2040 MIAMI BEACH COMPREHENSIVE PLAN

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Text Amendments	Amendment Summary	Ordinance	Adoption Date
	2019 EAR-based Amendments	2019-4302	10-16-2019
	Accessory Dwelling Units	2019-4304	10-16-2019
	PF Public-Private Redevelopment	2019-4349	7-29-2020
	Development Regulations for Hotels in the RM-1 District on Properties abutting Lincoln Lane South	2020-4367	10-14-2020
	Sunset Harbour Neighborhood Identity Overlay	2020-4377	11-18-2020
	RM-1 Hotel Uses at Designated Historic Sites in North Beach	2020-4375	11-18-2020
	Wolfsonian Arts District	2020-4381	12-9-2020

RESILIENT LAND USE AND DEVELOPMENT ELEMENT

RESILIENT LAND USE AND DEVELOPMENT ELEMENT

The Resilient Land Use and Development Element (RLU) of the Comprehensive Plan serves as a guide for future land development and redevelopment in a manner consistent with the City's vision of a vibrant and resilient Miami Beach, and the requirements of the Florida Statutes. The Principles, Goals, Objectives and Policies in the Resilient Land Use and Development Element are closely interrelated to most, if not all other elements in this Comprehensive Plan. Its function is to define future land uses and set their location, and to draw upon the core principles within the Comprehensive Plan to help ensure that growth is directed in a manner that is resilient, sustainable, supported by essential services, and improves the quality of life of the City and its residents.

LAND USE PRINCIPLES & GOALS

GUIDING PRINCIPLES

The intent of the guiding principles is to provide an overview of the priorities and objectives of the Element to aid in local government planning and decision making, including but not limited to the amendments to this Element and the City's Land Development Regulations, as well as applications for Future Land Use and Zoning map amendments.

GOAL RLU 1

LAND USE

Preserve and enhance the character of Miami Beach and its quality of life through the implementation of future land use and land development requirements that maximize the potential for economic benefit and the enjoyment of natural and man-made resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.

GOAL RLU 2

INNOVATIVE, SUSTAINABLE AND RESILIENT DEVELOPMENT

Encourage innovative development consistent with the historic resources of the City, while ensuring that redevelopment, investment, and new development is constructed utilizing principles of sustainable and resilient development practices.

GOAL RLU 3

INTERGOVERNMENTAL COORDATION AND PUBLIC FACILITIES

Support intergovernmental coordination efforts, strategic partnerships, and enforcement of concurrency management requirements and mobility fees to maintain required levels of service for public facilities and to mitigate potential adverse impacts of new development and redevelopment

GUIDING PRINCIPLES

The intent of the Guiding Principles is to provide an overview of the priorities and objectives of the Element to aid in local government planning and decision making, including but not limited to the amendments to this Element and the City's Land Development Regulations, as well as applications for Future Land Use and Zoning map amendments.

PRINCIPLE 1: DEVELOPING A RESILIENT FUTURE

The City shall encourage redevelopment that contributes to community resiliency by meeting all required peril of flood mitigation and storm hazard standards for on-site development and shall also prioritize energy efficient development that provides stormwater mitigation, and co-benefit features that contribute to the City's resiliency as a whole.

PRINCIPLE 2: RESPECTING THE ECOLOGICAL ENDOWMENT

The City shall encourage redevelopment that respects the City's ecological endowment and provides for context sensitive development that improves or enhances the City's natural environment where feasible.

PRINCIPLE 3: PRESERVING CULTURAL IDENTITY

The City shall encourage redevelopment that protects historic resources to the greatest extent feasible, while allowing for adaptation to a changing climate and efficient reuse of historic structures. Local area and incremental adaptation strategies shall be preferred as they allow for the greatest protection of historic resources and promote the preservation of the cultural identity of Miami Beach.

PRINCIPLE 4: PRIORITIZING ALTERNATIVE MODES OF TRANSIT

The City shall encourage redevelopment that support the City's efforts to promote a multi-modal transportation network.

PRINCIPLE 5: ENHANCE COMMUNITY CHARACTER

The City shall encourage redevelopment that enhances the character of existing development by maximizing context sensitive design through appropriate architecture, compatible scale, and pedestrian-friendly features.

PRINCIPLE 6: PRIORITIZING WORKFORCE HOUSING

The City shall encourage redevelopment that provides workforce and affordable housing.

GOAL RLU 1: LAND USE

Preserve and enhance the character of Miami Beach and its quality of life through the implementation of future land use and land development requirements that maximize the potential for economic benefit and the enjoyment of natural and man-made resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

Objective RLU 1.1: Establishment of Future Land Use Categories

The City hereby adopts future land use map categories to provide for an efficient distribution and compatible pattern of land uses, and to maintain and enhance the character of the community.

Table RLU 1.1

The following table is a reference guide that depicts the policy number, and maximum densities and intensities for each future land use map (FLUM) category.
(* = Refer to policy for limits)

	FLUM Category	Density Limits (Units Per Acre)	Intensity Limits (Floor Area Ratio)	Reference (Policy #)
Residential	Single Family Residential (RS)	7 units per acre	*	RLU 1.1.1
	Townhouse Residential (TH)	30 units per acre	0.7	RLU 1.1.2
	Fisher Island Low Density Planned Residential (RM-PRD)	25 units per acre	1.6	RLU 1.1.3
	Allison Island Low Density Planned Residential Category (RM-PRD-2)	25 units per acre	1.45	RLU 1.1.4
	Low Density Multi Family Residential (RM-1)	60 units per acre	1.25*	RLU 1.1.5
	Medium Density Multi Family Residential (RM-2)	100 units per acre	2.0	RLU 1.1.6
	High Density Multi Family Residential (RM-3)	150 units per acre	2.25*	RLU 1.1.7
	Medium-Low Density Residential Performance Standard (R-PS-1)	57 units per acre	1.25	RLU 1.1.22
	Medium Density Residential Performance Standard (R-PS-2)	70 units per acre	1.5	RLU 1.1.23
	Medium-High Density Residential Performance Standard (R-PS-3)	85 units per acre	1.75	RLU 1.1.24
	High Density Residential Performance Standard (R-PS-4)	102 units per acre	2.0	RLU 1.1.25
Commercial / Industrial	Low Intensity Commercial (CD-1)	60 units per acre	1.0*	RLU 1.1.8
	Medium Intensity Commercial (CD-2)	100 units per acre	1.5*	RLU 1.1.9
	High Intensity Commercial (CD-3)	150 units per acre	2.0*	RLU 1.1.10
	Urban Light Industrial (I-1)	N/A	1.0	RLU 1.1.21

	FLUM Category	Density Limits (Units Per Acre)	Intensity Limits (Floor Area Ratio)	Reference (Policy #)
Mixed Use	Residential / Office (RO)	56 units per acre	1.25	RLU 1.1.11
	Mixed Use Entertainment (MXE)	100 units per acre	2.0	RLU 1.1.13
	Limited Mixed Use Commercial Performance Standard (C-PS1)	80 units per acre	2.0	RLU 1.1.27
	Limited Mixed Use Residential Performance Standard Category (RM-PS-1)	102 units per acre	1.50	RLU 1.1.26
	General Mixed Use Commercial Performance Standard (C-PS2)	106 units per acre	2.0	RLU 1.1.28
	Intensive Mixed use Commercial Performance Standard (C-PS3)	125 units per acre	2.5	RLU 1.1.29
	Bayside Intensive Mixed Use Commercial Performance Standard (C-PS4)	125 units per acre	2.5	RLU 1.1.30
	Town Center – Central Core (TC-C)	150 units per acre	3.5	RLU 1.1.31
	Town Center Core (TC-1)	150 units per acre	2.25*	RLU 1.1.32
	Town Center Commercial (TC-2)	100 units per acre	2.0*	RLU 1.1.33
	Town Center Residential Office (TC-3)	60 units per acre	1.25*	RLU 1.1.34
Public / Recreation	Public Facility: Educational (PFE)	N/A	2.0*	RLU 1.1.14
	Special Public Facilities: Educational (SPE)	N/A	2.5*	RLU 1.1.15
	Public Facility: Hospital – PF (PF-HD)	N/A	3.0	RLU 1.1.16
	Public Facility: Governmental Use (PF)	N/A	3.5*	RLU 1.1.17
	Public Facility: Convention Center Facilities (PF-CCC)	N/A	2.75	RLU 1.1.18
	Recreation and Open Space Including Waterways (ROS)	N/A	0.5	RLU 1.1.19
	Conservation Protected (C)	N/A	*	RLU 1.1.20
	Marine Recreation (MR)	N/A	0.25	RLU 1.1.12

POLICY RLU 1.1.1 SINGLE FAMILY RESIDENTIAL (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.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, including Accessory Dwelling Units, 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: 7 residential units per acre. Accessory Dwelling Units shall not count towards the maximum density limit.

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.

POLICY RLU 1.1.2 TOWNHOME RESIDENTIAL (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 unit has its own ingress and egress.

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.

POLICY RLU 1.1.3 FISHER ISLAND LOW DENSITY PLANNED RESIDENTIAL (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 on Fisher Island 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.

POLICY RLU 1.1.4 ALLISON ISLAND LOW DENSITY PLANNED RESIDENTIAL (RM-PRD-2)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new low-density multiple family planned residential areas on Allisson Island 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.

Uses which may be permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, multiple family dwellings, and limited accessory commercial uses.

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 1.45.

POLICY RLU 1.1.5 LOW DENSITY MULTI FAMILY RESIDENTIAL (RM-1)

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 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 non-conforming 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 non-conformity 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. Within the RM-1 future land use category, and only in the Flamingo Park Historic District, apartment hotels, hotels, and suite hotels are permitted for properties abutting Lincoln Lane South, between Drexel Avenue and Lenox Avenue. Residential office and suite hotel uses are permitted in the West Avenue Bay Front Overlay District only. Hotels, apartment hotels, and suite hotels are permitted on properties located north of Normandy Drive, having a lot area greater than 30,000 square feet, which are individually designated as an historic site, as described 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: 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.

POLICY RLU 1.1.6 MEDIUM DENSITY MULTI FAMILY RESIDENTIAL (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.

POLICY RLU 1.1.7 HIGH DENSITY MULTI FAMILY RESIDENTIAL (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.

POLICY RLU 1.1.8 LOW INTENSITY COMMERCIAL (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.

POLICY RLU 1.1.9 MEDIUM INTENSITY COMMERCIAL (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; 3.25 in the Wolfsonian Arts District.

POLICY RLU 1.1.10 HIGH INTENSITY COMMERCIAL (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.

POLICY RLU 1.1.11 RESIDENTIAL / OFFICE (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.

POLICY RLU 1.1.12 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.

POLICY RLU 1.1.13 MIXED USE ENTERTAINMENT (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.

POLICY RLU 1.1.14 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.

POLICY RLU 1.1.15 SPECIAL PUBLIC FACILITIES EDUCATIONAL (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.

POLICY RLU 1.1.16 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

POLICY RLU 1.1.17 PUBLIC FACILITY: GOVERNMENTAL USES (PF)

Purpose: To provide development opportunities for existing and new government uses, as well as provide public-private redevelopments.

Uses which may be permitted: Government uses, parking facilities, affordable or workforce housing, various types of commercial uses including business and professional offices, retail sales and service establishments, and eating and drinking establishments, and public-private marina redevelopments.

Public-private marina redevelopments shall include significant publicly accessible green and/or open space and may permit the following uses: Retail sales and service establishments;

commercial uses, including business and professional offices; eating and drinking establishments; apartment residential uses; and recreational uses.

Density Limits: The base density limit for affordable or workforce housing units shall be the average of the surrounding future land use categories. The density limit for market rate apartment residential uses in a public-private marina redevelopment shall be 15 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 3.5.

POLICY 1.1.18 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.

POLICY RLU 1.1.19 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.

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

POLICY RLU 1.1.20 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.

POLICY RLU 1.1.21 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.

POLICY RLU 1.1.22 MEDIUM-LOW DENSITY RESIDENTIAL PERFORMANCE STANDARD (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.

POLICY RLU 1.1.23 MEDIUM DENSITY RESIDENTIAL PERFORMANCE STANDARD (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

POLICY RLU 1.1.24 MEDIUM-HIGH DENSITY RESIDENTIAL PERFORMANCE STANDARD (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

POLICY RLU 1.1.25 HIGH DENSITY RESIDENTIAL PERFORMANCE STANDARD (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

POLICY RLU 1.1.26 LIMITED MIXED USE RESIDENTIAL PERFORMANCE STANDARD (RM-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, and accessory commercial uses.

Density Limits: 80 dwelling units per acre.

Intensity Floor Area Ratio Limits: 1.50.

POLICY RLU 1.1.27 LIMITED MIXED USE COMMERCIAL PERFORMANCE STANDARD (C-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, 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.

POLICY RLU 1.1.28 GENERAL MIXED USE COMMERCIAL PERFORMANCE STANDARD (C-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, 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.

POLICY RLU 1.1.29 INTENSIVE MIXED USE COMMERCIAL PERFORMANCE STANDARD (C-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, 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.

POLICY RLU 1.1.30 BAYSIDE INTENSIVE MIXED USE COMMERCIAL PERFORMANCE STANDARD (C-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 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.

POLICY RLU 1.1.31 TOWN CENTER – CENTRAL CORE CATEGORY (TC-C)

Purpose: To encourage and enhance the high-intensity commercial employment center function of the North Beach Town Center's Central Core area; support the Town Center's role as the hub of community-wide importance for business, office, retail, governmental services, culture and entertainment; promote development of a compact, pedestrian and transit oriented, mixed-use area; provide opportunities for live-work lifestyles; and create a place that represents a unique, attractive and memorable destination for residents and visitors.

Uses which may be Permitted: Various types of commercial uses including, business and professional offices, retail sales and service establishments, eating and drinking establishments, outdoor cafes, artisanal retail, neighborhood fulfillment centers; residential uses, including co-living units; 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; co-living units that are less than 550 square feet shall count as half a unit for the purposes of calculating the maximum density.

Intensity Limits: A floor area ratio of 3.5.

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.

POLICY RLU 1.1.32 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.

POLICY RLU 1.1.33 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.

POLICY RLU 1.1.34 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 specifically authorized in this land use category, including

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 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.

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.

OBJECTIVE RLU 1.2: LAND USE REGULATION

Future growth and development, redevelopment and rehabilitation will be managed through the preparation, adoption, implementation, and enforcement of land development regulations (LDR) consistent with the Comprehensive Plan and with s.163.3202, F.S.

