimize their cost; and
c) minimize their impacts on the natural environment

OBJECTIVE 6A: LAND FOR UTILITY FACILITIES

The city shall assure the ability to provide land needed for utility facilities to serve the Future Land Use Plan.

Policy 6A.1

The LDRs shall continue to provide for the land needed by utility systems.

OBJECTIVE 7: INCONSISTENT USES

The City land development regulations shall continue to provide for the discontinuation of non-conforming land and building uses which are incompatible or inconsistent with the Future Land Use Plan.

Policy 7.1

Expansion or replacement of land uses, which are incompatible with the Future Land Use Plan, shall be prohibited, unless otherwise specified within a future land use category or designation, and enforced through zoning decisions.

Policy 7.2

Regulations for buffering of incompatible land uses shall continue to be enforced as set forth in the City's land development regulations, consistent with s.163.3202, *F.S*.

OBJECTIVE 8: INTERGOVERNMENTAL COORDINATION

The City shall improve coordination with affected and appropriate governments and agencies to maximize their input into the development process and mitigate potential adverse impacts of future development and redevelopment activities, particularly relative to Biscayne Bay.

Policy 8.1

Recommendations and corrective actions described in the Intergovernmental Coordination Element are hereby incorporated by reference and shall continue to be implemented.

Policy 8.2

Requests for development orders or permits shall be coordinated, as appropriate, with Miami-Dade County, Miami-Dade County Public Schools, special districts, the Regional Planning Council, the Water Management District and state and federal agencies. Special emphasis shall be placed on conformance with the Biscayne Bay Aquatic Preserve Management Plan and by achieving Biscayne Bay Shoreline Development Review Committee review of 100 percent of applicable projects.

OBJECTIVE 9: TOPOGRAPHY

The City shall coordinate future land uses with the appropriate topography. (Note: An objective 9J-5.006(3)(b) as it relates to soil conditions is not applicable as the City's soils consist entirely of man-made soils and beach sand).

Policy 9.1

The City shall continue to require that first floor elevations be constructed at FEMA's required minimum flood elevation at mean low tide to allow maximum protection during flood conditions. This provision shall not apply within Historic Preservation Districts where first floor elevations may be set below the minimum flood elevations, but shall be set at the highest level consistent with the historic character of the area.

OBJECTIVE 10: REDEVELOPMENT

The City shall maintain its existing redevelopment area program.

Policy 10.1

The City shall continue to implement the City Center/Historic Convention Village redevelopment plan, including the 2001 plan amendments.

Policy 10.2

The City shall continue to implement the South Pointe Redevelopment Area projects.

OBJECTIVE 11: COOPERATION WITH MILITARY INSTALLATIONS

The City will cooperate with the U.S. Coast Guard station located within its jurisdiction by exchanging and providing information to prevent encroachment of incompatible land uses in order to facilitate its continued presence in the City.

Policy 11.1

The City will transmit to the commanding officer information relating to proposed changes to comprehensive plans, plan amendments, and proposed changes to land development regulations which, if approved, would affect the intensity, density, or use of the land adjacent to or in close proximity to the U.S. Coast Guard Station.

Policy 11.2

The City will provide the commanding officer or his or her designee an opportunity to review and submit comments on the proposed changes regarding the impact such proposed changes may have on the mission of the U.S. Coast Guard Station.

Policy 11.3

The City will take into consideration any comments provided by the commanding officer or his or her designee when making such decision regarding comprehensive planning or land development regulation and will forward a copy of any such comments to the state land planning agency.

OBJECTIVE 12: ECONOMIC ENERGY ZONE

As a goal of the City to adopt policies and programs that implement in Miami Beach actions that strive to protect the environment, the City designated the entire municipality to participate in the "Energy Economic Zone Pilot Program Communities" Codified in Chapter 2009-89, Laws of Florida, Section 7.

Policy 12.1

The Miami Beach Sustainability Plan shall be the guiding document (Strategic Plan) that provides structure and focus to policies and initiatives in order to successfully enhance community sustainability.

Note: The following are not applicable to Miami Beach:

Objective 9J-5.006(3)(b)7	urban sprawl
Policy 9J-5.006(3)(c) 6	wellfields

TRANSPORTATION ELEMENT

Goal: It shall be the goal of the City of Miami Beach to provide, maintain and improve a sustainable, safe, convenient and energy efficient multi-modal transportation system which:

- **Is focused on the mobility of people, not merely vehicles.**
- **Is coordinated with the City's Land Use Element.**
- **Is multi-modal as it recognizes and promotes alternative modes of transportation including: automobile, public transportation, bicycle and pedestrian, as well as levels of service and parking needs, based on the City's adopted mode of transportation hierarchy, as set forth in policy 1.5.**
- **Is consistent with sustainable and environmentally friendly growth management principles.**
- **Is coordinated with the regional transportation network and other governmental agencies.**
- **Balances the needs of all current and future users.**
- **Ensures the economic vitality of the businesses within the City.**
- **Enhances the quality of life for the City's neighborhood~~s~~ residents.**

OBJECTIVE 1: LEVEL OF SERVICE (please see Glossary of terms)

To provide for a safe, convenient, balanced, efficient and effective multi-modal transportation system with a Level of Service (LOS) for multiple transportation modes.

Policy 1.1 Roadway Basic Level of Service

The following minimum Level of Service standards shall apply to all State, County and local roads except for designated Federal Interstate Highway System (FIHS), Strategic Intermodal System (SIS), and Transportation Regional Incentive Program (TRIP) (please see Glossary of terms) funded facilities which shall be subject to the Florida Department of Transportation's (FDOT) Level of Service Standards.

- Local roads – LOS Standard D
- Collector roads – LOS Standard D
- Arterial roads - LOS Standard D
- Limited access roads - LOS Standard D

Policy 1.2: Roadway Level of Service for Transportation Concurrency Management Areas

The following level of service standards shall be established for roadways with certain characteristics as per this policy, and for roadways located within the City's Transportation Concurrency Management Areas (TCMA's):

a. Where no mass transit service exists, roadways shall operate at or above LOS D;

b. Where mass transit service having headways of 20 minutes or less is provided within ¼ mile distance, parallel roadways shall operate at no greater than 120 percent of LOS D; (please see glossary of terms)

c. Where extraordinary transit service classified as Local Circulator or express or peak-hour limited stop bus service having headways of 10 minutes exists, parallel roadways within 1/4 mile, shall operate at no greater than 150 percent of LOS D (please see glossary of terms).

Policy 1.3: Adhering to Level of Service

The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable area-wide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas. However, City Commission may exempt publicly owned facilities and Transit Facilities through the Land Development regulations.

Policy 1.4: Modification of Functional Classification

The City shall consider the impacts of any future modification of the functional classification of various roadways on the allowable service volumes on specific roadways.

Policy 1.5: Multi-Modal Level of Service (please see Glossary of terms)

Roadway level of service is insufficient as a measure of multi-modal mobility in a mature city with land use intensities, mixed uses and the economic vitality such as Miami Beach. The City shall undertake an examination of total mobility completed in 2016 to shift from roadway capacity and level of service to an overall mobility system capacity and level of service. The City's adopted 2015 Transportation Master Plan and adopted modal prioritization reflects the prioritization of transit through the development of exclusive transit lanes in the long term, while at the same time prioritizing bicycles and pedestrians (depending on the corridors) to promote the safety of these alternative modes and the health of the community. The mode hierarchy of the City is 1 – pedestrians, 2 – transit, bicycles, freight (depending on the corridor), and 3 – private vehicles.

OBJECTIVE 2: COORDINATION WITH LAND USE

The City shall evaluate its transportation system as it relates to the land use element of this comprehensive plan in an effort to encourage commercial development which is mixed use, multi-modal (intermodal transit facility, transit center, or transit stop) in nature and which ultimately enhances mobility.

Policy 2.1: Official Transportation Planning Map

The City shall use the "Existing Lane Count Map" in order to identify future rights-of-way based upon the Future Land Use Element and the Transportation Element of this plan. During the development review process the City shall include right-of-way needed to implement planned improvements. The City shall consider the historic context, the built-out environment and the future level of service requirements when evaluating future improvements.

Policy 2.2: Impact of Land Use Changes on the Multi-Modal System

The City shall assess the impacts of future land use changes on the overall transportation system, including roadway, transit, bicycle and pedestrian levels of service.

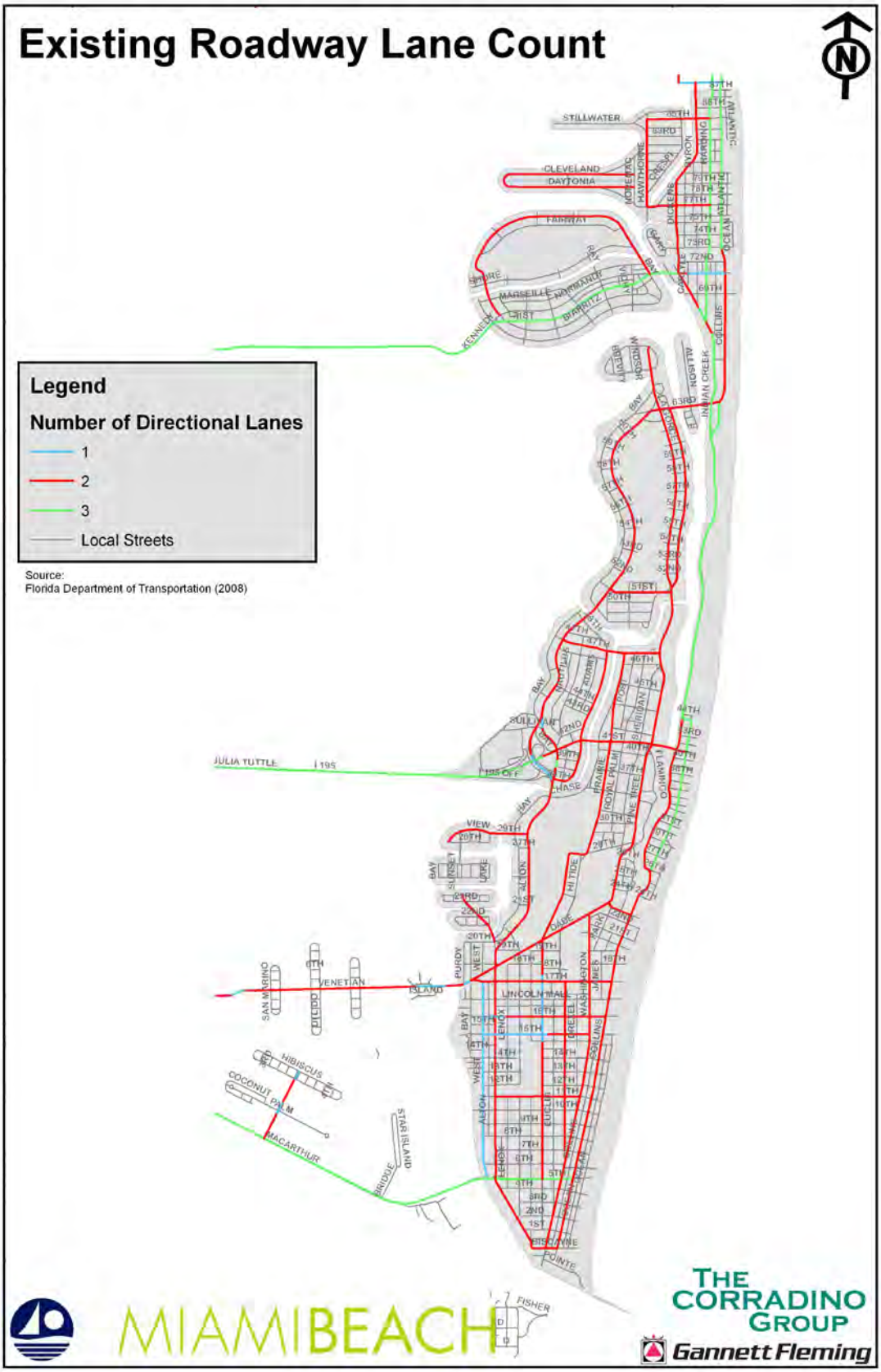
Policy 2.3: Transit Oriented Design (TOD) (please see Glossary of terms)

By 2015, the City shall examine the type of incentives and create design guidelines for TODs within the City. The City shall include transit intermodal facilities, transfer centers and transfer stops into Land Use and Design Guidelines to achieve context-sensitive integration with residential and commercial land uses. Locations for maintenance and storage of transit infrastructure may be incorporated into such facilities.

Policy 2.4: Transfer Locations

The City shall maintain regular coordination with Miami-Dade County Department of Transportation and Public Works (DTPW) to construct transit intermodal facilities and transfer centers to serve existing and future multi-modal transportation uses. The City shall ensure success of the transit environment and transfer options to facilitate safe, efficient and convenient transfers and highest standards of passenger amenities to serve transit riders. Transfers are an essential part of an effective transit system because they maximize the coverage area and mobility options. Hence, in order to obtain a successful transit environment, it is of critical importance to provide safe, efficient and attractive transfer stops/centers to enhance mobility, provide safe and amenity-rich transit services that support the surrounding community through context-sensitive design and integration. In designing transfer locations the City shall take into consideration adjacent projects, integrate the culture of the surrounding community, and potentially venture into joint development with private land owners to create a mixed use transfer locations, as

appropriate. Furthermore, the City shall ensure that potential noise, air quality, and other environmental impacts are identified and mitigated as appropriate.


Existing Roadway Lane Count
N
Legend
Number of Directional Lanes
1
2
3
Local Streets
Source:
Florida Department of Transportation (2008)
STILLWATER
CLEVELAND
DAYTONA
MARSEILLE
BIARRITZ
JULIA TUTTLE
I 195
VENETIAN
ISLAND
SAN MARINO
PONCE
HIBISCUS
COCONUT
PALM
MACARTHUR
BRIDGE
STAR ISLAND
UNCOLN MALL
BISCAYNE
POINTE
FISHER
MIAMIBEACH
THE CORRADINO GROUP
Gannett Fleming

OBJECTIVE 3: ROADWAY PLANNING, DESIGN AND CONSTRUCTION

The City shall continue to provide for a safe, convenient, efficient and effective transportation system, which sustains the city's natural, aesthetic, social and economic resources.

Policy 3.1: Vehicular and Pedestrian Bridges

The City shall continue to monitor the condition of the many vehicular and pedestrian bridges and restore or replace as needed in coordination with FDOT where appropriate.

Policy 3.2: Roadway Projects

The City shall undertake necessary steps to meet the required level of service on the links and intersections included in the City's transportation network, consistent with the 2015 Transportation Master Plan, the 2015 Bicycle Pedestrian Master Plan, and the Miami Beach Street Design Guidelines (April 2016). The proposed projects are a result of the needs assessment performed as part of this Transportation Element and included in the Data, Inventory and Analysis section,

Policy 3.3: Context Sensitive Design (CSD) (please see Glossary of terms)

All roadway, planning and design projects shall follow context sensitive design defined as a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.

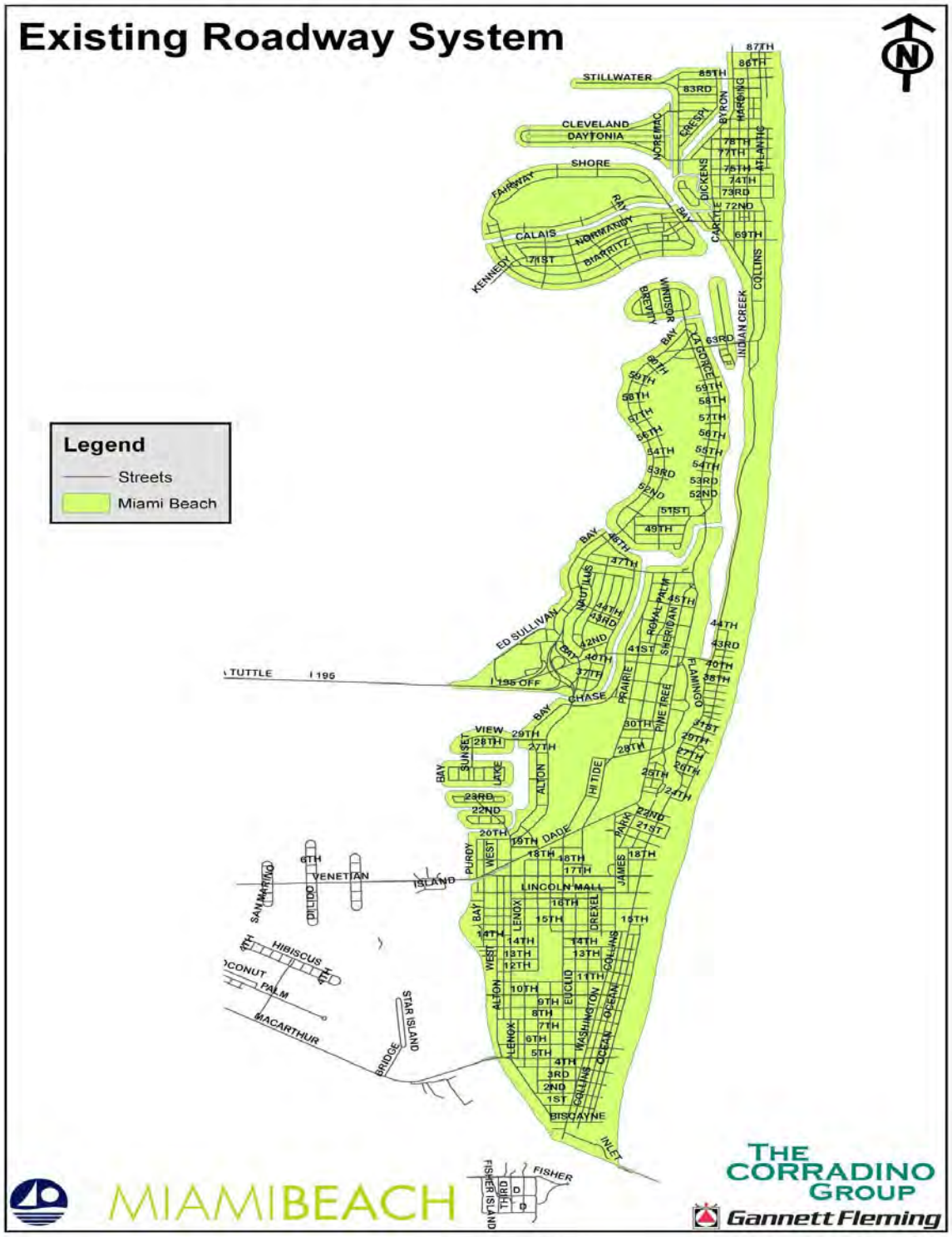
Policy 3.4: Sustainable Development (please see Glossary of terms)

The City shall plan, design and construct roadway projects and provide approval for commercial roadway projects that minimize consumption of non-renewable resources, limit consumption of renewable resources to sustainable yield levels, reuse and recycle its components, and minimize the use of land and production of noise. To this end, the City shall integrate multimodal transportation facilities to reduce reliance on automobiles through initiatives such as:

- Trolley system expansion.
- **Transit development** throughout the City to enable access to longer distances without the need for a private vehicle.
- **Integration of Trolley and Transit service** to achieve optimal connectivity**.**
- **Exclusive Transit Lanes.** As a way to incorporate the overall vision for an interconnected and reliable transit network for the City, exclusive transit lanes were considered for corridors with prioritized transit modes. The provision of a lane(s) solely dedicated to transit offers a range of operations and economic opportunities for a corridor. Exclusive transit lanes allow for the implementation of Rapid Transit systems and improve the reliability of traditional bus service. Light Rail/Modern Streetcars, Bus Rapid Transit (BRT) and Enhanced Bus systems are forms of rapid transit that combine stations, vehicles, services, and ITS elements into an integrated

system. The City is studying Rapid Transit Systems to determine demand, cost, benefit, and impact.

- **Concurrent flow bus lanes** should allow at least two (2) adjacent general traffic lanes in the same direction of travel.
- **Contra flow bus lanes** should allow at least two (2) traffic lanes in the opposite direction of travel, as deemed technically feasible.
- **Expansion of the Atlantic Greenway Network** by continued negotiation with property owners along the Atlantic Ocean and along Biscayne Bay.
- **Bicycle rack installations**. City will maintain the approximately 500 bicycle racks installed in 2015-2016, and continue to install additional bicycle racks as recommended in the 2015 Bicycle Pedestrian Master Plan in safe, convenient location along commercial corridors, residential areas and public facilities. Bicycling as an alternative form of transportation will increase the quality of life for our community by reducing traffic congestion.
- The City will adhere to the policy governing protected bicycle lanes as contained in the 2015 Bicycle Pedestrian Master Plan.
- **Bicycle rental program** – The City already started this program with a proposal to install up to 85 kiosks of approximately 16 bicycles per kiosks. The benefits of this program include reduced traffic congestion, improved air quality, quieter and more livable streets and the opportunity for citizens to improve their health through exercise.
- **Shared car program** will allow for the short term access to vehicles by residents and visitors reducing the need for vehicle ownership and encouraging the use of alternative modes of transportation.



Source: City of Miami Beach (2008)

City of Miami Beach Transportation Element

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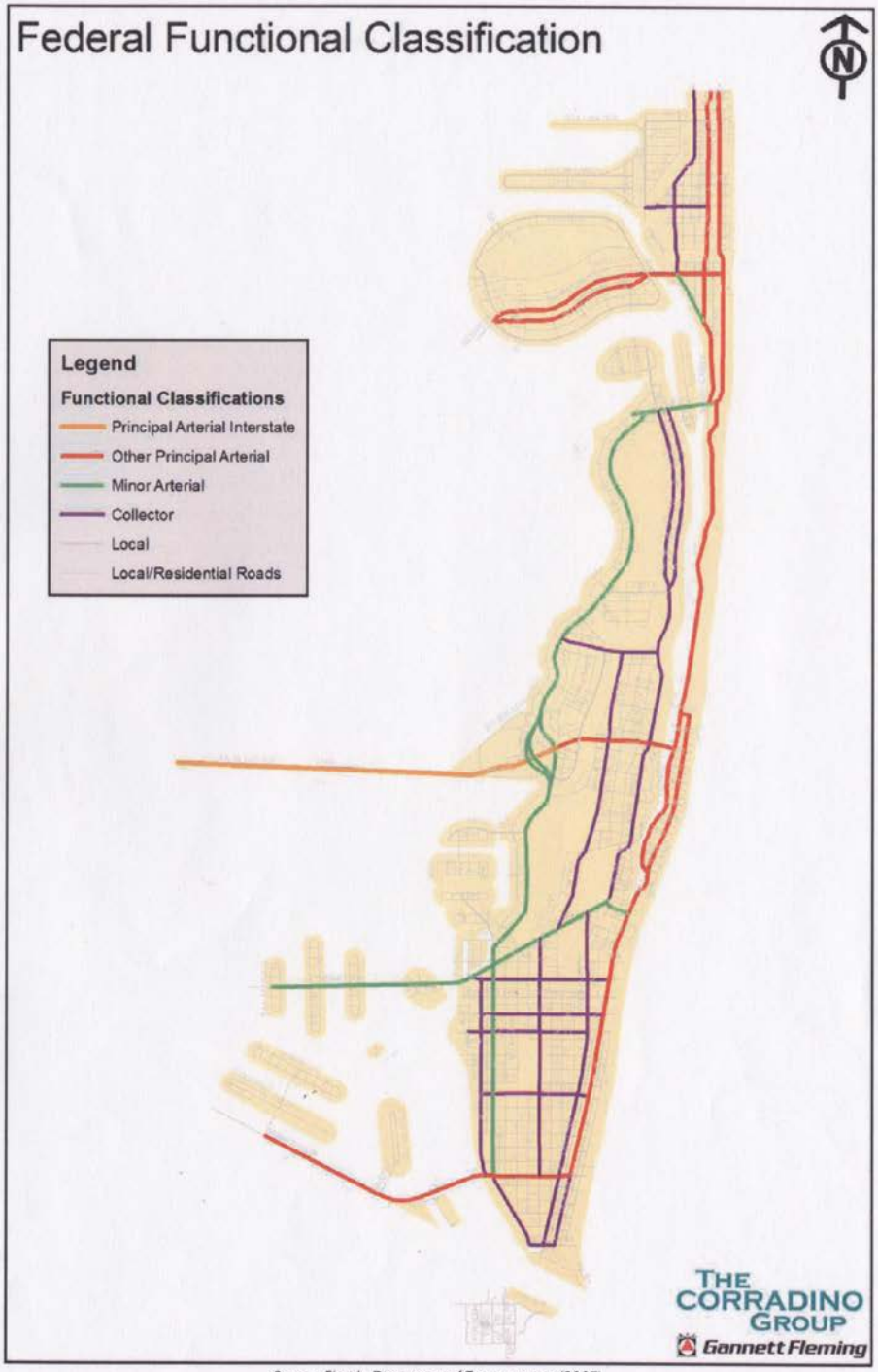
Map 6 Existing Functional Classification



Source: Florida Department of Transportation (2007)

OBJECTIVE 4: MASS TRANSIT

The City shall work with transportation partners, specifically Miami-Dade Transit, to provide residents and visitors with convenient, reliable, safe and comfortable public mass transportation system, including transit intermodal facilities, transit centers or transit stops.

Policy 4.1: Meeting Transit Level of Service

The City shall maintain consistency with the transit level of service standard of Miami-Dade County Comprehensive Plan. The City will continue to perform studies which examine the use of Light Rail/Modern Streetcar, Bus Rapid Transit, trolleys, preemptive traffic signals and any other technologies appropriate for Miami Beach. The City shall continue to follow the guidelines and standards as outlined in recent planning studies such as the Coastal Communities Transportation Management Plan, the Coastal Communities Transit Study, and the 2015 Transportation Master Plan.

Policy 4.1.1: Reliance on Transit Services.

Transit services within the City of Miami Beach consist of regional and local routes operated and maintained by Miami-Dade County (MDC), and a local trolley service provided by City. The City's 2015 Transportation Master Plan prioritizes continued expansion of transit services, as there is a growing portion of the City's daily population that is reliant on these transit services to enter, travel within, and/or leave Miami Beach. The City desires to continually increase the number of persons within the City and region to use Transit Services, and for the City to provide more convenient, reliable, safe, and comfortable mobility options.

Policy 4.2: Minimum Peak Hour Service Standard

The City shall coordinate with DTPW by 2012 so that the minimum peak hour mass transit level of service standards provided by DTPW within the City shall be done with public transit service having no greater than 15 minute headways and an average route spacing of ¼ mile provided that:

1. The average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 people per square mile, and the service corridor is 1/2 mile on either side of any necessary new routes or route extensions to the area of expansion;

2. It is estimated that there is sufficient demand to warrant the service; and

3. The service is economically feasible.

Policy 4.3: Development Compliance with Transit Level of Service

Issuance of all development orders for new development or significant expansions of existing development shall be contingent upon compliance with the above level of service standards.

Policy 4.4: Enhanced Transit Amenities

The City shall coordinate with Miami-Dade Transit to provide enhanced transit amenities, such as transit intermodal facilities, with integral parking and/or park-and-ride facilities, as appropriate, dedicated to transit patrons. This coordination with DTPW shall include transit centers, and transit stops with real time transit location information, passenger amenities, and bicycle facilities.

Policy 4.5: Transit Intermodal Facilities/Transfer Centers/Transit Stops

The City shall continue to coordinate with DTPW to construct intermodal transit facilities to serve transportation uses that support the future exclusive transit lanes identified in the 2015 Transportation Master Plan for Rapid Transit Systems at intercept locations entering the City and shown in the map entitled “Miami Beach Transit Corridors and Transit Intermodal Facilities”. The City shall develop transfer centers and stops to ensure that longer distance travel, not readily accessible by foot or bicycle, are accommodated to provide enhanced mobility between the City of Miami Beach, Downtown Miami and beyond.

