



FUTURE CITY
NOMIBEYONDTHECENTENNIAL

City of North Miami 2035-2045 Comprehensive Plan

Volume I: Goals, Objectives, and Policies

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FUTURE CITY : NOMI BEYOND THE CENTENNIAL 2035-2045 Comprehensive Plan

Volume 1: Goals Objectives and Policies

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Volume I: Goals, Objectives, and Policies

Introduction and Vision



2035-2045 Comprehensive Plan Introduction and Vision

Introduction and Vision for NoMi, the Future City

The City of North Miami (incorporated in 1926 as the Town of Miami Shores) is a modern and vibrant community of 60,191 people. The city boasts a diverse population that reflects both its unique character and position within Miami-Dade County and the region.

While population growth during most of the past decade was modest –with an increase of about 2.2 percent between 2010 and 2020– the city's many social, cultural, natural and economic assets and unique position within the South Florida region continue to attract the attention of employers, institutions, and people of varied backgrounds, age groups, and professions.

Despite a past history of moderate population growth, within the past four (4) years the city has started to see results from implementing a long-term revitalization policy and has been experiencing a resurgence of redevelopment interest. As a result, the city is undergoing important changes that are challenging local planners and officials to address new needs and demands, with a focus on equitable development and services, adequate infrastructure, climate change response and resilience, community health and wellness, and housing affordability. While North Miami has been at the forefront in many of these areas in the past, the city is ready to raise the bar again.

As the City prepares to celebrate its first 100 years of history in 2026, the North Miami community has an unparalleled opportunity to plan for “NoMi Beyond the Centennial” -- to plan for a *Future City*.

The *Future City* Comprehensive Plan seeks to honor North Miami's past accomplishments while positioning the City to steer its future boldly, but wisely. The *Future City* Comprehensive Plan envisions North Miami as a model for sustainable, resilient, equitable, innovative, functional, and enjoyable urban living within the region.



2035-2045 Comprehensive Plan

Volume I: Goals, Objectives, and Policies

1. Future Land Use Element



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1. Future Land Use Element

GOAL 1

Encourage integrated, innovative, sustainable, resilient, transit-supportive development in order to enhance the economic base of the City, improve the aesthetic quality of the built environment and provide a broad range of housing and employment opportunities to accommodate, serve and employ the current and projected population, while protecting established single-family neighborhoods. Redevelopment within the City shall evaluate and promote the use of contaminated sites for commercial or industrial uses, discourage urban sprawl, emphasize enhanced livability and viability of residential, commercial, and industrial areas.

Future Land Use

Objective 1.1

The future land use element or plan amendment thereof shall encourage redevelopment that incorporates a land use pattern or urban form that achieves five or more of the following purposes:

- Directs or locates economic growth and associated land development to target areas in a manner that does not have an adverse impact on and protects natural resources and ecosystems.
- Promotes the efficient and cost-effective provision or extension of public infrastructure and services.
- Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.
- Promotes conservation of water and energy.
- Preserves open space and natural lands and provides for public open space and recreation needs.
- Incorporates green design techniques and planning for resilience to climate change.
- Promotes the stability, maintenance, improvement, and conservation of the City's historic structures.
- Creates a balance of land uses based upon demands of residential and nonresidential areas.
- It provides more ways for people to be physically active and socially engaged as part of their daily routine, to support their physical and mental health.
- Applies equitable approaches that promote compatible redevelopment in neighborhoods with historic underinvestment, and which protect existing residents from displacement.
- Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity



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that constitutes sprawl or provides for an innovative development pattern such as, but not limited to, transit-oriented developments or new towns as defined in s. 163.3164, F.S.; pedestrian-oriented development, low-impact or energy-efficient development; or neighborhood conservation.

- Creates incentives to attract and encourage urban infill redevelopment.
- Minimizes development on lands at high risk of inundation or storm surge.
- Reduces disparities in access to opportunity and remove barriers for economically disconnected populations.

Objective 1.2

The City shall establish land use designations that guide and support the redevelopment and transformation of major roadway corridors, including NW 7th Avenue; NW 119th Street; NE 6th Avenue; Dixie Highway; Biscayne Boulevard; NE 125th/123rd Street; and NE 135th Street, through the application of transit- and pedestrian-oriented development and livable urban form principles, densities and intensities.

Potential Performance Indicators:

- Number of redevelopment projects approved within the identified major roadway corridors that are designed around or based on transit- and/or pedestrian-oriented principles.
- Increase in the number/share (%) of housing units that are approved within the identified major roadway corridors.
- Improved transit and/or pedestrian facilities (e.g., number of projects, miles of improved facilities, budget allocated to improvements).

Policy 1.2.1

Embrace a functional urban structure that recognizes and supports the distinct roles performed by different parts of the city:

- Downtown
- Major Nodes
- Community Nodes
- Neighborhoods
- Industrial/Employment Areas
- Special Policy Areas (e.g., overlays, innovation districts/tech target areas).

Policy 1.2.2

Direct future growth first into areas served by adequate transit, and water and sewer infrastructure, while at the same time working to stabilize, preserve and enhance areas that require infrastructure improvements.

Policy 1.2.3

The following land use categories are established, with corresponding density and intensity standards.



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Nonresidential intensity standards are expressed in terms of heights and lot coverage. Lot coverage is the maximum percentage of a lot that can be occupied by impervious surfaces which reduce and/or prevent absorption of stormwater into land. One purpose of the lot coverage standard is to quantify maximum buildable floor area for the purpose of analyzing the potential impact of future land use plan map amendments; the other purpose is to monitor the amount of impervious cover in order to control and mitigate stormwater drainage issues.

Residential standards are expressed in terms of densities (du/ac). Nonconforming densities and intensities are subject to the provisions of Policy 1.2.7:

Table FLU-1: Future Land Uses Categories and Standards

USE	MAXIMUM DENSITY*	MAXIMUM LOT COVERAGE	MAXIMUM HEIGHT (FT.)
RESIDENTIAL LOW	5.1 du/ac	80%	35 ft.
RESIDENTIAL LOW-MEDIUM	12 du/ac	80%	40 ft.
RESIDENTIAL MEDIUM	16.3 du/ac	80%	40 ft.
RESIDENTIAL HIGH	25 du/ac	80%	75 ft.
RESIDENTIAL OFFICE	n/a	85%	35 ft.
BAYSHORE ZONE (BZ)	100 du/ac	80%	115 ft.
MIXED-USE LOW**	25 du/ac	85%	55 ft.
MIXED-USE MEDIUM**	40 du/ac	85%	75 ft.
MIXED-USE HIGH**	45 du/ac	85%	110 ft.; 150 ft. with incentives***



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Table FLU-1 (Continued): Future Land Uses Categories and Standards

USE	MAXIMUM DENSITY*	MAXIMUM LOT COVERAGE	MAXIMUM HEIGHT (FT.)
PLANNED CORRIDOR DEVELOPMENT (PCD) OVERLAY	Subject to Policy 1.19.3	Subject to Policy 1.19.3	Subject to Policy 1.19.3
PLANNED COMMUNITY URBAN DESIGN OVERLAY	40 du/ac	Subject to Policy 1.20.1	450 ft.
CENTRAL BUSINESS COMMERCIAL DISTRICT	Subject to Policy 1.22.5	80%	110 ft.; 150 ft. with incentives.
COMMERCIAL OFFICE	n/a	85%	55 ft.
SPECIAL DEVELOPMENT AND TRANSIT OVERLAY (SDTOD)	150 du/ac	Per underlying plan designations	200 ft
NORTH MIAMI TRANSIT STATION OVERLAY (NMTSOD)	150 du/ac	80%	200 ft
REGIONAL ACTIVITY CENTER (RAC)	Per underlying plan designations (See Policy 1.22.15)	Per underlying plan designations (See Policy 1.22.15)	Per underlying plan designations (See Policy 1.22.15)
INSTITUTIONAL	n/a	75%	110 ft.
COMMUNITY FACILITIES, EXCEPT FOR UNIVERSITIES	n/a	75%	55 ft.
COMMUNITY FACILITIES, UNIVERSITIES	n/a	80%	110 ft.
INDUSTRIAL	n/a	75%	55 ft.
UTILITIES	n/a	100%	n/a



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Table FLU-1 (Continued): Future Land Uses Categories and Standards

OPEN SPACE/RECREATION Principal buildings, structures (ex: gymnasium) shall be subjected to 2.0 FAR for site or portion thereof devoted to principal building or structure Accessory buildings, structures (ex: restrooms, concessions)	n/a	n/a	.10 FAR
CONSERVATION	n/a	n/a	n/a
WETLANDS	n/a	n/a	n/a
WATER	n/a	n/a	n/a

Note: Industrial uses within the Industrial land use classification shall be limited to 55 feet in height. As stated in the Permitted Uses section of this Comprehensive Plan, mixed uses are permitted within the Industrial land use designation. Mixed uses within the Industrial land use classification shall be limited to the density/intensity and height specified for the Mixed-Use High land use designation.

* Maximum density exclusive of density bonus granted pursuant to Policy 1.5.10.

** Residential uses located immediately north of the Village of Biscayne Park (121st Street boundary) shall not be allowed to increase in density or intensity and shall be subject to those design standards further established in the Permitted Uses section of this Element. Additional density is permitted for following the policies contained in Policy 1.22.6, subject to the transition zone guiding principles outlined in Policy 1.18.1.

***The permitted height within the PCD and CBCD shall be 90 ft. with an additional 40 feet for following policies contained under Objective 1.3, 1.4 and 1.12, subject to the intensity transition policies herein.

**** The permitted height within the CBCD shall be 110 feet subject to the transition policies herein.

***** The permitted height within the PCD overlay shall be pursuant to Objective 1.19 and Policy 1.19.3, and subject to the transition policies herein.

Policy 1.2.4

Continue to evaluate, monitor and adopt Land Development Regulations that support the implementation of the adopted 2035-2045 Future Land Use Map designations, including corresponding intensity, density, use and urban form standards. The Land Development Regulations shall require buffering and/or compatible transitions between all uses through regulation of building scale, design, building placement, open space, and use.

Policy 1.2.5

The densities and intensities set forth in this Future Land Use Element cannot be changed without the concurrence of a supermajority of the City Council.





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Policy 1.2.6

Amend the Land Development Regulations to incorporate maximum impervious areas for all zoning districts to support livability, climate resiliency and sustainable water management practices.

Policy 1.2.7

Continue to review and calibrate the Land Development Regulations to support and implement the City's housing policies and programs, with an emphasis on promoting both workforce and affordable housing, as these types of housing are defined in Chapter 420, Florida Statutes. Review and adjust, if necessary, the definitions of these terms in Article 7 of the LDRs to ensure consistency with the statutory definitions and with Miami-Dade County's Implementing Order No. 03-60.

Policy 1.2.8

Ensure facilities and services are available to serve proposed redevelopment through its concurrency management system.

Policy 1.2.9

In the event of destruction and/or redevelopment of any lawfully existing structure exceeding the maximum height or density contained in Policy 1.2.3, the structure may be restored or reconstructed to its original height and density upon a filing of a vested rights determination application, which shall be reviewed based on criteria outlined in the City Land Development Regulations. In addition, any project, building or structure previously approved by the City Council, through the adoption of any resolution or ordinance, shall be vested in its right to be developed at its previously approved height and/or density, notwithstanding the maximum heights or densities contained in Policy 1.2.3.

Policy 1.2.10

Request the State, when necessary, to coordinate multi-agency assistance on plan amendments that may adversely impact important state resources or facilities.

Policy 1.2.11

Utilize the North Miami Transit Station Overlay District, Special Development and Transit-Oriented Development Overlay District, Central Business Commercial District, Planned Corridor Development Overlay, and Planned Community Urban Design Overlay to encourage mixed use with a range of housing options to accommodate future growth.

Policy 1.2.12

Continue to pursue annexation of lands located within unincorporated Miami-Dade County that are contiguous to the City's boundaries to fix boundary irregularities, encourage desired economic development, regulate development that could be detrimental to orderly growth, prevent adverse impacts on the City, or



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improve the quality of life for existing and new residents of North Miami. Emphasis shall be placed on areas located within the City's water service area. The annexation effort will unify the community and improve the quality of life for the new and existing residents of North Miami.