POLICY RLU 1.2.1

The City shall adopt and maintain Land Development Regulations and zoning districts that are based on the principles, goals, objectives, and policies; future land use categories; and maximum densities and intensities established by this plan.

POLICY RLU 1.2.2

Continue to administer Land Development Regulations (LDR) consistent with s.163.3202, F.S. that shall also 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.

POLICY RLU 1.2.3 DENSITY AND INTENSITY IMPLEMENTATION CRITERIA

The following criteria address the implementation of density and intensity maximums identified in this Plan:

a. 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.

b. 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.

POLICY RLU 1.2.4 CASINO AND GAMBLING

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.

POLICY RLU 1.2.5 WORKFORCE HOUSING

Pursuant to the procedures and limitations of the Land Development Regulations, the maximum density of the underlying future land use category may be increased by up to 80 percent beyond the allowable density in the underlying future land use category for developments that incorporate workforce or affordable housing units. The additional density may only be utilized for workforce or affordable housing units.

POLICY RLU 1.2.6 RELIGIOUS INSTITUTIONS

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 RLU 1.2.7 WATER SUPPLY

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 RLU 1.3: 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 RLU 1.3.1

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 RLU 1.3.2

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 RLU 1.3.3

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

OBJECTIVE RLU 1.4: 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 RLU 1.4.1

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 RLU 1.4.2

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 RLU 1.5: NEIGHBORHOOD IDENTITY

The City will foster the continued development and preservation of distinctive neighborhoods that offer residents and visitors unique architectural, urban environment, historical, cultural, dining, retail, and personal service experiences, which are vital to the City's economy.

POLICY RLU 1.5.1

To encourage the establishment and continued development and enhancement of unique neighborhoods, the Land Development Regulations may utilize tools including, but not limited to, the establishment of new zoning districts, zoning overlay districts, special off-street parking requirement districts, special landscape requirements, use restrictions, scale limitations, architectural standards, design guidelines, and others as may be appropriate.

POLICY RLU 1.5.2

The City shall continue to study the inclusion of goals, objectives, and policies into the Comprehensive Plan which provide a vision and guidance for specific neighborhoods, as identified in the Neighborhoods Map, located in the Map Series of the Comprehensive Plan.

POLICY RLU 1.5.3: SUNSET HARBOUR NEIGHBORHOOD

The Sunset Harbour neighborhood is a vibrant neighborhood with a unique small-town, neighborhood-serving, and mixed-use character. The City shall maintain and adopt land development regulations for the Sunset Harbour neighborhood that achieve the following goals:

a. Support the continued development of the neighborhood with a mixed-use nature, including light industrial, artisanal retail, small-scale commercial, and residential development; and

b. Encourage the establishment of small-scale businesses and restaurants that are intended to serve the residents within the neighborhood and in surrounding neighborhoods; and

c. Foster the establishment of businesses that create unique dining, retail, and personal service experiences; and

d. Support the ability of small-scale business to adapt to climate change and sea level rise.

GOAL RLU 2: INNOVATIVE, SUSTAINABLE, AND RESILIENT DEVELOPMENT

Encourage innovative development consistent with the historic resources of the City, while ensuring that redevelopment, investment, and new development is constructed utilizing principles of sustainable and resilient development practices.

OBJECTIVE RLU 2.1: 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 RLU 2.1.1

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 area of a building is residential or hotel as identified in specific future land use categories, and/or shared parking for mixed uses (commercial/office/residential).

POLICY RLU 2.1.2

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 RLU 2.1.3

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 RLU 2.1.4

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 RLU 2.1.5

The City of Miami Beach is designated as a dense urban land area pursuant to section 380.0651(3)(a), Florida Statutes and as such is exempt from the development of regional impact requirements in section 380.06, Florida Statutes.

POLICY RLU 2.1.6

Maximize unpaved landscape to allow for more stormwater infiltration. Encourage planting of vegetation that is highly water absorbent, Florida friendly or native, able to withstand the marine environment, and 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.

POLICY RLU 2.1.7

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.

OBJECTIVE RLU 2.2: HISTORIC RESOURCE PROTECTION

The Land Development Regulations of the City Code shall continue to protect conservation and historic resources.

POLICY RLU 2.2.1

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, except per the process identified in the City's tree preservation and protection ordinance;

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 RLU 2.2.2

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

POLICY RLU 2.2.3

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 RLU 2.2.4

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

POLICY RLU 2.2.5

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 RLU 2.3: EVACUATION DENSITY INCREASE LIMITATION

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, except to foster the development of workforce or affordable housing.

POLICY RLU 2.3.1

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 RLU 2.3.2

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 RLU 2.3.3

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

OBJECTIVE RLU 2.4: RESILIENT AND SUSTAINABLE DEVELOPMENT

Identify and implement resilient and sustainable development best practices to encourage effective long-term investments that sustain and/or the quality of life for residents.

POLICY RLU 2.4.1

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.

POLICY RLU 2.4.2

The City shall maintain its existing redevelopment area program and implement adopted redevelopment plans and projects:

- City Center/Historic Convention Village Redevelopment Plan (2001)
- South Pointe Redevelopment Area projects

POLICY RLU 2.4.3

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 RLU 2.4.4

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

GOAL RLU 3: INTERGOVERNMENTAL COORDATION AND PUBLIC FACILITIES

Support intergovernmental coordination efforts, strategic partnerships and enforce concurrency management requirements to maintain required levels of service for essential public facilities, and to mitigate potential adverse impacts of new development and redevelopment.

OBJECTIVE RLU 3.1: CONCURRENCY MANAGEMENT AND MOBILITY FEES

Ensure consistency with adopted concurrency requirements of Section 163.3180, Florida Statutes and adequate land for public utilities.

POLICY RLU 3.1.1

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

POLICY RLU 3.1.2

Land Development Regulations pertaining to concurrency management shall be amended to reflect Ch. 163.3180, Florida Statutes and this policy. No development permit shall be issued unless the applicable Mobility Fees and public facilities necessitated by the project (in order to meet level of service standards specified in the Policies of the, Recreation, Public Schools and Infrastructure Elements, and the Water Supply Plan) will be in place concurrent with the impacts of the pursuant to the regulations established in the Land Development Regulations. The requirement that no development permit shall be issued unless applicable mobility fees are paid, and 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 established in the Capital Improvements Program Element.

OBJECTIVE RLU 3.2: 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 RLU 3.2.1

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

OBJECTIVE RLU 3.3: 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 RLU 3.3.1

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

POLICY RLU 3.3.2

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 RLU 3.4: 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 RLU 3.4.1

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 RLU 3.4.2

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 RLU 3.4.3

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.

CLIMATE RESILIENCY AND SUSTAINABILITY

ELEMENT

CLIMATE RESILIENCY AND SUSTAINABILITY ELEMENT

The Resiliency and Sustainability Element consolidates the principles of sustainability and resiliency that were previously located in studies and other planning efforts commissioned by the City, as well as adopted objectives and policies that were previously located in other elements of the Comprehensive Plan. The element's central purpose is to centralize these objectives and policies regarding climate change and sea level rise. The element includes goals, objectives and policies that address interdisciplinary nature of resiliency planning, including natural resource protection, land development, city operations and emergency preparedness. This element also houses the goals, objectives and policies required for consistency with the Florida Statues for the Conservation and Coastal Management Elements.

CLIMATE RESILIENCY AND SUSTAINABILITY PRINCIPLES & GOALS

GUIDING PRINCIPLES	The intent of the guiding principles is to provide an overview of the priorities and objectives of the Element to aid in local government planning and decision making to promote a resilient Miami Beach.
GOAL RSE 1	RESILIENT DEVELOPMENT / ADAPTATION ACTION AREA
GOAL RSE 2	PROACTIVE PLANNING TO INCREASE RESILIENCE TO SEA LEVEL RISE AND WEATHER RELATED EVENTS
GOAL RSE 3	PROTECT AND CONSERVE NATURAL AND CULTURAL RESOURCES
GOAL RSE 4	PROMOTE ENERGY EFFICIENT PRIVATE AND PUBLIC DEVELOPMENT AND INFRASTRUCTURE
GOAL RSE 5	SUPPORT SUSTAINABLE AND RESILIENT CITY OPERATIONS
GOAL RSE 6	EMERGENCY PREPAREDNESS
GOAL RSE 7	POST DISASTER PLANNING

GUIDING PRINCIPLES

The intent of the guiding principles is to provide an overview of the priorities and objectives of the Element to aid in local government planning and decision making to promote a Miami Beach that is resilient to climate change and sea level rise.

PRINCIPLE 1: MAINTAINING URGENCY

The City will continue to prioritize climate adaptation efforts and policies that enhances public and private infrastructure, and shall encourage other coastal communities to be proactive and innovative in their efforts to mitigate against climate change.

PRINCIPLE 2: USING INCREMENTALISM

The City shall design all future infrastructure plans to be adaptive to emerging technologies and data on climate change and sea-level rise, as well as input from effected community members to develop inclusive and innovative solutions.

PRINCIPLE 3: ENSURING TRANSPARENCY

The City shall provide access to information related to climate change science and climate adaption efforts to residents and other stakeholders, and shall engage in outreach activities as appropriate so that the community is knowledgeable in making adaptation investments.

PRINCIPLE 4: RESPECTING the CITY'S ECOLOGICAL ENDOWMENT

The City shall encourage management and adaptation actions that respects the City's natural environment by evaluating the sustainable usage of resources and the proficient management and monitoring of resources.

PRINCIPLE 5: PRIORITIZING SOCIAL EQUITY

The City shall raise awareness to vulnerable populations when performing stormwater and other climate adaptation analysis and actions to ensure that the entire City's population is resilient to climate change.

PRINCIPLE 6: RECOGNIZING CO-BENEFITS

The City shall recognize and act on the opportunities presented with resiliency related projects to holistically improve the City.

PRINCIPLE 7: PRESERVING CULTURAL IDENTITY

The City shall embrace its unique character and history by incorporating art into adaptation efforts.

PRINCIPLE 8: PRESERVING HISTORIC STRUCTURES

The City shall employ creative strategies and adaptation actions to preserve historic structures and district character.

PRINCIPLE 9: MANAGING WATER

The City shall continue to strive to be a leader in adapting to a changing climate and sea-level rise by preserving and sustainably managing the City's water environmental and recreational resources.

PRINCIPLE 10: TAKING A LONG-TERM AND REGIONAL PERSPECTIVE

The City shall take an incremental approach to climate adaptation investment by accomplishing short term goals that are part of the City's and region's long term vision to mitigate the impacts of increasing flood-related risks.

GOAL RSE 1: Resilient Development / Adaptation Action Area

OBJECTIVE RSE 1.1

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 RSE 1.1.1

The City shall continue to review and amend its Comprehensive Plan, Land Development Regulations, City Code of Ordinances, and other documents where feasible and appropriate in order to implement best practices that are identified through the review of adaption strategy publications, including the Resilient 305 Strategy, Miami Beach Strategic Plan Through the Lens of Resiliency, 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 RSE 1.1.2

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 RSE 1.1.3

The City shall support and engage with educational institutions researching climate change, urban resilience, and adaptation strategies to attract and foster innovation and promote the City as a living laboratory.

POLICY RSE 1.1.4

The City will develop and implement adaptation strategies to coastal flooding, extreme precipitation, 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, which include:

a. Adaptation Strategies: 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 re-nourishment. 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. Protection is the priority and initial response by City government and the preferred response.

b. Living with Water Strategies: Strategies that reduce the risk of damage from water by altering 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, and accommodate water.

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. This is intended to be a long-term strategy and reduce the risk when making development decisions.

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 within this Element.

POLICY RSE 1.1.5

The City will prioritize strategies in areas, which currently experience or are projected to experience tidal flooding, storm surge, or both as a priority for the development and implementation of adaption strategies.

POLICY RSE 1.1.6

The City shall prioritize Protection and Accommodation strategies to respond to the projected impacts of increasing flood-related risks.

OBJECTIVE RSE 1.2

The City shall employ creative place-making strategies to complement sea-level rise mitigation, while enhancing and preserving community character and social cohesion.

POLICY RSE 1.2.1

The City shall identify locations to create open or other public spaces that also address the impacts of sea-level rise and climate change, including, creating projects and sites that provide a co-benefit related to decreasing flood-related risks.

POLICY RSE 1.2.2

The City shall incorporate public art on co-benefit sites and to enhance public infrastructure improvements to preserve and enhance the artistic character of the City and its open spaces where feasible.

POLICY RSE 1.2.3

The City shall actively seek opportunities to partner with local arts and culture stakeholders and to incorporate public art in public spaces that highlight the resiliency efforts within the City.

POLICY RSE 1.2.4

The City shall evaluate new area plans and land development regulations for their impacts on stormwater management and sea-level rise, including prioritizing increasing permeable surfaces, maximizing on-site water management, enhancing walkability, encouraging alternative modes of transportation, and preserving neighborhood character.

POLICY RSE 1.2.5

The City shall allow for the establishment of Resiliency Districts that allow for the creation of neighborhood/sub-area/district based regulations that codify localized resiliency and adaptation strategies, including locating new green space co-benefit sites, local character preservation, historic resources preservation and design guidelines for adapting structures.

POLICY RSE 1.2.6

The City shall engage in public-private partnerships that provide enhanced adaptation impacts while maximizing fiscal resources.

OBJECTIVE RSE 1.3

Incentivize and support private property adaptation and storm hardening efforts through living with water outreach and support projects.

POLICY RSE 1.3.1

The City's webpage shall be routinely updated with information to guide property owners desiring to make improvements to mitigate flood-risk and other impacts of climate change, including sea-level rise projection timelines, adaptation practices, and design guidance on adapting structures.

POLICY RSE 1.3.2

Land development regulations shall be evaluated at least every seven (7) years to ensure that water management and resilient design principles and adaptation practices are incentivized while balancing existing neighborhood or district character and development patterns.

POLICY RSE 1.3.3

The City shall encourage residents and businesses to retrofit existing structures so that they become more resilient.

POLICY RSE 1.3.4

The City shall strive to maintain or improve its FEMA community rating system (CRS) score, in order to provide discounted flood insurance premiums to residents and businesses.

GOAL RSE 2: Proactive Planning to Increase Resilience to Sea Level Rise and Weather Related Events

The City shall establish policies and approaches that address the ongoing environmental challenges facing the city and shall engage in proactive planning.

OBJECTIVE RSE 2.1

Vulnerability of public facilities, infrastructure and services shall be assessed to address investments high levels of risk and/or high cost-benefit returns.