Miami Beach
Transit Corridors &
Transit Intermodal Facilities
Legend
Potential Transit Intermodal Hubs
Transit Corridors
Light Rail/Modern Streetcar Corridor
Potential Light Rail/Modern Streetcar Corridor
Exclusive Transit Lanes Corridor
Potential Exclusive Transit Lanes Corridor
North Bay Village
Miami Beach
0
0.6
1.2
Miles
Miami Beach
Transit Corridors &
Transit Intermodal Hubs
N

Policy 4.6: Providing Basic Transit Infrastructure

Development approval for sites located on main thoroughfares within existing transit routes shall be required where appropriate, to incorporate transit facilities and dedicate an easement to Miami Beach or DTPW for public transit amenities. The dedicated easement shall be of sufficient size to allow for 1) Americans with Disabilities Act (ADA) access to transit 2) for future shelter placement, and 3) for future placement of shared bicycles. Fair share contributions in lieu of easement dedication may be granted when an existing bus shelter, pad, or shared bicycle facility is located within ¼ mile from the proposed development on the same side of the roadway. Appropriate bus stop facility locations shall be determined by analyzing the existing need on established routes and assessing the existing built environment such as the width of the sidewalk, the presence of a sidewalk and/or the location of any existing structures. Transit routes with the highest ridership and located on an existing bicycle route will be the highest priority for facility placement.

Policy 4.7: Reserved

Policy 4.8: Coastal Communities Transit Plan

The City shall pursue relevant transit recommendations included in the 2015 Transportation Master Plan, including working with DTPW to implement recommendations requiring County participation as outlined below:

a. Implementing non capital projects using existing resources

b. Implementing express routes using existing bus resources along the A1A corridor

c. Implementing circulators to complement the A1A express routes.

   i. Both the North Beach and Middle Beach circulators could be reconfigured from existing MDT routes

   ii. The South Beach Local could be extended from existing MDT routes

d. Develop transfer stations and intermodal centers to connect the routes

e. Determine the initial capital requirements for a BRT System on Miami Beach

f. Enhance MDT east/west routes from existing MDT routes

Policy 4.9: Transit Routes

The City shall continue to coordinate with DTPW to ensure that transit service within the South Beach, Middle Beach and North Beach TCMA's maximize mobility and reflects routes that facilitate movement within the City, while preserving the historic character of the community.

Policy 4.10: Special Transit Services

The City shall continue to encourage DTPW to provide a more convenient, accessible, and equitable paratransit services to all eligible users within Miami Beach including the elderly, handicapped, low income and other transit dependent users.

Policy 4.11: Beach Corridor Transit Connection Project (formerly known as Baylink)

The City shall continue to pursue the component of the Metropolitan Planning Organization (MPO) 2015 Beach Corridor Transit Connection Study that is located in the South Beach portion of Miami Dade (south of Dade Blvd and east of Biscayne Bay). This study provided an update to and reaffirmed the 2014 Bay Link Study which recommended a mass transit connection from downtown Miami the Miami Beach Convention Center across the MacArthur Causeway.

The City encourages FDOT, CTPW, the City of Miami and the Metropolitan Planning Organization (MPO) to move forward with the recommendations of the Policy Executive Committee for the 2015 Beach Corridor Transit Connection Study to complete the Project Development and Engineering for McArthur Causeway portion of the Project as expeditiously as possible.

OBJECTIVE 5: PEDESTRIAN AND BICYCLE CIRCULATION

The City shall strive to increase and promote the safe and convenient use of its bicycle and pedestrian networks including the creation, extension, and improvements of bicycle and pedestrian facilities between and among present and potential major generators of bicycle and pedestrian traffic.

Policy 5.1: Bicycle Network

The City shall provide a safe bicycle network as specified in the Recreation and Open Space Element.

Policy 5.2: Pedestrian Safety

The City shall provide curb cuts and barrier free walkways enabling all pedestrians, specifically the elderly and handicapped, to cross intersections safely and easily.

Policy 5.3: Pedestrian, Bicycle and Special Needs Projects

Projects to be included in the Capital Improvement Element shall consider the accommodation of pedestrians, bicyclists, and disabled traveler needs into all projects where non-motorized travel is consistent with adopted current regional and local plans.

Policy 5.4: Bicycle Facilities

The further development of thoroughfares shall consider the creation, extension and improvement of bicycle lanes, paths, boulevards, and other bicycle facilities as an effort to develop “complete streets.” The City will continue to follow the guidelines and standards as outlined in recent planning studies such as the Coastal Communities Transportation Management Plan.

Policy 5.5: System Connections

The City shall continue to seek opportunities to complete connections between existing bicycle facilities, sidewalks and/or shared use paths in all future transportation improvements and plans.

Policy 5.6 Bicycle Storage

The City shall establish guidelines for the provision of short term and long term bicycle parking areas**,** including bicycle racks for multifamily residential areas, commercial areas, and recreational areas.

Policy 5.7: Pedestrian *Safety Facilities* at Intersections

The City shall undertake specific evaluation of individual intersections in an attempt to determine if vehicular or pedestrian priority is needed, so that the appropriate intersection treatments can be implemented. All intersections should be outfitted with pedestrian-friendly amenities including, but not limited to: countdown pedestrian signals, high visibility pedestrian crosswalks, and/or crosswalk lighting as appropriate and pedestrian-oriented treatments. These treatments maximize pedestrian safety by utilizing design strategies that mitigate the impact of high-volume traffic and enhance roadway safety for pedestrian crossings. In the commercial districts for commercial uses the strategies include locating buildings at all intersection corners close to the street to provide a perception of enclosure and safety for pedestrians, clearly striping cross-walks and using different paving materials, as well as reducing the distance between curb corners to reduce pedestrian crossing distance.

Policy 5.8: Beachwalk and Baywalk Projects

The City shall continue the implementation of the Beachwalk and Baywalk Projects in order to further the City's vision of having a continuous on-grade recreational path running north/south along the coast linking the City's South, Middle and North Beach Neighborhoods. Such Projects would combine to form one interconnected recreational path that is ADA accessible and environmentally compatible with the dune and marine environment.

Policy 5.9: Atlantic Greenway Network (AGN) (please see Glossary of terms)

The City shall continue to implement the AGN as a means of promoting alternative transportation and community enhancements throughout Miami Beach. This will increase safety for pedestrians and bicyclists**,** and will diminish gaps in the system, while improving network connectivity and establishing future pedestrian paths and bikeways.

Atlantic Greenway Network-Bike Master Plan

City of Miami Beach Transportation Element

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Map 7 – Existing Bicycle Facilities

Source(s): City of Miami Beach, Miami Dade County (2008)

OBJECTIVE 5A: TRANSIT MODE

An essential component to meet the mobility needs of Miami Beach's residents, visitors, and employees, improve and sustain the City's economic vitality, and support the growth and development of urban mixed-use centers, is providing a system of interconnected transit services.

Policy 5A.1: Transit Serves as an Alternative to the Private Automobile.

Transit should serve as an alternative to the private automobile in reaching the City from the mainland and be able to make longer trips to connect between many of the City's important destinations that may be too far for people to walk or bicycle. Therefore, providing high quality transit service is an important part of developing a sustainable transportation system and providing options to travel to and within the City without the need to rely on a private vehicle.

Policy 5A.2: Reliance on Transit Services.

Transit services within the City of Miami Beach consist of regional and local routes operated and maintained by DTPW, and a local trolley service provided by City. The City should continue to expand transit services, as there is a growing proportion of the City's daily population that is reliant on these transit services to enter, travel within, and/or leave Miami Beach. The City desires to continually increase the number of persons within the City and region to use Transit Services, and for the City to provide more reliable mobility options.

Policy 5A.3: Transit Infrastructure.

The City should explore mobility benefit, cost effectiveness and design of exclusive transit lanes, including but not limited to, concurrent flow bus lanes and contra flow bus lanes.

Policy 5A.4: Capacity and Operational Strategies

The City should encourage and explore various operational strategies including:

a. Realigned transit service schedules.
b. Monitoring the security of transit patrons, stations, and vehicles.
c. Enhanced transit amenities and safety.
d. Universal fare cards for regions with multiple transit agencies.
e. Installation of bus-priority traffic signals.
f. Provision, if feasible, of queue-jumper lanes at intersections where there are no stops.
g. Consolidation of stops.

Policy 5A.5: Transfer Locations.

The City shall maintain constant coordination with DTPW to construct intermodal transit facilities to serve existing and future multi-modal transportation uses. The City shall ensure success of the transit environment with proper management and transfer options to minimize delays, missed departures, long wait times, and/or bus crowding by ensuring adequate or sufficient infrastructure. Transfers are an essential part of an effective transit system because they maximize the coverage area and diversity of active transportation services. Hence, in order to obtain a successful transit environment, it is of critical importance to provide efficient and attractive transfer stops/centers to improve the quality of transit services as well as support the surrounding community. In designing transfer locations the City shall take into consideration adjacent projects, integrate the culture of the surrounding community, and potentially venture into joint development with other sectors (such as retail and/or civic spaces). Further, the City shall ensure that the transfer locations do not contribute to unwanted noise, emissions, and potentially loitering passengers.

Policy 5A.6: Transfer Stops/Center.

Through transfer stops or centers the City seeks to improve livability, mobility, and accessibility. The City shall identify key locations based on existing transit activity, boardings and deboardings, converging transit routes, available right-of-way (ROW), existing infrastructure, surrounding neighborhoods, transportation priorities, and existing and future land use. The City shall also consider ridership data and converging transit routes locations as to where transfer stops/centers are likely to be needed within the City.

Policy 5A.7: Enhanced Transit Amenities.

The City shall coordinate with Miami-Dade Transit to provide enhanced transit amenities, such as bus shelters, intermodal facilities, parking, park and ride amenities, transfer stations/centers, buses, implementation of bus rapid transit (BRT) along selected corridors, real time transit location information at shelters, exclusive bus lanes, and at intermodal terminals, more comfortable bus seating, and passenger amenities, etc.

Policy 5A.8: Providing Basic Transit Infrastructure.

Development approval for sites located on main thoroughfares within existing transit routes shall be required, where appropriate, to construct appropriate transit facilities and/or dedicate an easement to Miami Beach or Miami-Dade transit (or its successor agencies) for public transit uses. The dedicated easement shall be of sufficient size to allow for American with Disabilities Act (ADA) access to transit and for future shelter placement. Fair share contributions in lieu of easement dedication may be granted when an existing bus shelter or pad is located within ¼ mile from the proposed development on the same side of the roadway. Appropriate bus stop facility locations shall be determined by analyzing the existing need on established routes and assessing the existing built environment such as the width of the sidewalk, the presence of a

sidewalk and/or the location of any existing structures. Bus routes with the highest ridership and located on an existing bicycle route will be the highest priority for facility placement.

Policy 5A.9: North Beach and Middle Beach Circulators (Local Circulators Systems).

The City shall plan, design, seek funding for and implement local circulator systems in North Beach and Middle Beach. The City shall continue to plan and coordinate with Miami-Dade Transit (MDT) and the Florida Department of Transportation (FDOT) to develop a connected circulator system that feeds regional routes and future rail connections.

OBJECTIVE 6: MULTI-MODAL TRANSPORTATION

The City shall continue to support and promote multiple modes of transportation by considering Transportation Demand Management (TDM), Transportation Systems Management (TSM) , and other techniques.

Policy 6.1: Transportation Systems Management (please see Glossary of terms)

Through the site plan review process, the City shall require appropriate TSM strategies to improve the mobility systems efficiency, effectiveness and safety. These may include but are not limited to:

- Site access management and safety
- Parking facilities and programs
- The implementation of programs that support carpools, vanpools or ridesharing

Policy 6.2: Transportation Demand Management (please see Glossary of terms)

The City shall develop and implement a Transportation Demand Management (TDM) program, intended to reduce the dependence on single-occupant vehicle trips, and the encouragement of the use of bicycle, pedestrian and transit modes as a means of commuting and recreational mobility. These may include, but are not limited to:

- carpools,
- van pools,
- demand response service,
- public/private provision of transit service,
- bicycle sharing, or shared car initiatives, transfer hubs, transfer stops, parking facilities dedicated to transit patrons, and carpools
- provision of short term and long term bicycle parking, showers and changing facilities,
- provision of parking for carpools,
- alternative hours of travel, including flexible work hours, staggered work shifts, compressed work weeks and telecommuting options,
- subsidy of transit fares,
- used of long term parking to be developed at City's entry points,
- shared vehicular and pedestrian access for compatible land uses, where possible,
- shared parking agreements for compatible land uses, where possible,

Policy 6.3: Intelligent Transportation Systems (please see Glossary of terms)

The City shall pursue implementation of Intelligent Transportation Systems (ITS), to help manage congestion on facilities within Miami Beach as well as those facilities connecting the City with the mainland transportation system. This may include using various forms of technology, not limited to cameras, and electronic signage, to inform travelers of the condition of the transportation system, roadway level of service, and availability of parking citywide.

Policy 6.4: Balancing Modal Split

The City shall attempt to better balance the mode split between automobiles and alternative modes of transportation, such as bicycling and transit, particularly in the morning, afternoon and evening peak hour periods. In the meantime, the City will use the MPO's regional model to establish the modal split within the City. The City shall create transit hubs, transit centers and stops to integrate the various modes at one location according to modal priority.

Policy 6.5: Mode Split Analysis

The City's goal is to achieve its 2035 vision of a minimum transportation mode split of 20% mass transit, 17% walking, 10% bicycling, and 10% other modes through support of and implementation of multimodal transportation improvements.

Policy 6.6: Funding Multimodal Improvements

The City's transportation is funded from a portion of the Quality of Life Resort Tax. The City shall examine the feasibility of expanding sources of revenue for a transportation trust fund in which to invest its revenue generated via taxes or development fees, etc. and which will be earmarked towards the implementation of scheduled transportation improvements, in coordination with long-term master planning efforts.

Policy 6.7: Prioritizing Multimodal Improvements

The City shall continue implementation of prioritized multimodal improvements, as documented in the 2015 Transportation Master Plan (TMP).

Policy 6.8: Multimodalism as a Condition of Development Approval

As part of the plan review and approval process, the City shall negotiate with applicants for necessary improvements and enhancements on the private property, such as, but not limited to, dedications or easements for transit bus stops as part of the City's multimodal network.

Policy 6.9: Reducing Modal Conflict

The City will work to reduce conflicts among various modes of transportation. This shall be done through:

a. Establishment of enhanced intersections with more pedestrian-friendly and safe crosswalks with enhanced signage;

b. The development of bicycle paths and lanes with bollards and raised islands to increase safety at intersections by preventing vehicles from entering special lanes.

c. Develop transit hubs, centers and stops to ensure user safety and convenience.

d. Adopt new pavement markings, presented in the 2016 Bicycle-Pedestrian Master Plan (i.e. Bicycle boulevard pavement marking), and continue to implement colored bicycle boxes at intersections, points of conflicts, and other recommended locations citywide.

Policy 6.10: Awareness Mobility Options

To improve citizen and visitor awareness of mobility options within the South Beach, Middle Beach and North Beach TCMA's, the City shall establish mechanisms to highlight information regarding the availability of mobility options.

Policy 6.11: Multimodal Strategies

Through the site plan review process, the City shall educate the development community and promote TSM and/or TDM strategies and incentives to use alternate modes of transportation (such as parking policies and provision of intermodal transfers), that will accomplish mobility within and through each transportation concurrency management area.

Policy 6.12: Reserved

Policy 6.13: Reserved

Policy 6.14: Transportation Planning

The City is currently using the 2015 Transportation Master Plan as a basis for capital budgeting and transportation planning efforts. The City shall treat its Municipal Mobility Plan, its Transportation Master Plan, and Bicycle Pedestrian Master Plan as living documents, which should be updated on a regular basis. The City should update the Transportation Master Plan every five years.

Policy 6.15: Transit Intermodal Facilities Plan

The City should pursue the implantation of Transit Facilities in association with the implementation of the exclusive transit lanes in the 2015 Transportation Master Plan.

The 2015 TMP identified transfers as an essential part of an effective transit system because they maximize the coverage area and diversity of active transportation services. Hence, in order to obtain a successful transit environment, it is of critical importance to provide efficient and attractive transfer stops/centers to improve the quality of transit services as well as support the surrounding community. Transfer stops, transfer center/stations, and park-and-rides (intercept garages) are all defined in the TMP as different types of transit infrastructure. The City should pursue intercept parking as part of transit and transfer facilities to reduce vehicles coming onto Miami Beach.

Policy 6.16: Causeway Capacity

The City shall evaluate the methods for maximizing mobility on the causeways connecting the City and the mainland. Alternatives may include physical capacity improvements, the addition of lanes, or sharing of lanes for BRT or other mass transit modes connecting with intermodal centers, or other congestion management improvements.

Policy 6.17: Reserved

Policy 6.18: Corridor Safety

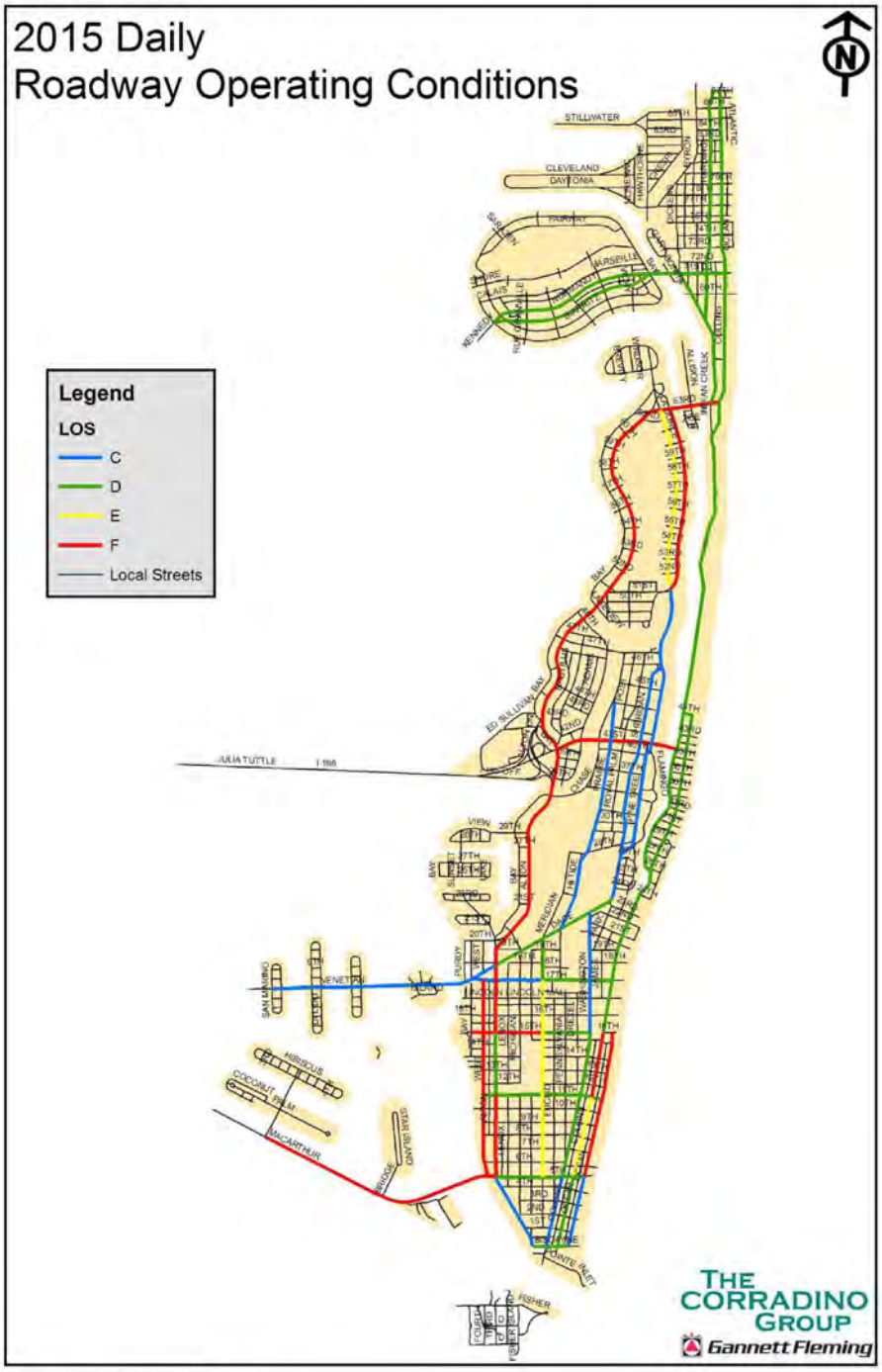
The City shall undertake an evaluation of the existing transportation corridors in an attempt to enhance safety and optimize mobility for all modes of transportation. In addition, the City should encourage the development of an intersection safety program in which intersections with skewed geometries or high crash intensities are specifically reviewed and analyzed by a traffic engineer to improve safety for all modes of transportation.

Policy 6.19: Mac Arthur Causeway

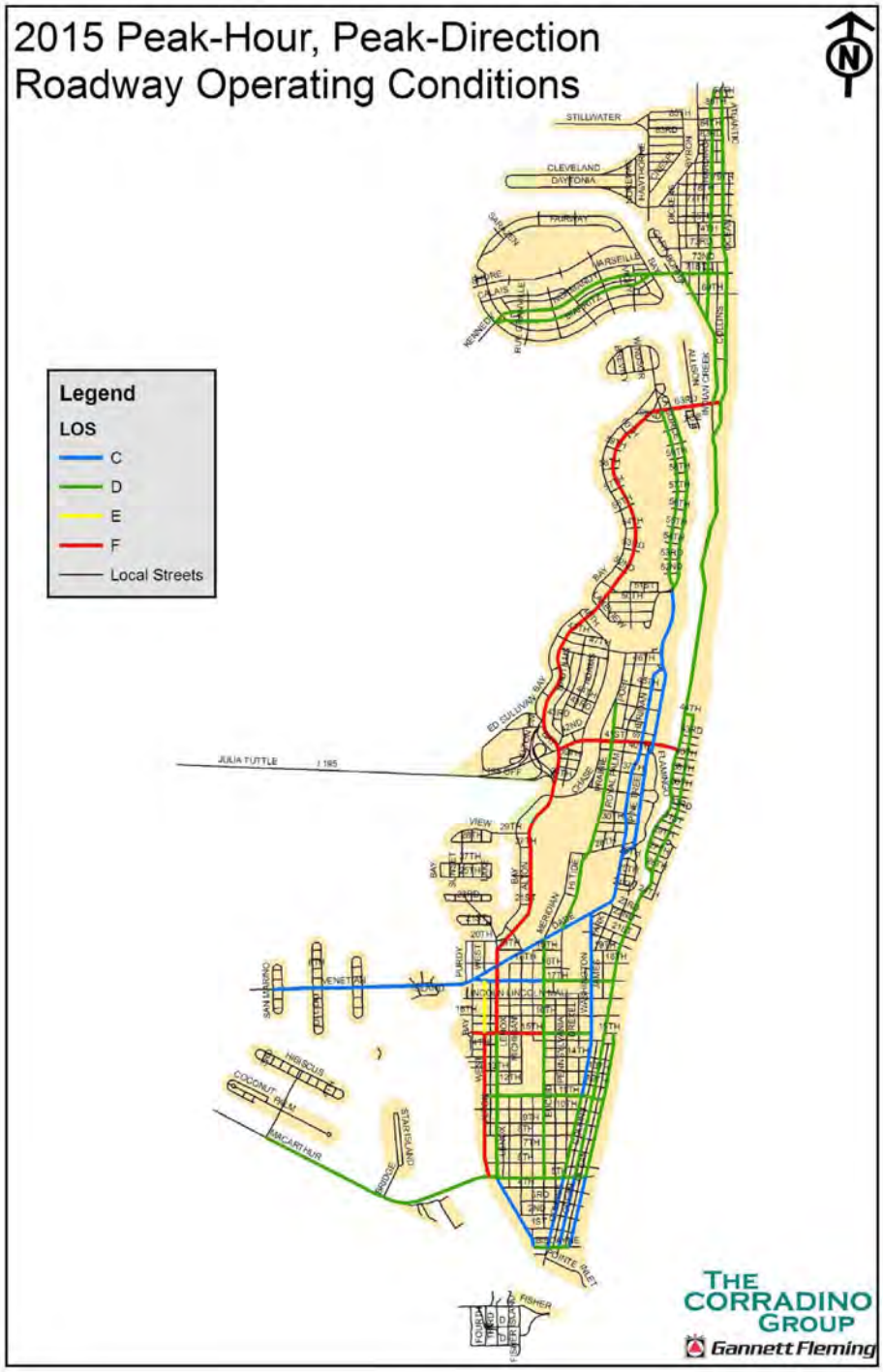
There shall be a full facility impact review of any request for a development permit to be issued by the City for the expansion of the existing cargo port facility in order to preserve the limited traffic capacity of the MacArthur Causeway and the ferry service to Fisher Island and ensure consistency with the Conservation/Coastal Management Element. Conversely, the existing MacArthur Causeway cargo terminal shall continue to be designated Light Industrial on the Future Land Use Map as to protect the facility from the encroachment of incompatible land uses.

Policy 6.20: Venetian Causeway

The Venetian Causeway shall not be used as an option for connective multimodal capacity improvements above regular needed local bus service.