Policy 1.2.13

Provide a minimum of one (1) additional Code Compliance Officer for each square mile of developed land annexed into the City.

Transit-Oriented Development

Objective 1.3

The City shall recognize Transit-Oriented Development (TOD) as a compact, urban form of development that is desirable around premium station areas and corridors to improve transit ridership, expand pedestrian access to stations, promote increased land values, and provide natural surveillance with a vibrant mix of moderate- to high-density uses and street-level activity. The TOD designation areas should be located within a one-quarter (1/4) mile of an existing or planned transit station and/or major corridor. Where possible, land development patterns, including land use, density/intensity, urban form, and related planning considerations, should be established in advance of transit service to establish transit-ready conditions.

Potential Performance Indicators:

- Compactness: Increase in number/share (%) of land of approved projects within TOD overlay areas; increase in average density achieved from new projects approved within TOD overlay areas.
- Mixed-use character: Balance (%) of residential and non-residential uses.
- Increase in the share of households that gain access to transit, jobs, retail and/or services within walking or rolling distance.
- Decrease in the share of residents who drive alone to work in a single-occupancy vehicle.
- Interconnectivity with other land uses through bicycle and pedestrian friendly mobility networks.

Policy 1.3.1

Continue to implement applicable strategies from the 2013 Downtown and Major Corridors Master Plan and the 2018 North Miami Mobility Hub & TOD Strategic Plan and provide incentives for achieving transit-oriented development along designated corridors. Incentives may include but shall not be limited to: the dedication of easements to provide for adequate sidewalk width and the placement of bus shelters to promote mass transit; and, a pedestrian priority zone ordinance that conforms TOD areas with greater attention to pedestrian and bicycle users through a more walkable built environment. Safe, comfortable pedestrian movement and access to and from major transit routes shall be a priority



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along all major corridors and within the Mixed Use, Commercial, and Central Business District designations.

Policy 1.3.2

Prepare a complete streets plan and implementation strategy building on FDOT's Complete Streets Implementation Plan and Miami-Dade County's Transportation Planning Organization's (TPO) Complete Streets Design Guidelines for primary and secondary arterials in and around residential and commercial areas, to offer inclusive, continuous and active multimodal transportation options to residents and visitors.

Policy 1.3.3

Continue to take active measures to discourage the overhead placement of major transmission lines and commence a feasibility study for the burying of major transmission lines along the City's major roadway corridors and within Transit-Oriented Overlays.

Policy 1.3.4

Continue to study and promote the City's TOD districts as opportunities for compact, moderate to high density developments, of mixed-use character, interconnected with other land uses such as recreation and open space, bicycle and pedestrian friendly, and designed to support frequent transit service operating through, collectively or separately, rail or bus systems on dedicated facilities or available roadway connections.

Policy 1.3.5

Work together with the CRA to evaluate and take advantage of opportunities for land assembly, including possible aggregation of land along downtown corridors to provide parcels of sufficient size and depth to allow for redevelopment compatible with the land use policies of this comprehensive plan.

Policy 1.3.6

Continue façade and streetscape enhancements within the Planned Corridor Development (PCD) Overlay and surrounding transit supportive areas where possible. Improvements shall be designed as "complete streets" that are highly interconnected, multi-modal, and with a strong emphasis on street-level design, superior transit and bicycle access, and pedestrian quality.

Policy 1.3.7

Design the street network within TOD areas, and extending into the surrounding transit supportive areas, where possible, as "complete streets" that are highly interconnected, multi-modal, and with a strong emphasis on street-level design, superior transit and bicycle access, and pedestrian quality.



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Brownfield Redevelopment

Objective 1.4

The City shall establish a brownfield program with the development of a plan that guides prospective investors and developers on the types of projects that will be supported; promotes effective tools that reduces barriers to land revitalization; training; and, a community-based process where public funds can be used to support private sector development that is consistent with the Comprehensive Plan. To preserve certain brownfield land for economic development purposes, as appropriate, residential uses shall generally be discouraged from locating in brownfield areas that are designated for employment uses, unless in mixed-use development where the residential use would serve the employment use, or non-employment uses identified as beneficial to the City, such as sporting venues, places of religious assembly, or colleges and university campuses.

Potential Performance Indicators:

- Development parcel size
- Quantity of soil, surface water and groundwater treated or risk managed
- Reduction in soil and groundwater pollution
- Property taxes before and after redevelopment

Policy 1.4.1

Establish brownfield designations for one or more parcels of residential, industrial or commercial property that are abandoned or underutilized because of concerns about environmental contamination in order to provide for state and federal funding resources.

Policy 1.4.2

Support cleanup and redevelopment of brownfield properties and acknowledges that these properties will play an important role in land use planning by making good use of previously developed land.

Policy 1.4.3

Monitor and evaluate underutilized industrial and commercial properties containing former automotive, dry cleaning or other operations that may have environmental issues that need to be addressed.

Policy 1.4.4

Prioritize brownfield redevelopment projects that propose a mixture of residential, recreation, commercial and industrial uses based on site location and environmental conditions.

Policy 1.4.5

Coordinate with the Community Redevelopment Agency (CRA) for the use of tax increment financing funds to support the City's Brownfield Program.

Policy 1.4.6

Coordinate with the U.S. Environmental Protection Agency Brownfields Program



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for grant funding to prevent, assess, safely clean up and sustainably reuse brownfields.

Policy 1.4.7

Due to financial barriers associated with developing brownfield sites, in order to access a revolving loan fund (capital) that is used to provide low interest loans and grants to provide flexible and favorable repayment terms.

Policy 1.4.8

Implement programmatic funds for area-wide planning around brownfield redevelopment sites, particularly in economically distressed areas and certain instances where assessments reveal immediate threats to the environment or human health.

Policy 1.4.9

Seek funding for cleanup activities; to establish revolving loan funds to make loans and subgrants; to establish environmental cleanup; and health and training programs.

Policy 1.4.10

Seek funding for innovative training, research and technical assistance projects that support brownfields revitalization.

Land Development Regulations

Objective 1.5

The City's Land Development Regulations (LDR) shall provide clear guidance on land development and conform to comprehensive plan goals, objectives and policies.

Potential Performance Indicators:

- Development review timeframes
- Cost of service (e.g., on a per-project basis)

Policy 1.5.1

Regularly and systematically review and update the Land Development Regulations to ensure they provide an increasingly clear, easy-to-follow and flexible development review process.

Policy 1.5.2

Prior to approval of plans for new development or redevelopment, the City shall review for compliance with all applicable regulations including Cone of Influence land use restrictions and applicable environmental regulations.



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Policy 1.5.3

Prior to issuance of permits for new development and redevelopment projects, the City shall ensure that measures for the protection of affected natural resources are provided for.

Policy 1.5.4

Implement the adopted impact fees ordinance through land development regulations requiring land dedication or payment of park impact fees in order to maintain the adopted LOS standards for Parks and Recreation.

Policy 1.5.5

Places of worship are allowed in all land use categories on the FLUM; however, the Land Development Regulations shall establish compatibility measures where places of worship are located within or adjacent to residential neighborhoods.

Policy 1.5.6

Modernize home occupation regulations to streamline approvals and ensure flexibility that reflects shifting workplace conditions. Home occupations may be approved in all residential and mixed-use land use categories provided the activity is secondary and incidental to the primary residential use, maintains a residential appearance, does not adversely impact the surrounding neighborhood and complies with all other applicable criteria contained in the City's Land Development Regulations.

Policy 1.5.7

Community residential homes shall be permitted as provided in Chapter 419 of the Florida Statutes. Congregate living facilities, group homes, nursing homes facilities and similar facilities shall be allowed in all residential land use categories provided they are consistent with the maximum allowable density of the 2035-2045 Future Land Use Map and the LDR. A maximum of 2.5 occupants in these types of facilities shall be considered one (1) dwelling unit for purposes of determining allowable density. Community residential homes will be required to obtain a Certificate of Use and a Business Tax Receipt.

Policy 1.5.8

All lawful existing land uses are deemed to be compatible with this Future Land Use Element provided such uses are in full compliance with their respective valid development orders and approvals, and the use does not cause substantial public harm, as determined by the City Council. In addition, currently valid development orders, development permits and vested rights approvals are also deemed to be compatible with this Future Land Use Element provided they have and maintain valid concurrency/capacity reservations for all required public facilities, including roadways, and the proposed use will not cause substantial public harm, as determined by the City Council.

Policy 1.5.9

Reserve a maximum of twenty percent (20%) of the total units in the floating unit



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pool at any given time (subject to the determination of need per Policy 3B.2.5 in the Housing Element) to incentivize the development of both affordable and workforce housing units.

Policy 1.5.10

Incentivize the development of workforce housing units within the PCD and NMTSOD Overlays by providing a Density Bonus of up to fifteen (15) additional units per acre, from units reserved in the Floating Unit Pool for that purpose, to developments that dedicate a minimum of fifteen percent (15%) of total proposed units to families making between 60 and 140 percent of Miami-Dade County's Area Median Income (AMI). In establishing the final requirement, the City shall consider Miami Dade County's Voluntary Workforce Housing Program, as amended (Ordinances 16-138 and 22-125). The threshold for determining housing affordability and housing expenditure shall adhere to USHUD guidelines.

Policy 1.5.11

Consider adopting an inclusionary zoning ordinance, mandating the creation of affordable and workforce housing units in proposed developments or providing options such as payment in lieu of, with fees payable to a Housing Trust Fund established for the creation of affordable and workforce housing units in the City.

Policy 1.5.12

Commission a study to analyze the effects of the employment and education sectors located within city limits, as a foundation for establishing a linkage program for prioritizing mobility and additional housing options.

Policy 1.5.13

Evaluate the City's zoning and LDRs to provide guidance and to clarify, if necessary, the standards that may be applicable to projects submitted under the "Live Local Act," as may be amended from time to time by the Florida Legislature.

Urban Design

Objective 1.6

The City shall identify established methods and best practices, while at the same time exploring emerging approaches to a sense of place and encourage citywide implementation of the following guidelines:

- Provide active building façades characterized by features such as lobbies, entrances, and display windows. Blank building walls should not be permitted facing principal street frontages and intersections.
- Create a sense of arrival at key intersections and nodes, as well as within distinct areas and districts with prominent built form and landscaping.



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- Identify gateways at city boundaries, major highway interchanges and at entry points through high quality development, iconic buildings, open spaces, landscaping and streetscape features.
- Position buildings along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.
- Incorporate into all developments urban spaces that are nourishing, supportive, and safe for all.
- Prioritize publicly accessible open spaces of high quality, usable and physically and visually linked to streets, parks and pedestrian routes.
- Recognizing that streets are important civic spaces and connect destinations, design intersections and the frontage of major streets within developments to ensure a highly attractive urban quality.
- Give special attention to major and uniquely shaped intersections (e.g., along W Dixie Hwy) to create a sense of enclosure and identity, as well as heightened architectural interest.

Policy 1.6.1

Continue to monitor, evaluate and update, as necessary, existing guidelines for unified urban design, architectural, and landscape regulations for major corridors to further create a sense of place throughout the City. The City shall utilize and encourage the utilization of Universal Design in all new construction, residential rehabilitation and remodeling to simplify life for everyone by installing products and making the built environment more usable by as many people as possible and to benefit people of all ages and abilities.

Policy 1.6.2

Design and construction of new and reconstruction or improvement of existing City streets shall incorporate a Complete Streets approach and be designed to perform their diverse roles by:

- a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:
 - i. the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network;
 - ii. space for trees, landscaping and green infrastructure;



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- iii. space for other street elements, such as utilities and services, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and
 - iv. ensuring the safety of users of all ages and abilities.
- b) improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;
 - c) reflecting differences in local context and character;
 - d) providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and
 - e) serving as community destinations and public gathering places.

Policy 1.6.3

The City may create an Urban Design and Architecture Review Board to implement the urban design guidelines developed for the City, ensuring conformity of development and redevelopment to said guidelines.