POLICY RSE 2.1.1

The City shall maintain its inventory of public investments and infrastructure at risk to sea level rise and other climate related impacts, including but not limited to water and wastewater facilities, stormwater systems, roads, bridges, governmental buildings, hospitals, transit infrastructure and other assets.

POLICY RSE 2.1.2

The City will use an integrated water management approach in dealing with stormwater management, climate change, sea level rise, and environmental challenges.

POLICY RSE 2.1.3

Evaluate single-function uses like roadways and golf-courses to be utilized for water management purposes in effort to increase co-benefit public facilities and infrastructure.

POLICY RSE 2.1.4

The City shall require that all proposed infrastructure and public facility improvement project address the feasibility of implementing a blue and green infrastructure component.

POLICY RSE 2.1.5

Living seawalls and hybrid seawalls should be used 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 RSE 2.1.6

The City will work to improve the resilience of seawalls through higher elevations, living seawalls, and hybrid approaches.

OBJECTIVE RSE 2.2

Efforts to reduce pollution and improve water quality shall be prioritized within the City on both private and public properties.

POLICY RSE 2.2.1

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 RSE 2.2.2

The City shall 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, grease traps, 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 RSE 2.2.3

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 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.

GOAL RSE 3: PROTECT AND CONSERVE NATURAL AND CULTURAL RESOURCES

The City shall provide public improvements and restrict development activities to prevent damage to 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 RSE 3.1: PROTECTION OF CULTURAL AND HISTORIC RESOURCES

The City shall evaluate and implement policies that will allow for the effective adaptation of historic resources and keep the City's history above water as consistent with the Historic Preservation Element.

POLICY RSE 3.1.1

The City shall consider new strategies to align historic preservation and climate adaptation, including the establishment of resiliency or conservation districts.

POLICY RSE 3.1.2

The City shall review redevelopment for consistency with the provisions of this element to promote energy efficient and resilient reuse and adaptation of historic structures to preserve the character of Miami Beach.

OBJECTIVE RSE 3.2: PROTECTION OF NATURAL RESOURCES

The City shall, in coordination with local, state, and federal agencies, 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 RSE 3.2.1

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 RSE 3.2.2

Through the landscape section of the Land Development Regulations, the City shall prohibit the propagation and planting of prohibited and controlled trees, as identified in the Miami-Dade County Landscape Manual.

POLICY RSE 3.2.3

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 RSE 3.2.4

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, and the Department of the Interior.

POLICY RSE 3.2.5

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 RSE 3.2.6

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

POLICY RSE 3.2.7

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 RSE 3.2.8

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

POLICY RSE 3.2.9

Continue to improve the region's ambient air quality through increased cooperation with Miami-Dade County and the City of Miami to provide efficient mass transportation and support County initiatives to utilize alternative fuels.

POLICY RSE 3.2.10

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

POLICY RSE 3.2.11

The City shall improve the study and use of resilience metrics.

POLICY RSE 3.2.12

The City shall consider current and future ecologies in all projects.

POLICY RSE 3.2.13

The City shall support green business initiatives when feasible that promote environmental stewardship.

OBJECTIVE RSE 3.3: BEACH AND DUNES

The City shall protect and enhance its beach and dunes system.

POLICY RSE 3.3.1

Continue cooperative program with Miami-Dade County, State of Florida, and the U.S. Army Corps of Engineers for beach re-nourishment. Where beach restoration or re-nourishment is necessary, the project should be designed and managed to minimize damage to the offshore benthic resources, terrestrial and marine animal habitats and dune vegetation.

POLICY RSE 3.3.2

The City shall maintain a dune management plan to stabilize the dune system by planting appropriate dune vegetation; to grade and contour the dunes; and to reduce pedestrian impacts by providing on-grade footpaths where feasible. All subsequent activities on or bordering the restored beach shall be compatible with long-term beach management and maintenance; the city will continue to cooperate with the state and county.

POLICY RSE 3.3.3

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 RSE 3.3.4

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 RSE 3.3.5

The use of causeways, road rights-of-way, canal easements, and the Baywalk 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 RSE 3.3.6

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 RSE 3.3.7

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.

POLICY RSE 3.3.8

The City shall establish standards in the City's code that protect and restore beaches or dunes.

OBJECTIVE RSE 3.4: WATER-DEPENDENT AND RELATED USES

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

POLICY RSE 3.4.1

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 RSE 3.4.2

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 RSE 3.4.3

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 RSE 3.4.4

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 RSE 3.4.5

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 RSE 3.4.6

All proposed marinas shall be reviewed pursuant to the process prescribed in the Land Development Regulations of the City Code. In coordination with the County, State, and Federal agencies, if Conditional Use approval is required, 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.

GOAL RSE 4: PROMOTE ENERGY EFFICIENT PRIVATE AND PUBLIC DEVELOPMENT AND INFRASTRUCTURE

OBJECTIVE RSE 4.1

The City shall pursue opportunities for greenhouse gas reductions through the promotion of solar and renewable energy alternatives, and improved energy efficiency.

POLICY RSE 4.1.1

Maintain an educational web based information platform on existing City and regional resiliency and sustainability incentive programs that promote renewable energy alternatives and energy efficiency buildings.

POLICY RSE 4.1.2

The City shall establish a green building program in the land development regulations that promotes the development of energy efficient green buildings, and that provides energy efficient green building thresholds for structures proposed for redevelopment.

POLICY RSE 4.1.3

The City shall continue to develop innovative solutions to create an urban canopy, and reduces the intensity of the urban heat island effect and provide shade to improve walkability.

POLICY RSE 4.1.4

The City shall encourage composting of organic waste in order to reduce the production of greenhouse gases generated from waste.

OBJECTIVE RSE 4.2

Implement energy efficient transportation infrastructure improvements, transportation plans, and fleet management policies within the City.

POLICY RSE 4.2.1

The City shall encourage the development of energy efficient alternative modes of transportation.

POLICY RSE 4.2.2

The City shall conduct a right size fleet analysis every 5 years to ensure that vehicles are appropriate sized for safety, function and energy, carbon and fuel efficiency.

POLICY RSE 4.2.3

The City shall incorporate prioritizing the creation of an energy efficient and low emission vehicle fleet as a priority of for the City budget.

GOAL RSE 5: SUPPORT SUSTAINABLE AND RESILIENT CITY OPERATIONS

OBJECTIVE RSE 5.1

The City shall continue to comprehensively evaluate cost and benefits of existing and proposed resilience programs and improvements, and seek funding sources for financially sound improvements.

POLICY RSE 5.1.1

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 RSE 5.1.2

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

POLICY RSE 5.1.3

The City will potential fee and funding models for adaptation projects that incentivize on-site water retention/detention and water quality improvements.

OBJECTIVE RSE 5.2

The City shall incorporate adaptation strategies and principles into city processes and plans to allow for consistent implementation of resiliency efforts in all City functions.

POLICY RSE 5.2.1

The City shall integrate adaptation and resiliency goals, principles and strategies into existing and future City processes and city-wide plans and documents which may include, but are not limited to, the City's:

a. Strategic plans;
b. Climate action and resiliency plans;
c. Stormwater plans;
d. Emergency management plans;
e. Land Development Regulations;
f. Capital Improvement Plan and projects;
g. Agreements with public or private utility and infrastructure providers;
h. Agreements with public health providers;
i. Interlocal agreements with other government agencies;
j. Transportation Master Plan; and
k. Other processes, plans and documents.

POLICY RSE 5.2.2

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.

POLICY RSE 5.2.3

The City shall collaborate with neighborhood associations, civic groups, and local service providers to identify and address neighborhood-specific needs within neighborhood and commercial areas.

POLICY RSE 5.2.4

The City shall continue routinely review and update resiliency information available on the City's website.

OBJECTIVE RSE 5.3

The City shall leverage and reform regulatory boards to support adaptation and resiliency efforts.

POLICY RSE 5.3.1

The City shall establish and periodically review resiliency criteria, measurable water management goals and/or board member requirements as applicable for its municipal regulatory boards to prioritize the consideration of adaptation and resiliency efforts.

POLICY RSE 5.3.2

The City shall periodically provide training sessions to all land use related boards to enhance consistency in the application of applicable resiliency criteria and water management related goals.

GOAL RSE 6: EMERGENCY PREPAREDNESS

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.

OBJECTIVE RSE 6.1: HURRICANE EVACUATION

The City shall strive to maintain the existing time period required to complete the evacuation of people from Miami Beach prior to the arrival of sustained tropical storm force winds.

POLICY RSE 6.1.1

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 RSE 6.1.2

The City shall create and maintain policies and a central repository for all hurricane response related information for staff and the public that includes detailed emergency operation instructions and hurricane evacuation information, evacuation centers and pick-up sites, preparedness information, procedures for boat owners, and other resources.

POLICY RSE 6.1.3

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 RSE 6.1.4

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 RSE 6.1.5

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 RSE 6.1.6

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 RSE 6.1.7

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 RSE 6.1.8

The Transportation Element shall include policies that 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.

GOAL RSE 7: POST DISASTER PLANNING

OBJECTIVE RSE 7.1: 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 RSE 7.1.1

Except as provided in Policy 7.1.2 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 RSE 7.1.2

Notwithstanding Policy 8.1.1 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 RSE 7.1.3

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 RSE 7.1.4

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 RSE 7.1.5

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 Plans (CEMP).

POLICY RSE 7.1.6

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 RSE 7.1.7

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.

TRANSPORTATION ELEMENT

TRANSPORTATION ELEMENT

The Transportation Element (TE) outlines a proactive approach to moving residents, commuters, and tourists around the City of Miami Beach in a safe and accessible manner. This Element's policies are complimentary to the Goals, Objectives and Policies in the City's Resilient Land Use and Development Element and the Resiliency and Sustainability Element. The Element promotes mobility, economic growth and resiliency within the limited land area of the City, and supports the City's efforts in storm hardening and decreasing the City's carbon footprint.

TRANSPORTATION GOALS

GOAL TE 1

MOBILITY & MULTI-MODAL TRANSPORTATION

Proactively address mobility related challenges facing the Miami Beach transportation system while continuing to provide and maintain an energy efficient transportation system that promotes the use of multiple transportation modes.

GOAL TE 2

PUTTING PEOPLE FIRST

Prioritize the people of Miami Beach by encouraging more equitable transportation options, healthy modes of travel, and ensure safe evacuation routes.

GOAL TE 3

TRANSPORTATION RESILIENCY

Improve transportation resiliency in Miami Beach through sustainable and adaptive improvements that are consistent with regional transportation plans and support hurricane evacuation.

GOAL TE 1: MOBILITY & MULTI-MODAL TRANSPORTATION

Proactively address mobility related challenges facing the Miami Beach transportation system while continuing to provide and maintain an energy efficient transportation system that promotes the use of multiple transportation modes.

OBJECTIVE TE 1.1: MOBILITY FEES

Establish mobility fees in lieu of transportation concurrency management to facilitate the funding of the City's multi-modal transportation system within the City-wide Transportation Concurrency Exception Area to provide safe, convenient, balanced, efficient and effective multi-modal transportation.

POLICY TE 1.1.1

Due to the multimodal nature of the City's transportation system and adopted mode share goals, transportation concurrency is not an appropriate methodology for funding transportation improvements. As such, the City of Miami Beach is a transportation concurrency exception area (TCEA). Pursuant to section 163.3180 (j), Florida Statutes, the City has adopted Mobility Fees as an alternative mobility funding system.

POLICY TE 1.1.2

The City shall establish Mobility Fees through the Land Development Regulations, in order to fund multi-modal mobility improvements that prioritize a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit and alternative modes of transportation, and consistent with the adopted Transportation Master Plan.

POLICY TE 1.1.3

The Land Development Regulations shall establish procedures for calculating fees and credits, timeframes for required payments, deposit of funds, vesting, exemptions, incentives, and other procedures necessary to administer the fee.

POLICY TE 1.1.4

In order to encourage infill development and redevelopment that is consistent with the goals, objectives, and policies of this element, the City Commission may authorize mobility fee reductions for specific designated areas through the Land Development Regulations.

POLICY TE 1.1.5

Mobility Fees are intended to fund mobility improvements. Mobility fee funding shall be prioritized for projects identified in the adopted Transportation Master Plan.

POLICY TE 1.1.6

The City will continue to utilize and seek other funding mechanisms including, but not limited to, the Transportation Planning Organization (TPO) process, Citizens' Independent Transportation Trust process, and others to address transportation needs.

OBJECTIVE TE 1.2: COORDINATION WITH LAND USE

The City shall evaluate its transportation system as it relates to the Resilient Land Use and Development 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 TE 1.2.1: OFFICIAL TRANSPORTATION PLANNING MAP

The City shall use the "Existing Lane Count Map" in order to identify future rights-of-way based upon the Resilient Land Use and Development Element and the Transportation Element of this plan.

POLICY TE 1.2.2: 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 (including but not limited to light rail transit/modern street car, bus, trolley, rail, and marine), bicycle and pedestrian facilities.

POLICY TE 1.2.3: TRANSIT ORIENTED DESIGN (TOD)

The City shall examine potential incentives and 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 TE 1.2.4: TRANSFER LOCATIONS

The City shall maintain regular coordination with Miami-Dade Transit 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.

OBJECTIVE TE 1.3: 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 TE 1.3.1: 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 coordination with FDOT and Miami-Dade County where appropriate.

POLICY TE 1.3.2: ROADWAY PROJECTS

The City shall undertake necessary steps to improve 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 (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 TE 1.3.3: CONTEXT SENSITIVE DESIGN (CSD)

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 TE 1.3.4: PEDESTRIAN PRIORITY ZONES (PPZ)

The City should designate areas as Pedestrian Priority Zones (PPZ) where specific design guidelines apply to prioritize the pedestrian mode of transportation on roadway planning, design and construction projects, including addressing the speed limit on all automobile and transit facilities within the PPZ.

OBJECTIVE TE 1.4: 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 TE 1.4.1: 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 TE 1.4.2: 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 TE 1.4.3: MINIMUM PEAK HOUR SERVICE STANDARD

The City shall continue to coordinate with Miami-Dade Transit so that the minimum peak hour mass transit level of service standards provided by Miami-Dade Transit 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 TE 1.4.4: ENHANCED TRANSIT AMENITIES

The City shall coordinate with Miami-Dade Transit to provide enhanced transit passenger amenities, such as bus shelters, real time transit location information at shelters, bicycle facilities, and at intermodal terminals, more comfortable bus seating.

POLICY TE 1.4.5: TRANSIT INTERMODAL FACILITIES/TRANSFER CENTERS/TRANSIT STOPS

The City shall continue to coordinate with Miami-Dade Transit 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.