Source: The Corradino Group, Inc. 2008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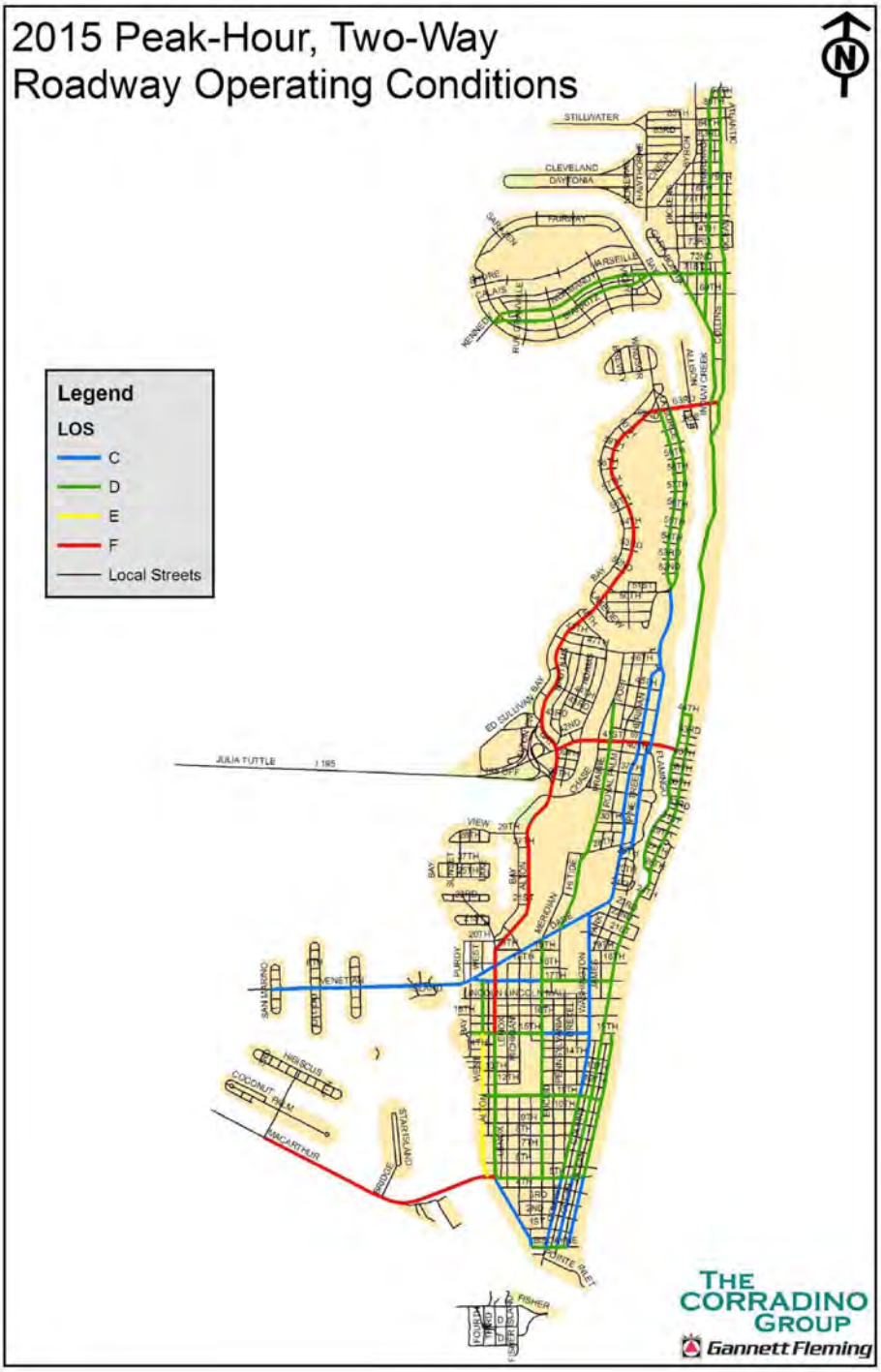
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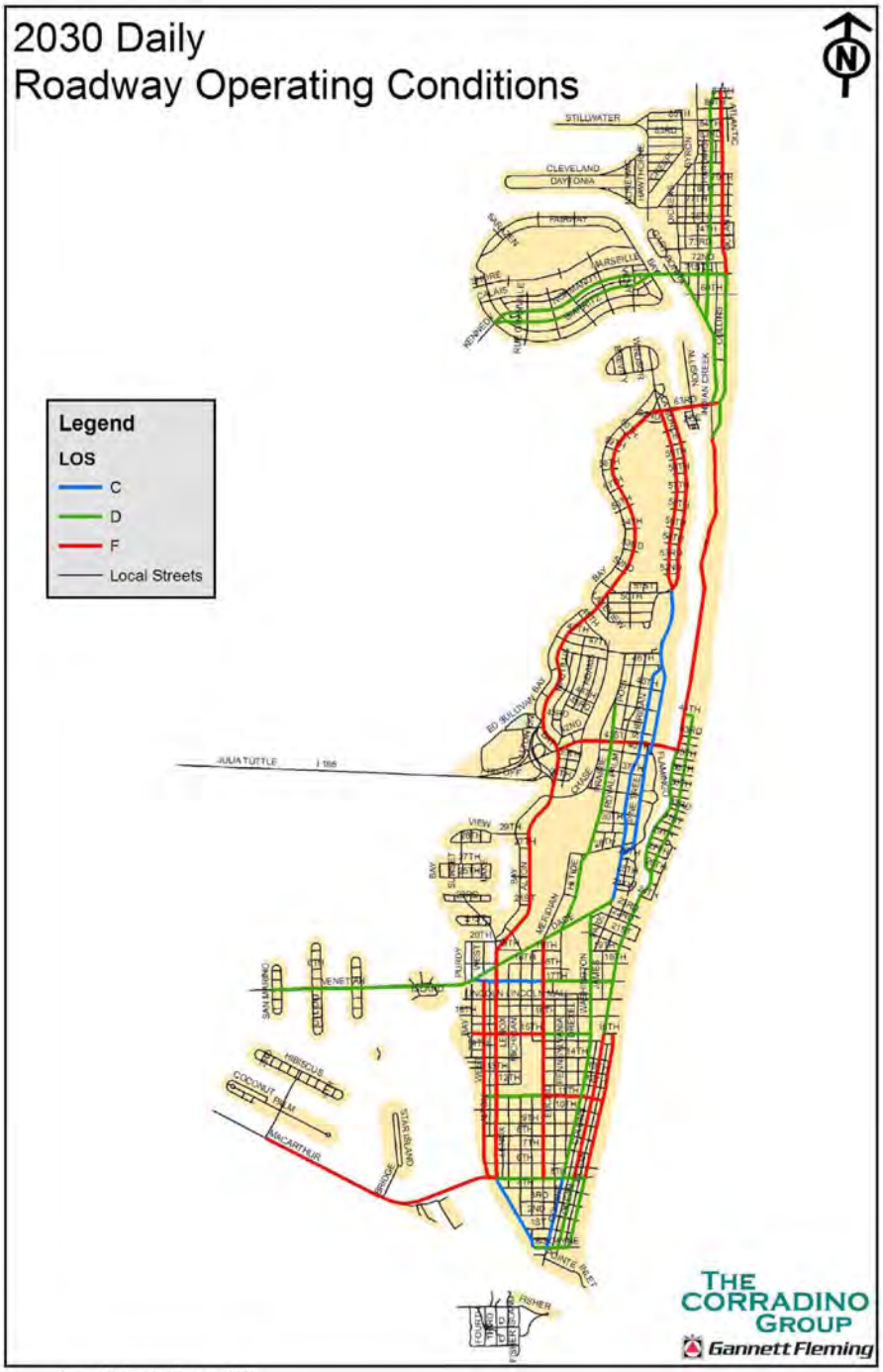
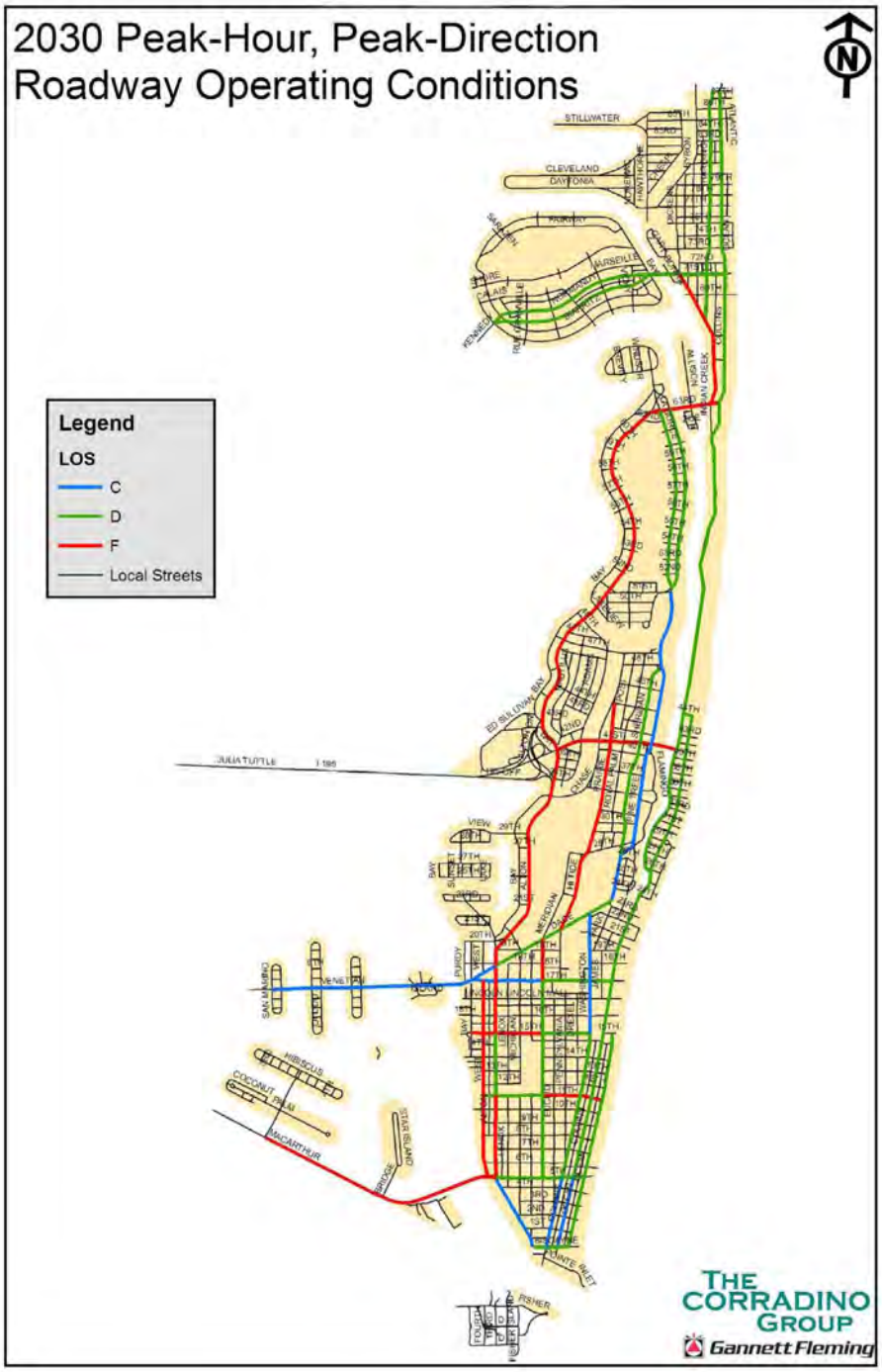


Source: The Corradino Group, Inc. 2008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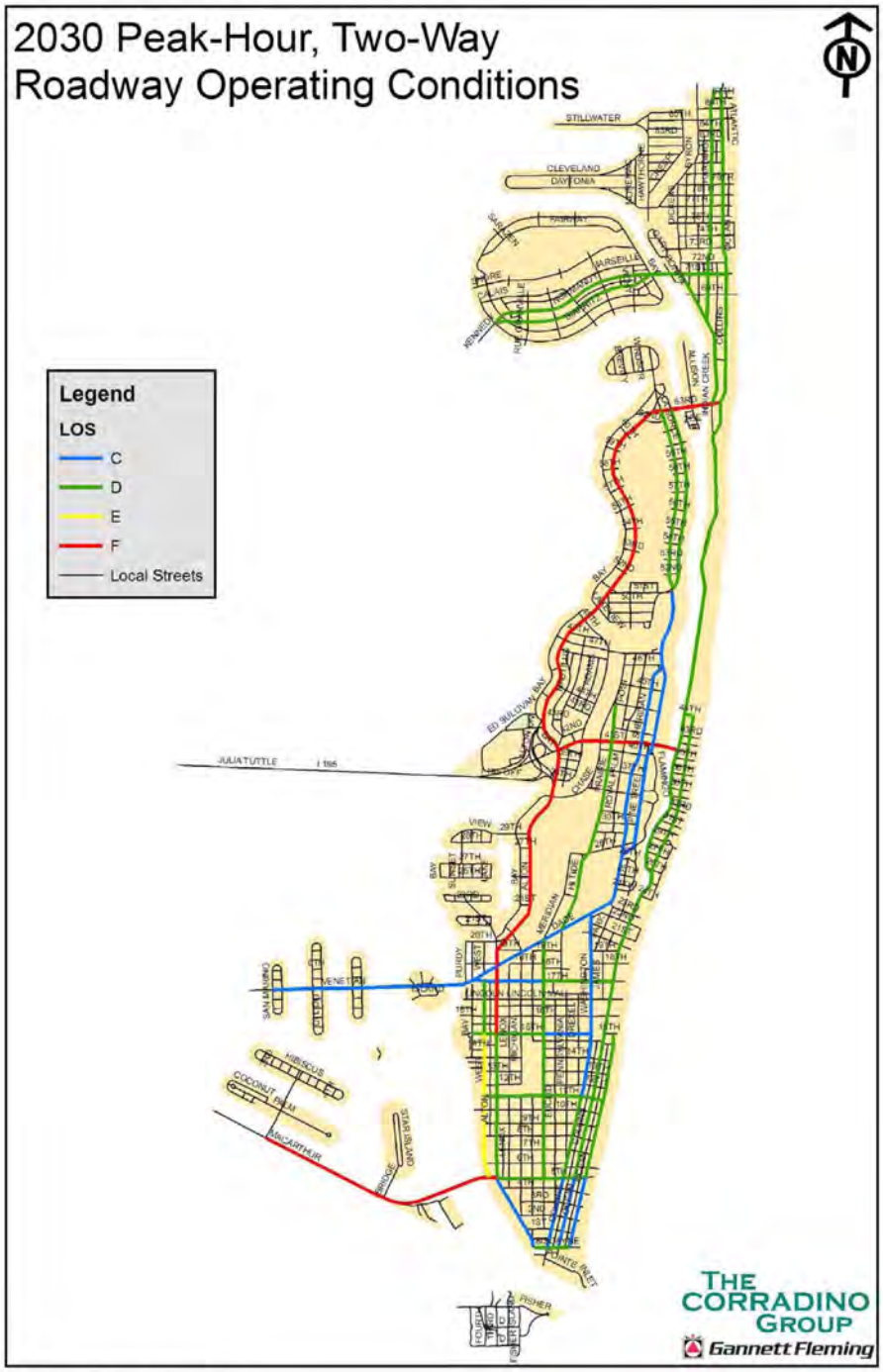

Source: The Corradino Group, Inc. 2008

OBJECTIVE 7: ENHANCE, PROTECT, AND PRESERVE THE CITY'S NEIGHBORHOODS

To provide a safe and attractive transportation system throughout the City that meets the needs of the users of the right-of-way, the neighborhoods, the neighboring communities, and the environment.

Policy 7.1: Public Involvement in the Transportation Process

All projects shall include key stakeholders at early stages to ensure continuous commitment to public involvement, flexibility in exploring new solutions, and an openness to new ideas. Community members shall play an important role in identifying local and regional identification of issues and solutions that may better meet and balance the needs of all stakeholders.

Policy 7.2: Neighborhood Protection

The City shall strive to protect the residential neighborhoods from unnecessary traffic intrusion through the evaluation and implementation of traffic calming, regulatory or operational alternatives identified in the adopted Street-Design Guidelines which would provide incentives for non-local traffic to remain on the designated arterial network.

Policy 7.3: Discourage Cut-through Traffic

The City will work with Miami-Dade County and FDOT to recommend changes to its engineering design criteria to provide appropriate access management techniques to discourage neighborhood cut-through traffic. These may include but shall not be limited to:

- Access on the highest-classified street where City or FDOT standards can be met;
- Joint access, cross access, and shared access;
- Raised median diverters;
- Pedestrian access to encourage walking, rather than driving, short distances;
- Transit orientation, including safe and convenient pedestrian routes to the nearest bus stop;
- Speed tables

Policy 7.4: Traffic Calming

The City will continue to maintain a traffic calming program to provide for safe and viable neighborhoods and discourage speeding and cut-through traffic. It shall put together a menu of preferred traffic calming methods. This will detail their purpose, ideal implementation scenario, effectiveness and cost. This can be used as a menu to guide and streamline the process. To the extent possible the City shall maintain local control over the implementation of traffic calming measures.

Policy 7.5: Roadway Safety

The City will coordinate with DPTW and FDOT to ensure that short-term and maintenance of traffic signals and signage are continuously monitored and updated.

Policy 7.6: Emergency Vehicle Access

Emergency vehicle access shall be considered during any modification of the transportation system, including access to parcels and the design and construction of roads and traffic calming devices.

Policy 7.7: Access Management

The City shall work with FDOT and DTPW to impose access location requirements onto City, County and State streets through the implementation of its Public Works Manual, in order to reduce existing or potential congestion and safety problems. The City shall coordinate with other agencies to ensure connectivity impacts to the adjacent transportation system are properly mitigated, adjacent land uses are properly connected, and that mobility needs are met for all modes of transportation. The City, at its own discretion, may require a transportation impact study to aid in the decision on the location and design of the access to serve a land development.

Policy 7.8: Safe Roadway Designs

The City shall use design review procedures in the land development regulations to control roadway access points in conjunction with development. Such procedures shall include provisions requiring that all access points on state roads be approved by the Florida Department of Transportation, that all access points on county roads be approved by the DTPW and that all other access points be in accordance with the best professional standards consistent with the protection of property rights.

Policy 7.9: Evaluating Crash Data to Improve Intersection Safety

The City shall prepare annual accident frequency reports for all collector and arterial roads and coordinate with the FDOT's Traffic Operations Department to mitigate problems at high crash locations.

Policy 7.10: New Connections to the Roadway Network

The City of Miami Beach, the DTPW or FDOT, depending on jurisdiction, will monitor all new connections and access points to roadways to ensure safe design. All new connections shall comply with the City's, County's and FDOT's access management standards.

Policy 7.11: Construction Impacts on Mobility

The City shall monitor the impact of construction on mobility, and coordinate with developers to minimize the impacts to automobile, pedestrian, bicycle and transit facilities. When appropriate, the City shall require a construction staging plan, and a maintenance of traffic plan which may include mitigation efforts, such as off-site parking, and staging of multiple projects to address these impacts.

Policy 7.12: Complete Streets (please see Glossary of terms)

The City shall consider all aspects of the "Complete Streets" initiative when considering improvements to public rights of way. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities, so that they can safely move along and across the right of way no matter what mode is being used. In doing so all roadway projects shall provide for appropriate widths for sidewalk or bicycle facilities where right of way is available. The City and reviewing agencies shall ensure that the new construction projects are safe for both the user and the community and that the project adds a lasting value to both motorized and nonmotorized users.

Policy 7.13: Reserved

Policy 7.14: The Use of Alleys and Service Vehicles

The City shall encourage access for parking and service vehicles to be from alleys. The City shall encourage new development and redevelopment to provide alleys through dedication of right-of-way or access easements in order to prevent roadway congestion and encourage pedestrian safety. Additionally, the City shall evaluate the feasibility of developing scheduled delivery and trash removal hours to ensure that these services are not accomplished on public streets during the peak hours.

Policy 7.15: Roadways landscaping, Lighting and Signage

When new facilities are planned, their design shall be aesthetically compatible with the surrounding community, whenever practical. The City of Miami Beach shall continue to landscape and improve entrances to the City. It shall also continue implementing programs to landscape and maintain existing median strips and rights-of-way.

OBJECTIVE 8: PARKING

The City shall provide clean, safe, and affordable parking, by continuing to explore and implement creative and technologically advanced methods of parking provision and management to satisfy the need.

Policy 8.1: Continued Development of Parking

The City shall continue with the acquisition, construction and improvements to municipal parking facilities as may be needed. The City shall also continue to monitor parking demand, and assess feasibility, where applicable, of potentially responsive strategies.

Policy 8.2: Public Private Partnerships

The City shall continue to seek public-private partnerships in the development of its parking facilities and intermodal centers.

Policy 8.4: Context Sensitive Parking Development

Off-street parking areas shall be located and designed in a manner that supports and does not conflict with pedestrian and bicycle activity, such as to the side or rear of buildings.

Policy 8.5: Maximum Parking Standards

The City shall examine the economic, transportation and recreational impact of strategically limiting parking in certain areas, as a means to reinforce alternative modes of transportation.

Policy 8.6: Parking Intercept Facilities and Intermodal Centers

The City shall support the creation of park and ride lots and/or intermodal centers either at the ingress and egress points to the City, or at transfer locations.

Policy 8.7: Bicycle Parking

The City shall require all new developments to provide secure short term and long term bicycle parking in the form of bicycle racks, bicycle lockers, locked rooms or other appropriate enclosures as a way of reducing the demand for automobile parking.

Policy 8.8: Incentivizing Transit through Parking

The City shall encourage long-term daily parking and use of the local circulators as a way of minimizing internal trips within the various neighborhood districts.

Policy 8.9: Rseserved

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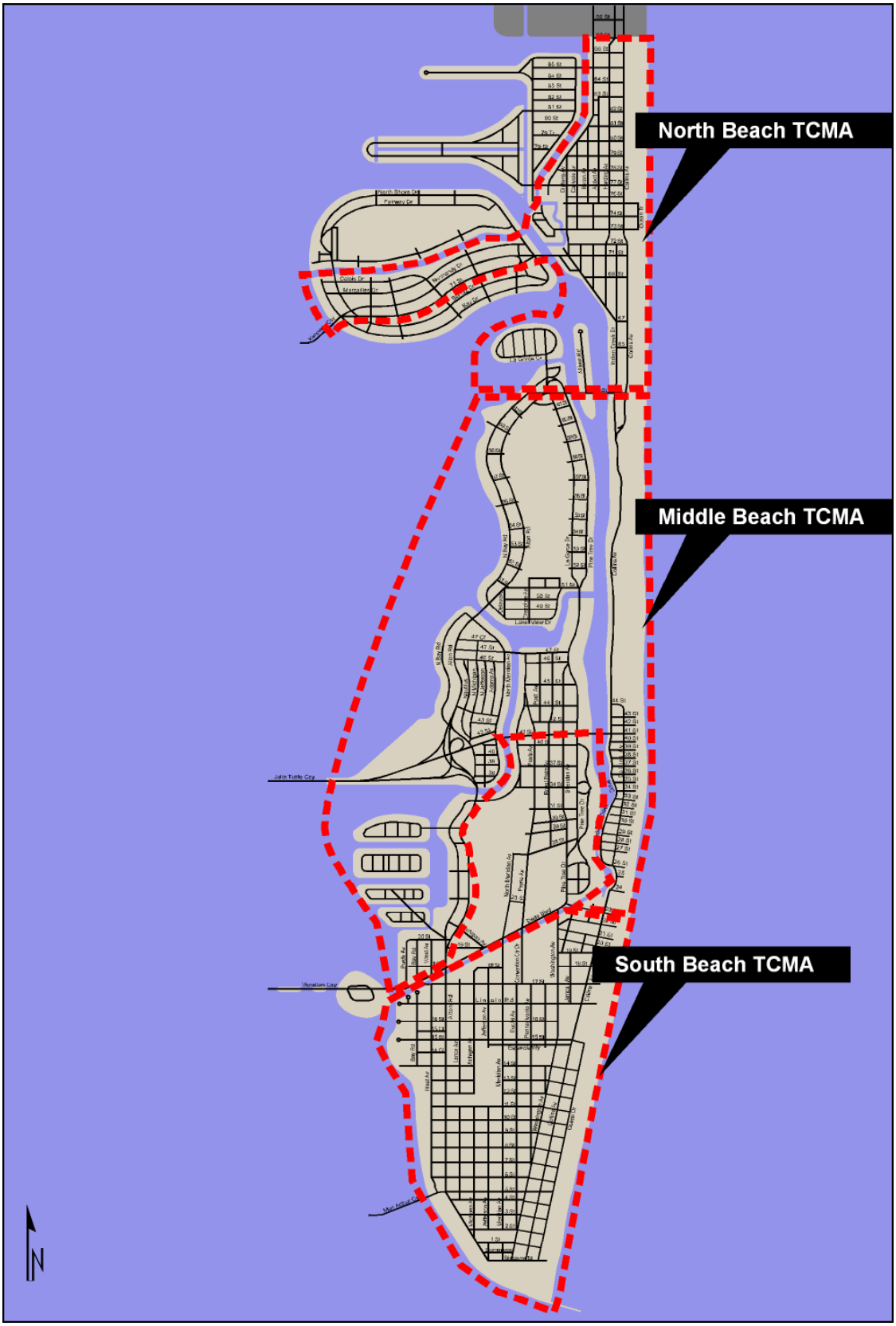
Policy 8.9: Public Access to Parking

The City shall continue to maximize optimal use of public parking spaces by promoting shared parking programs, wayfinding to parking facilities, and use of Smart Parking Systems (SPS) to identify locations of available parking.



Map 9.1 City of Miami Beach TCMAs 1

OBJECTIVE 9: TRANSPORTATION CONCURRENCY MANAGEMENT AREAS (TCMA)

The City shall maintain the North Beach, Middle Beach and South Beach Transportation Concurrency Management Areas (TCMA's) within its boundaries. The boundaries of these TCMA's shall be depicted on Map 9.1. Within these areas, increased multi-modal mobility options will be pursued and redevelopment efforts will be focused.

Policy 9.1: Calculating Remaining Capacity

Transportation Concurrency Management Areas (TCMA) rely on the measurement of capacity on an Areawide basis. As such the following facilities will have their service volumes averaged at the approved Level of Service, as the calculation of Areawide capacity.

South Beach TCMA – Facilities to be averaged

Roadway	Function	Direction	From	To	TCMA LOS	Service Volume
Alton Road	Arterial	N/S	Dade Blvd.	5th St.	D+20	3150
Washington Avenue	Collector	N/S	Dade Blvd.	5th St.	D+50	3100
SUBTOTAL						*6250*
Collins Avenue	Arterial	N/S	23rd Street	5th Street	D+50	1450
Meridian Road	Collector	N/S	Dade Blvd.	5th Street	D+20	1150
West Avenue	Collector	N/S	Dade Blvd.	5th Street	D+20	1150
SUBTOTAL						*3750*
Alton Road	Collector	N/S	5th Street	Biscayne	D+50	3100
Washington Avenue	Collector	N/S	5th Street	Biscayne	D+50	3100
SUBTOTAL						*6200*
5th Street	Arterial	E/W	Alton Road	Washington	D+50	6350
17th Street	Arterial	E/W	Dade Blvd.	Collins Ave	D+50	3900
Dade Boulevard (share)	Arterial	E/W	Venetian	Pine Tree Dr.	D+50	4200
SUBTOTAL						*14450*

Middle Beach TCMA – Facilities to be averaged

Roadway	Function	Direction	From	To	TCMA LOS	Service Volume
Alton Road	Arterial	N/S	63rd Street	Dade Blvd	D	3400
Collins\Indian Creek	Arterial	N/S	63rd Street	23rd Street	D+20	3800
SUBTOTAL						*7200*
41st Street	Arterial	E/W	Alton Road	Indian Creek	D+20	3300
Dade Boulevard (share)	Arterial	E/W	Venetian	Pine Tree Dr.	D+50	4200
63rd Street (share)	Arterial	E/W	Alton Road	Indian Creek	D+20	3150
SUBTOTAL						*10650*

North Beach TCMA – Facilities to be averaged

Roadway	Function	Direction	From	To	TCMA LOS	Service Volume
Collins Avenue- one way	Arterial	N/S	City Limit	63rd Street	D+20	2800
Harding/Abbott Ave.-one way pair	Arterial	N/S	City Limit	Indian Creek Dr	D+20	2800
Indian Creek Drive	Arterial	N/S	71st Street	63rd Street	D+20	3300
SUBTOTAL						*8900*
71st Street/Normandy Dr.	Arterial	E/W	City Limit	Indian Creek	D+20	3150
63rd Street (share)	Arterial	E/W	Alton Road	Indian Creek	D+20	3150
SUBTOTAL						*6300*

Policy 9.2: Growth Management

The City shall review all proposed developments for their impact upon the adopted LOS standards. Each development will be subject to the City's Concurrency Management System. The City will continue to monitor the existing Transportation Concurrency Management Areas and continue to implement multimodal opportunities pursuant to the Florida Administrative Code, (F.A.C. sec, 9J-5).

Policy 9.3: Proportionate Fair Share Mitigation for Non Deficient Areas

The City shall have the ability to mitigate the impact of a proposed development on individual roadways, segments of roadways, or areas as a whole within a Transportation Concurrency Management Areas, even if Areawide service volumes are not surpassed, by collecting a proportionate fair share contribution from a developer in accordance with applicable sections of Florida Statutes.

Policy 9.4: Proportionate Fair-Share Mitigation for Deficient Areas

When areas are deficient in capacity, the City may issue development orders when transportation concurrency requirements are satisfied by a proportionate fair share contribution from a developer in accordance with applicable sections of Florida Statutes. Regardless of concurrency or mitigation, the City maintains the right to reject development for non compliance with any other aspect of the Comprehensive Plan or Land Development Regulations.

Policy 9.5: Multimodal Transportation

Within each Transportation Concurrency Management Area, infill and redevelopment shall be encouraged which is supportive of mobility alternatives including walking, bicycling and use of transit, particularly those associated with the completion of the Beachwalk and Baywalk projects.

Policy 9.6: Parking Within the TCMA's

The City, shall implement the recommendations included in the City's parking management study within the City's TCMA's. The process shall evaluate:

a. Placement of future public and private parking facilities related to the support of alternative modes of transportation;
b. Reduction of on-site parking requirements within the City's land development regulations in order to encourage multi-modal use;
c. Commercial delivery issues including the provision of loading zones within alleys to improve street flow and emergency vehicle access.

Policy 9.7: Concurrency Mitigation Fees

Concurrency mitigation fees within the City's TCMA's shall be used where appropriate to support multi-modal options. This process shall address:

a. Contribution towards the construction of park and ride facilities to be served by transit;
b. The construction of enhanced pedestrian amenities that create a pedestrian friendly environment, such as:
   - narrower traffic lanes,
   - median refuges, curb extensions ("bulb-outs"),
   - count-down pedestrian signals,
   - use of geometric designs that minimize crossing distances and increase visibility between pedestrians and motorists,
   - timing signals to minimize pedestrian delay & conflicts;
c. The construction of bicycle facilities and/or the evaluation of reclaiming street space for other uses through the use of complete streets concepts.

Policy 9.8: Provision of Multimodal Amenities

Within the City's TCMA's, the City shall require all new major developments, (those projects over 50,000 gross square feet, and/or projects that increase the number of trips over 100 peak hour trips), to submit a Transportation Mitigation Plan which will include strategies to mitigate the traffic generated by the site, and will encourage the use of alternative modes of transportation. The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of all new major developments so that the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right of way. Applicable treatments may include, but not be limited to TDM strategies included in Policy 6.2 and TSM policies included in Policy 6.1.