Policy 1.6.4

Place-making strategies that include parks, plazas, pedestrian access, civic and cultural activities and amenities shall be employed in the Downtown and along major corridors. Focus on enhancing the quality of and access to the City's public spaces and natural features by:

- a) improving physical and visual access from adjacent public streets, parks and open spaces and by designing these into a comprehensive public realm network;
- b) ensuring compatibility of adjacent development in terms of building disposition and configuration, including height and massing, interface with existing and new streets, location and design of parks and open spaces, to preserve and enhance access, views, and linkages between natural features and the public realm; and
- c) providing for public access along, into and through natural open spaces, where appropriate.

Policy 1.6.5

The City will pursue the North Miami Public Art Program in the Arts Overlay District using grants, County funds or development impact fees and public art requirements in development and redevelopment initiatives.



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Policy 1.6.6

The City shall monitor existing way finding markers in the City that provide gateway and entrance features and evaluate additional way finding markers that may be needed to support the users arrival and engagement within the City.

Policy 1.6.7

Review and, as necessary, amend the LDR to ensure sign regulations specifically address signage and wayfinding for master planned and mixed-use developments as well as off premise signs.

Policy 1.6.8

Incorporate livability and pedestrian priority zone concepts for all TOD designated areas, adaptive action areas, the downtown, major corridors, recreation and open space within the City. Concepts shall include enhancements to mobility, livability, access to waterfront, linear greenways, water recreation, and infrastructure improvements that enhance North Miami's character and culture in the area.

Policy 1.6.9

Continue to enhance and promote the Arts Overlay District with the Museum of Contemporary Art as the anchor of the City's economic development strategies.

Policy 1.6.10

Continue to participate regional initiatives coordinated with the South Florida Regional Planning Council as well as neighboring cities and associated organizations to identify opportunities for North Miami consistent with the vision of the CRA Master Plan.

Policy 1.6.11

Review and enhance regulations for the design of parking garages to ensure that such structures are of a high design quality and are seamlessly integrated into the City's urban form.

Public Realm

Objective 1.7

The City shall evaluate and calibrate landscape and streetscape regulations for existing and new development and redevelopment to ensure area-wide beautification of the public realm of the City.

Policy 1.7.1

Require the design of interior concourses, plazas, pedestrian mews, and mid-block connections, whether private or publicly owned, to complement and augment the functionality of public streets, parks and open spaces as the main place for civic life and pedestrian activity.



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Policy 1.7.2

Require the application of Universal Design principles for all public spaces, to ensure users of all ages and abilities are welcome, included, comfortable, safe and integrated.

Policy 1.7.3

Require the application of design measures which promote pedestrian safety and security in streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings.

Policy 1.7.4

New and existing city blocks and development lots within them shall be planned to:

1. Expand and enhance the public realm network.
2. Have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space, while creating or maintaining vistas and views.
3. Enhance the bicycle and pedestrian networks by keeping block lengths short, as appropriate to the context, providing new and enhanced bicycle and pedestrian connections, and integrating development with the local existing bicycle and pedestrian networks.
4. Promote street-oriented development with buildings edging, fronting onto and having access and address from the street and park edges.
5. Provide adequate room within the development lot or block for parking and servicing needs, including public lanes for service and delivery access as needed and feasible.
6. Identify opportunities and provide for the integration of green infrastructure, green building and sustainable development practices.
7. Encourage logical incremental, phased development.

Community Redevelopment

Objective 1.8

The City shall utilize the adopted Community Redevelopment Agency Plan, as may be amended, to guide the redevelopment of identified urban infill areas, especially within the Neighborhood Redevelopment Overlay, to promote economic revitalization of blighted neighborhoods.



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Potential Performance Indicators:

- Number of redevelopment projects within CRA boundaries
- Number of rehabbed units
- Number of demolished blighted units
- Number of retained residents

Policy 1.8.1

The City shall ensure that the Community Redevelopment Agency (CRA) maintains a methodology for land assembly to achieve goals described in the Community Redevelopment Agency Plan, as amended.

Policy 1.8.2

The City shall continually monitor and evaluate real estate market trends and commission, if determined necessary, market studies of redevelopment areas that support possible future land use changes and targeted marketing for specific businesses to relocate in the Community Redevelopment Area.

Policy 1.8.3

The City should encourage the creation of a financial strategy to strengthen businesses in the Central Business District and PCD Overlay District and develop incentives for the retention and attraction of businesses in said districts.

Policy 1.8.4

The City should encourage the creation of a displacement plan in accordance with the Federal Uniform Relocation Assistance and Real Property Act as related to the City and CRA policies.

Policy 1.8.5

The City should conduct a feasibility study for the creation of a civic complex with creative arts center, theater and/or hotel in the City Downtown District.

Policy 1.8.6

The City shall establish streamlined development review procedures for timely development in the Community Redevelopment Area in accordance with the adopted Land Development Regulations.

Policy 1.8.7

Facilitate development in the CRA to promote mixed-use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form. A principal means of implementing this Policy shall be the creation of the Neighborhood Redevelopment Overlay, the Transit Oriented Development Overlay District, and its implementing land development regulations and programs.



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Policy 1.8.8

Continue to identify areas of slum and blight in the community, and rank these areas in order of priority, and develop a schedule which will ensure all such areas are studied and solutions are identified to protect residents of these areas from further economic hardship caused by potential displacement. Should the City's prioritization of land for future redevelopment or intensification, whether due to climate-resilience or economic-development initiatives, impact these areas, the City shall ensure that the needs of vulnerable populations residing in these areas are equitably considered and accommodated in the planning for future use of the area.

Policy 1.8.9

Embrace the use of emerging urban design approaches, such as Health Promotion Through Environmental Design (HPTED), and strategies that center values like equity, justice, and care to foster safe neighborhoods, streets, and outdoor spaces to reduce crime, enhance safety, and prevent injuries and fatalities.

Policy 1.8.10

Encourage mixed use development along all major corridors that incorporate Transit Oriented Development and green design standards that enhances the sense of place through aesthetic and economic development strategies.

Policy 1.8.11

Prior to the establishment of passenger rail service on the FEC Railroad line, the City shall consider amendments to the Comprehensive Plan to allow mixed use redevelopment of lands to allow a variety of complimentary uses located adjacent and/or proximate to the railroad.

Parking

Objective 1.9

The City shall provide for efficient and attractive parking areas to enhance the economic environment and protect neighborhood character.

Policy 1.9.1

The City shall work with the CRA to implement the recommendations of the Parking Master Plan by encouraging parking management strategies such as parking structures, shared use parking including time restrictions, and establish regulations for mixed-use and multi-family developments to reduce the need for additional parking structures in the Central Business Commercial District.

Policy 1.9.2

Re-evaluate the current parking standards in its Land Development Regulations to ensure they adequately foster downtown development.



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Policy 1.9.3

Evaluate the need to strengthen urban design guidelines for above-grade parking garages with screening criteria, appropriate directional signage, and internalized, conveniently accessible service, loading and garbage storage areas.

Neighborhood Planning

Objective 1.10

The City shall maintain and continuously improve neighborhoods through effective code compliance, on-going community outreach and implementation of neighborhood beautification programs.

Policy 1.10.1

Monitor and, as appropriate, calibrate and expand the capacity of the MyNoMi request tracker application to ensure that issues and concerns from all neighborhoods are equitably and properly documented, communicated and addressed in a timely and satisfactory manner.

Policy 1.10.2

Train and appoint staff designees under a Neighborhood Improvement Coordinator to serve as residents' direct link to City services dedicated to helping protect the health, safety and welfare of residents and improving the quality of life of neighborhoods. Liaisons work with residents, city officials, and organizations addressing local issues and concerns to help neighborhoods thrive and promoting learning and transparency through all City departments.

Policy 1.10.3

Ensure fair, equal access by all residents and encourage participation in community activities from disenfranchised neighborhoods, to ensure that all residents are well represented in affairs affecting them.

Policy 1.10.4

Maintain minimum ratios of one (1) code compliance officer for every square mile of developed property, one (1) minimum housing code officer for every 150 multi-family buildings (of four or more dwelling units), and 1/3 sanitation code officer for every square mile of property.

Policy 1.10.5

Reactivate the "Keep North Miami Beautiful" or a variation of this initiative, to fund and organize volunteers efforts and activities designed to assist disadvantaged, elderly and disabled homeowners in property improvement and maintenance, clearing litter and trash from vacant lots, improving dilapidated buildings and removing abandoned and old cars. The program should be coordinated with the Code Compliance Department as a means to promote good community rela-



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tions, motivate compliance with the City's code, and make efficient use of program funds.

Policy 1.10.6

Implement a policing philosophy based on community partnership, organizational transformation, and problem-solving techniques to proactively reduce opportunities for criminal activity, build community trust, and strengthen the social fabric of neighborhoods. Implementation of this policy shall be coordinated with the Police and Community Planning and Development Departments, and all applicable neighborhood civic associations and nonprofit organizations.

Policy 1.10.7

Promote participatory neighborhood design planning to ensure that zoning and neighborhood design standards adopted into the LDRs work hand in hand to help neighborhoods improve, while at the same time preserving historic and cultural value and preventing the displacement of existing residents.

Downtown Planning

Objective 1.11

The City shall implement the vision of the Downtown Development and Major Corridor Master Plan as well as the associated Concept and Action Plans by guiding future development and redevelopment within the downtown core and major corridors, and by working in concert with city regulations, visual guidelines, and code compliance to achieve its full potential.

Potential Performance Indicators:

- Number of projects approved in downtown
- Number of businesses, housing units and civic and cultural facilities located downtown
- Share (%) of city's businesses, housing units and civic and cultural facilities located in downtown
- Storefront occupancy rate
- Growth in downtown property values
- Media mentions of downtown
- Visibility of downtown marketing

Policy 1.11.1

Monitor, evaluate over time and, as appropriate, expand the NoMi Express free bus service to ensure adequate linkages and stops are provided from downtown to the NE 125th Street FEC transit hub.

Policy 1.11.2

Examine the current land use and zoning district designation for barriers to enhanced walkability along major corridors and the downtown districts.



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Policy 1.11.3

Incorporate into the LDRs pedestrian-oriented design standards that create human-scaled environments to encourage walking, such as build-to setback lines that bring buildings closer to the street; compact mixed-use development that promotes comfortable walking distances; Universal Design features; improved street crossing treatments and wider, unobstructed sidewalks; streetscaping, such as vegetation for buffering pedestrians from the street and providing shade and benches for resting, human-scale signage, and street lighting.

Policy 1.11.4

Periodically perform a Level of Service Assessment, per most current Highway Capacity Manual (HCM) standards to identify segments of roadway within downtown that may be reduced in width or in number of lanes or otherwise retrofitted as complete streets.

Policy 1.11.5

Continue to pursue, plan for and coordinate with FDOT to allow decorative mast arms and signage and pursue Local Funding Agreements.

Policy 1.11.6

Continue to coordinate with FDOT to complete an Access Management Study and obtain FDOT approval to extend the medians, employ traffic calming measures, and provide mid-block pedestrian crossings.

Policy 1.11.7

Pursue FDOT design variation approval for reduction in median widths to accommodate bike lanes pursuant to the Downtown Development and Major Corridor Master Plan and the City's Transportation Master Plan, with consideration for pedestrian safety.

Policy 1.11.8

Continue to pursue FDOT design variation approval to reduce lane widths to allow for bike lanes or multi-purpose trails (shared sidewalk and bike lane for context sensitivity) pursuant to the Downtown Development and Major Corridor Master Plan and the City's Transportation Master Plan.

Policy 1.11.9

Evaluate a reduction in posted speed limits and other context-sensitive traffic calming measures on secondary arterials and collector streets within downtown. This should also be considered for NW 7th Avenue and West Dixie Highway with FDOT coordination.



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Policy 1.11.10

Evaluate Sec. 4-303. Minimum standards of development for nonresidential districts of the LDRs, to utilize Build-to-Lines (BTLs) along major corridors and within the Downtown core.

Policy 1.11.11

Coordinate with FDOT to conduct lighting engineering and analysis for all major corridors within the City.

Policy 1.11.12

Encourage student housing opportunities within the areas that are proximate to FIU and Barry University.