POLICY TE 1.4.6: RAPID TRANSIT CONNECTIVITY

The City of Miami Beach shall partner with the City of Miami to increase transportation connectivity between both city centers for public transit passengers whenever feasible.

POLICY TE 1.4.7: 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 rapid transit connections.

POLICY TE 1.4.8: COASTAL COMMUNITIES TRANSIT PLAN

The City shall pursue relevant transit recommendations included in the 2015 Transportation Master Plan, including working with Miami-Dade Transit 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 TE 1.4.9: TRANSIT ROUTES

The City shall continue to coordinate with Miami-Dade Transit to ensure that transit services maximize mobility and reflects routes that facilitate movement within the City, while preserving the historic character of the community.

POLICY TE 1.4.10: SPECIAL TRANSIT SERVICES

The City shall continue to encourage Miami-Dade Transit 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 TE 1.4.11: BEACH CORRIDOR TRANSIT CONNECTION PROJECT (FORMERLY KNOWN AS BAYLINK)

The City shall continue to pursue the component of the Transportation Planning Organization (TPO) 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 Transportation Planning Organization (TPO) 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 TE 1.5: 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 TE 1.5.1: BICYCLE NETWORK

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

POLICY TE 1.5.2: 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 TE 1.5.3: PEDESTRIAN, BICYCLE AND SPECIAL NEEDS PROJECTS

Projects to be included in the Capital Improvement Program 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 TE 1.5.4: 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 TE 1.5.5: 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 TE 1.5.6: 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 TE 1.5.7: 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 TE 1.5.8: ATLANTIC GREENWAY NETWORK (AGN)

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.

POLICY TE 1.5.9: PEDESTRIAN PRIORITY ZONES

The City shall define and adopt pedestrian priority zones, as described in the Transportation Master Plan, and their design standards in order to ensure pedestrian safety, mobility, and accessibility in targeted areas.

POLICY TE 1.5.10: BICYCLE PAVEMENT MARKINGS

The City shall adopt new pavement markings, presented in the Bicycle and Pedestrian Master Plan (i.e Bicycle boulevard pavement marking), and study the possibility for implementing colored bicycle boxes at intersections, points of conflicts, and other recommended locations citywide.

POLICY TE 1.5.11:

The City shall continue to implement continuous bicycle paths, and connect bikeways that are fragmented, to increase bicycle trips in the City and decrease the carbon footprint of the City's transportation network.

POLICY TE 1.5.12:

The City shall continue to include design features that will facilitate low stress, comfortable bike rides into bicycle path projects. Features include greenways, protected bike lanes, off-road paths, and consistent shade.

POLICY TE 1.5.13:

The City shall continue to increase the accessibility and frequency of bicycle parking.

OBJECTIVE TE 1.6: 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 TE 1.6.1: 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 TE 1.6.2: RELIANCE ON TRANSIT SERVICES

Transit services within the City of Miami Beach consist of regional and local routes operated and maintained by Miami-Dade Transit, 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 TE 1.6.3: 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 TE 1.6.4: 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 TE 1.6.5: TRANSFER LOCATIONS

The City shall maintain constant coordination with Miami-Dade Transit 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 TE 1.6.6: 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 TE 1.6.7: 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 TE 1.6.8: PROVIDING BASIC TRANSIT INFRASTRUCTURE

The City shall seek opportunities to improve transit infrastructure as part of the review of development proposals located on main thoroughfares within existing transit routes.

POLICY TE 1.6.9: 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 rapid transit connections.

OBJECTIVE TE 1.7: 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 TE 1.7.1: TRANSPORTATION SYSTEMS MANAGEMENT

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 TE 1.7.2: TRANSPORTATION DEMAND MANAGEMENT

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,
- use 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 TE 1.7.3: INTELLIGENT TRANSPORTATION SYSTEMS

The City shall coordinate with and support FDOT and MDC in the pursuit 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, adaptive signal controls, and availability of parking citywide. Additionally, the City is currently pursuing FDOT independent ITS projects and shall continue to pursue such independent projects to better manage the movement of traffic within the City's transportation network.

POLICY TE 1.7.4: 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 TPO'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 TE 1.7.5: MODE SPLIT ANALYSIS

The City currently has a transportation mode split of its daily population of 64% private vehicles, 11% mass transit, 10% walking, 5% biking, and 10% others. The City shall strive to achieve its 2035 vision of a minimum transportation mode split of 20% mass transit, 17% walking, 8% bicycling, and 12% other modes through support of and implementation of multimodal transportation improvements.

POLICY TE 1.7.6: MODAL SPLIT DATA COLLECTION

As a tool for accomplishing the desired modal split envisioned for 2035, the city shall perform and retain a series of origin-destination studies in which the modes of transportation used within the city and by different people are recorded. These studies could be performed through surveys of tourists, residents, and commuters provided electronically and capturing a desired sample size.

POLICY TE 1.7.7: FUNDING MULTIMODAL IMPROVEMENTS

The City's transportation is funded in part 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 TE 1.7.8: PRIORITIZING MULTIMODAL IMPROVEMENTS

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

POLICY TE 1.7.9: 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 TE 1.7.10: 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 TE 1.7.11: MULTIMODAL TRANSPORTATION

Infill and redevelopment shall be encouraged which is supportive of mobility alternatives including walking, bicycling and use of transit, as defined in 2016 Transportation Master Plan.

POLICY TE 1.7.12: MULTIMODAL TRANSPORTATION ANALYSIS AND MITIGATION PLAN

The City shall require all commercial and mixed-use developments over 5,000 gross square feet and multi-family projects with more than four (4) units or 15,000 gross square feet, to submit a transportation analysis and mitigation plan, prepared by a professional traffic engineer, licensed and registered in the State of Florida. The analysis and plan shall at a minimum provide the following:

a. Details the impact of projected traffic on the adjacent corridors, intersections, and areas to be determined by the City.

b. The analysis and plan will include strategies to mitigate the impact of the proposed development on the adjacent transportation network to the maximum extent feasible in a manner consistent with the adopted 2015 Transportation Master Plan and adopted mode share goals.

c. Whenever possible, driveways shall be minimized and use common access points to reduce potential turn movements and conflict points with pedestrians.
d. Applicable treatments may include, but not be limited to TDM strategies included in Policy 1.7.2 and TSM policies included in Policy 1.7.1 of the Transportation Element.
e. Additional requirements analyses and mitigation strategies, as may be required by the Transportation Department and Land Development Regulations.
f. The Land Development Regulations may establish additional requirements for traffic mitigation for Conditional Uses.

POLICY TE 1.7.13: 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 TE 1.7.14: 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 TE 1.7.15: 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 TE 1.7.16: 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 TE 1.7.17: VENETIAN CAUSEWAY

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

OBJECTIVE TE 1.8: FREIGHT

The City shall periodically review existing freight routes to improve transportation network efficiency, delivery times, and safety.

POLICY TE 1.8.1: FLZ PROGRAM

The City should continue its effort in developing and determining FLZ (Freight Logistics Zone) on all regions of the city and as substitutes for the commercial loading zones where appropriate.

POLICY TE 1.8.2: COLORED CURB PROGRAM

FLZ should be classified according to their time restrictions and should be easily identifiable by drivers through a colored pavement program, appropriate signage and way-finding elements.

POLICY TE 1.8.3: COMMERCIAL LOADING ZONES

Commercial loading zones should be periodically revaluated and standardized to serve as compliments to the FLZ by providing zones for smaller vehicles, taxis, and/or school drop offs/pick-ups.

POLICY TE 1.8.4: FREIGHT ROUTING

Freight should be routed in a logical way through major corridors by providing loading zones on side streets and alleyways that serve a route which provides access to commercial and transient residences.

POLICY TE 1.8.5: FREIGHT AMENITIES

The City shall encourage and analyze the potential of providing curb ramps and/or dolly/handcarts/hand trucks on FLZs to provide improved access for delivery activities and for quicker loading/unloading.

POLICY TE 1.8.6: LOADING HOURS

The City shall explore the use of limitations on hours for loading through the Land Development Regulations, Conditional Use procedures, or other methods, as applicable to minimize the impacts of loading during peak hours.

OBJECTIVE TE 1.9: 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 TE 1.9.1: 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 TE 1.9.2: PUBLIC PRIVATE PARTNERSHIPS

The City shall continue to seek public-private partnerships in the development of its parking facilities and intermodal centers. Preferably, these ventures shall encourage off-street parking on centralized parcels that serve multiple land-use and should prioritize the development of surface parking lots into parking garages.

POLICY TE 1.9.3: 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 TE 1.9.4: 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 TE 1.9.5: 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 TE 1.9.6: 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 TE 1.9.7: 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 TE 1.9.8: 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.

POLICY TE 1.9.9: PARKING STRATEGIES

The City shall implement parking management best practices, including the following:

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 TE 1.9.10: CONVERTIBLE PARKING GARAGES

Due to ongoing reductions in demands for parking, as a result of ridesharing services, increased use of alternative modes of travel, and eventually improved technology for automated vehicles, the City shall encourage designs for parking garages that can be converted to other uses in the future, if demand for parking declines significantly.

GOAL TE 2: PUTTING PEOPLE FIRST

Prioritize the people of Miami Beach by encouraging more equitable transportation options, healthy modes of travel, and ensure safe evacuation routes.

OBJECTIVE TE 2.1: 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 TE 2.1.1: 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 TE 2.1.2: 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 TE 2.1.3: 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 TE 2.1.4: 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 TE 2.1.5: ROADWAY SAFETY

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

POLICY TE 2.1.6: 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 TE 2.1.7: ACCESS MANAGEMENT

The City shall work with FDOT and Miami-Dade Transit 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 TE 2.1.8: 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 Miami-Dade Transit and that all other access points be in accordance with the best professional standards consistent with the protection of property rights.

POLICY TE 2.1.9: 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 TE 2.1.10: NEW CONNECTIONS TO THE ROADWAY NETWORK

The City of Miami Beach, the Miami-Dade Transit 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 TE 2.1.11: 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 TE 2.1.12: COMPLETE STREETS

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 TE 2.1.13: THE USE OF ALLEYS AND SERVICE VEHICLES

The City shall encourage access for parking and service vehicles to be from alleys. 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 TE 2.1.14: 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.

POLICY TE 2.1.15 STREET LIGHTING

Using the Miami Beach Citemextrix™ Analysis Report as a guide, the City of Miami Beach should alter street lighting to be compliant with best practice lighting illuminance standards. Expressways, major and collector roadways should be evaluated to improve their street lighting uniformity, while overall local roadway lighting should be dimmed.

POLICY TE 2.1.16: AWARENESS MOBILITY OPTIONS

To improve citizen and visitor awareness of mobility options, the City shall establish mechanisms to highlight information regarding the availability of mobility options.

POLICY TE 2.1.17: 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.

OBJECTIVE TE 2.2: DEVELOPMENT REVIEW

Consideration of safe and convenient access to all modes of travel shall be included for proposed projects through the development review process.

POLICY TE 2.2.1

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 demands when evaluating future improvements.

POLICY TE 2.2.2: PROVIDING BASIC TRANSIT INFRASTRUCTURE

Development approval for sites located on main thoroughfares within existing transit routes shall be required, where appropriate, to construct a concrete pad and 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 Americans 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 the 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 TE 2.2.3: 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 level of service standards within the Transportation Element.

POLICY TE 2.2.4: ALLEYWAYS IN SITE DESIGN

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.

POLICY TE 2.2.5 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. All new garages shall include long-term bicycle parking (bicycle lockers).

GOAL TE 3: TRANSPORTATION RESILIENCY

Improve transportation resiliency in Miami Beach through sustainable and adaptive improvements that are consistent with regional transportation plans and support hurricane evacuation.

OBJECTIVE TE 3.1

Sustainable and adaptive transportation facility design priorities and construction methodologies shall be incorporated into future transportation infrastructure investments as feasible and effective.

POLICY TE 3.1.1: ELEVATION OF ROADWAYS

The City of Miami Beach shall study the feasibility of elevating streets and avenues within the City that could also be utilized for conveyance, absorption, and storage of stormwater.

POLICY TE 3.1.2: BLUE AND GREEN TRANSPORTATION INFRASTRUCTURE

Roadway and other transportation related improvement projects shall address the feasibility of including a blue and green infrastructure component that enhances water management and increases co-benefit uses on transportation public facilities and infrastructure within the City.

POLICY TE 3.1.3: PAVER BLOCK ALLEYWAYS

The City shall evaluate the use of porous pavements or paver block for alleys to enhance hydrological, environmental, and public functions on an individual project basis.

POLICY TE 3.1.4: PERVIOUS ROADWAY SURFACES

To improve coastal resilience and improve existing roads, the City of Miami shall consider the feasibility of using pervious pavement materials on an individual project basis.

POLICY TE 3.1.5: REDUCTION OF CARBON EMISSIONS

Incentivize alternative transportation options whenever feasible for commercial and residential use throughout the Miami Beach community, to substantially minimize carbon emissions created through transportation uses.

POLICY TE 3.1.6: REDUCTION OF URBAN HEAT ISLAND EFFECT

The City shall evaluate the use of high albedo paving materials and asphalts to reduce the urban heat island effect generated from roadways.

POLICY TE 3.1.7: SUSTAINABLE DEVELOPMENT

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 locations 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.

OBJECTIVE TE 3.2: 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 Transportation Planning Organization (TPO), the Florida Department of Transportation (FDOT), Miami-Dade County Public Works (MDCPW), and Miami Dade Transit (MDT), and other local jurisdictions.

POLICY TE 3.2.1: COORDINATE WITH THE TPO 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 TPO and FDOT.

POLICY TE 3.2.2: 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 TE 3.2.3: 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 TE 3.2.4: COORDINATION OF BICYCLE AND PEDESTRIAN FACILITIES

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

POLICY TE 3.2.5: 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 TE 3.2.6: 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 TE 3.3: 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 TE 3.3.1: 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 TE 3.3.2: 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 TE 3.3.3: ASSISTANCE WITH EVACUATION

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.

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.
- **Mobility Fee**: is an impact fee on new development and increases in density and/or intensity that are based on predicted vehicles miles traveled (VMT).
- **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

[1] Federal Transit Administration

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 and identified in the Miami-Dade TPO 2019 SMART Plan.

- **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 Exception Area:** The 2011 Community Planning Act removed the state-mandated requirement for transportation concurrency, and provides local governments with the option of continuing to apply concurrency within their jurisdictions. Miami-Dade County continues require transportation concurrency outside of it Urban Infill Areas. Miami Beach has an existing TCEAs since 1994 and is exempt from the local County-wide transportation concurrency provisions.