Policy 9.9: Projects within the TCMA's

The City will continue to utilize funding mechanisms the MPO planning process, and continual updating of a concurrency mitigation bank to support the projects contained within the City's long term planning documents which address mobility options. Those projects located within the City's TCMA's and which are alternative modes should receive funding priority.

Policy 9.10: Concurrency Management

Transportation concurrency within the South Beach, Middle Beach and North Beach TCMA's will be maintained and tracked by the Transportation and Concurrency Management Section located within the Public Works Department.

Policy 9.11: Updating the Concurrency Management System

The City shall update the traffic counts in the Concurrency Management System every two years. This data shall be used as part of the update of the long range transportation master planning process.

OBJECTIVE 10: TRANSPORTATION COORDINATION WITH OTHER JURISDICTIONS

Transportation efforts in the City will be coordinated with the plans and programs of other state and local jurisdictions including; the Miami-Dade Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), Miami-Dade County Public Works (MDCPW), and Miami Dade Transit (MDT), and other local jurisdictions.

Policy 10.1: Coordinate with the MPO and FDOT

The City shall review the annual versions of the LRTP and the Transportation Improvement Program (TIP) to coordinate this element with the plans of the MPO and FDOT.

Policy 10.2: Coordinate with Miami-Dade County

The City shall review the annual versions of the MDC Transit Service Development Plan to coordinate this element with the plans of the MDT.

Policy 10.3: Coordination with Other Cities

The City shall review for compatibility with this element the transportation plans and programs of Miami-Dade County and neighboring municipalities as they are amended in the future.

Policy 10.4: Coordination of Bicycle and Pedestrian Facilities

The City shall work with adjacent jurisdictions to coordinate regional interconnection of bicycle, transit and pedestrian facilities.

Policy 10.5: Coordination with Transportation Management Organization

The City shall assign a liaison with South Florida Commuter Services to the citizens and employees traveling to and from Miami Beach on a regular basis.

Policy 10.6: Multimodal Components of Roadway Projects

During the design stages of roadway improvements, the location of transit facilities such as transit intermodal facilities, transit centers, transit stops, turn-out bays, transit amenities and transit shelter locations, shall be included in the roadway design proposal. These improvements shall be coordinated with the agency (ies) that have jurisdiction over the facilities being designed.

OBJECTIVE 11: HURRICANE EVACUATION

To address hurricane evacuation within the City of Miami Beach, the City shall coordinate with responsible agencies including the Florida Department of Community Affairs, Miami- Dade Office of Emergency Management, South Florida Regional Planning Council and Miami-Dade Transit.

Policy 11.1: Awareness of Evacuation Routes

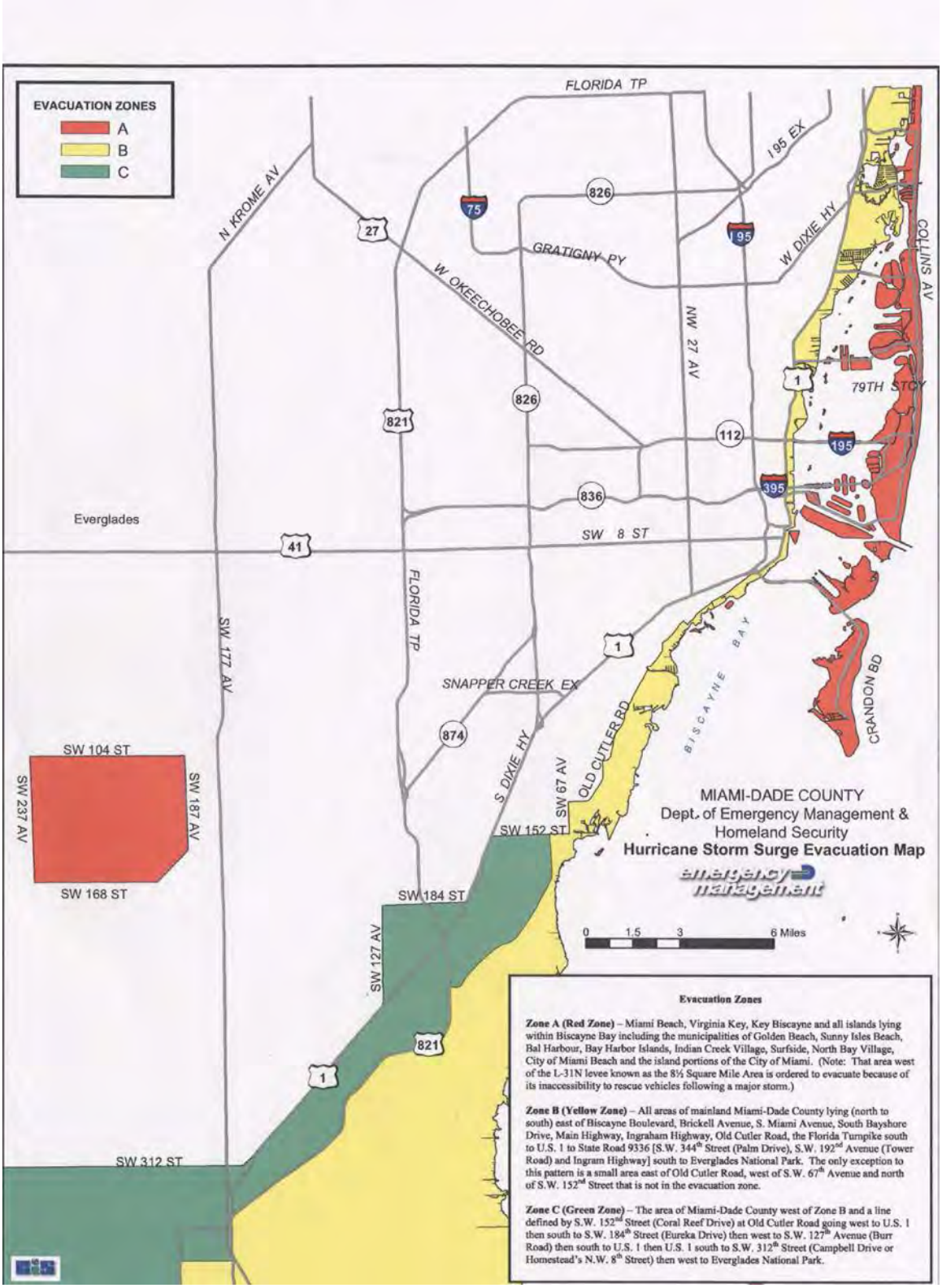
The City shall continue to coordinate with Miami-Dade Transit to evaluate the need for establishment of increased evacuation pick up sites within the City and promote community awareness of the location of these site and evacuation routes.

Policy 11.2: Improving Evacuation Clearance Times

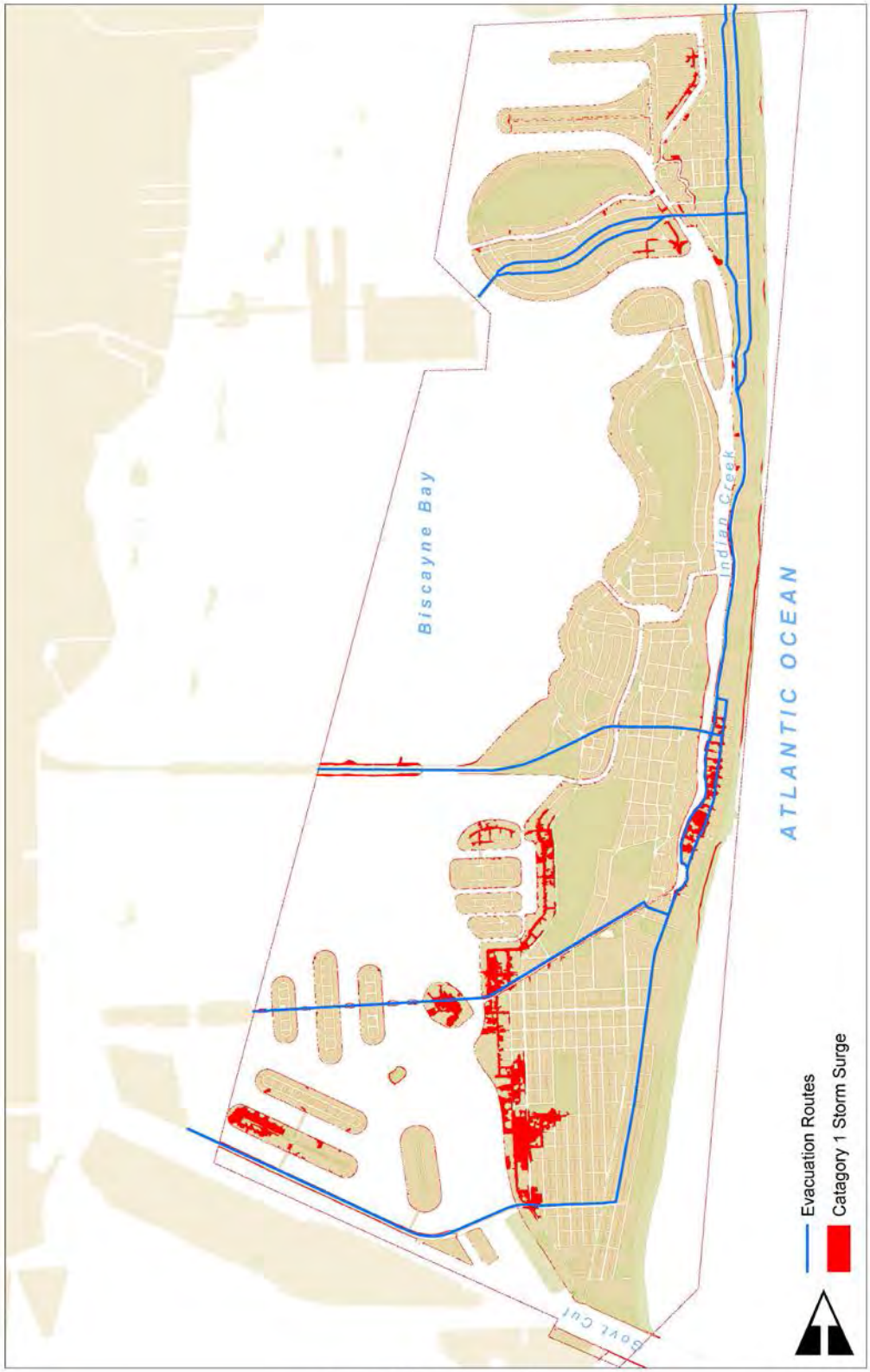
The City shall coordinate with the Miami-Dade Office of Emergency Management to improve evacuation clearance times of its routes including 5th Street/Alton Road through a change to the hurricane evacuation route zones to take advantage of available capacity on alternative evacuation routes.

Policy 11.3: Assistance with Evacuation

The City shall evaluate entering into an agreement with a private contractor to assist with evacuation during hurricane events.



Source: Miami Dade County Dept. of Emergency Management & Homeland Security



Prepared by the Planning Department, 2011 Storm Surge Data Source: Statewide Regional Evacuation Study Project and the South Florida Regional Planning Council, February 2011

MIAMIBEACH

Coastal High Hazard Area

Category 1 Storm Surge and Evacuation Routes

GLOSSARY OF TERMS

- **Atlantic Greenway Network:** Is a multi-modal network that will knit together elements of the Miami Beach bicycle/pedestrian transportation system: the north-south Beach Corridors running parallel to the dunes, and the Neighborhood Trails that provide access to the beach, parks, schools, and the commercial, cultural and civic destinations.
- **Bay Walk Network**: Is a series of multi-use paths along the bayfront in South Beach. This network is implemented as redevelopment occurs in the area.
- **Bus Rapid Transit (BRT):** is an enhanced bus system that operates on bus lanes or other transit ways in order to combine the flexibility of buses with the efficiency of rail. By doing so, BRT operates at faster speeds, provides greater service reliability and increased customer convenience. It also utilizes a combination of advanced technologies, infrastructure and operational investments that provide significantly better service than traditional bus service.[1]
- **Complete Streets:** The Complete Streets concept is an initiative to design and build roads that adequately accommodate all users of a corridor, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users.
- **Context Sensitive Design (CSD) or Context Sensitive Solutions (CSS):** is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.
- **Development Order:** Granting, denying or granting with conditions an application for zoning approval, division of lots, rezoning, conditional use, variance, certificate of use, occupational license, design approval, or any other official action having the effect of permitting the development of land which exceeds the intensity of development which exists on the property at the time of application.
- **Federal Interstate Highway System (FIHS):** It is a statewide transportation network that provides for high-speed and high-volume traffic movements within the state. The system also accommodates High-Occupancy Vehicles (HOVs), express bus transit and, in some corridors, passenger rail service. The primary function of the system is to serve interstate and regional commerce and long-distance trips.
- **Intelligent Transportation Systems (ITS):** apply well-established technologies of communications, control, electronics and computer hardware and software to the surface transportation system.

[1] Federal Transit Administration

- **Level of Service (LOS):** is defined by the Highway Capacity Manual 2000 as: “a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each LOS represents a range of operating conditions and the driver’s perception of those conditions.”
- **Multimodal Level of Service:** explores a method for assessing how well an urban street serves the needs of all of its users. The method for evaluating the multimodal level of service (MMLOS) estimates the auto, bus, bicycle, and pedestrian level of service on an urban street using a combination of readily available data and data normally gathered by an agency to assess auto, transit, pedestrian and bicycle level of service.
- **Northeast Corridor:** It is planned to provide a high-capacity transit connection along a 13.6-mile corridor extending from downtown Miami, through Little Haiti, to NE 215th Street, generally along the Biscayne Boulevard/U.S. 1 Corridor and FEC Railroad right-of-way. The corridor has been identified as part of the Peoples Transportation Plan for possible funding by the half-cent sales revenues established by referenda 2002.
- **Service volume:** is defined by the Highway Capacity Manual 2000 as: “The maximum hourly rate at which vehicles, bicycles, or persons reasonably can be expected to traverse a point or uniform segment of roadway during an hour under specific assumed conditions while maintaining a designated level of service.”
- **Strategic Intermodal System:** is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities are the workhorses of Florida's transportation system, carrying more than 99 percent of all commercial air passengers, virtually all waterborne freight tonnage, almost all rail freight, and more than 68 percent of all truck traffic and 54 percent of total traffic on the State Highway System.
- **Sustainable Development:** "Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- **Transportation Concurrency Management Areas:** are designed to promote infill development and redevelopment. According to Section 163.3180(7), Florida Statutes, such an area "must be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips." Within a Transportation Concurrency Management Area, a level of service standard is applied area-wide rather than on individual road segments. The area-wide level of service is determined by averaging the level of service on similar facilities within the designated area serving common origins and destinations. This alternative approach to strict concurrency should be used only where alternative modes are truly viable.

- **Transportation Demand Management:** (TDM): is a general term for strategies that result in more efficient use of our transportation system and that markets alternative forms of transportation for commuters, in order to reduce traffic congestion and air pollution and to increase efficiency of the transportation system.
- **Transit Intermodal Facilities:** are transfer facility that provides convenient connections between streetcars, bus rapid transit (BRT), or another public transit mode such as busways, bus lines, while offering some pedestrian and bicycle amenities and services; provides access to more than two (2) buses or light rail/streetcars; provides accessory parking spaces at intercept locations, generally between 75 and 500 spaces; and may include amenities such as retail, restrooms and lounge areas.
- **Transportation Mitigation Plan:** Is a transportation plan to be developed by applicants of all new major developments that will include strategies to mitigate the impacts of the traffic generated by these developments. Strategies to be developed will be pursuant to the provisions of the policies contained in the Transportation Element and the City's Land Development Regulations.
- **Transit Oriented Design:** or Transit Oriented Development (TOD) is moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.
- **Transportation Regional Incentive Program: (TRIP)** is a program that was created to improve regionally significant transportation facilities in "regional transportation areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The Florida Department of Transportation (FDOT) will pay for 50 percent of project costs, or up to 50 percent of the nonfederal share of project costs for public transportation facility projects.
- **Transportation Systems Management: (TSM)** approach to congestion mitigation seeks to identify improvements to enhance the capacity of existing system of an operational nature. Through better management and operation of existing transportation facilities, these techniques are designed to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.
- **120 percent of LOS D:** Is defined as 120 percent of the service volume (see service volume definition), which is the same as multiplying the LOS D Service Volume times a 1.2 factor. In these specific cases the LOS standard service volume thresholds are increased to account for the fact that the roadways within the enhanced transit service area are benefited by increased levels of public transportation, which will attract person trips instead of using the private automobile on the roadway. Having increased levels of public transit service are very much in line with the City's comprehensive plan goals, objectives and policies, as well as those at the State comprehensive planning level.

- **150 percent of LOS D:** Is defined as 150 percent of the service volume (see service volume definition), which is the same as multiplying the LOS D Service Volume times a 1.5 factor. In these specific cases the LOS standard service volume thresholds are increased to account for the fact that the roadways within the enhanced transit service area are benefited by increased levels of public transportation, which will attract person trips instead of using the private automobile on the roadway. Having increased levels of public transit service are very much in line with the City's comprehensive plan goals, objectives and policies, as well as those at the State comprehensive planning level.

List of Acronyms

- ADA: American with Disabilities Act
- AGN: Atlantic Greenway Network
- BRT: Bus Rapid Transit
- CIP: Capital Improvement Program
- CSD: Context Sensitive Design
- CSS: Context Sensitive Solutions
- DTPW: Miami-Dade County Department of Transportation and Public Works
- FDOT: Florida Department of Transportation
- FIHS: Florida Interstate Highway System
- ITE: Institute of Transportation Engineers
- ITS: Intelligent Transportation Systems
- LOS: Level of Service
- LRTP: Long Range Transportation Plan
- MDC: Miami-Dade County
- MDPWD: Miami-Dade Public Works Department
- MDT: Miami-Dade Transit
- MPO: Metropolitan Planning Organization
- SIS: Strategic Intermodal System
- TCMA: Transportation Concurrency Management Area
- TDM: Transportation Demand Management
- TIP: Transportation Improvement Program
- TMP: Transportation Master Plan
- TOD: Transit Oriented Design
- TRIP: Transportation Regional Incentive Program
- TSM: Transportation Systems Management

HOUSING ELEMENT

GOAL:

Have available to accommodate the projected population of the City a sufficient number of housing units in an adequate variety of types, sizes, locations and cost ranges, within sound structures located in safe and appropriate neighborhoods.

OBJECTIVE 1: CREATION AND/OR PRESERVATION OF AFFORDABLE HOUSING

Have available a minimum of 6,800 housing units of workforce, affordable low and moderate income households and special need populations during the period through 2030. NOTE: The City of Miami Beach does not contain rural property or farmland, thus does not have a need for rural or farm-worker housing.

Policy 1.1

Due to the built-out conditions within Miami Beach, continue to emphasize policies under Objective 5 designed to preserve and/or rehabilitate existing housing and the re-use of historical structures as housing.

Policy 1.2

Continue to pursue and utilize state and federal sources of funding which can be used to assist in creating and/or preserving housing affordable to very low to workforce households, moderate-income households and for special need populations, including State Housing Initiatives Partnership (SHIP), CDBG, HOME, and NSP funds.

Policy 1.3

Cooperate with affordable housing developers' efforts to leverage Miami-Dade County Surtax funds and other financial incentives for the provision of housing affordable to workforce, very low to moderate- income households, including those with special needs, in Miami Beach.

Policy 1.4

Direct available City and federal sources of funds toward mixed-income housing projects to avoid over-concentration of low-income housing and for the development of workforce housing.

Policy 1.5

The City's Land Development Regulations and housing activities shall be administered in accordance with Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), as amended, the Florida Fair Housing Act, Chapter 760 F.S., and Section 62-88 of the City of Miami Beach Code of Ordinances.

Policy 1.6

The Planning Department, which includes zoning review, will continue to streamline the housing approval and permitting process in coordination with the Building Department through the expedited processing of permits for affordable and workforce housing projects, as defined in the Land Development Regulations. This incentive gives priority to designated affordable housing projects when scheduling Pre-Design Conferences with all relevant agencies. Also, when the plans are ready for permitting, first priority is given to them.

Policy 1.7

Maintain the potable water, sanitary sewer, storm sewer, transportation, solid waste, and recreation facilities above the level of service standards established in the City's comprehensive plan in all areas of the City so that there will be no restrictions due to inadequate infrastructure or public facilities on the location of housing for workforce, low and moderate income families or any other category of housing.

Policy 1.8

Provide density increases for developments that incorporate workforce or affordable housing units pursuant to the regulations and limitations in the Future Land Use Element and the Land Development Regulations.

OBJECTIVE 2: SUBSTANDARD HOUSING AND STRUCTURAL AND AESTHETIC IMPROVEMENTS TO EXISTING HOUSING

The City will continue its efforts to eliminate substandard housing conditions, to improve the structural and aesthetic quality of its existing housing stock, and improve its neighborhood.

Policy 2.1

Continue to address the predominate cause of substandard housing conditions, overcrowding, by using state and federal funding sources such as the City's SHIP, CDBG, HOME and NSP programs for construction and/or rehabilitation of affordable residential structures.

Policy 2.2

Cooperate with housing developers' efforts to leverage Miami-Dade County Surtax funds and other financial incentives for the construction and/or rehabilitation of residential housing affordable to very low to moderate-income households in Miami Beach by providing technical assistance as necessary.

Policy 2.3

Require conformance by all residential structures to the standards of the ~~South~~ Florida Building Code (new structures), National Fire Protection Administration Code, and the City's Minimum Housing and Property Maintenance Standards.

Policy 2.4

Require that all multifamily buildings must obtain a Certificate of Use in order to be lawfully occupied and require regular inspection to determine compliance with all applicable codes.

Policy 2.5

Encourage preventative property maintenance and rehabilitation methodologies rather than demolition in order to promote sustainability, workforce, and affordable housing through the preservation and adaptive re-use of historic structures.

Policy 2.6

Use all available legal means to compel demolition of dilapidated structures as expeditiously as possible by complying with the Florida Building Code; the City's Minimum Housing Standards; and the Intergovernmental Coordination Element (Dade County Unsafe Structures Board).

Policy 2.7

The City will continue to improve the structural and aesthetic qualities of its housing stock through its Land Development Regulations, Building Code, Minimum Housing and Property Maintenance Standards and its Historic Preservation Board.

OBJECTIVE 3: ADEQUATE SITES AND DISTRIBUTION OF HOUSING FOR VERY LOW TO MODERATE-INCOME HOUSEHOLDS; AND ADEQUATE SITES FOR MOBILE AND MANUFACTURED HOMES.

Maintain a minimum of 40 percent of the City's land area that is designated so as to permit residential uses (excluding rights-of-way) and 25 percent of the City's total land area (excluding rights-of-way) as areas in which land use policies are either intended to encourage, or mitigated to allow for, housing affordable to very low to moderate-income families, as well as to workforce housing families.

Conserve the City's stock of single-family houses (attached and detached) by maintaining a minimum of 35 percent of the City's total land area (excluding rights-of-way) in zoning districts that permit only single-family houses uses.

Maintain a minimum of 30 percent of the City's total land area (excluding rights-of-way) as areas in which manufactured housing is permitted.

Policy 3.1

The City shall mitigate zoning regulations such as reduced parking requirements or shared parking in the case of a mixed use building that impede housing affordable to workforce, and very low to moderate-income families in all zoning districts which permit multifamily housing, including multifamily residential, commercial and overlay districts and retain the new multifamily districts, *e.g*. TH Townhome residential and RO Residential Office.

Policy 3.2

The City's zoning map will provide that a minimum of 35 percent of the City's total land area (excluding rights-of-way) will be zoned to permit only single-family houses (attached and detached) recreational facilities and municipal uses.

Policy 3.3

Manufactured housing will be permitted in areas designated as "Single Family Residential" on the adopted Future Land Use Map, provided they are permanently anchored, meet the minimum floor area requirements, and satisfy all other provisions contained in the City's land development regulations for areas designated as "Single Family Residential" on the Future Land Use Map.

Policy 3.4

Continue to prohibit non-residential main permitted uses in RS, single-family and RM, residential multi-family zoning districts in compliance with the provisions of s.163.3202, *F.S*. to prevent conversion or redevelopment of residential structures to non-residential uses.

Policy 3.5

Maintain the potable water, sanitary sewer, storm sewer, transportation, solid waste and recreation facilities above the level of service standards established in the Infrastructure Element of the City's Comprehensive Plan in all areas of the City so that there will be no restrictions due to inadequate infrastructure or public facilities on the location of housing for workforce, very low, to moderate-income families, manufactured housing or any other category of housing.

OBJECTIVE 4: ADEQUATE SITES FOR GROUP HOMES AND FOSTER CARE FACILITIES

Maintain a minimum of 20% of the City's total land area (excluding rights-of-way) designated so as to permit "community residential homes" licensed or funded by the Florida Department of Children and Family Services and assisted living facilities for the elderly and other special need populations.

Policy 4.1

The Land Development Regulations of the City Code will permit adult congregate living facilities in excess of 14 beds as a conditional use.

Policy 4.2

The City will ensure that its Land Development Regulations are in compliance with Florida Statutes, Chapter 419, and any other statutory requirements regarding the siting of community residential homes, including group homes and foster care facilities.

Policy 4.3

The City will comply with Florida Statutes, Chapter 419, when considering the integration of community residential homes, care facilities and retirement homes into residential neighborhoods.

Policy 4.4

Maintain the potable water, sanitary sewer, storm sewer, transportation, solid waste, and recreation facilities above the level of service standards, as set forth in the Future land Use and Infrastructure elements of the Comprehensive Plan, established in the City's comprehensive plan in all areas of the City so that there will be no restrictions due to inadequate infrastructure or public facilities on the location of adult congregate living facilities or any other group categories of housing.

OBJECTIVE 5: CONSERVATION, REHABILITATION OR DEMOLITION OF HOUSING, INCLUDING IDENTIFICATION OF HISTORICALLY SIGNIFICANT HOUSING

The City will continue to promote preservation or rehabilitation of housing, including identification of historically significant housing and the re-use of historic structures as housing.

Policy 5.1

Encourage preventative property maintenance and rehabilitation methodologies rather than demolition in order to promote sustainability, workforce housing and affordable housing through the preservation and adaptive re-use of historic structures.

Policy 5.2

Use all available legal means to compel demolition of dilapidated structures as expeditiously as possible by complying with the Florida Building Code; the City's Minimum Housing Standards; and the Intergovernmental Coordination Element (Dade County Unsafe Structures Board).

Policy 5.3

Continue the incentives in the land development regulations that apply with the provisions of s.163.3202, *F.S.* by encouraging the rehabilitation of residential structures to prevent the unintended loss of housing units due to deteriorated conditions.

Policy 5.4

Enforce all minimum housing and structural conditions codes to prevent the unintended loss of housing units due to deteriorated conditions.

Policy 5.5

Continue to use state and federal funding sources such as the City's SHIP, CDBG, HOME and NSP programs for rehabilitation of residential structures.

Policy 5.6

Cooperate with housing developers' efforts to leverage Miami-Dade County Surtax funds and other financial incentives for the rehabilitation of residential housing affordable to workforce, very low to moderate-income households in Miami Beach by providing technical assistance as necessary.

Policy 5.7

Maintain the legal status of the City's National Register Historic Districts, local historic districts, and individually designated historic sites and structures so that owners of designated properties can benefit from the applicable federal and local tax incentives.

Policy 5.8

Continue to provide incentives in the land development regulations, in compliance with s.163.3202, *F.S.*, that permit within the Historic Preservation Districts a wide selection of accessory uses in residential buildings when the building being renovated is a designated historic structure or is a structure contributing to the Historic Preservation District.

Policy 5.9

Continue to provide incentives in the land development regulations, in compliance with s.163.3202, *F.S.* that provide greater flexibility in meeting parking requirements in the Historic Preservation Districts when renovating designated structures and to provide workforce and low and moderate income housing incentives by providing greater flexibility in meeting parking requirements when associated with those uses.

Policy 5.10

The City shall continue to use its guidelines and established policies to guide appropriate restoration, rehabilitation and adaptive re-use of historically designated properties.

Policy 5.11

The City shall continue to encourage the owners of historic single family homes to have their homes historically designated by continuing the City's local Historic Ad Valorem Tax Exemption for single family residences.