Policy 1.11.13

Consider annexation of the surrounding properties of Barry University and establish an educational corridor between West Dixie Highway, 119th Street, North Miami Avenue, and 115th Street.

Policy 1.11.14

Consider land assembly activities and continue façade enhancements along NE 125th Street, West Dixie Highway and 6th Avenue.

Policy 1.11.15

Regularly reevaluate and update, as appropriate, the density and height allowances assigned in the PCD, SDTOD and NMTSOD along major corridors, transit supportive areas and the downtown core.

Policy 1.11.16

Explore possible aggregation of land along the downtown corridors and increase the depth of the corridors with land use/zoning changes to provide parcels of sufficient size for redevelopment.

Single-Family Residential Neighborhoods

Objective 1.12

Protect and enhance the distinctive qualities of character, setting, buildings, structures, significant landscape features and public spaces of the City's existing single-family residential neighborhoods in a manner that improves the quality of life for residents and is consistent with and supported by this comprehensive plan.

Potential Performance Indicators:

- Demographic diversity of residential population
- Share (%) of tenure, by type
- Rate of residential occupancy
- Number of accessory dwelling units approved



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- Number of workforce and affordable units approved
- Number of residential rehabilitation/improvement projects
- Number of vacant lots, abandoned/dilapidated properties
- Number and types of complaints regarding property maintenance
- Percentage of code violations resolved through voluntary compliance

Policy 1.12.1

Retain the traditional development pattern of existing single-family residential neighborhoods.

Policy 1.12.2

Identify and prioritize improvements necessary to complete and augment the sidewalk network in residential neighborhoods to promote an enhanced pedestrian experience.

Policy 1.12.3

Examine transitional standards in the LDRs to ensure that the character of new development is compatible with the character of existing single-family residential neighborhoods.

Policy 1.12.4

Examine dimensional (e.g., lot size, setbacks) and other standards (e.g., landscape) in the LDRs to determine if they help or hinder efforts to enhance the livability of existing residential neighborhoods and amend those standards accordingly to maximize flexibility for property owners while preserving each neighborhoods' prevalent character.

Policy 1.12.5

Incentivize the construction of accessory dwelling units (ADUs) within residential neighborhoods as an attractive, safe, and decent housing alternative that further broadens the range of housing options within the City, improves housing affordability, and helps address the housing needs of a changing demographic, including those of young workers, the elderly, persons with disabilities, and families in transition. ADUs can serve as a tool for gentle densification while maintaining the single-family residential character of those neighborhoods.

Policy 1.12.6

Review and, as necessary, amend the LDRs to reduce regulatory barriers (such as inflexible occupancy provisions) and conditions beyond those strictly needed to ensure that ADUs are in keeping with the character of a neighborhood and mitigate potential impacts on adjacent properties; and to streamline the approval process for ADUs.

Policy 1.12.7

Consider waiving impact fees and seeking funding to provide financial assistance to those establishing ADUs.



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Policy 1.12.8

Ensure that adequate parks and recreation and other community facilities, access to transit services and to a safe, quality pedestrian network exist or will be provided to serve all residents of existing neighborhoods.

Policy 1.12.9

Promote a high quality of urban design in the public realm of residential neighborhoods, with a focus on sensitive design that reflects the unique history and character of individual neighborhoods.

Policy 1.12.10

Implement reductions in posted speed limits and other context-sensitive traffic calming measures to improve safety along secondary arterials and collector streets within residential neighborhoods.

Disaster Preparedness and Hurricane Evacuation

Objective 1.13.

The City shall coordinate with Miami-Dade County, the South Florida Regional Planning Council and the State of Florida in addressing the evacuation, structural integrity and disaster-preparedness needs of North Miami.

Policy 1.13.1

Continue to coordinate with the State of Florida, Miami-Dade County and the South Florida Regional Planning Council in implementing the approved Local Mitigation Strategy. Assess the vulnerability of governmental, medical and public safety sites and structures in the City to storm damage, and develop and implement an action plan to address wind stability and flood protection for key facilities.

Policy 1.13.2

Continue to work with the South Florida Regional Planning Council's Local Emergency Planning Committee and Miami-Dade County's Emergency Management Department to ensure that City employees are well-trained in the programs, procedures and policies required during a disaster emergency and the longer-term post-disaster redevelopment process.

Policy 1.13.3

Periodically assess alternate methods for enhancing the resiliency of roadside signage, traffic signals and cellular phone service during and after storms.

Policy 1.13.4

Maintain and update a Comprehensive Emergency Action Plan addressing all hazard planning and disaster-preparedness, continuity of government operations, protective and response measures to hurricanes storm surge, flooding, and other



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events and catastrophes, as well as post-disaster recovery and redevelopment plans.

Policy 1.13.5

All proposed large-scale amendments to this Comprehensive Plan and/or zoning applications shall be evaluated for their impact on hurricane evacuation routes and times, and effect on currently available off-site shelter capacities. Roadway improvements and shelter improvements shall be required, if deemed necessary, to mitigate negative impacts and phased with new residential development.

Policy 1.13.6

Identify, designate and invest in a “resilience hub” located outside of a vulnerable location and designed to offer critical food, shelter and social services during and/or in the aftermath of a disaster.

Environmental Sustainability and Climate Resilience

Objective 1.14

To preserve and enhance the existing natural environment and conserve resources, the City shall encourage reduced energy use, improve building efficiency, and incentivize development types and land use patterns that maximize compactness, reduce residents’ transportation energy needs, and incorporate open space, greenways, linear trails interconnected with bikeways, native plants and trees in development and redevelopment projects.

Potential Performance Indicators:

- Total number of vehicles in municipal fleet
- Number of City vehicles replaced by zero or low-emission fuel vehicles
- Percent of residents within accessible walking distance (1/2-mile walk route) of an entrance to a City park, recreation or open space facility
- Acreage and percent of amenitized open space and forested or tree-shaded open space within private developments open to the public
- Number/acreage of flood prone areas reduced through mitigation efforts
- Acreage and percent of protected (including public and private) natural land
- Acreage and percent of tree canopy
- Number and acreage of green infrastructure projects
- Acreage and percent of impervious versus pervious surface

Policy 1.14.1

Amend, as necessary, the LDRs to include an approved sustainable plant list, a fast-tracked tree removal process for exotic invasive species and nuisances and prohibitions on the planting of exotic invasive species in new development and redevelopment projects.



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Policy 1.14.2

Include in the LDR appropriate regulations to properly address local topography, flooding frequency, soil and other applicable environmental conditions in development approvals. In addition, provide for adequate drainage and stormwater management, open space, vehicle parking and safe, convenient on-site traffic flow.

Policy 1.14.3

Ensure that a variety of parks, recreation, and open space facilities are available to City residents within an accessible distance from their homes and that trails, bikeways, pedestrian and non-motorized vehicle pathways are incorporated into such spaces.

Policy 1.14.4

To reduce the impact of carbon-based energy consumption on the environment, shift the City's vehicle fleet away from fossil-fuels and incorporate alternative energy sources and improved efficiency strategies:

- Establish a process for fleet right-sizing to reduce fuel demand by minimizing the number of City-owned vehicles.
- Establish guidelines for the deployment of managed idle technologies to reduce fuel consumption on new and legacy fossil fuel-powered vehicles.
- Purchase zero or low emission vehicles.
- Implement and maintain route optimization.

Policy 1.14.5

Proposed future land use map amendments shall be supported with data analysis from the adopted Water Supply Facilities Work Plan Update (Resolution No. 2020-R-104, adopted 2020) demonstrating that adequate water supplies and associated public facilities will be available to meet the projected growth demands. The impact on potable water shall be determined by applying the standard generation rates outlined in Policy 4D.2.10 of the Infrastructure Element.

Policy 1.14.6

Protect water quality with both traditional and alternative water supply sources as recommended in the adopted Water Supply Facilities Work Plan Update (Resolution No. 2020-R-104, adopted 2020).

Policy 1.14.7

Implement land management regulations to accomplish the City of North Miami's Parks Master Plan and policies contained in Objective 7.4.

Policy 1.14.8

Establish natural/vegetative buffer zones (10 to 30 ft as conditions permit) to protect natural features from the potential impact of adjacent development, redevelopment, or site alteration. The appropriate vegetative buffer zone shall be determined through an environmental impact study, natural heritage evaluation



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and/or hydrological evaluation, or equivalent. Such vegetative protection zones may be conveyed into public ownership through the development approval process or through restrictive covenants.

Policy 1.14.9

Prevent development, redevelopment, and site alteration within areas of key natural features and key hydrologic features as identified through an environmental study; and require development adjacent to natural feature protection areas to remediate and enhance the conditions either of the natural feature or vegetation protection zone.

Policy 1.14.10

Prioritize increasing tree canopy cover on City-owned land, especially in high-use areas such as sidewalks, bus shelters and civic spaces.

Policy 1.14.11

Continue to implement the flood risk reduction, resilient design and community well-being recommendations of the Repetitive Loss Master Plan. Specifically, build on the success of the City's initial stormwater park, by assessing, identifying and repurposing additional vacant lots within North Miami's residential neighborhoods as green infrastructure public space sites.

Green Building and Sustainability

Objective 1.15

To encourage sustainable development throughout the City and implement green building requirements, such as using renewable energy resources, for development and redevelopment projects to reduce energy usage; landfill waste; greenhouse gas emissions; create a healthy indoor environment; conserve building materials and resources; and promote water efficiency.

Potential Performance Indicators:

- Number of private development projects incorporating green building practices or receiving green building certification
- Number of municipal (or City-led) new or retrofitted facilities incorporating green building practices or receiving green building certification
- Number of retrofit projects incorporating cool/green roofs
- Number and percent of housing units using renewable energy in single-family neighborhoods
- Measure of carbon footprint/emissions

Policy 1.15.1

Regularly evaluate and update the LDRs to incorporate nationally or locally recognized and accepted best practices and standards in sustainable develop-



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ment, such as the standards of the Leadership in Energy and Environmental Design (LEED) green building rating system as adopted by the U.S. Green Building Council; and address all resource constraints that may be applicable to its implementation.

Policy 1.15.2

Strongly promote energy efficient construction and design practices through incentive-based rewards for private sector developers and mandatory compliance for city owned facilities.

Policy 1.15.3

Periodically evaluate the effectiveness of, and calibrate accordingly, incentives, provided in the LDRs for new commercial or multifamily construction or commercial substantial improvement proposed to be certified under LEED green building program; and/or any other nationally or locally recognized green standards acceptable to the City.

Policy 1.15.4

Develop and implement an Adaptation Action Area Plan to identify, assess and prioritize those areas within the City limits deemed most vulnerable to sea level rise and other climate change impacts including but not limited to extreme high tides, heavy local rain events, and storm surge, for funding and adaptation planning.

Policy 1.15.5

Investigate building code updates to require cool/reflective and green roof materials to help reduce indoor temperatures and energy demand in residential and commercial structures. Create a program to retrofit existing buildings.

Policy 1.15.6

Encourage the use of alternative energy technologies in single-family neighborhoods, such as wind or active solar collection for electricity, while mitigating potential negative neighborhood visual impacts through standards adopted in the LDRs.

Policy 1.15.7

Implement the resilience and sustainability recommendations of the 2021 Vulnerability Assessment.

Policy 1.15.8

To support the success of the City's green building and sustainability initiatives, consider creating an interdepartmental Green Team, to include all those who manage the City's building and facilities operations, utilities and finance, as well as those who influence construction activity within the City limits through permitting and inspections.



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Policy 1.15.9

To support the long-term sustainability of historic structures, promote the use of strategies such as building recycling/adaptive building reuse and the application of new technologies that supplement, rather than compromise, the inherent sustainable features and historic character of existing buildings.

Schools and Collocation with Public Facilities

Objective 1.16

To assist the Miami-Dade County School Board and respective local charter school developers in providing high-quality elementary, secondary and college level education facilities and resources necessary to meet the future needs of North Miami's youth and adult population.

Policy 1.16.1

Ensure that public schools are allowed in all land use categories shown on the adopted 2035-2045 Future Land Use Map (included at the end of this element) and all zoning districts contained in the LDR.