- **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.

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
- FDOT: Florida Department of Transportation
- FIHS: Florida Interstate Highway System
- FLZ: Freight Logistics Zone
- 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
- SIS: Strategic Intermodal System
- SMART: Strategic Miami Area Rapid Transit
- TDM: Transportation Demand Management
- TIP: Transportation Improvement Program
- TMP: Transportation Master Plan
- TOD: Transit Oriented Design
- TPO: Miami-Dade Transportation Planning Organization

HOUSING ELEMENT

HOUSING ELEMENT

The Housing Element (HE) of the Comprehensive Plan serves as a guide to achieve an inclusive and vibrant community. The Goals, Objectives and Policies in the Housing Element work to provide equitable housing options to support the City's socio-economically diverse population and ensures that all residents of the City have access to quality, energy efficient housing.

HOUSING GOALS

GOAL HE 1

EQUITABLE COMMUNITY

Provide vulnerable populations with affordable housing options that are proximate to transportation services and basic needs to improve economic mobility within the community.

GOAL HE 2

NEIGHBORHOOD SUSTAINABILITY

Establish and maintain an energy efficient housing stock that is resilient to a changing climate while maintaining a strong neighborhood and cultural identity.

GOAL HE 1: EQUITABLE COMMUNITY

Support vulnerable populations with attainable housing options that are proximate to transportation services and basic needs to improve economic mobility within the community.

OBJECTIVE HE 1.1: CREATION AND/OR PRESERVATION OF WORKFORCE AND 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 HE 1.1.1

Due to the built-out conditions within Miami Beach, continue to emphasize policies under Objective HE 2.2 designed to preserve and/or rehabilitate existing housing and the re-use of historical structures as housing.

POLICY HE 1.1.2

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 HE 1.1.3

Cooperate with affordable and workforce 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 HE 1.1.4

Direct available City and federal sources of funds toward mixed-income and workforce housing projects to promote an economically diverse community that avoids over-concentration of low-income housing and for the development of workforce housing.

POLICY HE 1.1.5

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 HE 1.1.6

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 and workforce housing projects when scheduling Pre-Design Conferences with all relevant agencies.

POLICY HE 1.1.7

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 HE 1.1.8

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

POLICY HE 1.1.9

Locate affordable and workforce housing in locations where residents are proximate to areas of employment.

POLICY HE 1.1.10

Improve equitable access to needs and amenities including transit services, health care, nourishing food, education, and recreational facilities for residents living in affordable and workforce housing.

POLICY HE 1.1.11

The City shall explore strategies to increase the resiliency within neighborhoods, while limiting involuntary displacement and increasing housing stability.

POLICY HE 1.1.12

The City shall provide for the development of Accessory Dwelling Units in the "Single Family Residential Category" future land use designation in order to encourage the development of housing that is affordable to the workforce, and very low to moderate-income persons, subject to the restriction in the Land Development Regulations.

OBJECTIVE HE 1.2: 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 HE 1.2.1

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 HE 1.2.2

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 HE 1.2.3

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 HE 1.2.4

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, except for "community residential homes" and similar uses intended to assist permanent residents in consistent with the provisions of s. 419.001, F.S.

POLICY HE 1.2.5

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.

POLICY HE 1.2.6

The City shall provide for the development of Accessory Dwelling Units in the "Single Family Residential Category" future land use designation in order to encourage the development of housing that is affordable to the workforce, and very low to moderate-income persons that is distributed throughout the City, subject to the restriction in the Land Development Regulations.

OBJECTIVE HE 1.3: 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 HE 1.3.1

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

POLICY HE 1.3.2

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 HE 1.3.3

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 HE 1.3.4

Maintain the potable water, sanitary sewer, storm sewer, transportation, solid waste, and recreation facilities above the level of service standards, as set forth in Capital Improvement Program 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 HE 1.4: 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 HE 1.4.1

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 HE 1.4.2

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 HE 1.5: 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 HE 1.5.1

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 HE 1.5.2

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 HE 1.5.3

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 HE 1.5.4

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 HE 1.5.5

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.

GOAL HE 2: NEIGHBORHOOD SUSTAINABILITY

Establish and maintain an energy efficient housing stock that is resilient to a changing climate while maintaining a strong neighborhood and cultural identity.

OBJECTIVE HE 2.1: 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 HE 2.1.1

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 HE 2.1.2

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 HE 2.1.3

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 HE 2.1.4

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 HE 2.1.5

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 HE 2.1.6

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 HE 2.1.7

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.

POLICY HE 2.1.8

The City Building Inspector shall continue to have the authority to require removal of asbestos in residential and non-residential structures to prevent threat to human health.

OBJECTIVE HE 2.2: 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 HE 2.2.1

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 HE 2.2.2

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 HE 2.2.3

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 HE 2.2.4

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

POLICY HE 2.2.5

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 HE 2.2.6

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 HE 2.2.7

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 HE 2.2.8

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 HE 2.2.9

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 HE 2.2.10

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 HE 2.2.11

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 HE 2.2.12

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 HE 2.2.13

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

OBJECTIVE HE 2.3: 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 HE 2.3.1

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 HE 2.3.2

The City shall establish requirements for "green buildings" through the Land Development Regulations. The Regulations shall include standards, including, but not limited to the following:

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. Establishing minimum thresholds for mandatory "green building" certification or providing for an alternative "sustainability fee program."

POLICY HE 2.3.3

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 HE 2.3.4

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 HE 2.3.5

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 HE 2.3.6

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.

POLICY HE 2.3.7

The City shall coordinate with low income households to decrease their utility bills by providing them with education and tools necessary to operate their home with improved energy efficiency.

POLICY HE 2.3.8

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

HISTORIC PRESERVATION ELEMENT

HISTORIC PRESERVATION ELEMENT

The Historic Preservation Element (HP) of the Comprehensive Plan supports the conservation of the unique character and heritage of the City by preserving historic structures, sites, and neighborhoods. The Goals, Objectives, and Policies of this element serve to protect the City's unique history and heritage through the preservation of structures and places, while supporting educational outreach, economic development, and resiliency and adaptation.

HISTORIC PRESERVATION GOALS

GOAL HP 1	Secure for future generations the opportunity to share in the unique heritage of Miami Beach through the promotion of the City's history and heritage
GOAL HP 2	Encourage the retention, protection, rehabilitation, and continued use of contributing buildings within historic districts and the development of quality and architecturally significant new buildings that are compatible with the contributing buildings, in order to preserve the City's past and unique identity while providing for continued architectural excellence.
GOAL HP 3	Continue the perseveration of historic structures and districts that are important to the City's urban fabric and cultural identity.
GOAL HP 4	Incentivize the preservation of structures, building and districts through efficient policy tools that allow for continued investment in the City and the rehabilitation of buildings, while preserving the City's historic character.

GOAL HP 1: HISTORIC AND HERITAGE PRESERVATION

Secure for future generations the opportunity to share in the unique heritage of Miami Beach through the promotion of the City's history and heritage

OBJECTIVE HP 1.1: 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 HP 1.1.1

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 HP 1.1.2

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.

OBJECTIVE HP 1.2: EDUCATION AND DATA SHARING

Share data and knowledge about Miami Beach's Historic Buildings with academics, professionals, and enthusiasts.

POLICY HP 1.2.1

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 HP 1.2.2

Continue to provide staff assisted access to Planning Department's historical documentation files and resources to property owners, scholars and the general public.

POLICY HP 1.2.3

Continue to work with local historic preservation organizations in the assembly and dissemination of historical educational materials and participation in workshops, seminars and lectures.

GOAL HP 2: ARCHITECTURAL EXCELLENCE & ENHANCEMENT OF THE PUBLIC HISTORIC ENVIRONMENT

Encourage the retention, protection, rehabilitation, and continued use of contributing buildings within historic districts and the development of quality and architecturally significant new buildings that are compatible with the contributing buildings, in order to preserve the City's past and unique identity while providing for continued architectural excellence.

OBJECTIVE HP 2.1: ARCHITECTURAL CHARACTER

Continue to support the City's historic and new architectural character by maintaining architecturally significant structures and districts and providing design guidelines for preservation, rehabilitation, restoration, adaptive reuse, and new construction.

POLICY HP 2.1.1

Expand the City's Design Guidelines, as necessary, to address the needs of specific architectural styles throughout the City.

POLICY HP 2.1.2

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 HP 2.1.3

Indicate through wayfinding and signage valuable historic structures and buildings, including MiMo Designs, to foster an understanding and appreciation of the City's historic resources.

GOAL HP 3: DESIGNATED HISTORIC STRUCTURES AND HISTORIC DISTRICTS

Continue the perseveration of historic structures and districts that are important to the City's urban fabric and cultural identity.

OBJECTIVE HP 3.1

Identify and evaluate sites, buildings, structures, monuments and districts that are associated with the historical development of the City as feasible.

POLICY HP 3.1.1

Continue to fund full-time Historic Preservation Staff in order to ensure proper preservation efforts for the City's architectural and historic resources.

POLICY HP 3.1.2

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 HP 3.1.3

Continue to maintain the City's historic preservation regulatory authority as provided for in the Historic Preservation Section of the City Code.

POLICY HP 3.1.4

Continue to update the City's Historic Properties database and refer applications to the City's Historic Preservation Board for reclassification to contributing or non-contributing when changes in classification are determined to be warranted by staff.

OBJECTIVE HP 3.2: HISTORIC STRUCTURES AND DISTRICTS

Facilitate the improvement of historic structures and districts in the City, especially with respect to the impacts of sea level rise and climate change.

POLICY HP 3.2.1

Create and maintain a database of local, state and federal financial tools and incentives available for qualifying historic preservation rehabilitation projects.

POLICY HP 3.2.2

Develop Historic Districts Resiliency Guidelines for districts for the rehabilitation of historic buildings, as well as for new construction in historic districts, and work towards establishing resiliency guidelines for every district.

OBJECTIVE HP 3.3: NEIGHBORHOOD CONSERVATION DISTRICTS

While preserving the City's historical characteristics is important, neighborhood conservation districts will allow for a balance between preservation of neighborhood character and historic building, while allow for adaption to a changing climate.

POLICY HP 3.3.1

Establish Neighborhood Conservation Districts in areas with historical significance in order to balance preservation of essential characteristics while still allowing appropriate, compatible redevelopment and adaptation to sea-level rise.

POLICY HP 3.3.2

Establish Resiliency Districts based regulations that codify localized resiliency and adaptation strategies, including locating new green space co-benefit sites, local character preservation, historic resources preservation and design guidelines for adapting structures.

GOAL HP 4: PRESERVATION TOOLS

Incentivize the preservation of structures, building and districts through efficient policy tools that allow for continued investment in the City and the rehabilitation of buildings, while preserving the City's historic character.

OBJECTIVE HP 4.1: PRESERVATION TOOLS

Utilize preservation tools that incentivize historical preservation

POLICY HP 4.1.1

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 HP 4.1.2

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.

POLICY HP 4.1.3

Create programs that address resiliency and Sea Level Rise impacts to historic structures.

OBJECTIVE HP 4.2: ECONOMIC DEVELOPMENT

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.

POLICY HP 4.2.1

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 HP 4.2.2

Promote the City's National Register Historic Districts as a destination for heritage tourism.

POLICY HP 4.2.3

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 HP 4.2.4

Continue to identify and improve bicycle and pedestrian facilities in order to enhance connectivity of the City's historical districts.

RECREATION AND OPEN SPACE ELEMENT

RECREATION AND OPEN SPACE ELEMENT

The Recreation and Open Space Element (ROS) of the Comprehensive Plan addresses the needs for active and passive parks, recreational facilities, open space, and access to waterways. The ROS element supports other elements within the Comprehensive Plan to help ensure that development continues to provide areas for recreation and open space uses for permanent and seasonal residents of all ages. The City's level of service requirements for recreation and open space are located in the Capital Improvement Program Element (CIE).

RECREATION AND OPEN SPACE GOALS

GOAL ROS 1

PARKS AND RECREATIONAL OPEN SPACES

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.

GOAL ROS 1: PARKS AND RECREATIONAL OPEN SPACES

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 ROS 1.1: WATERFRONT PARKS

Preserve beach and waterfront parks and continue to improve park access to water-related recreation activities and facilities.

POLICY ROS 1.1.1

The City shall complete and maintain the beachfront park walkway promenade system along the Atlantic Ocean.

POLICY ROS 1.1.2

The City shall identify and program opportunities to improve the Collins Canal as a pedestrian linear park and boating waterway through the proposed City Center/Historic Village Redevelopment Area program.

POLICY ROS 1.1.3

Continue to preserve and enhance the beachfront access and parking facility at Nikki Beach.

POLICY ROS 1.1.4

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 ROS 1.1.5

Waterfront access in non-single-family 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 non-single-family developments.

POLICY ROS 1.1.6

Pedestrian Access to Shoreline: Public pedestrian access to the waterfront and shoreline 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.

POLICY ROS 1.1.7

Living and Hybrid Shorelines: Encourage the development of living and hybrid shorelines that provide public access to the waterfront and educational opportunities on the natural environment for users.

OBJECTIVE ROS 1.2: 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 ROS 1.2.1

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 ROS 1.2.2

The minimum Level of Service Standard for each facility type shall be based on a minimum number of units per population, permanent and seasonal,2 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 5,000 persons
Tennis or Pickleball Court	1 per 2,000 persons
Multiple-Use Facility (park, picnic, sports)	1 per 4,000 persons
Designated Field Area (baseball, softball, soccer, etc.)	1 per 10,000 persons
Tot Lots or Playground	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

OBJECTIVE ROS 1.3: COORDINATION OF PUBLIC AND PRIVATE RESOURCES

The City of Miami Beach shall continue to work with public agencies, such as Miami 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 ROS 1.3.1

The City should continue to improve landscaping in redevelopment areas, including along 17th Street and other streets entering into convention center district.

POLICY ROS 1.3.2

A landscaping program shall be included as part of the repaving and other improvements to major corridors with the City.

POLICY ROS 1.3.3

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

[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.

POLICY ROS 1.3.4

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 ROS 1.3.5

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 ROS 1.3.6

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 ROS 1.3.7

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 ROS 1.4: OPEN SPACE

To require open space in conjunction with every new public and private sector development project (measurability dependent upon development applications) to maintain levels of service, as well as for increased pervious area to support natural stormwater collection during extreme rain events.

POLICY ROS 1.4.1

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 ROS 1.4.2

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 ROS 1.4.3

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 ROS 1.4.4

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 ROS 1.4.5

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 ROS 1.5: 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 ROS 1.5.1

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.