Policy 5.12

The City shall continue to encourage the retention of architecturally significant single family homes built prior to 1942 by requiring that substantial alteration or demolition of such homes shall obtain Design Review Board approval for all major new construction of subject projects.

Policy 5.13

The City will provide resources available to ensure that all historically significant residential structures continue to be identified.

OBJECTIVE 6: RELOCATION

Ensure that relocation services are provided to 100 percent of the persons who are displaced as a result of activities funded by federal programs or due to a property being declared inhabitable

Policy 6.1

The City shall comply with all provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 as amended, whenever required by federal or state law.

Policy 6.2

In the event that an occupied building is declared unfit for human habitation in accordance with the City of Miami Beach City Code, the City shall enforce Section 58-362, as may be amended, to ensure residents' prompt relocation.

OBJECTIVE 7: HOUSING IMPLEMENTATION PROGRAMS

Implement housing activities or programs ("housing programs") as set forth in the City's five-year Consolidated Plan submittals to U.S. Department of Housing and Urban Development and five-year Local Housing Assistance Plan (LHAP) submittals to the State of Florida, as amended from time to time, which are incorporated by reference.

Policy 7.1

The City's five-year federal and state Housing Plans will form the basis for housing goals and objectives to address housing need for very low to moderate-income housing and special need populations.

Policy 7.2

The City will utilize available federal~~,~~ and state funds as specified in the Housing Plans and other funds as may become available to implement the City's housing programs.

Policy 7.3

The City will continue to involve affordable housing developers and/or community development corporations (CDCs) in the preparation of the CHAS; and utilize affordable housing developers and non-profit CDCs to carry out affordable housing programs when appropriate.

Policy 7.4

In furtherance of its housing goals and objectives, the City will support housing developers' efforts to leverage Miami-Dade County Surtax funds and other financial incentives for the development and rehabilitation of residential housing affordable to low and moderate income households in Miami Beach.

Policy 7.5

The Planning Department, which includes zoning review, should continue to streamline the housing approval and permitting process in coordination with the Building Department as set forth in the City's LHAP.

OBJECTIVE 8: ENERGY EFFICIENCY AND RENEWABLE RESOURCES

The City shall promote energy efficiency and use of renewable energy resources in the design and construction or the rehabilitation of housing and other measures to promote energy efficiency in existing residential properties.

Policy 8.1

The City shall rely upon, and ensure consistency with, the provisions of Chapter 553, Florida Statutes, when implementing policies to promote energy efficiency and use of renewable energy resources under this objective.

Policy 8.2

The City shall provide financial incentives, to the extent funds allow, as well as other incentives such as expedited permitting and building inspections, to “green” housing development projects under the terms set forth under its Green Building Ordinance, such as, but not limited to:

a. Building permit applications for a green building project submitted or resubmitted for review shall be given priority review over projects that are not green building projects by the city's departments reviewing such applications;

b. All building inspections requested for green building projects shall be given priority over projects that are not green building projects; and

c. Subject to, and within the limits of, funds appropriated annually by resolution of the city commission for the purposes set forth herein, owners or developers of green buildings shall receive a refund of the actual application and review fees for green building program certification and an amount not greater than one percent of the value of the construction, or alternatively 20 percent of the annual allocation, whichever is less, within 180 days of proof of certification by USGBC being submitted in writing to the city. The actual amount of financial incentives to which the applicant might qualify for shall be estimated at the time of issuance of the building permit for the quality project, and held in reserve. The final financial incentives shall be calculated at the time of LEED certification.

Policy 8.3

The City shall collaborate with local builders and community development corporations to determine ways builders may incorporate “Sustainable Building” technologies in the construction of housing, through the following means:

a. Water (e.g., indoor water conservation, low-flow/low-flush fixtures, pervious materials, xeriscaping, reclaimed water irrigation, harvested rainwater, water budget).

b. Energy (e.g. Energy Star ratings, traditional, local vernacular techniques of climate sensitive design, passive solar design, landscaping for energy conservation, site development) and unit orientation (e.g. north/south rather then east/west windows) that takes advantage of the natural shade and lighting available, radiant barrier and ridge venting, solar heating and cooling systems, gas heating/cooling systems and appliances, photovoltaic systems, ductwork, fans, energy recovery ventilators programmable thermostats, energy efficient appliances.

c. Building materials (e.g., dimensional lumber, wood treatment, engineered structural materials, engineered siding and trim, non-toxic termite control, floor coverings, wood flooring, roofing structural wall panels, insulation, windows and doors, cabinets, finishes and adhesives).

d. Solid Waste Management (e.g., home recycling, construction waste recycling).

Policy 8.4

The City shall promote energy conservation techniques that incorporate Federal Energy Star standards as consistent with the requirements of the state energy code. Periodic reviews of development regulations and building codes shall be conducted to determine if there are modifications needed to incorporate energy conservation measures in addition to the requirements of the state energy code.

Policy 8.5

The City shall provide developers/ builders with information on how to incorporate Federal Energy Star Standards, state energy code and other energy efficiency measures into construction.

Policy 8.6

The City shall encourage the construction of energy efficient and water conserving housing through public education programs and regulations that promote innovative and environmentally sensitive building technologies.

INFRASTRUCTURE: SANITARY SEWER, SOLID WASTE, DRAINAGE AND POTABLE WATER

GOAL:

Provide For Potable Water, Sanitary Sewer, Drainage And Solid Waste Facilities Which Meet The City's Needs In A Manner Which Promotes The Public Health, Sanitation, Environmental Protection, Operational Efficiency, And Beneficial Land Uses And Redevelopment Patterns.

OBJECTIVE 1: PRIORITIES

The City will continue to provide potable water supply, sanitary sewage disposal, solid waste disposal and drainage services to meet both existing and projected needs as identified in this plan through coordination and implementation of those projects listed in the Capital Improvements Element. All improvements for replacement, expansion or increase in capacity of facilities shall conform with the adopted policies of this Plan including level of service standards for the facilities.

Policy 1.1

Continue to participate with Miami-Dade County WASD through program cooperation with the Virginia Key Wastewater plant, the Hialeah/Preston Water Treatment Plant and the Resource Recovery Plant.

Policy 1.2

Continue to monitor established guidelines for private collectors of solid waste; continue to provide for policing, servicing and collecting of oversize wastes.

Policy 1.3

The potable water network is an interconnected, countywide system, therefore, the City will cooperate with MDWASD to jointly develop methodologies and procedures for biannually updating estimates of system demand and capacity, and ensure that sufficient capacity to serve development exists. The City will prepare and submit a Water Conservation Plan to the County at the same time as the City submits the updated 5-Year Water Supply Facilities Work Plan.

OBJECTIVE 2: INFRASTRUCTURE REPLACEMENT

Potable water supply, sanitary sewage disposal, and solid waste disposal services shall continue to be planned and provided (1) in conformance with the Future Land Use Element of the comprehensive plan, (2) to serve redevelopment activities in the South Pointe Redevelopment Area and the City Center areas and (3) to serve infill projects throughout the City on existing vacant land.

Policy 2.1

Continue the on-going program to repair and replace existing water, sewer and storm sewer lines through the utilization of bond funds Community Development Block Grant funds and other available funding sources, particularly obsolete and undersized water lines.

Policy 2.2

Complete second phase bond-funded improvements for South Pointe infrastructure by 1994 and begin street improvements for the interior parcels.

Policy 2.3

Use the land development regulations to limit residential density increases so that no significant capacity increases are required when replacing water and sewer lines.

Policy 2.4

Incorporate stormwater storage and infiltration into all infrastructure replacement activities.

OBJECTIVE 3: DRAINAGE

Implement the new program to identify and correct any environmentally detrimental storm sewer discharges that may exist in Miami Beach. The measurable standards for implementing this program are set forth in the inter-local agreement between co-permittees named in National Pollutant Discharge Elimination System Permit No. FLS000003 and Miami-Dade County approved by City Resolution 2005-25925, hereby incorporated by reference. Stormwater point source discharges will be handled so as to not have an adverse impact on area surface or groundwater and to not violate water quality standards set by the Florida Department of Environmental Protection.

Policy 3.1

The City shall complete a new Citywide Comprehensive Stormwater Management Master Plan to supersede the existing Comprehensive Stormwater Management Program Master Plan (in place since March 1997) no later than January 2011. Complete the plan in accordance with interlocal agreement between co-permittees named in National Pollutant Discharge Elimination System Permit No. FLS000003 and Miami-Dade County that was approved by City Resolution 2005-25925, which is hereby incorporated by reference.

Policy 3.2

In coordination with and in addition to the above policies, the City shall improve and maintain catch basins in a way to minimize storm water contamination of surface waters. Techniques shall include, but not necessarily be limited to:

Rebuild catch basins in problem areas with deep sumps to entrap sediment.

Construct new catch basins with open bottoms to provide for percolation when deep sumps to entrap sediment is not possible.

Maintain a catch basin cleaning program to help prevent roadway pollutants (run-off) from entering Biscayne Bay via the storm sewer system.

Policy 3.3

The City will continue compliance with all Federal, State and County regulations concerning land use and development to protect Biscayne Bay – the only natural drainage features.

OBJECTIVE 4: FLOODPLAIN MANAGEMENT

Enforce minimum floor level building elevations in accordance with FEMA requirements and flood zone maps as updated from time to time.

Policy 4.1

Continue site plan review for new construction with the requirement that the minimum first floor elevation for habitable space in residential and commercial buildings be at least at the City of Miami Beach Freeboard, as adopted in the Code of the City of Miami Beach, above the minimum FEMA requirement, to allow for maximum protection during flood conditions and from sea level rise.

OBJECTIVE 5: LEVEL OF SERVICE STANDARDS

The City shall continue to maintain and provide potable water, sanitary sewer, solid waste disposal and drainage facilities at adopted level of service standards to ensure that adequate facility capacity is available for proposed and existing commercial and residential developments within its jurisdiction.

Policy 5.1

The following City-wide Level of Service Standards shall be used as the basis for determining the availability of facility capacity for residential uses; the systems shall be able to provide/accommodate at least the minimums specified:

Facility/Service Area	*Level of Service Standard*
Sanitary Sewer Facilities	Sewage Generation Standard 140 Average gallons per capita per day
Solid Waste Facilities	Solid Waste Generation Standard 1.275 tons per capita per year
Drainage Facilities	Design Storm Standard per Storm Water Master Plan as updated from time to time.
Potable Water Facilities	Water Consumption Standard 140 Average gallons per capita per day 168 Peak gallons per capita per day

The average gallons per capita rate applies to the year-round standard, while the peak gallons per capita rate applies to the City during peak tourist period due to the significant seasonal influx of temporary residents. The City uses a multiplier of 1.2, which gives a 20% increase in population to estimate required services and facilities.

The following City-wide Level of Service Standards shall be used as the basis for determining the availability of facility capacity for non-residential uses; the systems shall be able to provide/accommodate at least the minimums specified:

Hotel:	75 gallons per day per room
Office:	0.084 gallons per day per square foot
Retail:	0.18 gallons per day per square foot
Industrial:	0.084 gallons per day per square foot
Restaurant:	65 gallons per day per seat
School:	12 gallons per day per student

OBJECTIVE 6: WATER CONSERVATION

Cooperate with WASD to develop and implement, by ~~1994~~ 2015, a comprehensive water conservation program to insure that a sufficient, economical supply of fresh water is available to meet current and future demand for potable water.

Policy 6.1

All potable water distribution systems shall maintain the unaccounted for water loss to less than 10 percent of the water entering the system.

Policy 6.2

Continue to promote the education program for residential, commercial and industrial consumers which will discourage waste and conserve potable water.

Policy 6.3

The Parks Department shall continue to install underground irrigation systems thereby, conserving potable water while watering public spaces.

Policy 6.4

Consistent with the policies of Miami-Dade County, water shall be delivered for general use at a pressure not to exceed 100 psi.

Policy 6.5

Within one year of the effective date of this policy, the City shall review existing water conservation regulations and revise the land development code as necessary and effective to ensure implementation of water conserving techniques, including: 1) subsurface and other water conserving irrigation techniques, 2) xeriscaping techniques, 3) lawn watering restrictions, 4) the use of low water use plumbing fixtures in all construction, and 5) any other effective methods commonly in practice or required by law. In addition, the City Manager shall immediately, upon the effective date of this policy, direct appropriate City departments to implement all such techniques as may be implemented by the City in its normal operations and require private property owners to implement all such techniques.

Policy 6.6

The City, through the Building Department, will continue to enforce the requirement to use high efficiency volume water saving devices for substantial rehabilitation and new construction projects as specified in the standard plumbing code. All future development within the City will be required to comply with water use efficiency techniques for indoor

water use in accordance with Section 8-31, , 32-83.1, 32-84 and 8A-381 of the Code of Miami-Dade County. In addition, all future development will be required to comply with the landscape standards in Section 18-A and 18-B of the Miami-Dade County Code.

OBJECTIVE 7: INFRASTRUCTURE DEFICIENCIES

The City will implement procedures to ensure that existing facility deficiencies are corrected thereby maximizing the use of existing public facilities to maintain the level of service standards as adopted for future needs in accord with the time frames established under Section 163.302, Florida Statutes.

Policy 7.1

The City shall continue to inspect and correct any potable water, sanitary sewer and drainage facilities deficiencies to maintain level of service standards; i.e., continue the daily inspection program.

Policy 7.2

Cooperate with WASD to continue programs which address recycling of solid wastes to include such items as paper, aluminum, glass, plastic and potentially metals, tires and waste oils.

Policy 7.3

Cooperate with WASD to promote the reduction of volume of yard and tree waste going into landfills through the program to compost vegetation materials.

Policy 7.4

Cooperate with WASD and other County agencies to design standards for improvements of water distribution, sewer collection, garbage removal and drainage systems within the City that provide maximum efficient operations.

Policy 7.5

If in the future there are issues associated with water supply, conservation or reuse the City will immediately contact WASD to address the corresponding issue(s). In addition, the City will follow adopted communication protocols with WASD to communicate and/or prepare an appropriate action plan to address any relevant issue associated with water supply, conservation or reuse.

OBJECTIVE 8: WATER SUPPLY PLANNING

The City of Miami Beach shall comply with its 10-year Water Supply Facilities Work Plan, as required by section 163.3177(6)(c), F.S.. The Work Plan will be updated, at a minimum, every 5 years. The City of Miami Beach Water Supply Facilities Work Plan is designed to: assess current and projected potable water demands; evaluate the sources and capacities of available water supplies; and, identify those water supply projects, using all available technologies, necessary to meet the City's water demands for a 10-year period.

Policy 8.1:

The City will comply with the 10-year Water Supply Facilities Work Plan and incorporate such work plan into the Miami Beach Comprehensive Plan.

Policy 8.2:

Coordinate appropriate aspects of its comprehensive plan with the South Florida Water Management District's regional water supply plan adopted February 15, 2007 and with the Miami-Dade County 20-Year Water Supply Facilities Work Plan adopted April 24, 2008, and as updated. The City shall amend its Comprehensive Plan and Work Plan as required to provide consistency with the District and County plans.

Policy 8.3:

The City shall coordinate the planning of potable water and sanitary sewer facilities and services and level-of-service standards within the Miami-Dade County Water and Sewer Department, DERM, the South Florida Water Management District, and will update the City's Work Plan within 18 months after the South Florida Water Management District updates the Lower East Coast Water Supply Plan Update.

Policy 8.4:

The City shall coordinate with Miami-Dade County WASD by requiring applications to be reviewed by WASD during the site plan review process prior to approving a Building Permit, in order to determine whether adequate water supplies will be available to serve the development by the anticipated issuance date of the certificate of occupancy for properties located within the City of Miami Beach.

Additional coordination efforts will occur between WASD and the City through the water allocation system. Monthly Building Permit data will be provided to WASD to track development activity within the City. The City will monitor proposed amendments to the Miami-Dade County Comprehensive Development Master Plan as they relate to water supply planning in the adjacent beach communities and provide input as necessary.

Policy 8.5:

The City Planning Director or a representative will attend the Miami-Dade Planners Technical Committee meeting to share information regarding water supply needs and coordinate water use issues as needed. The Planners Technical Committee is a council of professional planners representing local governments and public regulatory/review agencies in Miami-Dade County that addresses common concerns and shares resources toward solving planning problems.

CONSERVATION/COASTAL ZONE MANAGEMENT

GOAL:

Provide public improvements and restrict development activities that would damage or destroy coastal resources, protect human life and limit public expenditures in areas subject to destruction by natural disasters in a manner maintaining or improving the marine and terrestrial animal habitats, vegetation, land, air, water, and the visual, aesthetic quality of Miami Beach for present and projected, future populations.

OBJECTIVE 1: BEACH AND DUNES

Use established standards so that there are zero new man-made structures which adversely impact beach or dune system; also restore altered beaches or dunes by implementing the following policies.

Policy 1.1

Continue cooperative program with U.S. Army Corps of Engineers for beach re-nourishment when it becomes necessary. Where beach restoration or re-nourishment is necessary, the project should be designed and managed to minimize damage to the offshore grass flats, terrestrial and marine animal habitats and dune vegetation.

Policy 1.2

Beaches shall be stabilized when necessary by the County program of planting appropriate dune vegetation; pedestrian impacts shall be minimized by providing on-grade footpaths where feasible. All subsequent activities on or bordering the restored beach shall be compatible with beach maintenance; the City will continue to cooperate with the County.

Policy 1.3

The City shall not issue permits (when it has jurisdiction) for borrow areas for beach restoration or re-nourishment projects to be located in areas that directly affect offshore reefs or grass flats.

Policy 1.4

Discourage non-water oriented activities and developments from encroaching on beach front parks, new beach areas and dunes by continuing to designate the beach as a Conservation-Protected Area on the Future Land Use Map.

Policy 1.5

The City shall apply for State and Federal grants to include shoreline features such as pedestrian walkways which are designed to minimally impact beach or dune systems on public property; ensure the public access requirements of the Coastal Zone Management Act, as amended, and continue to provide development regulations and incentives for such features on private property in the Land Development Regulations of the City Code.

Policy 1.6

The use of causeways, road rights-of-way and canal easements at shorelines shall continue to be expanded to provide public access for water-dependent and water-related activities and to protect public access to beaches re-nourished with public funds.

Policy 1.7

Coordinate with local, state, and federal agencies regarding mandates for no further dredging or filling that may result in the destruction of grass/algal flats, hard bottom or other benthic communities shall be permitted in any waters within the City limits of Miami Beach.

Policy 1.8

Water conserving irrigation and other landscape practices such as xeriscape shall be incorporated into the Design Review Board guidelines where public water is used to water lawns, golf courses and landscaped green spaces.

OBJECTIVE 2: NATURAL RESOURCE PROTECTION

In coordination with local, state, and federal agencies, post and maintain signs relative to manatee protection and otherwise protect the conservation of, and provide for the appropriate use of the natural functions of existing soils, fisheries, wildlife and their habitats, bays and waterways which flow into estuarine waters, floodplains, beaches and shores, marine habitats, air quality, water resources, and scenic beauty by adopting the following measurable policies.

Policy 2.1

Continue to enforce the City Code which prohibits the deposit of solid waste or industrial waste including spent oils, gasoline by-products or greases accumulated at garages, filling stations and similar establishments that create a health or environmental hazard upon any vacant, occupied or unoccupied premises, parkway or park, and in any canal, waterway, bay or the ocean within the City.

Policy 2.2

All development activities that adversely affect habitat that may be critical to endangered, threatened or rare species, or species of special concern, including native vegetative communities, shall be prohibited by the City through the development review process as may be prescribed in the Land Development Regulations of the City Code.

Policy 2.3

In conformance with the City Charter establishing the City as a bird sanctuary, it is prohibited for any person to injure, kill, hunt, destroy, capture or molest any endangered, threatened, rare, or species of special concern or any bird in the City of Miami Beach; except those persons holding a valid permit to destroy birds for scientific purposes issued by the U.S. Fish and Wildlife Service, Department of the Interior and issued a special permit by the Chief of Police.

Policy 2.4

Maintain the area known as “Pelican Island” as a special bird sanctuary.

Policy 2.5

In coordination with local, state, and federal agencies, continue to post and maintain Manatee Protection Area signage throughout the waterways of the City_and increase enforcement of safe boating requirements through the City Marine Patrol.

Policy 2.6

Continue to designate the beach front along the Atlantic Ocean as a Conservation-Protection Area on the Future Land Use Map.

Policy 2.7

The City's Public Works Department will encourage the use of living seawalls in areas where such specifications are applicable and will further enhance the natural shoreline processes to prevent erosion, increase habitat, and improve water quality through sediment trapping and nutrient reductions.

Policy 2.8

Preserve and improve the environmental quality of Biscayne Bay by continuing to (1) have a City of Miami Beach representative on the Biscayne Bay Shoreline Development Review Committee, (2) provide staff to the Committee through an interlocal agreement and (3) have all appropriate bayfront projects reviewed by the Committee.

Policy 2.9

Continue to require all new shoreline development involving marine habitats to be reviewed by the City and the Miami-Dade County Environmental Resources Management Department.

Policy 2.10

Continue to improve the region's ambient air quality through increased cooperation with Miami-Dade County to provide improved mass transportation.

Policy 2.11

The City Building Inspector shall continue to have the authority to require removal of asbestos to prevent threat to human health.

Policy 2.12

Salt tolerant landscaping and highly water-absorbent, native of Florida friendly plants shall continue to be given preference over other planting materials in the plant materials list used in the administration of the landscape **section** of the Land Development Regulations and the design review process.

Policy 2.13

Administration of the City's landscape section of the Land Development Regulations shall prohibit the propagation and planting of the following plants; it shall also require that eradication of these species be carried out on all sites of new and redevelopment projects:

Malaleuca	Brazilian Pepper	Australian Pine
Ear Leaf Arcadia	Woman's Tongue	Bishop Wood
Shoebotton Ardisia	Day Blooming Jasmine	Colubrina
Aerial Potato	Eucalyptus	Lead Treet
Castor Bean	Scaevola (*Scaevola taccada)*	

Policy 2.14

Complete a new Citywide Comprehensive Stormwater Management Master Plan to supersede the existing Comprehensive Stormwater Management Program Master Plan no later than January 2011. Complete the plan in accordance with interlocal agreement between co-permittees named in National Pollutant Discharge Elimination System Permit No. FLS000003 and Miami-Dade County that was approved by city Resolution 2005-25925, which is hereby incorporated by reference.

Policy 2.15

Continue to implement the City's Comprehensive Storm Water Management Program Master Plan through appropriate capital investments and management techniques as recommended therein at least to the extent required by law. Initiate appropriate steps to ensure continued adequate financing for necessary improvements. Such steps may include establishing special assessments, bonding and/or other measures

Policy 2.16

The City will coordinate with the Miami-Dade County and the Florida Department of Environmental Protection in the monitoring of coastal waters.

Policy 2.17

All new wet and dry slip marina facilities, and existing facilities with more than 50 wet or dry slips that provide fueling facilities, shall be equipped with dockside pumpout facilities. The City shall coordinate with Miami-Dade County to ensure that that these facilities are inspected by the appropriate agency and monitored annually to comply with Best Management Practices for marine facilities and other pertinent provisions of Chapter 24 of the Miami-Dade County Code.

Policy 2.18

Stormwater management techniques to meet the drainage level-of-service standards of this plan shall be required for all new development and shall be incorporated in the City's concurrency requirements of the Land Development Regulations.

Policy 2.19

Continue the City's program for beautification with an annual clean-up drive for the beaches and shorelines in conjunction with normal trash pick-up activities.

Policy 2.20

The City shall continue to monitor the emergency water conservation plan, consistent with the policies of the South Florida Water Management District.

Policy 2.21

The City shall continue the policy of ensuring the protection of natural areas and open space through acquisition of land for public use as funding is available.

OBJECTIVE 3: WATER-DEPENDENT AND RELATED USES

The amount of shoreline devoted to water-dependent and water-related uses shall be maintained or increased but with assurance that any such proposed new development will not create a negative environmental impact.

Policy 3.1

Those public access areas including street ends, municipal parking facilities and municipal parks along coastal waters will be or redesigned to provide greater public access to Biscayne Bay and the Atlantic Ocean beach area regardless of the land use designation of those areas.

Policy 3.2

To minimize impacts of man-made structures and activities on shoreline resources, no filling, spoiling or placement of structures in or over coastal waters shall be permitted in the City without proper local, state and federal agency approvals, and as specified in the Land Development Regulations *i.e.* action which will diminish water surface areas traditionally used by the general public for activities such as fishing, swimming and boating.

Policy 3.3

The City shall continue to construct and install signage along major thoroughfares to direct the public's attention to public shoreline parks and water-related facilities.

Policy 3.4

Proposed marina/water dependent facility siting shall be compatible with both county plans and surrounding land uses, and shall preserve or improve traditional public shoreline uses and public access to coastal waters. This shall be accomplished through the Conditional Use process as prescribed in the Land Development Regulations of the City Code.

Policy 3.5

Any proposed marina/water dependent facility shall be required to preserve or improve the quality of the coastal waters, water circulation, tidal flushing, light penetration, and provide a hurricane or contingency plan to the appropriate agency all in conformance with Miami-Dade County, State and Federal rules and regulations.

Policy 3.6

All proposed marinas shall be reviewed as Conditional Uses pursuant to the process prescribed in the Land Development Regulations of the City Code. In coordination with the County, State, and Federal agencies, the Planning Board shall not issue conditional use

approvals unless the applicant demonstrates the following: 1) land use compatibility; 2) availability of upland support services; 3) existing protective status/ownership; 4) hurricane contingency planning; 5) protection of water quality; 6) water depth; 7) environmental disruptions and mitigation actions; 8) availability for public use; and 9) economic need and feasibility.

Policy 3.7

Complete a new Citywide Comprehensive Stormwater Management Master Plan to supersede the existing Comprehensive Stormwater Management Program Master Plan no later than January 2011. Complete the plan in accordance with interlocal agreement between co-permittees named in National Pollutant Discharge Elimination System Permit No. FLS000003 and Miami-Dade County that was approved by city Resolution 2005-25925, which is hereby incorporated by reference.

Policy 3.8

Continue to implement the City's ongoing Comprehensive Storm Water Management Program Master Plan through appropriate capital investments and management techniques as recommended therein at least to the extent required by law.

OBJECTIVE 4: HURRICANE EVACUATION

The existing time period required to complete the evacuation of people from Miami Beach prior to the arrival of sustained gale force winds shall be maintained or lowered.

Policy 4.1

All future improvements to evacuation routes shall include remedies for flooding problems and the anticipated increase in the level of the water of Biscayne Bay, local waterways, and the Atlantic Ocean programming transportation improvements to increase the capacity of evacuation routes, eliminating congestion at critical links and intersections, implementation of a traffic plan on the MacArthur Causeway and other critical intersections, adjusting traffic signalization or use directional signage, and public information programs to expedite safe evacuation.

Policy 4.2

The Miami Beach Hurricane Handbook will be distributed to the general public with detailed emergency operation instructions and hurricane evacuation pick-up sites.

Policy 4.3

The City will continue to work with the Miami-Dade Public Works Department to rate all local bridges for structural and operational sufficiency. Local bridges with unsatisfactory sufficiency ratings shall continue to be programmed for improvements or replacement.

Policy 4.4

All trees susceptible to damage by gale force winds shall be removed from the right-of-way of evacuation routes and replaced with suitable, preferably native, species.

Policy 4.5

The City will coordinate with Miami-Dade Transit Agency and the Office of Emergency Management to ensure that adequate buses are available to safely evacuate neighborhoods with large concentrations of households without private transportation.

Policy 4.6

The City of Miami Beach Fire Department in coordination with Miami-Dade County Office of Emergency Management shall maintain and annually update the list of people with special needs, who may need assistance due to physical or medical limitations in the event of an evacuation order to ensure their safe mobilization.