Policy 1.16.2

As provided for in the Interlocal Agreement between North Miami and the Miami-Dade County School Board, continue to work with the School Board to plan future public school sites in the City and ensure adequate lands are available; ensure safe routes to school are incorporated; proximate to neighborhoods with sufficient access, safety and security; and, to accommodate the present and future student population of the City.

Policy 1.16.3

Encourage and capitalize on all feasible opportunities to collocate public facilities, such as parks, libraries, recreational and community centers, with schools. Consider planning and designing at least one collocation project as a Resilience Hub per Policy 1.13.6.

Policy 1.16.4

Consistent with the provisions of the Interlocal Agreement between North Miami Educational Compact and the Miami-Dade Public School Board, consider the individual and cumulative impacts of land use plan amendments and rezoning applications that increase residential density and, consequently, population, on existing and planned public elementary and secondary schools, and solicit input from the Miami-Dade County School Board on local school impacts prior to the hearings for subject amendments or applications.

Policy 1.16.5

Provide expedited development review process for all proposed schools within



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North Miami.

Policy 1.16.6

As part of the Interlocal Agreement between the City of North Miami Educational Compact and the Miami-Dade County Public School Board, establish a joint process for collaborative planning and decision-making on population projections and public-school siting to accomplish coordination between the City's adopted Comprehensive Plan and the long range plans of the School Board.

Policy 1.16.7

Encourage universities, colleges and non-profit education providers to establish college-level and adult education facilities in North Miami.

Policy 1.16.8

Work closely with the Miami-Dade County Public School Board to investigate methods to apply to the development approval stage to ensure that charter schools in the City remain in operation, or if forced to close, an alternative plan is triggered to make sure the quality and size of the school is replicated in another nearby location.

Policy 1.16.9

Encourage the creation of educational campus development plans and to the extent feasible ensure that plans are consistent with urban design guidelines and uses as outlined in the 2035-2045 Future Land Use Map.

Policy 1.16.10

Engage Florida International University and any other educational institutions with campuses in North Miami to integrate open space quads as part of their campus master planning process.

Policy 1.16.11

Consider density and height bonus allowances for the preservation of open space quads that are identified within educational institution campus master plans.

Floating Dwelling Units & Commercial Use

Objective 1.17

To pace and direct growth in a manner that will be equitable in achieving the redevelopment, variety of housing choices, and multi-modal transportation objectives of the Comprehensive Plan, concurrent with availability of adequate water and sewer infrastructure capacity.

Policy 1.17.1

1. To accommodate projected and targeted growth, a pool of 8,725 floating





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dwelling units is available for use throughout the City, (excluding the Planned Community Urban Design (PCUD) Overlay, and the Special Development and Transit-Oriented District (SDTOD), both of which have committed unit reservations), subject to the availability of adequate potable water supply and wastewater treatment capacity.

2. A pool of 750,000 square feet of non-residential use is reserved for use within the Planned Corridor Development Overlay (PCDO), and the North Miami Transit Station Overlay District (NMTSOD).
3. These pools may be used to facilitate mixed-use development, and either higher intensities or additional land uses that are not permitted by the underlying map designations.
4. Additional floating units and/or commercial use shall be approved via a Conditional Use Permit by resolution before City Council; said Conditional Use Permit to be null and void if no precise plan is filed within twenty-four (24) months off the Conditional Use Permit approval.
5. Allowable floating dwelling units and/or commercial use are governed by both availability of units and square feet mentioned herein and capacity of infrastructure. Allocation and pool drawdowns will be tracked by staff administratively.

Policy 1.17.2

Reserve a maximum of twenty percent (20%) of the total units in the floating unit pool at any given time (subject to the determination of need per Policy 3B.2.5 in the Housing Element) to incentivize the development of both affordable and workforce housing units.

Policy 1.17.3

Incentivize the development of workforce housing units within the PCD and NMTSOD Overlays by providing a Density Bonus of up to fifteen (15) additional units per acre, from units reserved in the Floating Unit Pool for that purpose per Policy 1.17.2, to developments that dedicate a minimum of fifteen percent (15%) of total proposed units to families making between 60 and 140 percent of Miami-Dade County's Area Median Income (AMI). In establishing the final requirement, the City shall consider Miami Dade County's Voluntary Workforce Housing Program, as amended (Ordinances 16-138 and 22-125). The threshold for determining housing affordability and housing expenditure shall adhere to USHUD guidelines.

Policy 1.17.4

Review and update the LDRs to reflect and be consistent with the above amendments to the Floating Dwelling Units and Commercial Use policies as well as to develop the necessary mechanisms to implement the workforce and affordable housing bonus.



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Transitional Compatibility Zones

Objective 1.18

Transitional compatibility zones shall be provided for orderly transition from higher to lower buildings to protect the character of existing single-family neighborhoods outlying new redevelopment, including areas such as the Planned Corridor Development (PCD) and North Miami Transit Station District (NMTSD) Overlays.

Policy 1.18.1

Guiding principles for transition zones shall include the following:

1. North-south corridors should be treated with architectural and massing consistency, such that each north-south corridor has its own identity.
2. Generally, for east-west transitions, avenues should be used to separate multiple-family dwellings from single-family neighborhoods, rather than mid-block transitions. Lots fronting avenues, however, should be treated equally on both sides.
3. North-south transitions should occur along the latitudinal centerline of the block, so that both sides of any given street are treated similarly.
4. Acceptable transitions adjacent to single-family neighborhoods outlying the PCD and the NMTSOD should be single-family detached and attached dwellings, two-family dwellings made to appear as single-family detached dwellings, and multiple-family dwellings that appear as single-family attached dwellings. Buildings adjacent to single-family residential neighborhoods outlying the PCD and the NMTSOD should be no higher than three floors. When abutting a single-family residential lot outlying the PCD and NMTSOD, yards and setbacks along the common lot line should be equal to or greater than that of the single-family lot. Landscaped alleys may also be used to accomplish the setback and provide separation.
5. Appropriate transitional uses between main corridors and single-family neighborhoods outlying the PCD and the NMTSOD shall include office, gallery, studio, compatible and small-scale community facilities, live-work units, small-scale multiple-family residential and attached single-family residential.

Policy 1.18.2

Regularly review and calibrate as appropriate parking requirements in the LDRs for mixed-use buildings that offer bicycle parking and electric charging stations within the PCD. Specify appropriate reductions and mitigating measures, if necessary. Allow shared parking between adjoining buildings or off-site parking and centralized parking.

Policy 1.18.3

Coordinate efforts with the CRA to provide public parking as an incentive to encourage redevelopment.



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Policy 1.18.4

Require conveniently located, safe and secure bike parking and bike storage facilities in all new development and retrofit projects. Adopt standards to ensure the provision of safe, visible, accessible, convenient bus stops that offer comfort and protection from the elements. Motorcycle parking and electrical charging station areas may be provided in lieu of parking spaces. The applicable standards and requirements for the design and provision of these facilities shall be established in the City's land development regulations.

Policy 1.18.5

All redevelopment shall be sensitive to the need to promote community character and quality of life enhancement, specifically access to transit, pedestrian friendliness and the integrity of single-family residences adjacent to the PCD corridors. Interconnected sidewalks and shade from trees, awnings, canopies or other shading devices are paramount.

Planned Corridor Development Overlay

Objective 1.19

The Planned Corridor Development (PCD) Overlay shall be provided along the following major corridors: the eastern portion of NW 7th Avenue, the north side of NW 135th Street between NW 12th Avenue and NW 17th Avenue, NE 6th Avenue, NE 125th Street, West Dixie Highway and Biscayne Boulevard, excluding certain areas on the east side of Biscayne Boulevard, as depicted on the 2035-2045 Future Land Use Map. The objective of the PCD is to create a compact, high-intensity mix of residential, commercial, employment, and civic/institutional uses to maximize the use of transit, reduce the use of single-occupancy vehicles, increase pedestrian activity, and improve access and mobility. The policies in this objective are implemented through land development code that support a more intense and efficient use of land, with increased densities, to promote the mutual reinforcement of public investments and private development of land.

Policy 1.19.1

The land development regulations for the (PCD) Overlay shall encourage compact urban growth, expand opportunities for increased choice of transportation modes, increase density and intensity development to increase the transit ridership base, establish a safe and pleasant pedestrian environment ensuring an attractive streetscape, attract a functional mix of complimentary uses, and provide facilities that support multiple modes of transportation.

Policy 1.19.2

The land development regulations for the PCD Overlay shall emphasize the



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proper placement and design of buildings to maximize the value of the transit service to a variety of users and to ensure pedestrian and bicycle friendly streets and civic spaces. The overlay district must also include locational criteria for the proposed height and standards to ensure the ability to meet the adopted level of service (LOS) of the City's Concurrency Management System and the creation, over time, of walkable block sizes and the development of "complete streets."

1. The overlay's land development regulations shall provide the highest levels of density and intensity assigned and compatible transitions in physical scale in the surrounding transit supportive area that should retain the existing character.
2. The overlay's land development regulations should foster a variety of urban habitats:
 - a. High density and intensity areas with mixed use residential, retail, office, and employment uses.
 - b. Multi-story mixed-use areas
 - c. Areas with a wide variety of housing types, including multi-story and attached buildings.
 - d. Primarily residential areas with transit-supportive densities.
3. A minimum of 20 percent district-wide open space shall be provided within the PCD. Such open space shall be usable by the general public in the form of parks, plazas, pocket parks and other urban open space types as shall be de-fined in the land development regulations. Land-scaped areas that are not part of a park or plaza shall not count towards required open space. Water area may count towards required open space if located within a park, plaza or other open space recognized by the land development regulations.
4. Off-site open space provision is allowed. To this end, several small, triangular-shaped parcels along Dixie Highway that are unsuitable for intense development should be utilized for open space purposes to the extent feasible.
5. Properties within the redevelopment area that do not front any of the main corridors shall be developed according to the Transitional Compatibility Zone policies in this Comprehensive Plan and the transition area regulations of the LDRs. Transition areas shall occur between the more intense mixed use and commercial corridors and existing low-density residential neighborhoods.

Policy 1.19.3

The maximum allowable development within the PCD Overlay shall be governed by building transitions that are appropriately scaled to adjacent streets and single-family neighborhoods, the future land use plan map designations therein, and as



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follows:

1. State Road 7/NW 7th Avenue:
 - a. The permitted height along NW 7th Avenue shall allow up to 200 feet in height on the east side of the corridor. The maximum allowable height includes appropriate building transitions but excludes up to five (5) levels of parking.
 - b. Mixed use is allowed along the corridor with a permitted density up to 125 du/ac (inclusive of floating units, but exclusive of any density bonuses allocated pursuant Policy 1.17.3), subject to the availability of floating units and infrastructure capacity, and pursuant to a conditional use permit.
 - c. The maximum lot coverage is 80%.
 - d. Development within the area bounded by NW 119th Street to the south and NW 135th Street to the north shall be subject to the design guidelines established for a rebranded NW 7th Avenue Technology and Innovation District.
2. NE 6th Avenue:
 - a. The permitted height is limited to 110 feet which includes parking levels and appropriate building transitions.
 - b. The permitted density is up to 100 du/ac (inclusive of floating units, but exclusive of any density bonuses allocated pursuant Policy 1.17.3), subject to the availability of floating units and infrastructure capacity, and pursuant to a conditional use permit.
 - c. Permitted height is subject to compatibility requirements detailed herein.
 - d. The Maximum Lot Coverage is 80%.
 - e. Where applicable, development along this corridor may also be subject to the permitted use provisions of the Arts, Culture and Design Overlay District (AOD) contained in the LDRs.
3. Biscayne Boulevard:
 - a. The permitted height includes parking levels and appropriate building transitions.
 - b. The permitted height along Biscayne Boulevard shall be 110 feet in height, with 40 feet in bonus not including areas with height restrictions as detailed in Policy 1.22.4.
 - c. The permitted height along Biscayne Boulevard, south of NE 123rd Street on the west and east sides of the corridor, shall be 110 feet in height, with 40 feet in bonus.
 - d. The permitted density is up to 125 du/ac (inclusive of floating units but exclusive of any density bonuses allocated pursuant Policy 1.17.3), subject to the availability of floating units and infrastructure capacity, and pursuant to a conditional use permit.
 - e. The land use is mixed use (i.e., 3 or more uses).