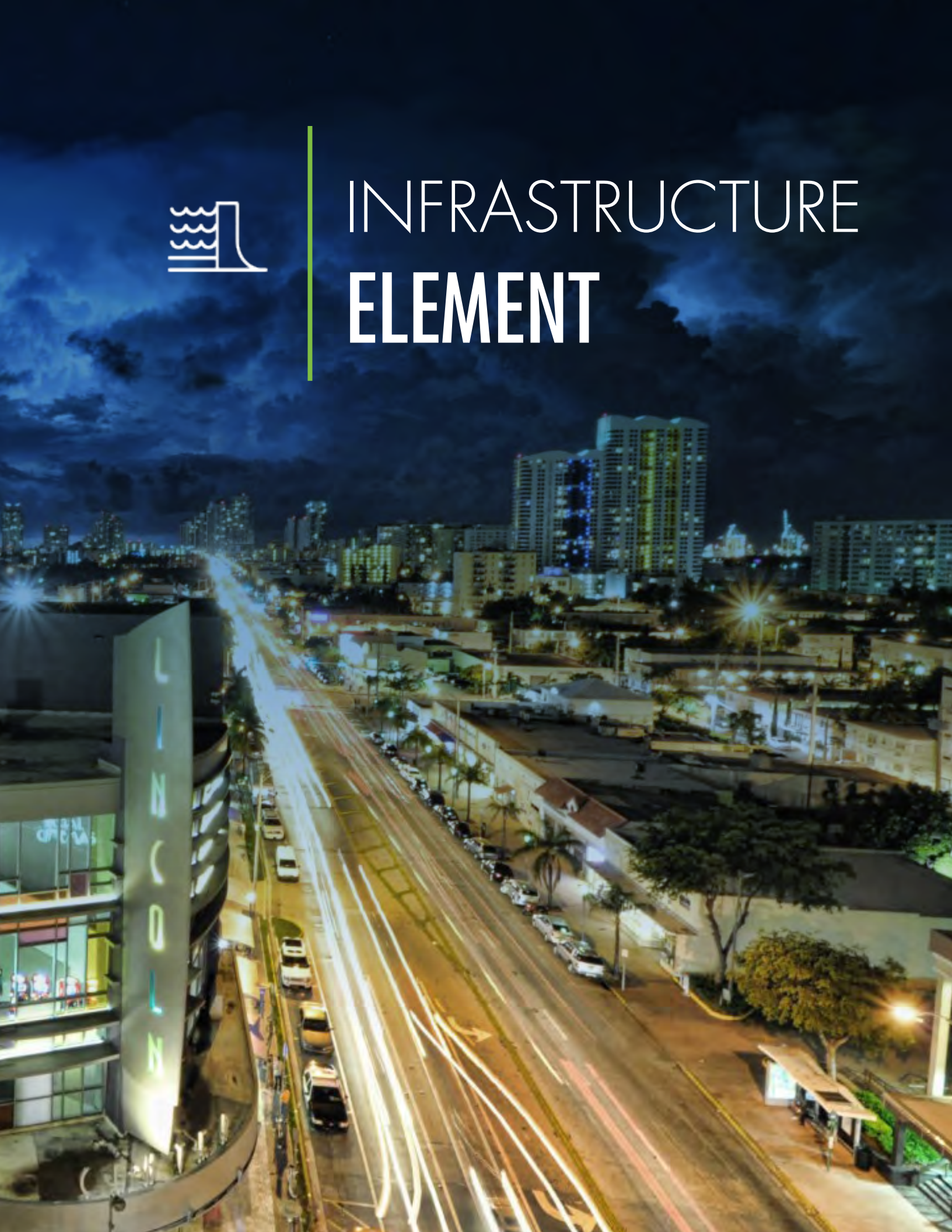
POLICY ROS 1.5.2

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

POLICY ROS 1.5.3

The City shall continue to implement policies to increase the interaction of residents and tourists with the waterways in and around the City, including, but not limited to, implementing kayak launches, landscape improvements, artificial habitat creation, establishing living shorelines, improve pedestrian connectivity, and create pedestrian promenades, where appropriate.

INFRASTRUCTURE ELEMENT



INFRASTRUCTURE ELEMENT

The Infrastructure Element (INF) of the Comprehensive Plan addresses the services of potable water, sanitary sewer, drainage, and solid waste. The Goals, Objectives and Policies in the Infrastructure Element establish the level of service and maintenance standards of infrastructure, based on the best available climate science and engineering, within the City of Miami Beach. The INF element supports other elements within the Comprehensive Plan to help ensure that development continues to be adequately served by utilities while conserving water and protecting floodplains.

INFRASTRUCTURE GOALS

GOAL INF 1

PROVISION OF INFRASTRUCTURE

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.

GOAL INF 1: PROVISION OF INFRASTRUCTURE

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 INF 1.1: 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 INF 1.1.1

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 and continue to accept wastewater from municipalities north of the City of Miami Beach.

POLICY INF 1.1.2

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

POLICY INF 1.1.3

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 INF 1.2: INFRASTRUCTURE REPLACEMENT

Potable water supply, sanitary sewage disposal, and solid waste disposal services shall continue to be planned and provided in conformance with the Resilient Land Use and Development Element of the comprehensive plan.

POLICY INF 1.2.1

Continue to plan and provide infrastructure to serve redevelopment activities, including infill projects, as directed by the City Commission.

POLICY INF 1.2.2

Infrastructure plans shall assist in furthering the goals of the Climate Resiliency and Sustainability Element.

POLICY INF 1.2.3

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 INF 1.2.4

Incorporate stormwater storage and infiltration into all infrastructure replacement activities.

OBJECTIVE INF 1.3 : 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 INF 1.3.1

In coordination with and in addition to the above policies, the City shall improve and maintain catch basins and other pollution control devices 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.

The City shall also maintain stormwater pumps that have been installed to mitigate sea level rise, and improve water quality.

POLICY INF 1.3.2

The City will continue compliance with all Federal, State and County regulations concerning land use and development to protect Biscayne Bay.

OBJECTIVE INF 1.4: FLOODPLAIN MANAGEMENT

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

POLICY INF 1.4.1

Continue site plan review for new construction with the requirement that the minimum first floor elevation for habitable space in residential 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.

POLICY INF 1.4.2

Continue site plan review for new construction with the requirement that the minimum first floor elevation for habitable space for commercial uses be at least at the City of Miami Beach Freeboard, as adopted in the Code of the City of Miami Beach, or in the alternative to utilize approved flood proofing techniques and have sufficient height clearance where the first floor could be raised to the City of Miami Beach Freeboard in the future, above the minimum FEMA requirement, to allow for maximum protection during flood conditions and from sea level rise.

OBJECTIVE INF 1.5: 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 INF 1.5.1

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 246 Average 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 INF 1.6: WATER CONSERVATION

Cooperate with WASD to continue to implement the City's 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 INF 1.6.1

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

POLICY INF 1.6.2

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

POLICY INF 1.6.3

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

POLICY INF 1.6.4

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

POLICY INF 1.6.5

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) Florida-friendly landscape 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 INF 1.6.6

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.

POLICY INF 1.6.7

The City shall encourage planting of vegetation that is highly water absorbent, Florida friendly or native, able to withstand the marine environment, and tropical storm winds, through the use of minimum landscape standards in the land development regulations.

POLICY INF 1.6.8

The City shall provide educational resources and workshops regarding water conservation that are accessible to the public.

OBJECTIVE INF 1.7: 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 INF 1.7.1

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 INF 1.7.2

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

POLICY INF 1.7.3

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 INF 1.7.4

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 INF 1.7.5

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 INF 1.8: 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 INF 1.8.1

The City will comply with the "City of Miami Beach, Florida 10-year Water Supply Facilities Work Plan," adopted on October 27th, 2010, and incorporate such work plan into the Miami Beach Comprehensive Plan.

POLICY INF 1.8.2

Coordinate appropriate aspects of its comprehensive plan with the South Florida Water Management District's regional water supply plan adopted November 8, 2018 and with the Miami-Dade County 20-Year Water Supply Facilities Work Plan adopted February 5, 2015, 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 INF 1.8.3

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 INF 1.8.4

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 INF 1.8.5

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.

OBJECTIVE INF 1.9

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 INF 1.9.1

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 INF 1.9.2

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 INF 1.9.3

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 INF 1.9.4

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 INF 1.9.5

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 INF 1.9.6

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 INF 1.9.7

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.

INTERGOVERNMENTAL COORDINATION ELEMENT

INTERGOVERNMENTAL COORDINATION ELEMENT

The Intergovernmental Coordination Element (ICE) of the Comprehensive Plan establishes standards for coordination with the plans of other government agencies at the Federal, State, Regional, and Local levels, including adjacent municipalities. Such coordination is necessary for the provision of services as well as ongoing maintenance of infrastructure and to provide a regional approach to climate resiliency to support the quality of life in the City of Miami Beach.

INTERGOVERNMENTAL COORDINATION GOALS

GOAL ICE 1

COORDINATION MECHANISMS

Establish strategic partnerships and coordinate development and policy review processes among the various governmental, public and private entities to address service needs, infrastructure, and climate resiliency in the region.

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Establish strategic partnerships and coordinate development and policy review processes among the various governmental, public and private entities to address service needs, infrastructure, and climate resiliency in the region.

OBJECTIVE ICE 1.1: 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 ICE 1.1.1

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 ICE 1.1.2

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 ICE 1.1.3

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

POLICY ICE 1.1.4

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 ICE 1.1.5

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

POLICY ICE 1.1.6

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 ICE 1.1.7

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

POLICY ICE 1.1.8

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 ICE 1.1.9

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 ICE 1.1.10

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 ICE 1.1.11

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

POLICY ICE 1.1.12

The City will collaborate and coordinate with appropriate local, regional, state, and national governmental agencies and establish strategic partnerships where feasible to address climate resiliency as guided by the Goals, Objectives, and Policies of the Resiliency and Sustainability Element.

POLICY ICE 1.1.13

The City will continue to coordinate with Miami-Dade County and the City of Miami to implement the Resilient 305 Strategy.

POLICY ICE 1.1.14

The City will continue to coordinate with the South Florida Climate Change Compact partners for climate change adaptation and mitigation planning.

OBJECTIVE ICE 1.2: 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 ICE 1.2.1

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 ICE 1.2.2

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 ICE 1.2.3

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 ICE 1.2.4

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 ICE 1.2.5

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 – South Florida Water Management District and Miami-Dade County Public Works
- Potable water supply - South Florida Water Management District and Miami-Dade County WASD
- Regional Policies - South Florida Regional Planning Council
- Public educational facilities – Miami-Dade County Public Schools

POLICY ICE 1.2.6

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 Miami-Dade County Public Schools will distribute a fair share cost of infrastructure improvements necessary to meet the adopted Level of Service.

OBJECTIVE ICE 1.3: 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 map and text amendments proposed in the City Comprehensive Plan on other governmental entities and adjacent municipalities.

POLICY ICE 1.3.1

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

POLICY ICE 1.3.2

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 ICE 1.3.3

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 Strategic Regional Policy Plan.

POLICY ICE 1.3.4

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 jurisdictions and agencies in Miami-Dade County, the South Florida Regional Planning Council and the Florida Department of Economic Opportunity.

POLICY ICE 1.3.5

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 ICE 1.3.6

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 ICE 1.4: 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 ICE 1.4.1

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 ICE 1.5: COUNTY SUBSTANDARD HOUSING BOARD

Further increase the responsiveness of the Miami-Dade County Unsafe Structures Board to the City's especially Policy HE 2.1.6 of the Housing Element.

POLICY ICE 1.5.1

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 ICE 1.6: 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 ICE 1.6.1

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.

PUBLIC SCHOOL FACILITIES ELEMENT

PUBLIC SCHOOL FACILITIES ELEMENT

The Public School Facilities Element (PSF) of the Comprehensive Plan corresponds with the interlocal agreement requirements established between Miami-Dade County Public Schools and municipalities in Miami-Dade County to provide for adequate public education facilities for the current and future students in Miami Beach.

PUBLIC SCHOOL FACILITIES GOALS

GOAL PSF 1

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.

GOAL PSF 1

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 PSF 1.1: REDUCTION OF 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.

POLICY PSF 1.1.1

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.

POLICY PSF 1.1.2

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.

POLICY PSF 1.1.3

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.

POLICY PSF 1.1.4

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.

POLICY PSF 1.1.5

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.

POLICY PSF 1.1.6

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 PSF 1.2: 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.

POLICY PSF 1.2.1

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.

POLICY PSF 1.2.2

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.

POLICY PSF 1.2.3

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:
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) as the proposed development; or

[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.

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.

POLICY PSF 1.2.4

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.

POLICY PSF 1.2.5

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.

POLICY PSF 1.2.6

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.

POLICY PSF 1.2.7

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 PSF 1.3: 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

POLICY PSF 1.3.1

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.

POLICY PSF 1.3.2

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.

POLICY PSF 1.3.3

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.

POLICY PSF 1.3.4

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.

POLICY PSF 1.3.5

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.

POLICY PSF 1.3.6

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.

POLICY PSF 1.3.7

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

OBJECTIVE PSF 1.4: 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.

POLICY PSF 1.4.1

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.

POLICY PSF 1.4.2

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.

POLICY PSF 1.4.3

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.

POLICY PSF 1.4.4

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 PSF 1.5: 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.

POLICY PSF 1.5.1

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.

POLICY PSF 1.5.2

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.

POLICY PSF 1.5.3

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.

POLICY PSF 1.5.4

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.

POLICY PSF 1.5.5

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 PSF 1.6: 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.

POLICY PSF 1.6.1

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.

POLICY PSF 1.6.2

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.

POLICY PSF 1.6.3

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.

POLICY PSF 1.6.4

The School Board shall be encouraged to preserve, maintain and continue the use of historic schools.

OBJECTIVE PSF 1.7: 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.

POLICY PSF 1.7.1

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.

POLICY PSF 1.7.2

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.

POLICY PSF 1.7.3

The Miami-Dade County Public Schools should coordinate school capital improvement plans with the planned capital improvement projects of other County and municipal agencies.

POLICY PSF 1.7.4

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.

POLICY PSF 1.7.5

Miami-Dade County Public Schools, the City, the County, and any other jurisdictional agency shall coordinate to eliminate infrastructure deficiencies surrounding existing school sites.

POLICY PSF 1.7.6

The City and the Miami-Dade County Public Schools shall coordinate efforts to ensure the availability of adequate sites for the required educational facilities.