Policy 4.7

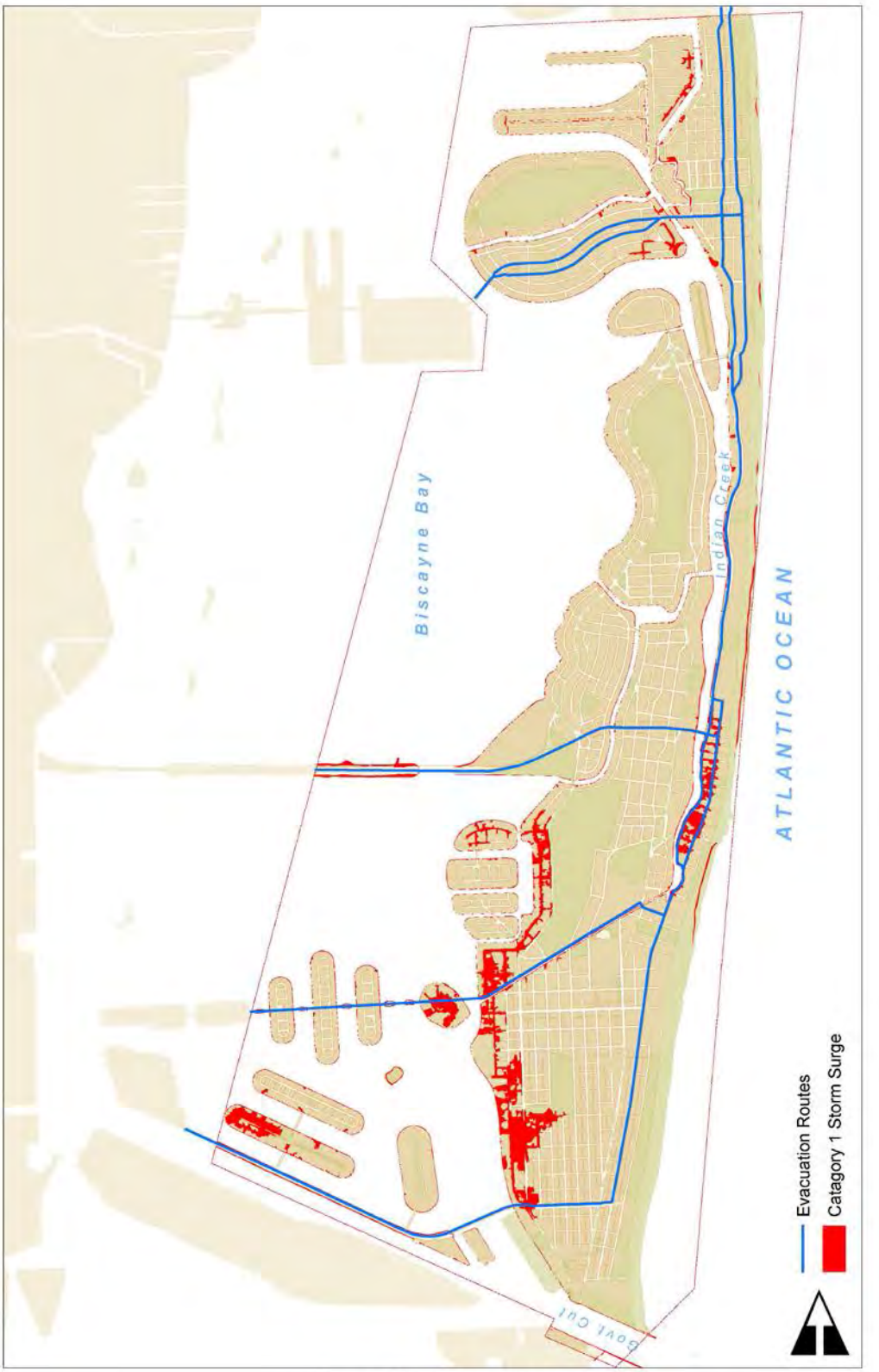
The City of Miami Beach Fire Department shall review and update the Miami Beach Hurricane Evacuation Plan on an ongoing basis and maintain or enhance the resources and capabilities of the plan to provide effective implementation of evacuation procedures to ensure that evacuation times are maintained or reduced.

Policy 4.8

Procedures for boat owners during hurricane operations shall continue to be updated in the Miami Beach Hurricane Handbook with instructions for safe harbor operations.

Policy 4.9

The LOS standards established in the Transportation Element shall be maintained in order to facilitate hurricane evacuation for those areas of the City that are classified as a Coastal High Hazard Area (CHHA). According to Section 163.3178(2) (h), F.S., the coastal high-hazard area is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.



Prepared by the Planning Department, 2011 Storm Surge Data Source: Statewide Regional Evacuation Study Project and the South Florida Regional Planning Council, February 2011

MIAMIBEACH

Coastal High Hazard Area

Category 1 Storm Surge and Evacuation Routes

OBJECTIVE 5: POST-DISASTER REDEVELOPMENT PLAN

During post-disaster recovery and redevelopment, the City of Miami Beach and Miami-Dade County shall implement their Comprehensive Emergency Management Plans (CEMP) and applicable Comprehensive Plan policies and assist hurricane damaged areas with recovery and hazard mitigation measures that reduce the potential for future loss of life and property.

Policy 5.1

Except as provided in Policy 5.2 below, the City shall not fund any public infrastructure capacity expansion if such funding and such expansion would have the effect of directly subsidizing a private development.

Policy 5.2

Notwithstanding Policy 5.1 above, the City may fund infrastructure capacity expansion to achieve: 1) adopted level-of-service standards for facilities that serve the current and projected population; 2) recreational and natural resource enhancement; 3) any development directly supporting the Convention Center; 4) amelioration of parking or mass transit deficiencies; 5) the provision of desirable parking or mass transit facilities and services; and/or 6) redevelopment in redevelopment areas established in accordance with state statute. Expenditures pursuant to 3), 4), 5) and 6) preceding shall be limited to the Convention Center Village Redevelopment area as shown on the Future Land Use Map.

Policy 5.3

New private use facilities along the beach shall conform to the strict setback, open space and accessory use requirements of the Land Development Regulations of the City Code, as well as the requirements of the floodplain ordinance.

Policy 5.4

The City shall not issue any building permits for projects proposed east of the coastal construction control line until jurisdictional state and county agencies have issued a permit and/or approval as may be deemed appropriate by such agencies.

Policy 5.5

The adopted plan shall specify that during post-disaster redevelopment, the Building Department will distinguish between those actions needed to protect public health and safety with immediate repair/cleanup and long term repair activities and redevelopment areas. Removal or relocation of damaged infrastructure and unsafe structures shall be by the Miami Beach Public Works Department in accordance with local procedures and those agencies and practices specified in the Miami Beach and Miami-Dade County Comprehensive Emergency Management Operations Plans (CEMP).

Policy 5.6

During post-disaster recovery periods, after damaged areas and infrastructure requiring rehabilitation or redevelopment have been identified, appropriate City departments shall use the post-disaster redevelopment plan to reduce or eliminate the future exposure of life and property to hurricanes; incorporate recommendations of interagency hazard mitigation reports; analyze and recommend to the City Commission hazard mitigation options for damaged public facilities; and recommend amendments, if required, to the City's Comprehensive Plan.

Policy 5.7

Unsafe conditions and inappropriate uses identified in the post-disaster recovery phase will be eliminated as opportunities arise, in accordance to the requirements of the Land Development Regulations of the City Code. If rebuilt, structures with damage exceeding 50 percent of pre-storm market value shall be reconstructed to ensure compliance with the High Velocity Hurricane Zone portion of the Florida Building Code for structures located in the "V" Zone and the 100-year floodplain.

OBJECTIVE 6: BAY WATER QUALITY

Maintain or improve the environmental quality of the estuarine system (Biscayne Bay) in coordination with Miami-Dade County Department of Environmental Resource Management which monitors the water quality program.

Policy 6.1

The City shall not permit dredging and filling of Biscayne Bay, without approval from local, state, and federal authorities.

Policy 6.2

Minimize storm water runoff by implementing the storm sewer improvement projects as identified in the Comprehensive Stormwater Management Program Master Plan.

OBJECTIVE 7: SHORELINE USES

The City shall use the adopted Land Development Regulations criteria for prioritizing 100 percent of the shoreline uses for both public and private property.

Policy 7.1

The City shall not decrease the amount of municipally-owned shoreline available for public use except: 1) in cases where another governmental agency assumes ownership for recreational and water-dependent uses, 2) where municipal or other public acquisition is incomplete and there is no possibility for complete public acquisition of a usable portion of shoreline, or 3) in order to upgrade other public shoreline sites and facilities.

Policy 7.2

The City shall not permit future development or expansion of existing industrial uses on its shoreline, except on Terminal Island. Any expansion of this port facility will be carefully analyzed to determine any traffic, land use and environmental impacts

OBJECTIVE 8: INFRASTRUCTURE CAPACITY EXPANSION

Limit public infrastructure expenditures that subsidize development in the City-wide Coastal High Hazard Area except for restoration and enhancement of natural resources; the measure shall be no projects inconsistent with Policies 6.1 through 6.5 and 8.1 in the Capital Improvement Schedule and 8.2 below.

Policy 8.1

Except as provided in Policy 8.2 below and in Policies 6.1 through 6.5 and 8.1 of the Capital Improvements Element, the City shall not fund any public infrastructure capacity expansion if such funding and such expansion would have the effect of directly subsidizing a private development.

Policy 8.2

Notwithstanding Policy 8.1 above, the City may fund infrastructure capacity expansion to achieve: 1) adopted level-of-service standards for facilities which serve the current and projected population; 2) recreational and natural resource enhancement; 3) any development directly supporting the Convention Center; 4) amelioration of parking or mass transit deficiencies; 5) the provision of desirable parking or mass transit facilities and services; and/or 6) in support of redevelopment areas established in accordance with state statute. Expenditures pursuant to 3), 4), 5) and 6) preceding shall be limited to the Convention Center Village Redevelopment Area as shown on the Future Land Use Map.

OBJECTIVE 9: DENSITY LIMITS

Direct population concentrations away from city-wide coastal high hazard area by prohibiting residential density increases, except to incentivize workforce or affordable housing.

Policy 9.1

Continue to designate the V storm surge zone of the beach front as a Conservation-Protected area on the future Land Use Map.

Policy 9.2

The City shall approve no future land use plan map amendments that cumulatively increase residential densities, except to incentivize workforce or affordable housing. Furthermore, the City shall continue to evaluate ways to further modify the Future Land Use Map to reduce densities and intensities.

Policy 9.3

The City shall use the zoning administration process to (1) achieve uses compatible with the City's twin goals of strong residential neighborhoods and the tourism/visitors economic base, and (2) hold the line on residential density.

OBJECTIVE 10: PUBLIC SHORELINE ACCESS

Increase the amount of public access to the beach or shoreline consistent with the estimated public need.

Policy 10.1

Continue to discourage non-water oriented activities and developments from encroaching on beach front parks, new beach areas and dunes by designating the beach as a Conservation-Protected Area on the Future Land Use Map.

Policy 10.2

The City shall (1) apply for State and Federal grants to include shoreline features such as pedestrian walkways which are designed to minimally impact beach or dune systems on public property, and (2) ensure the public access requirements of the Beach and Shore Preservation Act and the Coastal Zone Protection Act of 1985.

Policy 10.3

To minimize impacts of man-made structures and activities on shoreline resources, through the permitting process, continue coordinate with DERM to prohibit filling, spoiling or placement of structures in or over coastal waters which will diminish water surface areas traditionally used by the general public for activities such as fishing, swimming and boating.

Policy 10.4

The City shall facilitate the construction of at least one additional public parking facility to enhance beach and beach front uses thereby easing the pressure on residential on-street parking. However, no parking garage shall be constructed directly on either the east or west side of any public right-of-way that lies adjacent to public beachfront.

OBJECTIVE 11: HISTORIC USES

The City shall use its adopted land development code to protect historic resources. Historic resources shall be protected to the maximum extent consistent with constitutional property rights and any specific goals, objectives and policies of this comprehensive Plan which may be inconsistent therewith.

Policy 11.1

Areas designated as historic shall limit development as follows:

a. Residential rehabilitation shall conform to adopted design standards;

b. Recreational development must be compatible with the surrounding environment and shall be subject to performance standards adopted in the land development regulations;

c. the clearing of trees, shall be prohibited, unless specifically permitted by Miami-Dade County;

d. All applications for development approval shall be subject to site plan and Certificate of Appropriateness Criteria (including but not limited to the Secretary of Interior standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, as may be amended from time to time), Certificate of Appropriateness for Demolition Criteria, as prescribed in the Land Development Regulations of the City Code;

e. Demolition of historic buildings shall be limited by the requirements ~~to~~ of the City's historic preservation ordinance.

Policy 11.2

Within areas designated on the Future Land Use Map as conservation, no new development, or expansion or replacement of existing development shall be permitted except re-vegetation and construction of a beachfront promenade.

Policy 11.3

Historic resources shall be protected through designation as historic sites or districts by the City with technical assistance from the State.

Policy 11.4

The City shall continue to compile a list of designated historic resources which shall be submitted to U.S. Department of Interior for inclusion on the National Register of Historic Places.

Policy 11.5

Miami Beach shall continue, with the assistance of preservationists, to identify significant historic resources which are in need of protection through local historic districts.

Policy 11.6

The City shall continue to use the Land Development Regulations of the City Code so that adaptive reuse of historic structures shall be given priority over activities that would harm or destroy the historic value of such resources.

OBJECTIVE 12: CONCURRENCY

The City shall use its established levels of service, areas of service, and phasing of infrastructure in the coastal area (entire City) as identified in the Future Land Use, Capital Improvements, Recreation and Open Space, Transportation, Public School Facilities and Infrastructure Elements of the Comprehensive Plan.

Policy 12.1

Land Use Element Policy 6.2 is incorporated as Conservation/Coastal Zone Management Policy 12.1.

Policy 12.2

The City's adopted Schedule of Improvements in the Capital Improvements Element shall ensure that infrastructure will be phased to coincide with the demands generated by development or redevelopment.

OBJECTIVE 13: WATER SUPPLY FACILITIES WORK PLAN

Implementation of the 10-year Water Supply Facilities Work Plan will ensure that adequate water supplies and public facilities are available to serve the water supply demands of the City's population.

Policy 13.1

If in the future there are issues associated with water supply, conservation or reuse the City will immediately contact WASD to address the corresponding issue(s). In addition, the City will follow adopted communication protocols with WASD to communicate and/or prepare an appropriate action plan to address any relevant issue associated with water supply, conservation or reuse.

Policy 13.2

The City will require the use of High Efficiency Toilets; High Efficiency Showerheads; High Efficiency Faucets; High Efficiency Clothes Washers; and Dishwashers that are Energy Star rated and Water Sense certified in all new and redeveloped residential projects.

Policy 13.3:

The City should educate the development community on the benefits of sub-metering for multi-family residential retrofit projects which will include: separate water meters and monthly records kept of all major water-using functions such as cooling towers and individual units. The City will explore starting a pilot incentive program as a means of encouraging developers that retrofit units to install separate meters and high efficiency appliances. The City will require new multi-family residential developments to install separate water meters for each unit.

Policy 13.4:

The City will educate the development community on the water saving benefits of the use of Florida Friendly Landscapes guidelines and principles; gutter downspouts, roof runoff, and rain harvesting through the use of rain barrels and directing runoff to landscaped areas; drip irrigation or micro-sprinklers; and the use of porous surface materials (bricks, gravel, turf block, mulch, pervious concrete, etc) on walkways, driveways and patios.

Policy 13.5

The City will participate, when warranted, in the SFWMD's Water Savings Incentive Program (WaterSIP) for large-scale retrofits as recommended by the Lower East Coast Water Supply Plan.

Policy 13.6:

The City will continue to enforce the landscape watering restrictions mandated by the South Florida Water Management District. The City will continue to use code enforcement measures such as issuing warning and fines to enforce the water restrictions.

Policy 13.7:

The City will continue to coordinate with Miami-Dade Water and Sewer Department related to leak detection and repair of water lines throughout the City.

Special Notes

1. There are no fresh water bodies of water (rivers, lakes, springs) within the barrier islands of the City. No freshwater naturally dilutes the saltwater of Biscayne Bay within the City's limits.

2. There are no historic structures within the V storm surge zone.

3. There are no airports or harbors within the city; see the Transportation element for policies relative to the port.

4. There are no native vegetative cover communities (forests, mangroves, hammocks) remaining within the city.

5. There are no wetlands or marshes within the City.

6. There are no mineral extraction sites within the City.

7. There are no water recharge areas, cones of influence, or waterwells within the City.

8. There are no agricultural areas within the City.

9. As defined by 9J-5.003 there are no remaining vegetative communities in Miami Beach. (See Soils Map.)

10. No spoil creation or disposal is contemplated.

OBJECTIVE 14: ADAPTATION ACTION AREA (AAA)

Increase the City's resiliency to the impacts of climate change and rising sea levels by developing and implementing adaptation strategies and measures in order to protect human life, natural systems and resources and adapt public infrastructure, services, and public and private property.

Policy 14.1:

Based on evolving rising seas data and associated vulnerabilities, to allow for flexible adjustments, preserve future strategic adaptation implementation options to maintain maximum resiliency in response to new risks and vulnerabilities. The City will take advantage of new emerging data and technological opportunities. The City's basis for measuring sea level rise shall be as per the Southeast Florida Regional Climate Action Plan, as may be revised from time-to-time by the Southeast Florida Regional Climate Change Compact.

Policy 14.2:

The City will identify public investments and infrastructure at risk to sea level rise and other climate related impacts. The City will assess the vulnerability to public facilities and services, including but not limited to water and wastewater facilities, stormwater systems, roads, bridges, governmental buildings, hospitals, transit infrastructure and other assets.

Evaluation Measure: Collaborating with regional partners, City shall identify public investments, infrastructure and assets at risk from rising sea levels by 2018. Thereafter, this assessment will be performed every five (5) years.

Policy 14.3:

As per Section 163.3164(1) and Section 163.3177(6)(g)(10), Florida Statutes, an Adaptation Action Area (AAA) is an optional designation within the coastal management element of a local government's comprehensive plan which identifies one or more areas that experience coastal flooding due to extreme high tides and storm surge, and that are vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure and adaptation planning.

The entire City is hereby designated an AAA, as all areas meet considerations for AAA designation, which include the following:

a. Areas which experience tidal flooding, storm surge, or both;
b. Areas which have an hydrological connection to coastal waters;
c. Locations which are within areas designated as evacuation zones for storm surge; and
d. Other areas impacted by stormwater/flood control issues.

Policy 14.4:

The City will develop and implement adaptation strategies for areas vulnerable to coastal flooding, tidal events, storm surge, flash floods, stormwater runoff, salt water intrusion and other impacts related to climate change or exacerbated by sea level rise, with the intent to increase the community's comprehensive adaptability and resiliency capacities.

The City will include areas, which experience tidal flooding, storm surge, or both as the first priority for the development and implementation of adaption strategies. Other areas will be included as the second priority for the development and implementation of adaptation strategies.

Policy 14.5:

Adaptation strategies may apply to the following:

a. Public infrastructure planning, siting, construction, replacement, operation and maintenance;
b. Emergency management;
c. Stormwater management;
d. Land development regulations;
e. Building codes;
f. Comprehensive planning; and
g. Other functions.

Policy 14.6:

AAAs adaptation strategy options include:

a. Protection: Strategies that involve "hard" and "soft" structurally defensive measures to mitigate impacts of rising seas in order to decrease vulnerability while allowing structures and infrastructure to remain unaltered. Two examples are shoreline armoring and beach renourishment. Protection strategies may be targeted for areas of a community that are location-dependent and cannot be significantly altered or relocated, such as areas of historical significance, or water-dependent uses.

b. Accommodation: Strategies that do not act as a barrier, but rather alter the design through measures such as elevation or stormwater improvements, to allow the structure of infrastructure system to stay intact. Rather than preventing flooding or inundation, these strategies aim to reduce potential risks.

c. Management Strategies: Strategies that involve the actual removal of existing development, their possible relocation to other areas, and/or prevention of further development in high-risk areas.

d. Avoidance: Strategies that involve ensuring development does not take place in areas subject to coastal hazards associated with sea level rise or where the risk is low at present but will increase over time.

e. Other options.

Policy 14.7:

The City shall pursue funding sources for the implementation of AAA associated adaptation strategies including the following:

a. Federal and State grants and technical expertise assistance (in-kind)
b. Local Stormwater Utility Fees and CIP (Capital Improvement Plan) prioritization
c. Public/Private Partnerships
d. Other sources

Policy 14.8:

The City shall integrate AAAs into existing and future City processes and city-wide plans and documents which may include:

a. Strategic Plan;
b. Sustainability Plan;
c. Resiliency Plan;
d. Stormwater Master Plan;
e. Emergency Management Plan;
f. Land Development Regulations;
g. Capital Improvement Plan;
h. Local Mitigation Strategy; and
i. Agreements with Public or Private Utility and Infrastructure Providers;
j. Agreements with Public Health Providers;
k. Interlocal Agreements with Other Government Agencies; and
l. Other processes, plans and documents.

Policy 14.9:

The City shall align and be consistent with, to the extent possible, relevant and current national, state, and regional adaptation strategy documents such as the Miami-Dade County GreenPrint, Southeast Florida Regional Climate Action Plan, and The President's Climate Action Plan as well as other regional strategic plans, disaster mitigation plans, water management plans, transportation/transit plans, and climate change plans.

Policy 14.10:

The City shall participate in, when appropriate, coordinated governmental, non-governmental and other appropriate agencies' proposed application requests for funding adaptation implementation projects.

Policy 14.11:

The City shall collaborate and coordinate with appropriate local, regional, state, and national governmental agencies, to the extent possible, toward the implementation of AAA adaptation strategies and to identify risks, vulnerabilities and opportunities associated with coastal hazards and the impacts from sea level rise.

RECREATION AND OPEN SPACE ELEMENT

GOAL:

Develop and Maintain a Comprehensive System of Parks and Recreational Open spaces to Meet the Needs of the Existing and Future Population by Maximizing the Potential Benefits of Existing Facilities and Open Space While Encouraging the Preservation and Enhancement of the Natural Environment.

OBJECTIVE 1: WATERFRONT PARKS

Preserve beach parks and complete a program of improved park access to water-related recreation activities and facilities.

Policy 1.1

Complete the beachfront park walkway promenade system along the Atlantic Ocean.

Policy 1.2

Improve the Collins Canal as a pedestrian linear park and boating waterway through the proposed City Center/Historic Village Redevelopment Area program.

Policy 1.3

Preserve and enhance the new beachfront access and parking facility at Pier Park.

Policy 1.4

The City shall continue to replant and maintain Brittany Bay Park as necessary with native or other appropriate vegetation in order to maintain a clear view of Indian Creek Waterway from the Park.

Policy 1.5

Waterfront access in residential development: Public pedestrian access to Biscayne Bay, all shorelines, and the oceanfront shall be required, in compliance with applicable law, in the review of proposed residential developments.

Policy 1.6

Pedestrian Access to Shoreline: Public pedestrian access shall be required in compliance with applicable law incident to the development of properties for non-residential uses unless waived at the time of plan review whether at any of the land use boards or staff approval.

OBJECTIVE 2: LEVEL OF SERVICE STANDARDS

Ensure that parks and recreational facilities are adequately and efficiently provided by enforcing the following level of service standards and related guidelines through the concurrency management system.

Policy 2.1

The National Recreation and Park Association's suggested minimum requirement for recreation and open space ten (10) acres of recreation and open space per one thousand (1,000) permanent and seasonal[1] residents is established as the minimum Level of Service Standard for the entire system to ensure adequate provisions are maintained for the projected population.

Policy 2.2

For recreational facilities only, the minimum Level of Service Standard shall be 6.0 acres per one thousand (1,000) permanent and seasonal[2] residents; this requirement excludes public landscape open space and the Atlantic beachfront area.

Policy 2.3

The minimum level-of service standard for each facility type shall be based on a minimum number of units per population, permanent and seasonal,[3] by specific facility types as follows:

Facility Type	Minimum Number Required
Swimming Pool	1 per 50,000 persons
Golf Course (min. 9 holes)	1 per 50,000 persons
Basketball Court	1 per 7,000 persons
Tennis court	1 per 3,000 persons
Multiple-Use Court's (shuffle, bocce, etc.)	1 per 4,000 persons
Designated Field Area (baseball, Softball, soccer, etc.)	1 per 10,000 persons
Tot Lots	1 per 10,000 persons
Vitacourse	1 per 40,000 persons
Boat Ramp	1 per 100,000 persons
Outdoor Amphitheater	1 per 50,000 persons
Activity Building for Multiple Uses	1 per 10,000 persons

Policy 2.4

The city should continue to update the parks' master plan to address capacity improvement deficiencies.

[1] As the seasonal population primarily utilizes private recreation and open space facilities, 20 per cent of the actual total seasonal population is used to determine demand for public recreation and open space facilities.

[2] See footnote 1 above.

[3] See footnote 1 above.

OBJECTIVE 3: COORDINATION OF PUBLIC AND PRIVATE RESOURCES

The City of Miami Beach shall continue to work with public agencies, such as Metro-Dade County Department of Environmental Resources Management, the Army Corps of Engineers, the Florida Department of Environmental Protection and private sector organizations and corporations, through the zoning process, to enhance and improve existing recreation/open space facilities in Miami Beach.

Policy 3.1

The City should continue to improve landscaping along 17th Street and other streets entering into convention center district as a part of the new redevelopment project in this area.

Policy 3.2

A landscaping program shall be included as part of the repaving and other improvements to the Alton Road corridor south of Dade Boulevard.

Policy 3.3

Continue to provide specific private open space definitions and requirements in the Land Development Regulations of the City Code.

Policy 3.4

The City of Miami Beach shall inform Miami-Dade County and the Army Corps of Engineers when maintenance re-nourishment of the beach is necessary.

Policy 3.5

The City of Miami Beach shall continue to use the Land Development Regulations of the City Code as standards and incentives which encourage private sector development projects to landscape required open space, develop private recreation facilities on site, and through the impact fee requirement, contribute to the enhancement of adjacent public recreation and open space.

Policy 3.6

The City of Miami Beach shall continue to apply for grant funds from various sources, including Federal, State and County agencies and private providers, for the improvement of public recreation and open space, including, but not limited to nature trails or boardwalks, greenways, waterway trails, interpretive displays, educational programs, wildlife observation areas, or picnic areas.

Policy 3.7

The City of Miami Beach shall support State landscape and recreational improvements on the causeways connecting Miami Beach to the mainland, including I-195 (the Julia Tuttle Causeway) and I-395 (the MacArthur Causeway).

OBJECTIVE 4: OPEN SPACE

To require open space in conjunction with every new public and private sector development project (measurability dependent upon development applications).

Policy 4.1

The City Land Development Regulations shall continue to provide side, front and rear minimum setback requirements to insure that all non-commercial development projects have property available for recreation and open space.

Policy 4.2

The Land Development Regulations of the City Code shall continue to provide some open space in conjunction with all new commercial development projects through setback or other requirements.

Policy 4.3

The City of Miami Beach public property shall continue to be subject to the open space and setback requirements of adjacent private properties pursuant to the Land Development Regulations of the City Code.

Policy 4.4

The Recreation and Open space Future Land Use category shall continue to be used to preserve the ocean beach and adjacent parks, the City's principal open space/passive park resource system.

Policy 4.5

To ensure environmental sustainability, protection of natural areas and quality of urban life the city shall continue to protect publicly accessible urban greenspace and scenic open space vistas.

OBJECTIVE 5: PUBLIC ACCESS CORRIDORS

To develop a network of greenways, scenic open space vistas, beachfront promenades, bicycle and pedestrian trails, and multi-purpose public access corridors to waterways, the beach and outdoor recreational opportunities in order to preserve natural eco-systems and to enhance the quality of urban life.

Policy 5.1

The City shall continue to implement the Atlantic Greenway Corridor Initiative which includes, but is not limited to, implementing the following projects: the Indian Creek Greenway Corridor; North Beach Recreational Corridor, Bath Club Historic Site Corridor and Scenic Vista; Beach Walk Corridor; Dade Boulevard Corridor; Collins Canal Reconstruction; Venetian Way Corridor; Lummus Park Corridor; South Beach Corridor; South Pointe Corridor and Bay Walk Corridor.

Policy 5.2

The City shall acquire and display interpretive signage throughout the City's greenways to provide historical, cultural and environmental information about the area to the general public.

INTERGOVERNMENTAL COORDINATION ELEMENT

GOAL:

Establish processes among the various governmental, public and private entities to: 1) achieve coordination of all development including tourism and convention activities and historic preservation, and (2) foster the purpose of Rule 9J-5.015, which is to identify and resolve incompatible goals, objectives, policies and development proposed in the City's Comprehensive Plan and to determine and respond to the needs of adjacent local governments, Miami-Dade County, the South Florida Regional Planning Council and state and federal agencies.