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- f. The maximum lot coverage is 80%.
4. West Dixie Highway:
- a. The permitted height along West Dixie Highway shall be 110 feet, including parking levels, provided that the buildings transition appropriately to adjacent streets and single-family neighborhoods.
 - b. The permitted density is up to 100 du/ac (inclusive of floating units but exclusive of any density bonuses allocated pursuant Policy 1.17.3), subject to the availability of floating units and infrastructure capacity, and pursuant to a conditional use permit.
 - c. The land use of West Dixie Highway is mixed use (i.e., 3 or more uses).
 - d. The maximum lot coverage is 80%.
 - e. Where applicable, development along this corridor may also be subject to the permitted use provisions of the Arts, Culture and Design Overlay District (AOD) contained in the LDRs.
5. NE 125th Street:
- a. The permitted height along NE 125th Street, within the PCD, shall be 110 feet, including parking levels and appropriate building transitions.
 - b. The permitted density is up to 100 du/ac (inclusive of floating units but exclusive of any density bonuses allocated pursuant Policy 1.17.3), subject to the availability of floating units and infrastructure capacity, and pursuant to a conditional use permit.
 - c. The land use of NE 125th Street is mixed use (i.e., 3 or more uses).
 - d. The maximum lot coverage is 80%.
 - e. Where applicable, development along this corridor may also be subject to the permitted use provisions of the Arts, Culture and Design Overlay District (AOD) contained in the LDRs. Part of this corridor also falls within the NMTSOD.
6. Claude Pepper Global District (135th Street):
- a. This Overlay District shall include property on the north side of NW 135th Street between NW 12th Avenue and NW 17th Avenue.
 - b. Height: Up to 200 feet west of the Joe Celestin Center, including parking levels and compatible building transitions and setbacks.
 - c. Mixed-use is allowed along the corridor with a permitted density of up to 150 du/acre, including floating units. Allocation is subject to the availability of floating units, and pursuant to a conditional use permit. Commercial floor area is not subject to intensity limits, but shall be approved by the City Council pursuant to a conditional use permit.
 - d. Maximum lot coverage: 80% (to be calculated for the district as a whole, including the residential, commercial and recreational uses).



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- e. Signage. All property within the district will be subject to the regulations of the Comprehensive Sign Program in Section 5-1506.

Planned Community Urban Design Overlay

Objective 1.20

The property known as Sole Mia with the Planned Community Urban Design (PCUD) Overlay and associated development order encompasses 180 acres and has an allowable height of 450 ft. and a maximum density of 40 du/ac. The Conditional Use Permit and Conceptual Master Development Plan were both approved via 2015-R-16 that allows for vested rights mentioned herein for uses, density and intensity.

Policy 1.20.1

The maximum allowable development within the PCUD Overlay shall be governed by the future land use plan map designations therein, and by the following limitations:

1. The permitted height within the Planned Community Urban Design Overlay shall not exceed 450 feet and 40 du/ac;
2. 5,000 residential units including (X) approximately 4,925 multifamily units and/or elderly assisted housing units; and (Y) a hotel with a rating of no less than three (3) stars, containing approximately 150 keys (equivalent to 75 units for density) (the forgoing residential and hotel limitations, the "Density Limitation");
3. 1,491,256 sf of commercial, office, vehicle sales/display, institutional and/or retail uses (each and collectively, "Commercial Use"), in any combination (the foregoing Commercial Use limitations, the "Intensity Limitation");
4. An active open park of not less than 7.2 acres;
5. A passive park of not less than 13.7 acres;
6. An aggregate of no less than 37.0 acres of the Property (inclusive of the above-described active park and passive Park) will be devoted to recreational, community, open space, park, access or similar use (including but not limited to a community center).



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Special Development and Transit Overlay District

Objective 1.21

The Special Development and Transit Overlay District (SDTOD) has been created for the approximately 70-acre sub-area of the Regional Activity Center (RAC), which is generally bounded by NE 151st Street to the north, NE 18th Avenue to the west, the Florida East Coast (FEC) Railway to the east, and NE 143rd Street to the south. This sub-area, which was identified as a premium transit hub in the RAC application transmitted to and approved by the State of Florida in 2003, is predominantly industrial, with the exception of an approximately 15-acre multi-family residential site located on NE 149th Street, between NE 19th Avenue and NE 18th Avenue. The primary purpose of the SDTOD is to accommodate compact, high-intensity, high-density mixed-use development and redevelopment featuring an attractive, intensive concentration of living, employment, shopping and enjoyment. The goal is to create a sustainable mix of regionally significant uses that could support transit alternatives, promote mobility and decrease traffic congestion within the area and around the Biscayne Boulevard Corridor through the integration of transit-oriented development and/or mobility hub principles. With the regionally transformational Tri-Rail Coastal Link and Strategic Miami Area Rapid Transit (SMART) Plan, this Overlay has the potential to become a place of connectivity where different modes of transportation come together seamlessly, connecting the residents to the major employment centers of the region.

Policy 1.21.1

In order to leverage the economic advantages offered by the Tri-Tail Coastal Link along the FEC Railway and ultimately create a cohesive and attractive environment in which to live, work, shop, visit and enjoy, the City shall invite and support development in the SDTOD, which contains a balanced mix of housing, employment, shops, services and entertainment uses, connected by a continuous and coherent pattern of inviting streets that conveniently serve every single mode of transportation, and by a safe and well-lit network of sidewalks and pedestrian paths.

Policy 1.21.2

The maximum allowable development within the SDTOD shall be governed by building transitions that are appropriately scaled to adjacent streets, the future land use plan map designations therein, and as follows:

1. A residential pool of 2,000 floating dwelling units shall be available in the SDTOD.
2. This residential pool may be used to facilitate mixed-use development, and either higher intensities or additional land uses that are not permitted by the underlying map designation.
3. Floating units shall be approved via a Conditional Use Permit by resolution before City Council; said Conditional Use Permit to be null and void if no precise plan is filed within twenty-four (24) months of the approval.



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4. Allowable floating dwelling units are governed both by available units mentioned herein and available infrastructure capacity. Allocation and pool drawdowns will be tracked by staff administratively.
5. The permitted density within the SDTOD shall not exceed 150 du/ac, subject to the availability of floating units within the SDTOD and pursuant to a Conditional Use Permit.
6. The permitted height within the SDTOD shall not exceed 200 feet, inclusive of parking pedestal.
7. Permitted uses within mixed-use, residential, community facility, commercial and industrial are allowed in the SDTOD, subject to the minimum site area set forth in the City Land Development Regulations.

Permitted Uses in Future Land Use Categories

Objective 1.22

To help determine where people will live, work, and play in the City of North Miami; enable the City to implement the Comprehensive Plan policies; and provide the basis for zoning. Future land use categories are further defined as follows:

Policy 1.22.1

RESIDENTIAL

The areas designated Residential on the 2035-2045 Future Land Use Map are intended primarily for residential dwellings, but other land uses related to a residential environment, including schools and places of worship, may also be appropriate.

Uses permitted in areas designated residential are as follows:

1. Residential dwelling units, subject to the limitation for a parcel as shown on the 2035-2045 Future Land Use Map, and subject to the density and intensity limitations set forth in Policy 1.2.4-3. Subject to unit availability per Policy 1.14.1, low-medium, medium and high-density residential designations may allow a density bonus not to exceed an additional 25 du/ac if developed in accordance with the policies contained under objectives 1.3, 1.4 and 1.12 as further defined in the City's Land Development Regulations. Developments within the PCD are subject to the density bonuses in accordance with the policies contained under Objective 1.19 and further defined in the Land Development Regulations.
2. Nonprofit neighborhood social and recreational facilities.
3. Home occupations that are listed as permitted uses in the LDR conducted with mail, telephone and computer use only, with no customers, clients or employees on site at any time.
4. Active and passive parks.
5. Community facilities, such as schools, places of worship, in-home child



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- and adult day care, nursing homes, governmental administration, police and fire protection facilities, and libraries.
6. Ancillary uses, including Accessory Dwelling Units in the Low-Density Residential areas pursuant to the policies under Policy 1.12.4, and activities such as clubhouses and private restaurants owned by a homeowners' association, neighborhood community centers, small daycare centers, low-impact public facilities and utilities, and parks and recreational facilities.
 7. Small-scale public facilities and utilities intended to serve the immediate needs of the residential community may be permitted on compatible sites in all residential land use categories subject to adequate design and buffering as determined by the City.

Restriction on Height:

1. Buildings and structures immediately north of the Village of Biscayne Park (121st Street boundary), shall not exceed 35 feet in height, for the first 100 feet north of 121st Street. Thereafter, the building height may increase at the rate of one foot vertical for every two feet horizontal, not to exceed the maximum height allowed by the underlying land use designation.

Policy 1.22.2

RESIDENTIAL OFFICE

The areas designated Residential Office on the 2035-2045 Future Land Use Map is to allow for the conversion and use of existing low-density residential structures to non-intensive office-oriented land uses. These areas are intended to serve as transitional buffers between low-density residential and more intensive commercially oriented land uses to prevent the physical and economic decay of the structures located within the transitional area and to promote their revitalization.

Uses permitted in areas designated Residential Office are as follows:

1. Accounting and auditing
2. Advertising
4. Architecture/engineering/building
6. Chiropractic
7. Dentistry (excluding clinics)
8. Economic analysis and planning
9. Financial and market research
12. Investment (excluding brokerage offices)
13. Law
14. Other offices of a similar nature similar to that of the above uses



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Policy 1.22.3

BAYSHORE ZONE (BZ)

The area designated Bayshore Zone (BZ) on the 2035-2045 Future Land Use Map is intended to allow for a high-density multifamily district. Future development within the BZ shall provide a desirable character that is in harmony with the upland development and waterway. The BZ category is subject to the following:

1. Conserve the natural amenities of the land by encouraging compact development that preserves and improves scenic and functional space.
2. Create aesthetically pleasing environments for living on properties of adequate size, shape and location.
3. Comply with the Miami-Dade County shoreline restrictions and development review standards as required by Chapter 33 (D) of the County's Code of Ordinances.
4. The permitted height along Bayshore Drive shall be 115 feet, including parking levels, providing that the buildings transition appropriately to adjacent streets and single-family neighborhoods.
5. The permitted density is 100du/ac.
6. The maximum lot coverage is 80 percent.

Policy 1.22.4

COMMERCIAL/OFFICE

The areas designated Commercial/Office on the 2035-2045 Future Land Use Map are intended to provide land area for business, office, retail, service, light industrial and other commercial enterprises.

Uses permitted in areas designated Commercial/Office are as follows:

1. Retail uses, including restaurants and entertainment uses.
2. Office and business uses.
3. Professional offices and businesses.
4. Community facilities such as schools, museums, places of worship, child and adult day care centers, nursing homes, governmental administration, police and fire protection facilities, and libraries.
5. Urban public spaces and passive parks and open space.
6. Nonprofit neighborhood social and recreational facilities.
7. Light industrial uses.
8. Residential (Mixed) Uses.

Restriction on Height: All development fronting the east side of Biscayne Boulevard commercial corridor beginning at NE 123rd Street north to NE 135th Street, shall maintain a maximum height of 55 feet and all future land use amendments shall conform to the 55 ft. height restriction subject to LDR as further defined.



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Retail development in Commercial/Office areas: Many indoor shopping malls and legacy strip shopping plazas have undergone significant changes in the mix of tenants, uses, physical size and layout since they were initially built. Redevelopment and retrofit of existing retail development on these parcels shall incorporate the following planning and design principles:

1. Framed street envelopes and animated public realm.
2. Interconnected street networks to increase walkability and public safety.
3. Cohesive built environment.
4. Continuous streetscape with shallow liner buildings along collector and arterial streets to promote enhanced pedestrian experiences.
5. Reduced setbacks along internal roads that provide a consistent building edge and relate to the scale of buildings and width of roads.
6. Reduced parking requirements and remotely location of residential parking.
7. Centralized, structured parking where feasible, and screening of surface parking lots.
8. Considerations for adaptive reuse and urbanization (with increased intensity and/or addition of density).