POLICY PSF 1.7.7

The City shall afford representatives of the Miami-Dade County Public Schools the opportunity to review and comment on proposed developments adjacent to schools.

POLICY PSF 1.7.8

The City and the Miami-Dade County Public Schools will annually review the Educational Element and the City will make amendments if necessary.

CAPITAL IMPROVEMENT ELEMENT

CAPITAL IMPROVEMENT PROGRAM ELEMENT

The Capital Improvement Program Element (CIP) of the Comprehensive Plan addresses the level of service and funding of the City's capital facilities. The Goals, Objectives and Policies in the Capital Improvement Program Element support other elements within the Comprehensive Plan to help ensure that development and redevelopment does not commence without adequate capital facilities in place.

CAPTIAL IMPROVEMENT PROGRAM GOAL

GOAL CIP 1

MAINTENANCE OF LEVEL OF SERVICE

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
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GOAL CIP 1: MAINTENANCE OF LEVEL OF SERVICE

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 CIP 1.1: 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 CIP 1.1.1

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

POLICY CIP 1.1.2

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

POLICY CIP 1.1.3

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 $25,000 and a life of at least three years.

POLICY CIP 1.1.4

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 CIP 1.1.5

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 and County plans.

POLICY CIP 1.1.6

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 1.1.1 through 1.1.5 above.

POLICY CIP 1.1.7

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

OBJECTIVE CIP 1.2: CAPITAL IMPROVEMENT PROGRAM

The City shall not issue any building permits or development orders for new development or redevelopment unless the existing infrastructure (i.e. water, green infrastructure, 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 CIP 1.2.1

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 North Beach Area and the Convention Center Area.

POLICY CIP 1.2.2

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 1.2 above, and which are found to have an identified funding source, will be added to the capital improvements program.

POLICY CIP 1.2.3

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 CIP 1.2.4

In order to assure that adequate water supplies are available to all water users prior to approval of a building permit, the City of Miami Beach shall continue to provide 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 CIP 1.2.5

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.

POLICY CIP 1.2.6

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

POLICY CIP 1.2.7

The 5-Year Capital Improvement Plan (CIP) is a schedule of capital improvements which is revised and adopted annually by ordinance of the City Commission per F.S 163.3177(3)(a). The CIP, including the current FY 2020-2024 Capital Improvement Plan, includes projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period and are identified as either funded or unfunded and given a level of priority for future funding.

OBJECTIVE CIP 1.3: 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 CIP 1.3.1

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 CIP 1.4: 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 CIP 1.4.1

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 CIP 1.4.2

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 CIP 1.4.3

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 CIP 1.4.4

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 CIP 1.5: LEVEL OF SERVICE STANDARDS

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

POLICY CIP 1.5.1

Level of service standards established 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 CIP 1.5.2

The City of Miami Beach is a Transportation Concurrency Exception Area; as such, Mobility Fees shall be assessed to fund mobility improvements. The Land Development Regulations shall establish procedures to grandfather projects approved prior to the adoption of Mobility Fees under the previous concurrency mitigation system.

POLICY CIP 1.5.3

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. These level of service standards are established in this Plan's Infrastructure Element.

POLICY CIP 1.5.4

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 5,000 persons
Tennis or Pickleball Court	1 per 2,000 persons
Multiple-Use Facility (park, picnic, sports)	1 per 4,000 persons
Designated Field Area (baseball, soccer, etc.)	1 per 10,000 persons
Tot Lot or Playground	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

[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.

POLICY CIP 1.5.5

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.)

POLICY CIP 1.5.6

Due to the built-out nature of the City, the City shall explore the feasibility of replacing recreation and open space concurrency Level of Service Standards with a Parks and Recreation Impact Fee to allow for greater flexibility in meeting the needs of residents and visitors to the City.

OBJECTIVE CIP 1.6: 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 1.6.1 through 1.6.5 and 1.8.1 in the Capital Improvement Schedule.

POLICY CIP 1.6.1

Except as provided in Policy CIP 1.6.2 through CIP 1.6.5 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 CIP 1.6.2

Notwithstanding Policy 1.6.1 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.

POLICY CIP 1.6.3

The City will continue to expend funds as needed to maintain, repair, renew, replace or expand storm water drainage and pump system facilities.

POLICY CIP 1.6.4

The City will continue to expend funds as needed to maintain, repair, renew, replace or expand recreational, beach access and water access facilities.

POLICY CIP 1.6.5

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 to support efforts of climate resiliency and natural habitat preservation.

OBJECTIVE CIP 1.7: CONCURRENCY COMPLIANCE

Land Development Regulations pertaining to concurrency management shall be amended to reflect Ch. 163.3180, Florida Statutes and this policy. No new development, shall be issued unless the applicable Mobility Fees and public facilities necessitated by the project (in order to meet level of service standards specified in the Policies of the, Recreation, Public Schools and Infrastructure Elements, and the Water Supply Plan) will be in place concurrent with the impacts of the pursuant to the regulations established in the Land Development Regulations. The requirement that no development permit shall be issued unless applicable mobility fees are paid and public facilities necessitated by the project are in place concurrent with the impacts of development shall be effective immediately.

POLICY CIP 1.7.1

After adoption of the City's Comprehensive Plan, the City shall not issue a certificate of occupancy or use for any new development unless it is determined 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 CIP 1.7.2

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 CIP 1.7.3

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.

POLICY CIP 1.7.4

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 with the level of service. 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.

POLICY CIP 1.7.5

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.

POLICY CIP 1.7.6

Any development permit application which includes a specific plan for development, including densities and intensities, shall require a concurrency review per Part III, Chapter 33G of the Miami-Dade County Code of Ordinances. Compliance will be finally calculated and capacity reserved at time of final action of building permit, certificate of occupancy, business tax receipt, or similar permit, whichever comes first. Phasing of development is authorized. 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.

POLICY CIP 1.7.7

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.

POLICY CIP 1.7.8

The Land Development Regulations 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 levels of service subject to concurrency requirements.

OBJECTIVE CIP 1.8: 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 CIP 1.8.1

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 CIP 1.9: PROVISION FOR NEEDED IMPROVEMENTS

The City shall require the provision of needed improvements identified in other elements of the Comprehensive Plan and shall manage the land development process (see Resilient Land Use and Development 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 CIP 1.9.1

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

POLICY CIP 1.9.2

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

OBJECTIVE CIP 1.10 - 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 CIP.

POLICY CIP 1.10.1

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.

POLICY CIP 1.10.2

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.

POLICY CIP 1.10.3

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.

POLICY CIP 1.10.4

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.

POLICY CIP 1.10.5

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.
The adopted LOS standard for Magnet Schools is 100% of FISH (with Relocatable Classrooms), which shall be calculated on a districtwide basis.

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[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.

POLICY CIP 1.10.6

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 measuring 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.

POLICY CIP 1.10.7

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.

Maps Series

2040 Future Land Use Map

Flood Zones & Evacuation Routes

Coastal High Hazard Areas (CHHA)

Federal Functional Classification

Existing Roadway System

Existing Roadway Lane Count

Transit Corridors & Transit Intermodal Hubs

Existing Bike Facilities

Atlantic Greenway/Bikeway Network

Neighborhood Map

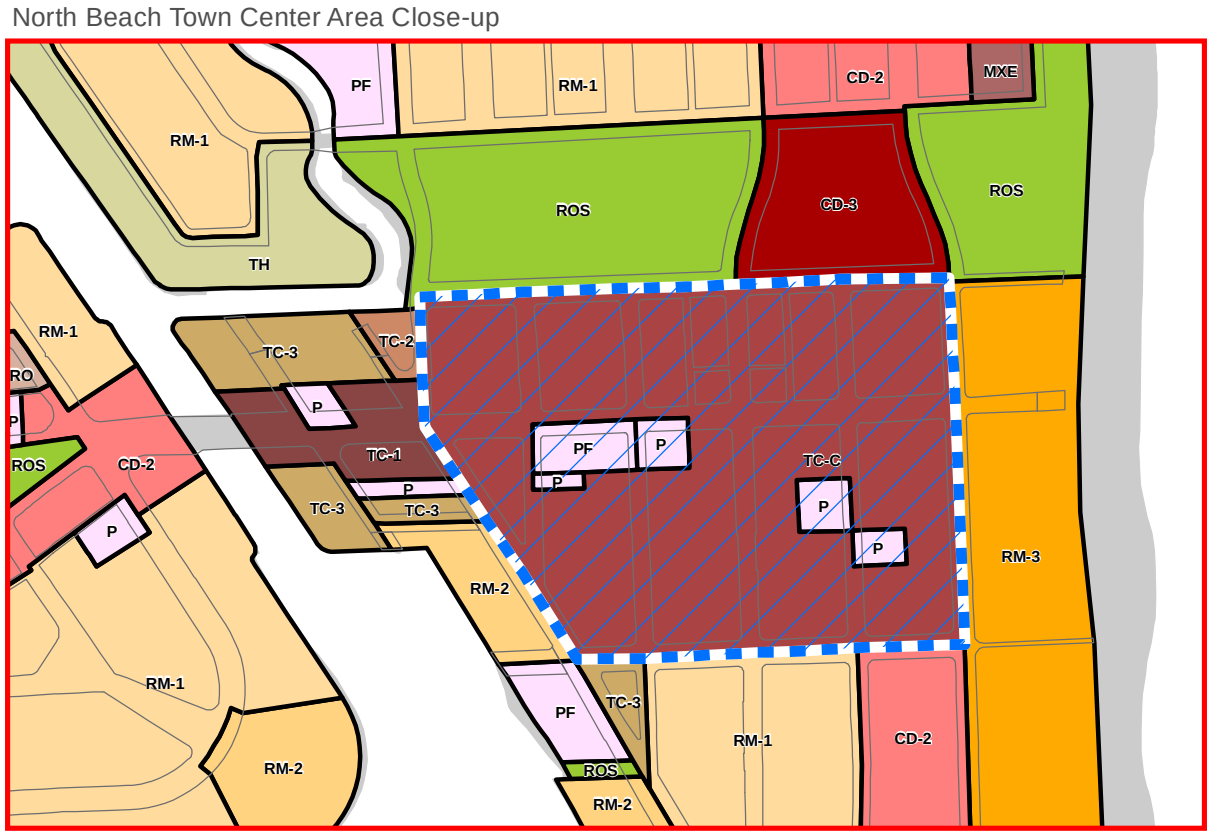
KCI TECHNOLOGIES

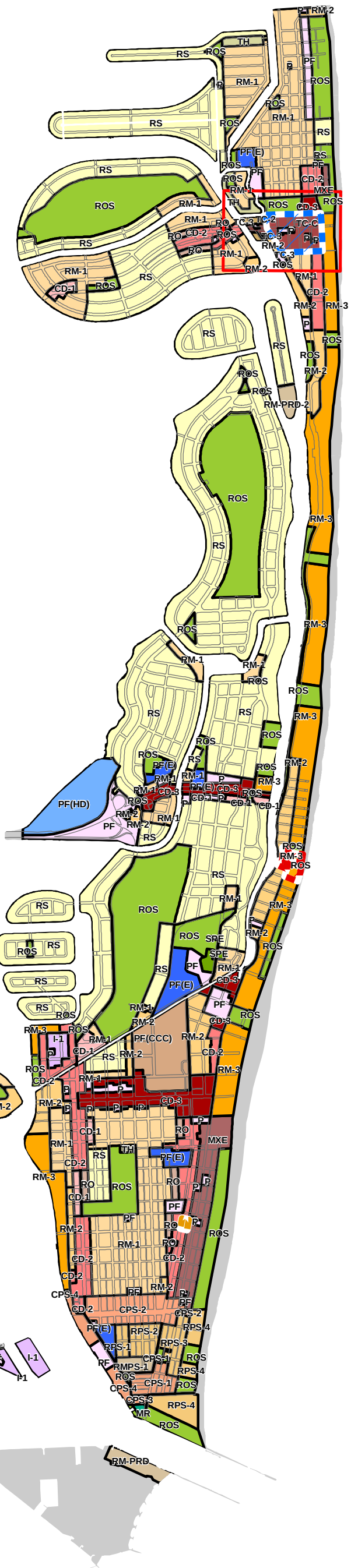
MIAMIBEACH RISING ABOVE

2040 Future Land Use Map

[redacted]

North Beach Town Center Area Close-up





N

0 0.25 0.5 1 1.5 Miles

Data Sources: Future Land Use Categories and Overlay Districts data provided by the City of Miami Beach Planning Department
Last Update: December 9, 2020

- Faena District Overlay
- North Beach Town Center Revitalization Overlay
- Wolfsonian Arts District
- Single Family Residential (RS)
- Townhome Residential (TH)
- Fisher Island Low Density Planned Residential (RM-PRD)
- Allison Island Low Density Planned Residential (RM-PRD-2)
- Low Density Multi Family Residential (RM-1)
- Medium Density Multi Family Residential (RM-2)
- High Density Multi Family Residential (RM-3)
- Medium-Low Density Residential Performance Standard (R-PS-1)
- Medium Density Residential Performance Standard (R-PS-2)
- Medium-High Density Residential Performance Standard (R-PS-3)
- High Density Residential Performance Standard (R-PS-4)
- Low Intensity Commercial (CD-1)
- Medium Intensity Commercial (CD-2)
- High Intensity Commercial (CD-3)
- Urban Light Industrial (I-1)
- Residential / Office (RO)
- Mixed Use Entertainment (MXE)
- Limited Mixed Use Commercial Performance Standard (C-PS1)
- Limited Mixed Use Residential Performance Standard (RM-PS-1)
- General Mixed Use Commercial Performance Standard (C-PS2)
- Intensive Mixed Use Commercial Performance Standard (C-PS3)
- Bayside Intensive Mixed Use Commercial Performance Standard (C-PS4)
- Town Center - Central Core (TC-C)
- Town Center Core (TC-1)
- Town Center Commercial (TC-2)
- Town Center Residential Office (TC-3)
- Public Facility: Educational (PFE)
- Special Public Facilities: Educational (SPE)
- Public Facility Hospital - PF (PF-HD)
- Public Facility: Governmental Uses (PF)
- Public Facility: Convention Center Facilities (PF-CCC)
- Recreation and Open Space Including Waterways (ROS)
- Marine Recreation (MR)

Flood Zones and Evacuation Routes

MIAMIBEACH

Legend

- Hurricane Bus Stops
- Primary Evacuation Route
- Municipal Boundary

FEMA Flood Zone 1994

- AE
- VE
- Coastal A Zone

N

0 0.25 0.5 1 1.5 Miles

Data Sources: Evacuation Routes and FEMA floodplain data from Miami-Dade Open Data Hub.