OBJECTIVE 1: COORDINATION MECHANISMS

Provide a formal process for intergovernmental coordination among the city and local, regional, State and Federal governmental entities and agencies to establish specific coordination activities to occur on a regular basis.

Policy 1.1

The City Manager shall be responsible for ensuring an effective intergovernmental coordination program for Miami Beach including dissemination of public information about County programs operating within the City.

Policy 1.2

The City shall continue to invite appropriate public and private entities with which it shares coordination responsibilities to appoint *ad hoc* representatives to its various Boards and Committees.

Policy 1.3

The City shall continue to make elected commissioners and staff available to participate in intergovernmental coordination activities with other public and private entities.

Policy 1.4

The City shall offer to participate in the local government review proceedings of comprehensive plans and relevant plan amendments for Miami-Dade County, City of Miami, North Bay Village and Surfside and shall provide copies of the City's comprehensive plan, executive summary, and related information to these and other applicable agencies.

Policy 1.5

Ensure continued countywide support for the operation, renovation and expansion of the Miami Beach Convention Center Complex by working with and supporting local and regional partners.

Policy 1.6

The City shall continue to use (and expand where necessary) memoranda of agreement or similar user's agreement with Miami-Dade County relative to water supply, sewage disposal, solid waste disposal and the ocean beach, among others and with the Miami-Dade County School Board on the planning of school facilities; collaborative planning and decision making is the intent.

Policy 1.7

In terms of City-State coordination, particularly concentrate on liaison with Department of Natural Resources relative to achieving and maintaining the quality of the City's beaches and dunes.

Policy 1.8

The City will coordinate with Miami-Dade County WASD in the review of site plans prior to the issuance of a building permit to determine whether adequate water supplies will be available to serve new development no later than the date of the certificate of occupancy.

Policy 1.9

The City shall coordinate the planning of potable water and sanitary sewer facilities and services and level of service standards within the Miami-Dade County WASD, DERM, the South Florida Water Management District, and the Lower East Coast Water Supply Plan Update.

Policy 1.10

The City will collaborate and coordinate with appropriate local, regional, state, and national governmental agencies, to the extent possible, toward the implementation of Adaptation Action Areas adaptation strategies and to identify risks, vulnerabilities and opportunities associated with coastal hazards and the impacts from sea level rise and participate in, when appropriate, coordinated governmental, non-governmental and other appropriate agencies' proposed application requests for funding adaptation implementation projects.

Policy 1.10

The City shall coordinate the planning and development of Transit Facilities with Miami-Dade County, the Miami-Dade Metropolitan Planning Organization (MPO), and surrounding municipalities, as applicable.

OBJECTIVE 2: COMPREHENSIVE PLAN COORDINATION

Coordinate the City's Comprehensive Plan with the plans of the Miami-Dade County Public Schools, Miami-Dade County Planning Department and adjacent municipalities.

Policy 2.1

Provide copies of the City's Comprehensive Plan, proposed amendments, executive summary, informational updates, public meeting notices to the Miami-Dade County Public Schools, Miami-Dade County Planning Department and adjacent municipalities.

Policy 2.2

During pre-development program planning and site selection activities, the City shall coordinate with the Miami-Dade Public Schools, and continue to seek, where feasible and mutually acceptable, to collocate schools with other public facilities such as parks, libraries and community centers to the extent possible.

Policy 2.3

The City and the Miami-Dade County Public Schools shall follow the procedures established in the adopted Amended and Restated "Interlocal Agreement for Public School Facilities Planning in Miami-Dade County" for coordination and collaborative planning and decision making of land uses, public school facilities siting, decision making on population projections, location and extension of public facilities subject to concurrency.

Policy 2.4

The City shall coordinate with the Miami-Dade County Public Schools and other parties to the adopted Amended and Restated Interlocal Agreement for Public School Facility Planning to establish Level of Service Standards (including Interim LOS standards) for public school facilities and any amendments affecting public school concurrency.

Policy 2.5

The City shall coordinate with the following entities with respect to refining and adjusting local Levels of Service:

- State and Federal Highways - Florida Department of Transportation
- County roads - Miami Dade County Department of Public Works
- Drainage - Water Management District
- Potable water supply - South Florida Water Management District
- Regional Policies - South Florida Regional Planning Council
- Public educational facilities - Miami Dade County Public Schools

Policy 2.6

The Miami Dade County Public Schools shall coordinate with the City at the planning stage to determine whether the new construction or renovation of existing educational facilities meet the adopted Level of Service Standard adopted in the Infrastructure Element of the City's Comprehensive Plan and distribute a fair share cost of infrastructure improvements necessary to meet the adopted Level of Service.[i]

OBJECTIVE 3: CITY PLAN IMPACTS ON OTHER ENTITIES

Continue to utilize the intergovernmental coordination mechanisms built into the intergovernmental review and comment provisions of the Local Government Comprehensive Planning and Land Development Regulation Act to ensure that full consideration is given to the impacts of developments proposed in the City Comprehensive Plan on other governmental entities and adjacent municipalities.

Policy 3.1

Continue formal liaison with state agencies that have permitting responsibility in Miami Beach.

Policy 3.2

Use the South Florida Regional Planning Council (SFRPC) for mediation when development issues cross jurisdictional boundaries (or impact state or regional resources) and cannot be resolved by the City alone; the City shall work with the SFRPC to determine the process.

Policy 3.3

The City Commission shall continue to work with the South Florida Regional Planning Council to identify regional issues and to assist in the periodic updating of the Comprehensive Regional Policy Plan.

Policy 3.4

Attend and participate on the Miami-Dade County Planners' Technical Committee for the purpose of better interpreting and coordinating local government planning issues and processes with other local jurisdiction and agencies in Miami-Dade County, the South Florida Regional Planning Council and the Florida Department of Community Affairs.

Policy 3.5

Continue to participate in the review process of the Biscayne Bay (Aquatic Preserve) Shoreline Development Review Committee as it pertains to development/construction on the Miami Beach bayfront.

Policy 3.6

The City of Miami Beach shall provide copies of this revised Comprehensive Plan to the adjacent municipalities of Surfside, North Bay Village and Miami and a cover letter to each municipality stating that proposed development in adjacent portions of Miami Beach has been reviewed for its relationship to the comprehensive plans of each municipality and that no negative impacts of said proposed developments are anticipated.

OBJECTIVE 4: LEVEL OF SERVICE STANDARD COORDINATION

Continue to coordinate with local (adjacent municipalities), county, regional and state entities in the establishment of Level of Service Standards for public facilities.

Policy 4.1

Utilize the FDOT "Level of Service Standards and Guidelines Manual," as updated from time to time, in concurrency reviews of projects on State roads and otherwise continue to ensure that the level of service standards for public facilities are coordinated with those governmental entities having operational maintenance responsibility for such facilities.

OBJECTIVE 5: COUNTY SUBSTANDARD HOUSING BOARD

Further increase the responsiveness of the Miami-Dade County Unsafe Structures Board to the City's especially Policy 2.7 of the Housing Element.

Policy 5.1

Continue the relationship between the City's Building Department and the Unsafe Structures Board to ensure coordination in addition to use of the special master process.

OBJECTIVE 6: HOUSING AUTHORITY

Continue the coordination with the Housing Authority of the City of Miami Beach in order to achieve the goals of the Housing Element and the City's Consolidated Plan.

Policy 6.1

Continue the regular meetings between the City Administration, especially the Housing and Community Development Department and Housing Authority staff to ensure mutual assistance and consistency of objectives.

Policy 9J-5.015 (3)(c) 4 is not applicable because annexation is not a realistic possibility.

CAPITAL IMPROVEMENT PROGRAM ELEMENT

GOAL:

Ensure that all development and locations in the City are served by public facilities at established levels of service, currently and at all times in the future.

OBJECTIVE 1: CAPITAL FACILITIES

Maintain all existing potable water, sanitary sewer, storm water, transportation, solid waste, and recreational facilities at permitted levels as of Date of Adoption of this Comprehensive Plan Amendment.

Policy 1.1

The city will maintain a current inventory of all City-owned capital facilities, to include information on type, capacity, location and condition.

Policy 1.2

The City will continue its program of regularly scheduled inspections of all capital facilities to monitor and record the condition of each.

Policy 1.3

The City will continue to prepare and adopt each year a five year capital improvements program and a one-year capital budget, to include all projects which entail expenditures of at least $10,000 and a life of at least three years.

Policy 1.4

The City will implement the projects listed in the capital improvement program and in the Implementation Schedule of this capital improvements element according to the schedule listed in this Element.

Policy 1.5

When budgeting capital expenditures, the City will evaluate and assign priority to projects according to the following criteria, listed in order of importance:

1. Elimination of existing or impending public hazards;

2. Repair or replacement of damaged capital facilities which do not fit the definition in Number 1 above;

3. Prevent service from any existing part of a system from falling below the level of service standards established in this Comprehensive Plan, due to failure of any component of the system;

4. Accommodate existing, expanding or new capital facilities within Miami Beach which are provided by other governmental agencies so as to avoid needless repetition of expenditures;

5. Accommodate new construction or rehabilitation projects which are approved by the City pursuant to all applicable development regulations and which are consistent with the elements of this comprehensive Plan and its amendments, specifically to include projected growth patterns, level of service standards, and requirements for financial participation by the party seeking development approval in meeting the costs of the capital facility;

6. Elimination of existing capacity deficits;

7. The project's impact on the local budget;

8. The project's financial feasibility within the City's budget; and

9. The project, if applicable, shall be coordinated with DOT plans.

Policy 1.6

The City will cooperate with all other governmental agencies, including the school board and public health care providers, to treat their existing capital facilities located in the City in a manner similar to that outlined in Policy 1.1 through 1.5 above.

Policy 1.7

The city shall limit the use of revenue bonds as a percent of total debt.

OBJECTIVE 2: CAPITAL IMPROVEMENT PROGRAM

The City shall not issue any building permits or development orders for new developments or redevelopment unless the existing infrastructure (i.e. water, sanitary and storm sewer, transportation, recreation and solid waste) meets or is upgraded to meet the permitted level of service to support the increase in demand by the proposed development.

Policy 2.1

The City will continue to prepare and adopt a five-year capital improvements program. It will include all capital improvements identified in the comprehensive plan elements, specifically including those to upgrade facilities in the South Pointe Redevelopment area, Architectural District, The North Beach Area and the Convention Center Village.

Policy 2.2

During the annual preparation of the five-year capital improvements program, the need for additional or revised upgrading of projects will be analyzed by the city staff and those determined to be necessary to fulfill Objective No. 2 above, and which are found to have an identified funding source, will be added to the capital improvements program.

Policy 2.3

The City will pursue the creation and operation of special assessment districts to provide funding for the proposed improvements in the Alton Road, Washington Avenue, Lincoln Road, and Espanola Way areas of the Architectural District, and in the North Beach Area in accordance with the adopted Neighborhood Special Area Studies for each of the specified areas.

Policy 2.4

Appropriate mechanisms will be developed and adopted consistent with the South Florida Water Management District and Miami-Dade County in order to assure that adequate water supplies are available to all water users prior to approval of a building permit. Furthermore, City of Miami Beach will be responsible for providing monthly building permit data to WASD to be used for monitoring the availability of water supplies for all water users of the Miami-Dade County Water and Sewer Department, and for implementing a system that links water supplies to the permitting of new development.

Policy 2.5

The City shall incorporate capital improvements affecting City levels of service for water supply by including City funded projects and by referencing the Capital Improvements Schedules of Miami-Dade County, state agencies, regional water supply authorities and other units of government providing services but not having regulatory authority over the use of land into its Capital Improvements Element via reference during periodic updates of the Comprehensive Plan.

OBJECTIVE 3: IMPACT FEE PROGRAM

Continue to participate in the Miami-Dade County Development Impact Fee Program to secure a financial contribution from any development that necessitates new or expanded potable water, sanitary and storm sewer, transportation, and solid waste based on a proportional share of the cost of the improvements.

Policy 3.1

The City will not give development approval to any new construction, redevelopment or renovation project which creates a need for new or expanded public capital improvements unless the project pays a proportional share of the costs of these improvements in accordance with the Development Impact Fee Program.

OBJECTIVE 4: BOND RATING AND DEBT SERVICE

Return the City's overall bond rating as established by Moody's Investor's Service at A or higher.

Policy 4.2

The City shall maintain a function responsible for soliciting Federal and state programs, private contributions and joint venture approaches to be used to reduce costs the City must bear for capital improvements.

Policy 4.4

The City will limit the total amount of outstanding debt in general obligation bonds to no greater than 15 percent of the assessed taxable real property value in the City.

Policy 4.5

The ratio of the City's total debt service on general obligation bonds shall not be greater than 35 percent of the City's total ad valorem, real property tax revenue.

Policy 4.6

The City will continue to prepare and adopt each year a 5 year capital improvements program and one year capital budget to, among other things, help assess future needs for debt financing of capital improvements.

OBJECTIVE 5: LEVEL OF SERVICE STANDARDS

Continue the established level of service standards for capital facilities for which the City has financial responsibility.

Policy 5.1

Level of service standards established in the elements of this comprehensive plan and which are also contained here in the capital improvements element shall be, upon adoption of the comprehensive plan by the City Commission, the level of service standards for the designated capital improvements.

Policy 5.2

The peak hour level of service standards for roads shall be:

Local Roads	LOS Standard D
Collector Roads	LOS Standard D
Minor Arterial	LOS Standard D
Minor Arterial	LOS Standard D
Principal Arterial	LOS Standard D

Policy 5.2A

The following level of service standards shall be established for the roadways identified below and located within the City's Transportation Concurrency Management Areas (TCMAs):

(a) Where no mass transit service exists, roadways shall operate at or above LOS D;

(b) Where mass transit service having headways of 20 minutes or less is provided within ¼ distance, parallel roadways shall operate at no greater than 120 percent of LOS D;

(c) Where extraordinary transit service classified as the Electrowave shuttle or express or peak-hour limited stop bus service exists, parallel roadways within ¼ mile shall operate at no greater than 150 percent of LOS D.

South Beach TCMA – Facilities to be averaged

Roadway	Function	Direction	From	To	TCMA LOS	Service Volume
Alton Road	Arterial	N/S	Dade Blvd.	5th St.	D+20	3150
Washington Avenue	Collector	N/S	Dade Blvd.	5th St.	D+50	3100
SUBTOT						*6250*
Collins Avenue	Arterial	N/S	23rd Street	5th Street	D+50	1450
Meridian Road	Collector	N/S	Dade Blvd.	5th Street	D+20	1150
West Avenue	Collector	N/S	Dade Blvd.	5th Street	D+20	1150
SUBTOT						*3750*

Alton Road	Collector	N/S	5th Street	Biscayne	D+50	3100
Washington Avenue	Collector	N/S	5th Street	Biscayne	D+50	3100
SUBTOT						*6200*
5th Street	Arterial	E/W	Alton Road	Washington	D+50	6350
17th Street	Arterial	E/W	Dade Blvd.	Collins Ave	D+50	3900
Dade Boulevard (share)	Arterial	E/W	Venetian	Pine Tree Dr.	D+50	4200
SUBTOT						*14450*

Middle Beach TCMA – Facilities to be averaged

Roadway	Function	Direction	From	To	TCMA	Service Volume
Alton Road	Arterial	N/S	63rd Street	Dade Blvd	D	3400
Collins\Indian Creek Drive	Arterial	N/S	63rd Street	23rd Street	D+20	3800
SUBTOTA						*7200*
41st Street	Arterial	E/W	Alton Road	Indian Creek	D+20	3300
Dade Boulevard (share)	Arterial	E/W	Veneti an	Pine Tree Dr.	D+50	4200
63rd Street (share)	Arterial	E/W	Alton Road	Indian Creek	D+20	3150
SUBTOTA						*10650*

North Beach TCMA – Facilities to be averaged

Roadway	Function	Direction	From	To	TCMA	Service Volume
Collins Avenue- one way	Arterial	N/S	City Limit	63rd Street	D+20	2800
Harding/Abbott Ave.- one	Arterial	N/S	City Limit	Indian Creek	D+20	2800
Indian Creek Drive	Arterial	N/S	71st Street	63rd Street	D+20	3300
SUBTOTA						*8900*
71st Street/Normandy Dr.	Arterial	E/W	City Limit	Indian Creek	D+20	3150
63rd Street (share)	Arterial	E/W	Alton Road	Indian Creek	D+20	3150
SUBTOTA						*6300*

Policy 5.3

The following level of service standards for sanitary sewer collection shall be maintained in all areas of the City

Average gallons per capita per day	140
Peak gallons per capita per day	144

Policy 5.4

Capacity of solid waste facilities shall have the following level of service standard:

1.275 tons per capita per year

Policy 5.5

Level of service standard for storm water drainage in all areas of the City shall be:

25 year frequency, 24 hour duration

Policy 5.6

Level of service standard for distributing potable water in all areas of the City shall be:

Average gallons per capita per day	140
Peak gallon per capita per day	168

Policy 5.7

As a general guideline, each facility type as defined by the data and analysis in the Recreation and Open space element shall be based on a minimum number of units per permanent and seasonal[1] population, by specific facility type.

Facility Type	***Minimum Number Required***
Swimming Pool	1 per 50,000 persons
Golf Course (min. 9 holes)	1 per 50,000 persons
Basketball Court	1 per 7,000 persons
Tennis court	1 per 3,000 persons
Multiple-Use Court's (shuffle, bocce, etc.)	1 per 4,000 persons
Designated Field Area (baseball, soccer, etc.)	1 per 10,000 persons
Tot Lots	1 per 10,000 persons
Vitacourse	1 per 40,000 persons
Boat Ramp	1 per 100,000 persons
Outdoor Amphitheater	1 per 50,000 persons
Activity Building for Multiple Uses	1 per 10,000 persons

Policy 5.8

The National Park Association's suggested minimum requirement for recreation and open space is established as the minimum Level of Service Standard for the entire system to ensure adequate provisions are maintained for the future projected population: Ten (10) acres of recreation and open space per one-thousand (1,000) permanent and seasonal residents. (This requirement excludes public landscape open space and the Atlantic beachfront area.)

[1] As the seasonal population primarily utilizes private recreation and open space facilities, 20 percent of the actual total seasonal population is used to determine demand for public recreation and open space facilities.

OBJECTIVE 6: INFRASTRUCTURE EXPENDITURES

Limit public infrastructure expenditures that subsidize development in the City-wide Coastal High Hazard Area except for restoration and enhancement of natural resources; the measure shall be 0 projects inconsistent with Policies 6.1 through 6.5 and 8.1 in the Capital Improvement Schedule.

Policy 6.1

Except as provided in Policy 6.2 through 6.5 below, the City shall not fund any public infrastructure capacity expansion if such funding and such expansion would have the effect of directly subsidizing a private development.

Policy 6.2

Notwithstanding Policy 6.1 above, the City may fund infrastructure capacity expansion to achieve: 1) adopted level-of-service standards for facilities which serve the current and projected population; 2) recreational and natural resource enhancement; 3) any development directly supporting the Convention Center; 4) amelioration of parking or mass transit deficiencies; 5) the provision of desirable parking or mass transit facilities and services; and/or 6) redevelopment in redevelopment areas established in accordance with state statute. Expenditures pursuant to 3), 4), 5) and 6) preceding shall be limited to south Pointe Redevelopment Area and the convention Center Village Redevelopment Area as shown on the Redevelopment Areas Map included with these goals, objectives and policies.

Policy 6.3

The City will continue to expend funds as needed to maintain, repair, renew, replace or expand storm water drainage facilities in the high hazard coastal areas.

Policy 6.4

The City will continue to expend funds as needed to maintain, repair, renew, replace or expand recreational, beach access and water access facilities in the high hazard coastal area.

Policy 6.5

The City will continue to expend funds as needed to maintain, repair, renew, replace or expand facilities that protect the dune system or other environmental assets.

OBJECTIVE 7: CONCURRENCY COMPLIANCE

No new development, except those for which a building permit was issued by the City prior to the effective date of the ordinance adopting the Miami Beach Comprehensive Plan, shall begin construction unless the public facilities needed to support the development are at the permitted level of service standards adopted in the Plan and land use decisions will be coordinated with available or projected fiscal resources with a C.I.P. schedule.

Policy 7.1

After adoption of the City's comprehensive plan, the City shall not issue a certificate of occupancy or use for any new development unless the Planning Department determines that the needed public facilities are available at the time of issuance, or a legally binding commitment to construct the facilities exists at the time of issuance and it can be demonstrated that construction of the public facilities is both technically and fiscally feasible for the committed party or parties.

Policy 7.2

Phasing of a development or phasing the implementation of the needed public facilities shall be permitted to satisfy the requirement that the needed public facilities be available concurrent with the effects of the development.

Policy 7.3

Developments for which building permits were issued prior to adoption of this comprehensive plan shall be allowed to begin construction without regard to level of service standards established in this capital improvements element, except that if a public hazard would be created, construction of the development shall be prohibited until measures to prevent the public hazard are implemented. Provided, however, that should any permit expire and not be renewable, issuance of a new permit for the development shall be subject to the requirements of a new application.

OBJECTIVE 8: FUTURE DEVELOPMENTS

Capital improvements will be provided to accommodate future developments and to replace worn out or obsolete facilities, as indicated in the City's annually updated five-year Capital Improvement Program.

Policy 8.1

The City shall as a matter of priority, schedule and fund all capital improvement projects in the Five Year Schedule of Improvements which are designed to correct anticipated deficiencies.

OBJECTIVE 9: PROVISION FOR NEEDED IMPROVEMENTS

The City shall require and provide the provision of needed improvements identified in other elements of the Comprehensive Plan and shall manage the land development process (see Future Land Use and Infrastructure elements) such that the previous and future developments do not exceed the City's ability to fund and provide the corresponding public facilities necessary to accommodate the development.

Policy 9.1

Development and redevelopment projects shall be consistent with public facilities necessary to meet service standards and remain within the proposed municipal budget.

Policy 9.2

Recommendations described in the Future Land Use Element are incorporated by reference and shall be implemented as part of the Capital Improvement Element.

OBJECTIVE 10[i] - COORDINATION WITH PUBLIC SCHOOLS

The City shall coordinate new residential development with the future availability of public school facilities[2] consistent with the adopted level of service standards for public school concurrency, by reviewing residential development orders for their impact on level of service standards, and to ensure the inclusion of those projects necessary to address existing deficiencies in the 5-year schedule of capital improvements in the Miami-Dade County Public School Facilities Work Program.

Those capital improvements for educational facilities, as listed in the Miami-Dade County Public Schools Facilities Work Program dated September 2007 and adopted by the Miami-Dade School Board are incorporated by reference into the CIE.

10.1 The Miami-Dade County Public Schools and the City have the responsibility for providing school concurrency related capital improvements and should continually seek to expand the funding sources available to meet those requirements.

10.2 Capital improvements associated with the construction of educational facilities are the responsibility of the Miami-Dade County Public Schools. To address financial feasibility associated with school concurrency, those necessary capital improvements for educational facilities, as listed in the Miami-Dade County Public School Facilities Work Program, dated September 6, 2007 and adopted by the Miami-Dade School Board, are incorporated by reference into the CIE.

10.3 The Miami Dade County Public Schools shall coordinate with the City at the planning stage to determine whether the new construction or renovation of existing educational facilities meet the adopted Level of Service Standard adopted in the Infrastructure Element of the City's Comprehensive Plan and distribute a fair share cost of infrastructure improvements necessary to meet the adopted Level of Service.

10.4 The Miami-Dade County Public Schools Facilities Work Program will be evaluated on an annual basis to ensure that the level of service standards will continue to be achieved and maintained throughout the planning period.

10.5 Beginning January 1, 2008, the adopted level of service (LOS) standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) Capacity (With Relocatable Classrooms). This LOS standard shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by the Miami-Dade County Public Schools.

[2] Level of Service standards for public school facilities apply to those traditional educational facilities, owned and operated by the Miami-Dade County Public Schools, that are required to serve the residential development within their established Concurrency Service Area. Levels of Service standards do not apply to charter schools. However, the capacity of both charter and magnet schools will be credited against the impact of development. No credit against the impact of development shall be given for either magnet or charter schools if their enrollment is at, or above, 100% FISH capacity.

The adopted LOS standard for Magnet Schools is 100% of FISH (with Relocatable Classrooms), which shall be calculated on a districtwide basis.

10.6 The City in coordination with the Miami-Dade County Public Schools shall by ordinance, include proportionate share mitigation methodologies and options for public school facilities in its concurrency management program and Interlocal Agreement for Public Facility Planning between Miami-Dade County Public Schools, Miami-Dade County and the Cities in Miami-Dade County, consistent with the requirements of Chapter 163, Florida Statutes. The intent of these options is to provide for the mitigation of residential development impacts on public school facilities through mechanisms that might include, but are not limited to, one or more of the following: contribution of land; the construction, expansion, or payment for land acquisition or construction of a permanent public school facility; or, the creation of a mitigation bank based on the construction of a permanent public school facility in exchange for the right to sell capacity credits.

10.7 Miami-Dade County Public Schools shall coordinate with the City to annually update its Facilities Work Program to include existing and anticipated facilities for both the 5-year and long-term planning periods, and to ensure that the adopted level of service standard, including interim standards, will continue to be achieved and maintained. The City, through its annual update to the Capital Improvements Schedule, will incorporate by reference the latest adopted Miami-Dade County Public Schools Facilities Work Program and concurrency maps.

[i] *Objective 10 included in CIP as part of the Public Schools Facilities Element by Ordinance #2008-3596 on February 13, 2008.*

HISTORIC PRESERVATION ELEMENT

GOAL:

Secure for future generations the opportunity to share in the unique heritage of Miami Beach and promote sound economic development through the purposeful retention, protection and continued use of buildings, structures and districts which are associated with important events in the City's history or exhibit significant architectural qualities.

OBJECTIVE 1: HISTORIC PRESERVATION

Continue to increase the total number of structures designated as historically significant either individually or as contributing structures within locally designated historic districts or districts listed on the National Register of Historic Places.

Policy 1.1

Continue to locate, identify and evaluate those sites, buildings, structures, monuments and districts that are associated with the historical development of the City.

Policy 1.2

Continue to fund full-time Historic Preservation Staff in order to ensure proper preservation efforts for the City's architectural and historic resources.

Policy 1.3

Continue to identify city-owned historic sites and structures and determine the potential of all sites for heritage tourism, as a progressive economic development tool.

Policy 1.4

Encourage private individuals and neighborhood groups to participate in identifying districts, sites, landmarks, and structures, which are suitable for local historic recognition and/or nomination to the National Register of Historic Places.

Policy 1.5

Continue to encourage and assist owners of historic properties, including single family homes, to apply for individual local designation or listing on the National Register of Historic Places and to take advantage of, where available, local and/or federal preservation tax benefits for the restoration and preservation of historic properties.

Policy 1.6

Continue to provide incentives to qualifying historically designated single family homes to use the City's Historic Ad Valorem Tax Exemption Program for Single Family Homes.

OBJECTIVE 2: COMMUNITY PARTICIPATION AND EDUCATION

Increase community awareness of, interest in, and support for the continued success of the City's historic preservation efforts in building a sustainable, vibrant and economically vital urban environment.

Policy 2.1

By 2015, develop a user friendly program to implement and maintain a comprehensive inventory of historic sites on a Geographic Information Systems Database available to the public, including local property owners, scholars and students.

Policy 2.2

Create and maintain a database of local, state and federal financial tools and incentives available for qualifying historic preservation rehabilitation projects.

Policy 2.3

Continue to provide staff assisted access to Planning Department's historical documentation files and resources to property owners, scholars and the general public.

Policy 2.4

Promote new ways to inform and educate the community about the City's preservation efforts by creating an interactive City of Miami Beach Historic Preservation .com website readily accessible to the public through popular search engines.

Policy 2.5

Promote the City's National Register Historic Districts as a destination for heritage tourism.

Policy 2.6

Promote an appreciation and understanding of the City's historical resources by seeking public and private funding for the strategic placement of historic markers and historic district maps throughout the city.

Policy 2.7

Continue to work with local historic preservation organizations in the assembly and dissemination of historical educational materials and participation in workshops, seminars and lectures.