Policy 1.22.5

CENTRAL BUSINESS COMMERCIAL

The areas designated Central Business Commercial (CBC) on the 2035-2045 Future Land Use Map are intended to provide a dense, compact, accessible and connected land area for institutional, cultural, entertainment, business, office, retail, service, light industrial and other commercial enterprises. The CBC shall be a focal area for investment in community infrastructure that supports urban densities and intensities and a high-quality public realm. The permitted height within the Central Business Commercial District shall be 110 feet., but may be increased to 150 feet, consistent with implementation of policies contained under Objectives 1.3, 1.4 and 1.12.

Uses permitted in areas designated Central Business Commercial are as follows:

1. (Residential) Mixed use.
2. Retail uses, including restaurants and other entertainment uses.
3. Service and professional office and business uses.
4. Community facilities such as schools, museums, theaters, and other cultural institutions, places of worship, child and adult day care centers, nursing homes, governmental administration, police and fire protection facilities, and libraries.
5. Urban/civic public spaces (e.g., squares) and natural, passive parks and open space.
6. Nonprofit neighborhood social and recreational facilities.
7. Light industrial uses.



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Policy 1.22.6

MIXED USE

The areas designated Mixed Use on the 2035-2045 Future Land Use Map are intended to provide land for a mix of uses that will encourage pedestrian activity, by integrating retail and residential uses to serve the population. Mixed uses shall contain no ground floor residential uses.

Uses permitted in areas designated Mixed Use are as follows:

1. Residential dwelling units, subject to the limitation for a parcel as shown on the 2035-2045 Future Land Use Map, and subject to the density and intensity limitations set forth in Policy 1.2.3. Mixed use low, medium and high may allow an additional density bonus not to exceed 15 du/ac, if developed in accordance with the policies contained under Objective 1.3 and 1.12 and as further defined in the City's Land Development Regulations. A minimum of 75 percent of the ground floor gross area of a mixed-use development along a major corridor shall contain retail uses. Mixed use development within the PCD are subject to the density bonuses in contained under Objective 1.19 and further defined in the City's Land Development Regulations.
2. Commercial and office uses, subject to the limitation for a parcel as shown on the 2035-2045 Future Land Use Map, and subject to the density and intensity limitations set forth in Policy 1.2.3.
3. Home occupations that are conducted with mail, telephone and computer use only, with no customers, clients or employees on site at any time.
4. Hotels and similar lodging. The number of lodging units permitted on a parcel shall not exceed double the number of residential units permitted (50 units per acre in Mixed-Use Low, 80 units per acre in Mixed-Use Medium and 120 units per acre in Mixed-Use High). Residential use, commercial or office use that is not intended for, or restricted to, hotel guests, must comprise at least ten percent of a lodging development. Examples of uses intended for, or restricted to, use by guests include informal poolside bars and grills, business centers, and hotel gift shops.
5. Community facilities designed to serve the residential area, such as schools, museums, places of worship, child and adult day care centers, nursing homes, hospitals, governmental administration, police and fire protection facilities, and libraries.
6. Urban/civic public spaces (e.g., squares, marketplaces) and natural, active, and passive parks and open space.
7. Nonprofit neighborhood social and recreational facilities.
8. Planned Unit Development (PUD).



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Policy 1.22.7

INDUSTRIAL

The Industrial land use designation shall be applied only to those lands proximate to the FEC Railway. The Industrial designation is designed to provide areas for light and heavy industrial uses and, because of its proximity to the FEC Railway, mixed uses. Industrial and employment-intensive lands shall be preserved for, and encouraged to foster, a diversity of employment uses. Predominantly residential uses shall be discouraged on industrial lands.

Uses permitted in areas designated Industrial are as follows:

1. Light and heavy industrial uses.
2. Technology-oriented, education, scientific and research facilities, research laboratories, and medical or dental laboratories.
3. Wholesaling.
4. Office uses.
5. Governmental administration, and police and fire protection facilities.
6. At such time that commuter ridership is programmed on the FEC Railway lines, Mixed Use-High as described in Policy 1.2.3 and subject to the uses permitted under the Mixed Use land use designation.
7. Urban/civic public spaces (e.g., squares, marketplaces) and natural active and passive parks and open space.
8. Nonprofit neighborhood social and recreational facilities.
9. Entertainment uses.

Policy 1.22.8

COMMUNITY FACILITIES

The Community Facilities land use designation is intended to provide a full range of community uses to serve the City's population.

Uses permitted in the Community Facilities designation are as follows:

1. Community Facilities uses such as schools, places of worship, hospitals, governmental administration, police and fire stations, libraries, community theaters, community centers, museums, civic centers, nursing homes, urban/civic public spaces and natural active and passive parks, open space and recreational facilities.

Policy 1.22.9

COMMUNITY FACILITIES UNIVERSITIES

The Community Facilities Universities land use designation is intended to provide universities a flexibility of uses and heights from the more restrictive Community Facilities use.



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Uses permitted in the Community Facilities – Universities designation are as follows:

1. Community Facilities uses such as classrooms, student/faculty residences, training facilities, research centers, cafeterias, offices and other supporting facilities, including but not limited to libraries, theaters, health care, and parks and recreational facilities.

Policy 1.22.10

UTILITIES

The areas designated Utilities on the 2035-2045 Future Land Use Map are intended to provide for utility services to meet the current and future needs of North Miami.

Uses permitted in the Utilities land use designation are as follows:

1. Utilities such as water and wastewater treatment plants, pumping stations, electrical power plants, substations, solid waste disposal and transfer stations.
2. Other uses determined to be ancillary to the permitted uses described in (1) next above.

Policy 1.22.11

OPEN SPACE/RECREATION

Use of land for parks and open space shall be guided by a Parks and Recreation Master Plan, a document that outlines the existing facilities, provision levels, and gaps in the park system and serves to guide the City's plans. Based on this plan, the City shall protect, connect, and expand the City's open space system and target lands within the City to include in the future open space system.

1. The primary purpose and intent of the Open Space/Recreation land use designation is to accommodate open space recreation uses to serve the public recreation needs.
2. Uses permitted in areas designated Open Space/Recreation are as follows:
 - a. Passive recreational uses, including but not limited to greenways, nature centers; trails; bikeways; scenic areas; viewing areas and feeding stations; aquatic preserves and picnic areas.
 - b. Active recreational uses including but not limited to playgrounds; swimming pools; and, athletic fields and courts.
 - c. Civic spaces, including various forms of urban public and private space, open and available to all, such as public squares, courtyards, plazas, ramblas, markets, galleries, etc., that cater to a wide variety of gathering, ceremonial and social participation functions.
 - d. Boat ramps and docks.



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- e. Concessions only when accessory to the above uses. Examples of concessions are refreshment stands, pro shops, souvenir shops and rental facilities.

Policy 1.22.12

CONSERVATION

The Conservation land use designation is intended to protect natural resources or environmental quality and include but is not limited to areas designated for such purposes as flood control, protection of quality quantity of groundwater or surface water, wetlands, floodplain management, protection of unique vegetative communities or protected wildlife habitats.

Policy 1.22.13

WETLANDS

The Wetlands land use designation is intended to protect wetlands and major reserve water supply areas.

Policy 1.22.14

WATER

The Water land use designation is intended to record and protect existing natural or manmade water bodies in the City.

Policy 1.22.15

REGIONAL ACTIVITY CENTER

The Regional Activity Center (RAC) designation was established in 2012 (Ord. 1327, 2-14-12) in accordance with the provisions of Chapter 380.06(2)(e), Florida Statutes, and of Chapter 28-24.014(10), Florida Administrative Code (FAC) in effect at the time, to encourage and promote large-scale development and redevelopment as well as small parcel infill development and redevelopment that facilitate a balanced mix of land uses by providing maximum flexibility for development and redevelopment activities. In accordance with Chapter 28-24.014(10) (b) 2, F.A.C., a Regional Activity Center is a compact, high intensity, high density multi-use area designated as appropriate for intensive growth by the City and may include: residential use; commercial; office; cultural and community facilities; educational facilities; recreational and entertainment facilities; hotels or motels; transportation facilities; utilities; and appropriate industrial activities. The major purposes of this designation are to facilitate mixed use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form. The RAC met the criteria established in Chapter 28-24.014(10), FAC, for designation, and relevant policies of the Strategic Regional Policy Plan for South Florida.

Policy 1. 22.16

The North Miami Urban Infill Regional Activity Center (RAC) totals approximately 1,739 acres in area. The RAC area is generally bound by Biscayne Bay to the east,



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NE 163rd Street to the north, Biscayne Boulevard to the west, and NE 135th Street to the south, excluding property not located within the city limits of North Miami. The boundaries of the proposed Regional Activity Center also include the area west of Biscayne Boulevard generally bound by 151st Street to the north, NE 18th Avenue to the west, FEC rail corridor to the east and NE 137th Street and NE 140th Street to the south. The proposed RAC boundaries are identified on the FLUM (Map 1-5).

Policy 1.22.17

The permitted uses and density and intensity of uses within the RAC shall be governed by the underlying land use designations of the subject property. The North Miami Urban Infill Regional Activity Center is subject to amendment of the Strategic Regional Policy Plan for South Florida by the South Florida Regional Planning Council, as a regional development district (a geographic area specifically designated as highly suitable for increased threshold intensity) for the purpose of increasing DRI thresholds.

North Miami Transit Station Overlay District

Objective 1.23

In anticipation of the completion of the Tri-Rail Coastal Link by the South Florida Regional Transportation (SFRTA), comply with Objective 1.3 of the Future Land Use Element of the City's Comprehensive Plan, and continue to implement the recommendations of the recently adopted North Miami Mobility Hub and TOD Strategic Plan, and the ULI Arch Creek Basin Study, for the North Miami Transit Station Overlay District (NMTSOD) as illustrated on the 2035-2045 Future Land Use Map.

Policy 1.23.1

Require a seamless integration of all transportation modes with a high-quality user experience within the NMTSOD to bring together an intensive concentration of work, live, shop and/or play activities comfortably accessible by foot, within approximately a half-mile radius or a 10-minute walking distance of the proposed FEC rail station.

Policy 1.23.2

The maximum allowable development within the NMTSOD shall be governed by building transitions that are appropriately scaled to adjacent streets, the future land use plan map designations therein, and as follows:

1. The permitted density within the NMTSOD shall not exceed 150 du/ac (inclusive of floating units, but exclusive of any density bonuses allocated pursuant Policy 1.17.3), subject to the availability of floating units and infrastructure capacity, and pursuant to a Conditional Use Permit.
2. The permitted height within the NMTSOD shall not exceed 200 feet, inclusive of parking pedestal.



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3. Permitted uses within the underlying zoning district and those uses allowed within the Mixed Use Land Use District, subject to the minimum site area set forth in the City Land Development Regulations.
4. Where applicable, development within this overlay district may also be subject to the permitted use provisions of the Arts, Culture and Design Overlay District (AOD) contained in the LDRs.

Policy 1.23.3

Implement the recommendations of the ULI Arch Creek Basin Study, Vulnerability Assessment and Repetitive Loss Master Plan in order to address severe flooding in the area and guide development in toward resilient forms and patterns.

Public Participation

Objective 1.24

Maximize, to the extent possible, the ways in which individuals in the community can participate in the land use planning and development approval process to promote their health, safety, welfare, and general wellbeing. Begin the outreach and participation process early; offer multiple means and opportunities to provide learn, evaluate, and provide input; and bridge the digital, language, and ability divides.

Potential Performance Indicators:

- Number and type of events held.
- Number of people who attended or commented during a given participation activity (including social media).
- Percent increase or decrease in participation from activity to activity relate to the same effort.
- Increase or decrease in participant satisfaction with public engagement efforts (not project outcome).

Policy 1.24.1

Allocate adequate fiscal resources to provide quality public participation/engagement associated with the Comprehensive Plan process and all planning-related efforts and activities.

Policy 1.24.2

Review, update, and expand traditional notification procedures to ensure more inclusive participation, including renters.

Policy 1.24.3

Involve and leverage community organizations and community leaders as partners in outreach and engagement processes to increase the capacity of City staff and to maximize participation.