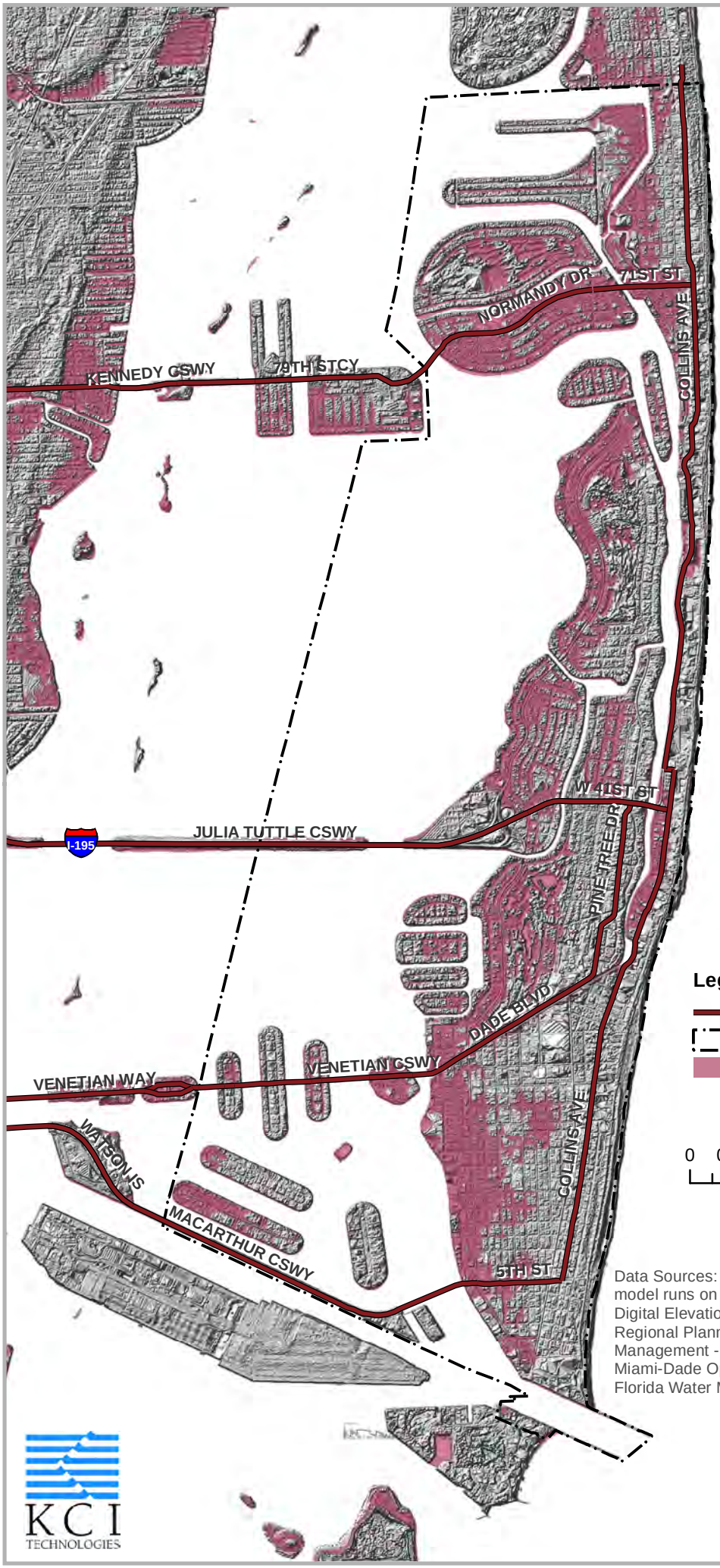
Service Layer Credits: Sources: Esri, GEBCO, NOAA, National Geographic, Garmin, HERE, Geonames.org, and other contributors Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

KCI TECHNOLOGIES

Date: 7/16/2019

Coastal High Hazard Areas (CHHA)

MIAMIBEACH



Legend

- Miami Beach Category 1 Hurricane Evacuation Routes
- Municipal Boundary
- CHHA Inundation (Category 1 Hurricane)

0 0.25 0.5 1 1.5 Miles

N

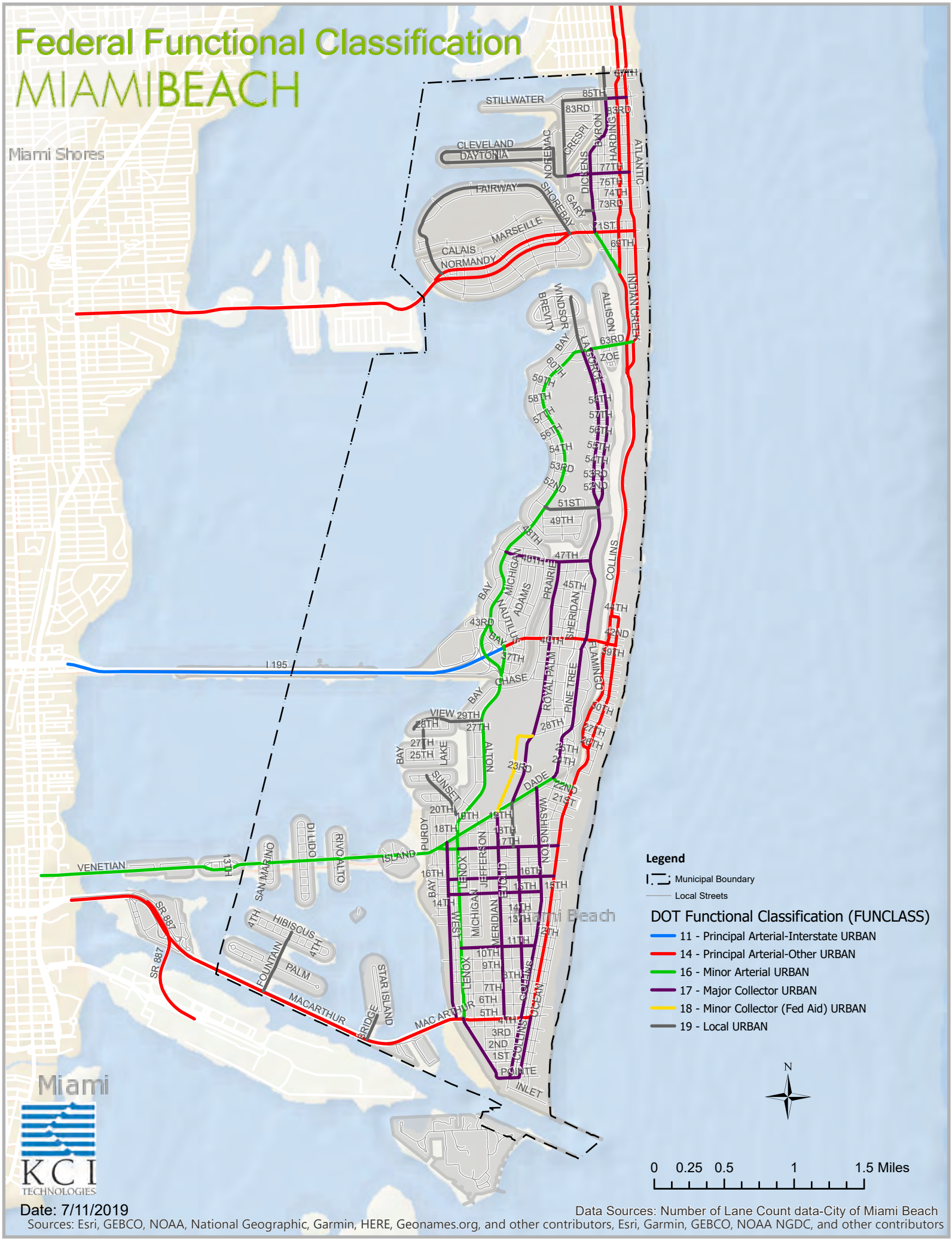
Date: 10/7/2019

Data Sources: CHHA data is derived from National Hurricane Center SLOSH model runs on all the NOAA SLOSH basins throughout Florida, using 2017/18 Digital Elevation Model (DEM) derived LIDAR and obtained from Florida Regional Planning Councils and Florida Division of Emergency Management - http://www.floridadisaster.org/res; Evacuation Routes from Miami-Dade Open Data Hub. Hillshad mosaic data generated from South Florida Water Management District DEM, 2015.

KCI TECHNOLOGIES

Federal Functional Classification

MIAMIBEACH



KCI TECHNOLOGIES

Date: 7/11/2019

Data Sources: Number of Lane Count data-City of Miami Beach

Sources: Esri, GEBCO, NOAA, National Geographic, Garmin, HERE, Geonames.org, and other contributors, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Existing Roadway System

MIAMIBEACH

KCI TECHNOLOGIES

Date: 7/11/2019

Service Layer Credits: World Imagery: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Other Data Sources: Streets of Miami Beach Miami-Dade Open Data Hub, downloaded on 5/31/2019;

Existing Roadway Lane Count

MIAMIBEACH

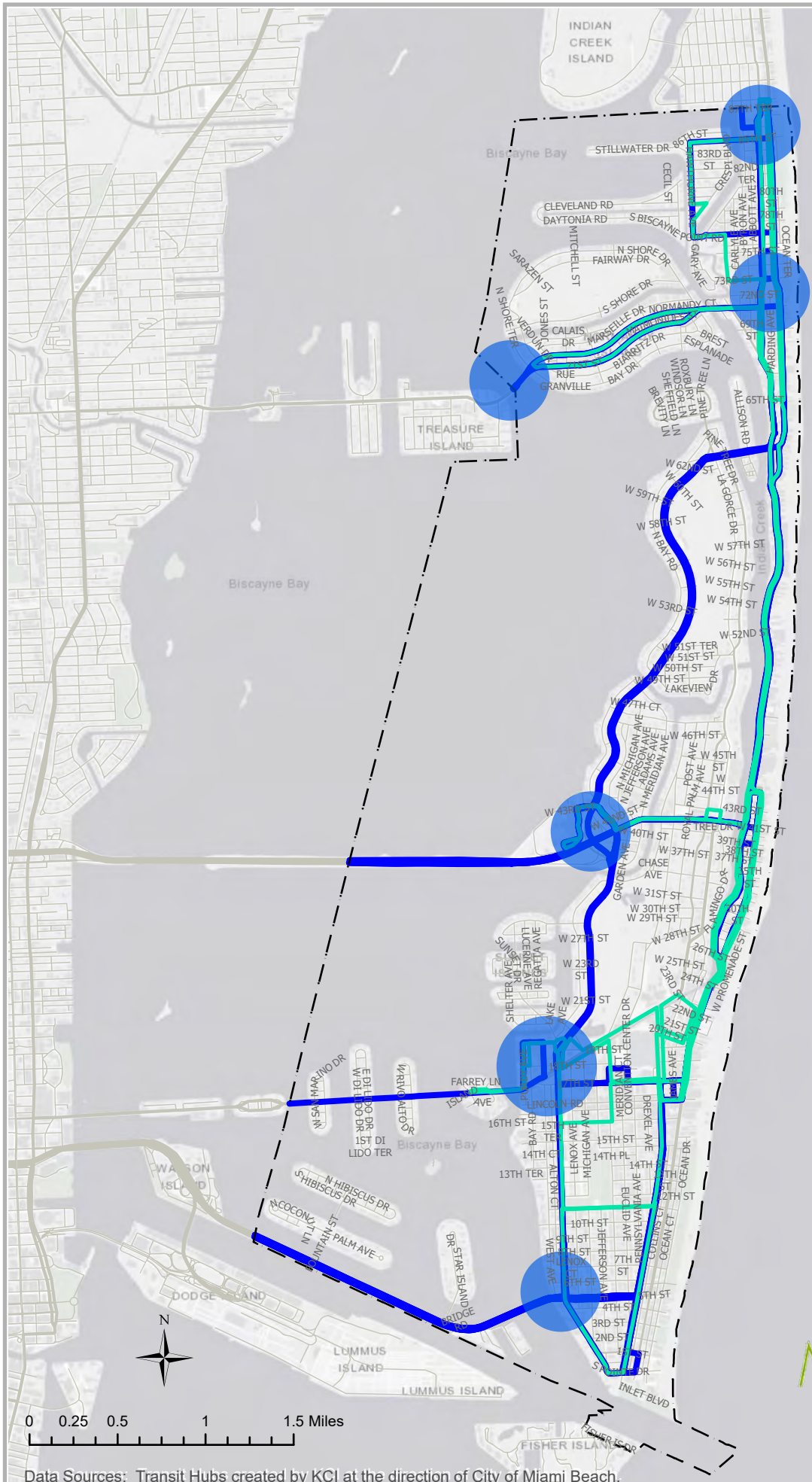
KCI TECHNOLOGIES

Date: 7/11/2019

Data Sources: Number of Lane Count data-City of Miami Beach

Sources: Esri, GEBCO, NOAA, National Geographic, Garmin, HERE, Geonames.org, and other contributors, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Transit Corridors and Transit Intermodal Hubs



Legend

Potential/Existing Transit Hubs

Transit Corridors

- Trolley/Street Car Corridors
- Bus Routes
- Municipal Boundary

N

0 0.25 0.5 1 1.5 Miles

MIAMIBEACH

KCI TECHNOLOGIES

Data Sources: Transit Hubs created by KCI at the direction of City of Miami Beach.
Transit Corridors based on bus and trolley routes of Miami Beach and provided by the City of Miami Beach, 07/2019.
Service Layer Credits: World Light Gray Canvas Base: Esri, HERE, Garmin, (c) OpenStreetMap contributors,

Date: 7/11/2019

Existing Bicycle Facilities

MIAMIBEACH

Legend

Municipal Boundary

Bicycle Facilities

Bike Slot Locations

Bikeways

N

0 0.25 0.5 1 1.5 Miles

Data Sources: Bikeways and bike slot data downloaded on 5/31/2019 from Miami-Dade Open Data Hub

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Date: 7/11/2019

Atlantic Greenway/Bikeway Network

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Data Sources: Parks, Bikeways, Bike Slot, from Miami-Dade Open Data Hub downloaded on 5/31/2019; Greenways andTrails data from Florida Greenways Planning Project, Florida Department of Environmental Protection, downloaded on 5/31/2019

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Neighborhoods Map

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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Other Data Sources: Streets of Miami Beach, Miami-Dade Open Data Hub, downloaded on 5/31/2019;

Date: 10/23/2020

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