OBJECTIVE 3: ENHANCE HISTORIC PUBLIC ENVIRONMENT

Advance the City's development of quality new design and rehabilitation in historic districts and continue to enhance the historic public urban environment.

Policy 3.1

Promote cutting-edge contemporary urban infill which is sustainable and compatible with the City's historic architecture, through the Development Review Process at administrative and board levels.

Policy 3.2

Continue funding physical streetscape improvements, as identified in the Capital Improvement Element, to complement and enhance the quality of life in the City's historic neighborhoods.

Policy 3.3

Expand the City's Design Guidelines, as necessary, to address the needs of specific architectural styles throughout the City.

Policy 3.4

Continue to maintain the City's historic preservation regulatory authority as provided for in the Historic Preservation Section of the City Code.

Policy 3.5

Develop "Green Guidelines" for the rehabilitation of historic buildings, as well as for new construction in historic districts.

PUBLIC SCHOOL FACILITIES ELEMENT

GOAL

COOPERATE WITH THE MIAMI-DADE COUNTY PUBLIC SCHOOLS TO DEVELOP, OPERATE, AND MAINTAIN A SYSTEM OF PUBLIC EDUCATION, IN COOPERATION WITH OTHER APPROPRIATE GOVERNMENTAL AGENCIES, WHICH WILL STRIVE TO IMPROVE THE QUALITY AND QUANTITY OF PUBLIC EDUCATIONAL FACILITIES AVAILABLE TO THE CITIZENRY OF THE CITY OF MIAMI BEACH, FLORIDA.

OBJECTIVE 1 - REDUCTION OVERCROWDING

Work towards the reduction of the overcrowding which currently exists in the Miami-Dade County Public Schools, while striving to attain an optimum level of service pursuant to Objective 2. This Objective shall be monitored through a comparison by the Miami Dade County Public Schools of the official enrollment of the school system with the number of student stations available to determine the current operating LOS.

Policies

1.1 Cooperate with the Miami-Dade County Public Schools in their efforts to continue to provide new student stations through their Capital Outlay program, in so far as funding is available.

1.2 Cooperate with the Miami-Dade County Public Schools in their efforts to develop and implement alternative educational facilities, such as primary learning centers, which can be constructed on small parcels of land and relieve overcrowding at elementary schools, in so far as funding and rules permit.

1.3 Cooperate with the Miami-Dade County Public Schools in their efforts to provide public school facilities to the students of Miami-Dade County, which operate at optimum capacity, in so far as funding is available. Operational alternatives may be developed and implemented, where appropriate, which mitigate the impacts of overcrowding while maintaining the instructional integrity of the educational program.

1.4 The Miami-Dade County School Board (School Board) comments shall be sought and considered on comprehensive plan amendments and other land use and zoning decisions which could impact the school district, in order to be consistent with the terms of the state mandated Interlocal Agreement pursuant to Sections 1013.33 and 163.31777, Florida Statutes.

1.5 Capital improvement programming by the Miami-Dade Public Schools should be based on future enrollment projections and demographic shifts and targeted to enhance the effectiveness of the learning environment. The future enrollment projections should utilize student population projections based on information produced by the demographic, revenue, and education estimating conferences pursuant to Section 216.136, Florida Statutes, where available, as modified by the School Board based on development data and agreement with the local governments, the State Office of Educational Facilities and the State SMART Schools Clearinghouse. The School Board may request adjustment to the estimating conferences' projections to reflect actual

enrollment and development trends. In formulating such a request, the School Board will coordinate with the City regarding development trends and future population projections.

1.6 The City, through the Staff Working Group of the Interlocal Agreement for Public School Facility Planning, will coordinate with Miami-Dade County Public Schools, and applicable Cities to review annually the Educational Element and school enrollment projections.

OBJECTIVE 2 – COORDINATION OF DEVELOPMENT AND AVAILABILITY

The City shall coordinate new residential development with the future availability of public school facilities[1] consistent with the adopted level of service standards for public school concurrency, to ensure the inclusion of those projects necessary to address existing deficiencies in the 5-year schedule of capital improvements, and meet future needs based upon achieving and maintaining the adopted level of service standards throughout the planning period.

This Objective will be measured through an annual review of the latest adopted Miami-Dade County Public Schools Facility Work Program to determine if the adopted concurrency level of service standard is being achieved.

Policies

2.1 Beginning January 1, 2008, the adopted level of service (LOS) standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) Capacity (With Relocatable Classrooms). This LOS standard shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by the Miami-Dade County Public Schools.

The adopted LOS standard for Magnet Schools is 100% of FISH (With Relocatable Classrooms), which shall be calculated on a districtwide basis.

2.2 It is the goal of Miami-Dade County Public Schools and the City of Miami Beach for all public school facilities to achieve 100% utilization of Permanent FISH (No Relocatable Classrooms) capacity by January 1, 2018. To help achieve the desired 100% utilization of Permanent FISH by 2018, Miami-Dade County Public Schools should continue to decrease the number of relocatable classrooms over time. Public schools facilities that achieve 100% utilization of Permanent FISH capacity should, to the extent possible, no longer utilize relocatable classrooms, except as an operational solution.[2]

By December 2010, the Miami-Dade County Public Schools in cooperation with the county and other affected agencies will assess the viability of modifying the adopted LOS standard to 100% utilization of Permanent FISH for all CSAs.

2.3 In the event the adopted LOS standard of a CSA cannot be met as a result of a proposed development's impact, the development may proceed provided at least one of the following conditions is met:

[1] Level of Service standards for public school facilities apply to those traditional educational facilities, owned and operated by the Miami-Dade County Public Schools, that are required to serve the residential development within their established Concurrency Service Area. Level of Service standards do not apply to charter schools. However, the capacity of both charter and magnet schools will be credited against the impact of development. No credit against the impact of development shall be given for either magnet or charter schools if their enrollment is at, or above, 100% FISH capacity.

[2] Relocatable classrooms may be used by the Miami-Dade County Public Schools as an operational solution to achieve the level of service standard during replacement, remodeling, renovation or expansion of a public school facility.

a) The development's impact can be shifted to one or more contiguous CSAs that have available capacity and is located, either in whole or in part, within the same Geographic Areas (Northwest, Northeast, Southwest, or Southeast, see Figure 1A through 1D) as the proposed development; or

b) The development's impact is mitigated, proportionate to the demand for public schools it created, through a combination of one or more appropriate proportionate share mitigation options, as defined in Section 163.3180 (13)(e)1, Florida Statutes. The intent of these options is to provide for the mitigation of residential development impacts on public school facilities, guaranteed by a legal binding agreement, through mechanisms that include, one or more of the following: contribution of land; the construction, expansion, or payment for land acquisition or construction of a permanent public school facility; or, the creation of a mitigation bank based on the construction of a permanent public school facility in exchange for the right to sell capacity credits. The proportionate share mitigation agreement is subject to approval by Miami-Dade County School Board and the City of Miami Beach and must be identified in the Miami-Dade County Public Schools Facilities Work Program.

c) The development's impacts are phased to occur when sufficient capacity will be available.

If none of the above conditions is met, the development shall not be approved.

2.4 Concurrency Service Areas (CSA) shall be delineated to: 1) maximize capacity utilization of the facility, 2) limit maximum travel times and reduce transportation costs, 3) acknowledge the effect of court-approved desegregation plans, 4) achieve socio-economic, racial, cultural and diversity objectives, and 5) achieve other relevant objectives as determined by the School Board's policy on maximization of capacity. Periodic adjustments to the boundary or area of a CSA may be made by the School Board to achieve the above stated factors. Other potential amendments to the CSAs shall be considered annually at the Staff Working Group meeting to take place each year no later than April 30 or October 31, consistent with Section 9 of the Interlocal Agreement for Public School Facility Planning.

2.5 The City, through the implementation of the concurrency management system and Miami-Dade County Public School Facilities Work Program for educational facilities, shall ensure that existing deficiencies are addressed and the capacity of schools is sufficient to support residential development at the adopted level of service (LOS) standards throughout the planning period in the 5-year schedule of capital improvements.

2.6 The Miami-Dade County Public Schools Facilities Work Program will be evaluated on an annual basis to ensure that the level of service standards will continue to be achieved and maintained throughout the planning period.

2.7 Miami-Dade County Public Schools shall coordinate with the City to annually update its Facilities Work Program to include existing and anticipated facilities for both the 5-year and long-term planning periods, and to ensure that the adopted level of service standard, including interim standards, will continue to be achieved and maintained. The City, through its annual update to the Capital Improvements Schedule, will incorporate

by reference the latest adopted Miami-Dade County Public Schools Facilities Work Program and concurrency maps.

OBJECTIVE 3 – SUITABLE SITES

Assist and cooperate with the Miami-Dade County Public Schools to obtain suitable sites for the development and expansion of public education facilities.

This Objective will be monitored through the annual inventory and assessment by the Miami Dade County Public Schools of School Board owned property.

Policies

3.1 In the selection of sites for future educational facility development, the City encourages the Miami-Dade County Public Schools to consider whether a school is in close proximity to residential areas and is in a location that would provide a logical focal point for community activities.

3.2 Where possible, the Miami-Dade County Public Schools should seek sites which are adjacent to existing or planned public recreation areas, community centers, libraries, or other compatible civic uses for the purpose of encouraging joint use facilities or the creation of logical focal points for community activity.

3.3 The City concurs that, when selecting a site, the Miami-Dade County Public Schools district should consider if the site meets the minimum size criteria as recommended by the State Department of Education or as determined to be necessary for an effective educational environment.

3.4 When considering a site for possible use as an educational facility, the Miami-Dade County Public Schools should review the adequacy and proximity of other public facilities and services necessary to the site such as roadway access, transportation, fire flow and potable water, sanitary sewers, drainage, solid waste, police and fire services, and means by which to assure safe access to schools, including sidewalks, bicycle paths, turn lanes, and signalization.

3.5 When considering a site for possible use as an educational facility the Miami Dade County Public Schools should consider whether the present and projected surrounding land uses are compatible with the operation of an educational facility.

3.6 The City shall encourage and cooperate with the Miami-Dade County Public Schools in their effort for public school siting reviews to help accomplish the objectives and policies of this element and other elements of the City's Comprehensive Plan. The City shall cooperate with the Public Schools to establish provisions for a scoping or pre-application meeting as part of the educational facilities review process, if determined to be warranted.

3.7 Public educational facilities are an allowable use in all Future Land Use Categories.

OBJECTIVE 4 – IMPROVE SECURITY AND SAFETY

Miami-Dade County Public Schools, in conjunction with the City and other appropriate agencies, will strive to improve security and safety for students and staff.

This Objective will be monitored through the review and analysis of the statistics relating to school safety, as compiled annually, by the Miami-Dade County Public Schools' Division of Police.

Policies

4.1 Continue to cooperate with the Miami-Dade County Public Schools to develop and/or implement programs and policies designed to reduce the incidence of violence, weapons and vandalism on school campuses. Encourage the design of facilities, which do not promote criminal behavior and provide clear sight lines from the street.

4.2 Continue to cooperate with the Miami-Dade County Public Schools to develop and/or implement programs and policies designed to reduce the number of incidents related to hazardous conditions as reported by the Environmental Protection Agency (EPA), the fire marshal, the State Department of Education (DOE), and other appropriate sources.

4.3 Coordinate with the Miami-Dade County Public Schools to provide for pedestrian and traffic safety in the area of schools, and signalization for educational facilities.

4.4 Coordinate with the Miami-Dade County Public Schools' Division of School Police and other law enforcement agencies, where appropriate, to improve and provide for a secure learning environment in the public schools and their vicinity.

OBJECTIVE 5 – COOPERATION WITH PROGRAMS AND OPPORTUNITIES

Cooperate with the Miami-Dade County Public Schools to develop programs and opportunities to bring the schools and community closer together.

This Objective will be monitored by the Miami-Dade County Public Schools System by reporting and reviewing the progress and number of new and existing community oriented programs, including an enrollment analysis, by age and ethnicity, of adult, community and vocational programs.

Policies

5.1 Cooperate with the Miami-Dade County Public Schools in their efforts to provide "full service" schools, parent resource centers, adult and community schools and programs as appropriate.

5.2 Cooperate with the Miami-Dade County Public Schools in their efforts to continue to provide opportunities for community and business leaders to serve on committees and task forces, which relate to the development of improved provision of public educational facilities.

5.3 Cooperate with the Miami-Dade County Public Schools to continue to work with the development industry to encourage partnerships in the provision of sites and educational facilities including early childhood centers.

5.4 Cooperate with the Miami-Dade County Public Schools through agreement with appropriate agencies to increase medical, psychological, and social services for children and their families as appropriate.

5.5 The City will continue to cooperate with Miami-Dade County Public Schools and adjacent local governments in utilizing Miami-Dade County Public Schools as emergency shelters during emergencies.

OBJECTIVE 6 – LEARNING ENVIRONMENT

Miami-Dade County Public Schools will continue to enhance effectiveness of the learning environment.

This Objective will be monitored by the Miami-Dade County Public Schools by reporting the number of educational facility enhancements.

Policies

6.1 Miami-Dade County Public Schools is encouraged to continue the design and construction of educational facilities which create the perception of feeling welcome, secure and positive about the students' school environment and experiences.

6.2 The Miami-Dade County Public Schools is encouraged to continue to design and construct facilities which better provide student access to technology designed to improve learning, such as updated media centers and science laboratories.

6.3 The Miami-Dade County Public Schools is encouraged to continue to improve existing educational facilities, in so far as funding is available, through renovation and expansion to better accommodate increasing enrollment, new educational programs and other activities, both curricular and extra-curricular.

6.4 The School Board shall be encouraged to preserve, maintain and continue the use of historic schools.

OBJECTIVE 7 – INTERGOVERNMENTAL COORDINATION

The School Board, the City, and other appropriate jurisdictions shall establish and implement mechanism(s) for on-going coordination and communication to ensure the adequate provision of public educational facilities.

This Objective will be addressed by tracking the development of appropriate mechanisms, including interlocal agreements and coordination efforts.

Policies

7.1 Pursuant to the terms of the state mandated Interlocal Agreement, the City will coordinate and cooperate with the Miami-Dade County Public Schools, the State, the County and other appropriate agencies, to develop processes to expedite proposed new educational facility developments and renovations.

7.2 The location of future educational facilities should occur where capacity of other public facilities and services is available to accommodate the infrastructure needs of the educational facility.

7.3 The Miami-Dade County Public Schools should coordinate school capital improvement plans with the planned capital improvement projects of other County and municipal agencies.

7.4 The City shall coordinate and cooperate with the Miami-Dade County Public Schools to ensure that they are obligated to pay for their fair share of the costs of necessary off-site infrastructure improvements.

7.5 Miami-Dade County Public Schools, the City, the County, and any other jurisdictional agency shall coordinate to eliminate infrastructure deficiencies surrounding existing school sites.

7.6 The City and the Miami-Dade County Public Schools shall coordinate efforts to ensure the availability of adequate sites for the required educational facilities.

7.7 The City shall afford representatives of the Miami-Dade County Public Schools the opportunity to review and comment on proposed developments adjacent to schools.

7.8 The City and the Miami-Dade County Public Schools will annually review the Educational Element and the City will make amendments if necessary.

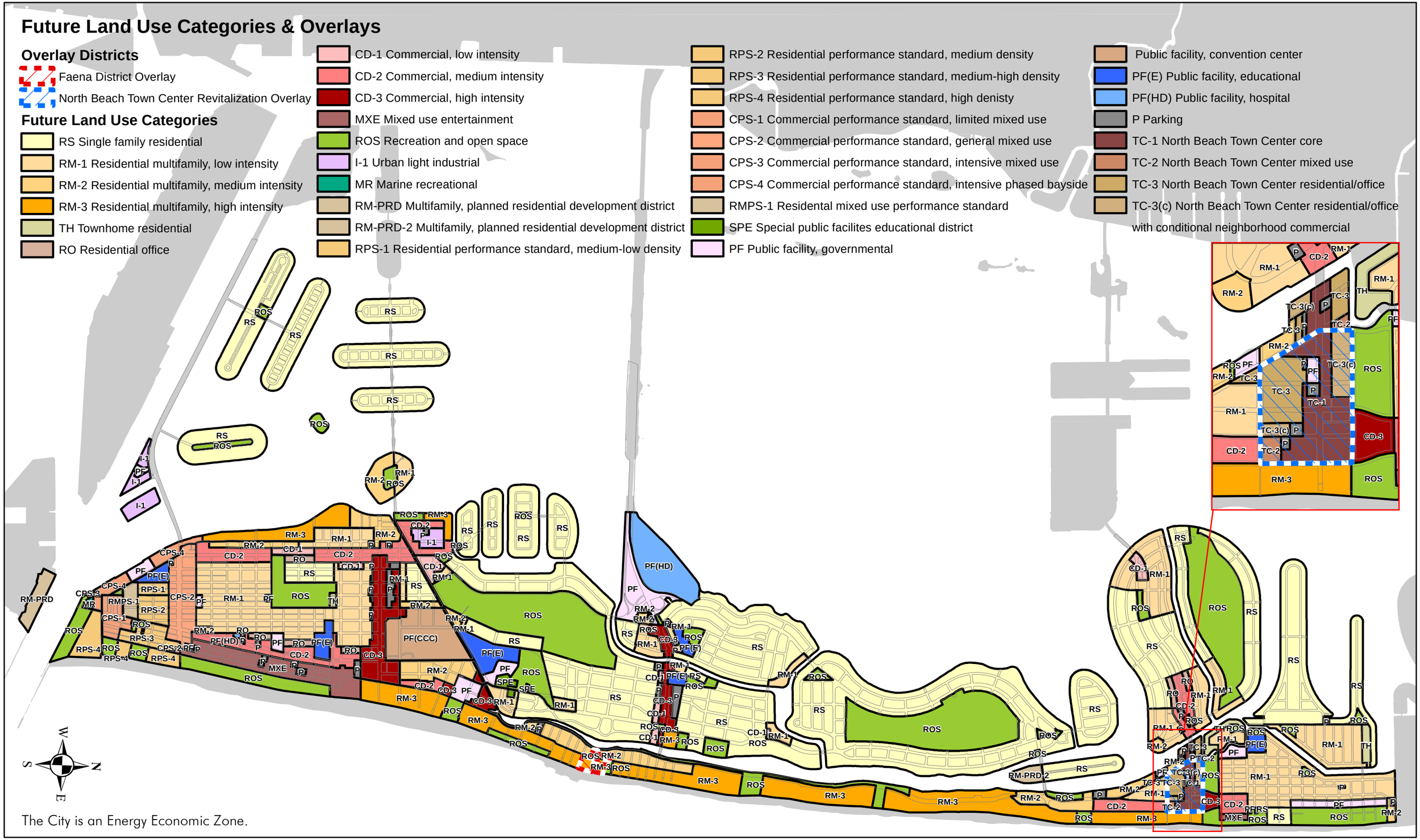
Future Land Use Categories & Overlays

Overlay Districts

- Faena District Overlay
- North Beach Town Center Revitalization Overlay

Future Land Use Categories

- RS Single family residential
- RM-1 Residential multifamily, low intensity
- RM-2 Residential multifamily, medium intensity
- RM-3 Residential multifamily, high intensity
- TH Townhome residential
- RO Residential office
- CD-1 Commercial, low intensity
- CD-2 Commercial, medium intensity
- CD-3 Commercial, high intensity
- MXE Mixed use entertainment
- ROS Recreation and open space
- I-1 Urban light industrial
- MR Marine recreational
- RM-PRD Multifamily, planned residential development district
- RM-PRD-2 Multifamily, planned residential development district
- RPS-1 Residential performance standard, medium-low density
- RPS-2 Residential performance standard, medium density
- RPS-3 Residential performance standard, medium-high density
- RPS-4 Residential performance standard, high denisty
- CPS-1 Commercial performance standard, limited mixed use
- CPS-2 Commercial performance standard, general mixed use
- CPS-3 Commercial performance standard, intensive mixed use
- CPS-4 Commercial performance standard, intensive phased bayside
- RMPS-1 Residental mixed use performance standard
- SPE Special public facilites educational district
- PF Public facility, governmental
- Public facility, convention center
- PF(E) Public facility, educational
- PF(HD) Public facility, hospital
- P Parking
- TC-1 North Beach Town Center core
- TC-2 North Beach Town Center mixed use
- TC-3 North Beach Town Center residential/office
- TC-3(c) North Beach Town Center residential/office with conditional neighborhood commercial

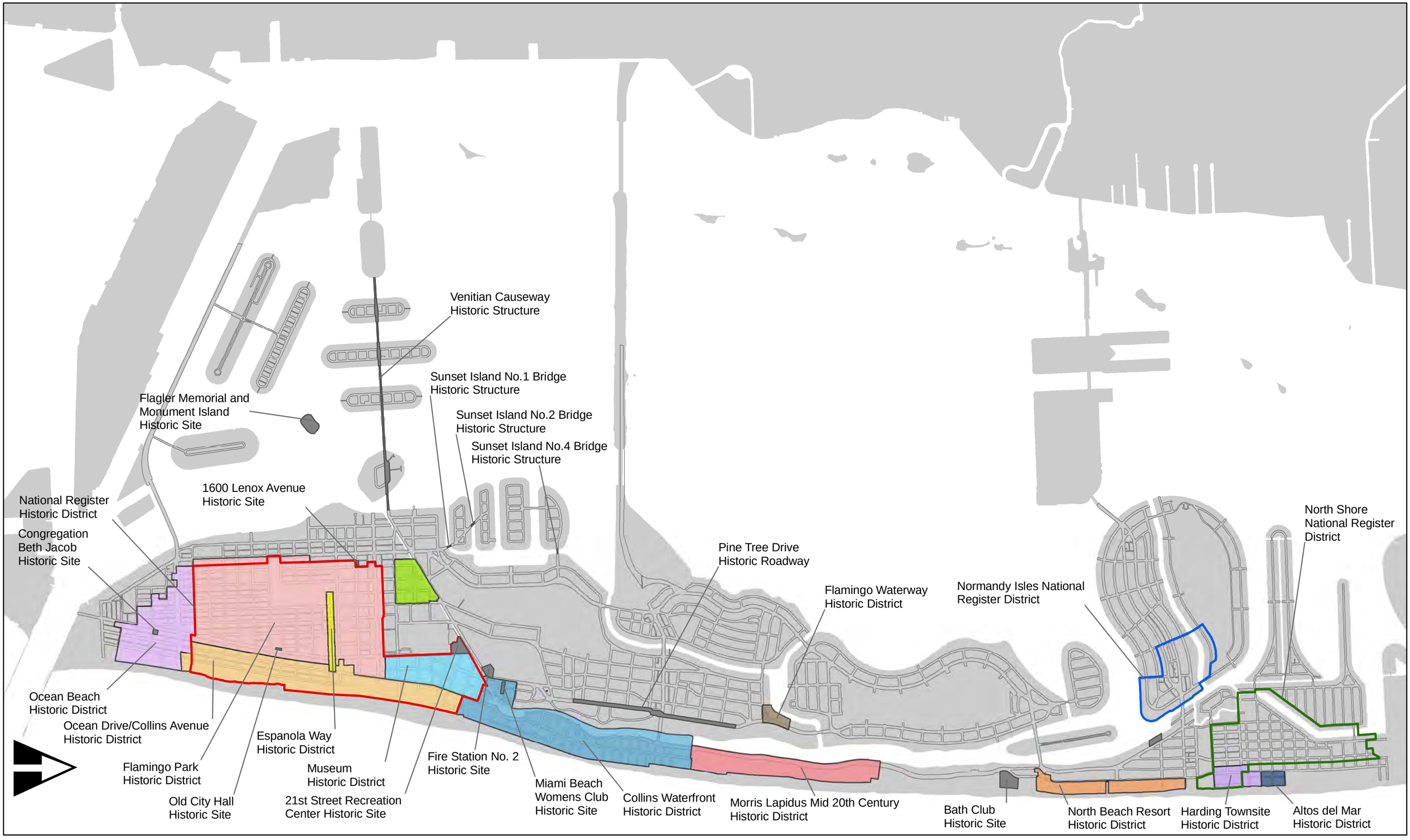


The City is an Energy Economic Zone.

MIAMIBEACH

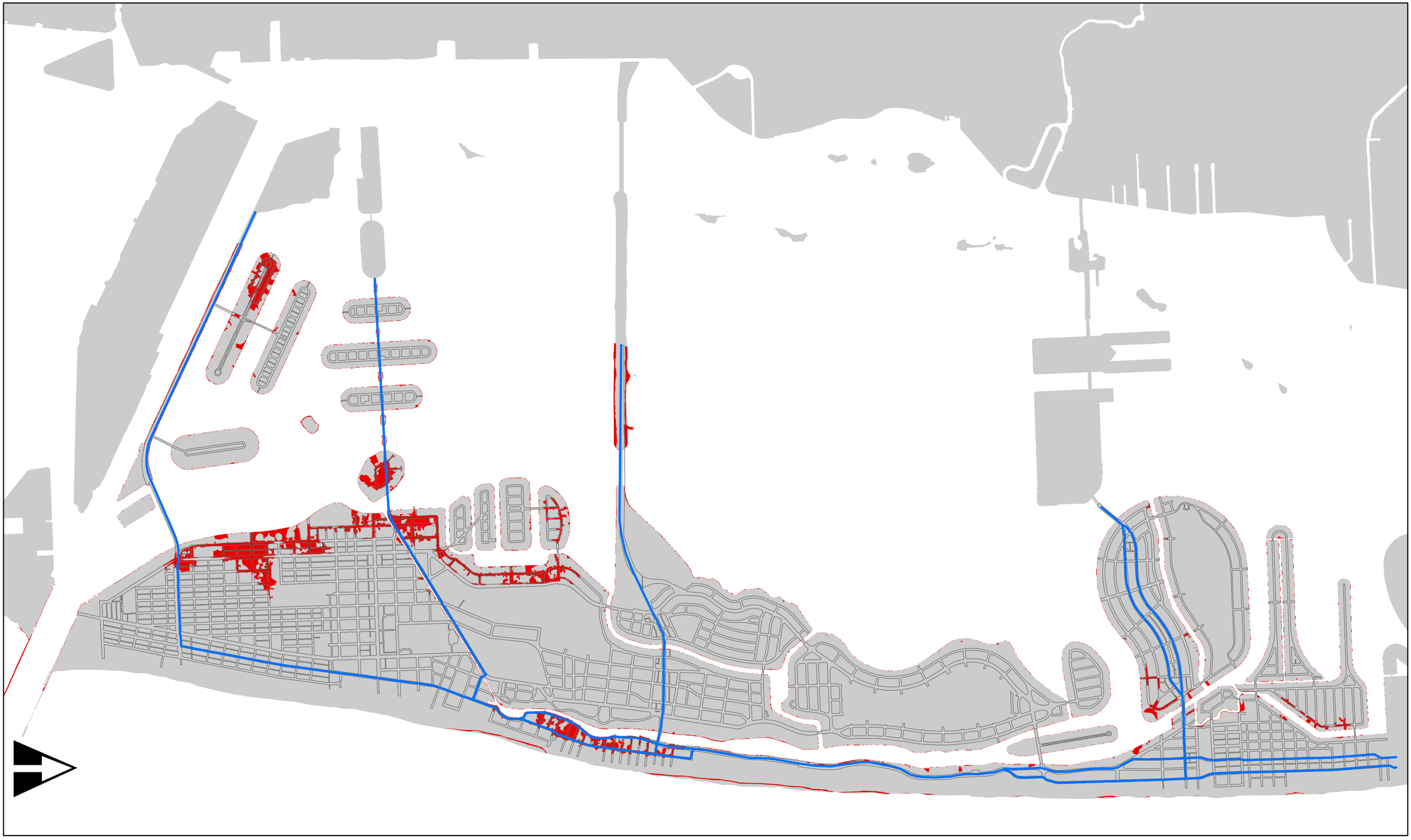
2025 Future Land Use Map

Prepared by the Planning Department, 2018



MIAMIBEACH Historic Districts and Sites

Prepared by the Planning Department, 2010



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Coastal High Hazard Area Catagory 1 Storm Surge and Evacuation Routes

Prepared by the Planning Department, 2011 Storm Surge Data Source: Statewide Regional Evacuation Study Project and the South Florida Regional Planning Council, February 2011

THIS DOCUMENT WAS PRODUCED BY THE **PLANNING DEPARTMENT**

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