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Policy 1.24.4

Formalize and expand requirements to use newer means of notification, to ensure that historically disadvantaged and vulnerable communities are notified,

Policy 1.24.5

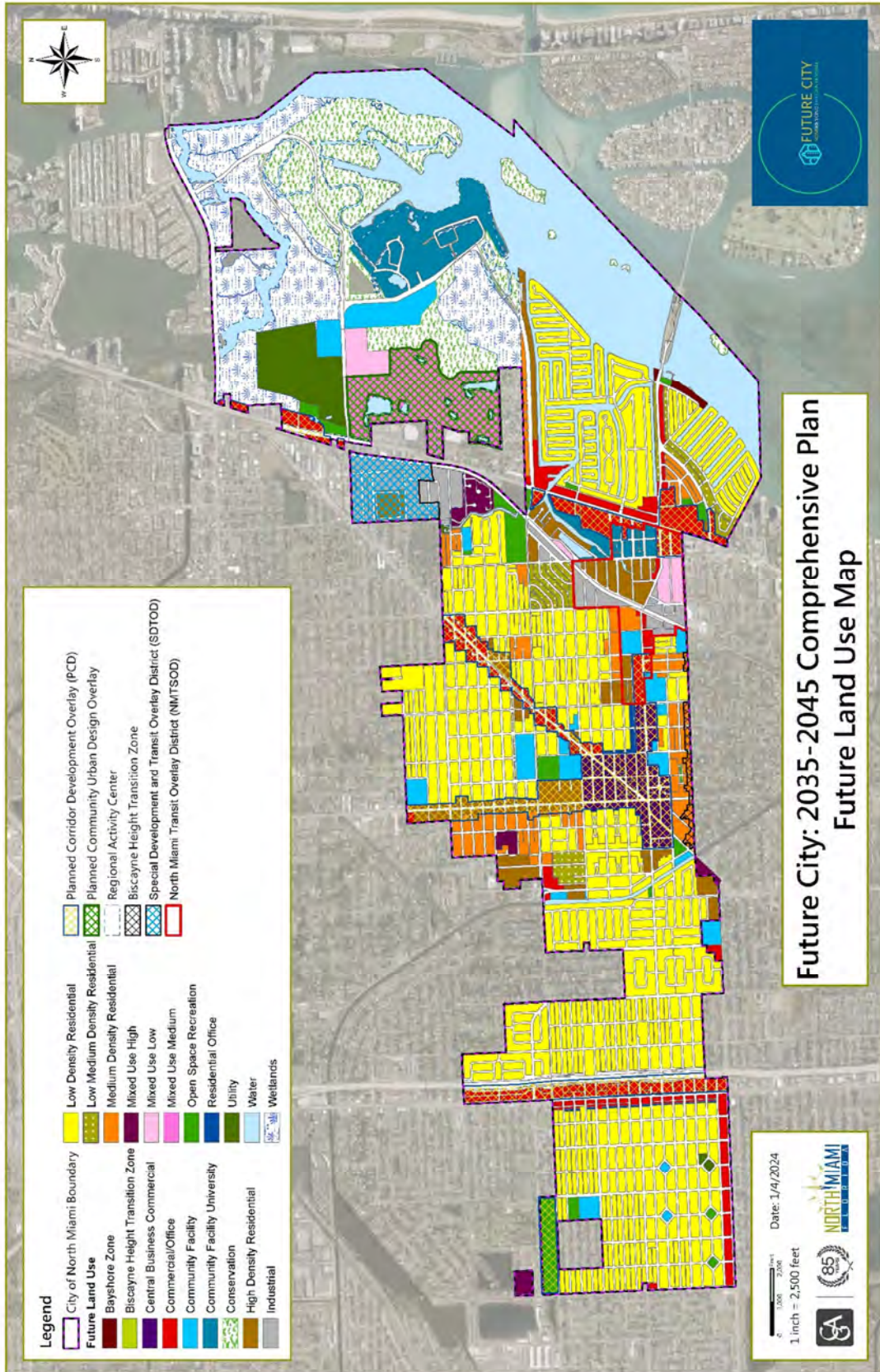
Ensure notices are translated into languages commonly spoken in the neighborhood where a project might be located, and that the format of notices is accessible to those with visual and other impairments.

Policy 1.24.6

Require the incorporation of easy-to-understand, accessible visual tools, communication methods, and activities into all City-led public participation processes related to all planning and urban design studies, including but not limited to the use of graphic illustrations, 3D/virtual modeling, use of plain wording, multilingual translations, etc., as appropriate to the project, the context and the process.



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2035-2045 Comprehensive Plan

Volume I: Goals, Objectives, and Policies

2. Mobility Element



2035-2045 Comprehensive Plan Mobility Element

2. Mobility Element

GOAL 2A

Provide for a safe, convenient, effective and efficient motorized and non-motorized transportation system, which is intricately related to the size, character and land use pattern of North Miami and improves the level the multimodal transportation system with an emphasis on public transportation systems, where feasible, for all of the city's residents and visitors.

Roadway Level of Service

Objective 2A.1

All roadways within the City and identified in this Element shall be analyzed for mobility based upon the roadway level of service (LOS) standards contained in this Element, as applicable, when new major developments or plans are being developed.

Policy 2A.1.1

The peak period level of service standard for all City, County, and State roads within North Miami identified in this Element shall be the following:

1. Where no public mass transit service exists, roadways shall operate at or above LOS standard is E (100 percent of capacity).
2. Where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, roadways shall operate at no greater than 120 percent of their capacity.
3. Where extraordinary transit service such as express bus service exists, parallel roadways within ½ mile shall operate at no greater than 150 percent of their capacity.

Policy 2A.1.2

Notwithstanding the foregoing, as required in Chapter 163.3180(10) of the Florida Statutes, the level of service standards established by the Florida Department of Transportation (FDOT) via Policy 000-525-006, Level of Service Targets for the State Highway System, are adopted by the City of North Miami for the Florida Intrastate Highway System (FIHS) within the City, as follows:

1. Limited access state highways shall operate at or above Level of Service D during peak travel hours, except that where exclusive through lanes exist, roadways may operate at Level of Service E.
2. Controlled access state highways shall operate at or above Level of Service D, except that where such roadways are parallel to exclusive transit facilities or are located inside designated Transportation Concurrency Management Areas (TCMA), roadways may operate at Level of Service E. Constrained or backlogged limited and controlled access state highways operating below the foregoing minimums must be managed to not cause significant additional deterioration.



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Policy 2A.1.3

In connection with future development, all related roadway, transit, bicycle and/or pedestrian improvements shall be built by the respective developer(s), in accordance with the City's adopted Land Development Regulations, and shall be under construction within three years after the local government approves a building permit that results in additional traffic.

Policy 2A.1.4

Issuance of all development orders for new development or expansions of existing development shall be coordinated with the City's efforts in maintaining mobility within the City boundaries. The City will require all new developments to invest in improvements related to transit infrastructure and other non-motorized modes within and around the development location.

Policy 2A.1.5

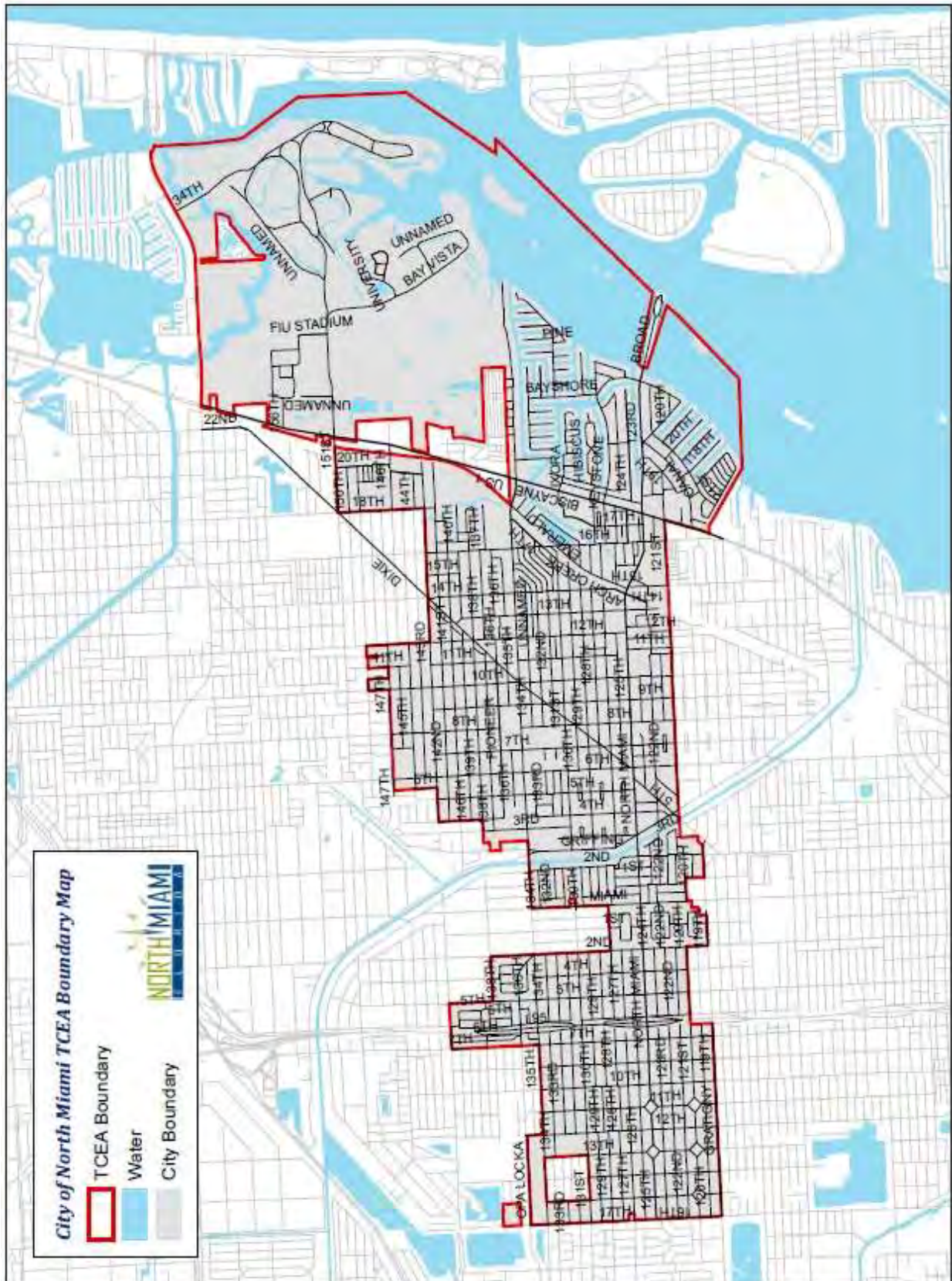
The City shall preserve existing rights-of-way to the extent that they continue to be necessary, and require that new rights-of-way be dedicated in perpetuity in connection with future development, where they are necessary to preserve the City's minimum level of service standards.

Transportation Concurrency Exception Area (TCEA)

Objective 2A.2

A Transportation Concurrency Exception Area (TCEA) is hereby established and designated for the entire City of North Miami and shown in Exhibit 1. There shall be no traffic concurrency requirements for development applications within this area. In return, the City will continue to actively adopt land use and multimodal transportation strategies to support and fund multimodal mobility identified in this Element and the Capital Improvements Element to the City.

Exhibit 1





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Mobility Element

Policy 2A.2.1

Amend the Land Development Regulations as needed to continue implementing the objectives of the TCEA, the Downtown and Major Corridors Master Plan (2013) and the Community Redevelopment Area (CRA) Plan. All new development proposed along the various TOD overlay districts must be transit-oriented in nature and is subject to regulations governing Transportation Demand Management.

Policy 2A.2.2

Regularly develop, monitor and evaluate economic incentives for private development within the Regional Activity Center (RAC). The City will support future development within the RAC by encouraging TCEA mobility strategies.

Policy 2A.2.3

Evaluate targeted mobility strategies and funding opportunities to encourage mass transit access via expansion of fixed-route transit, demand-response transit, or other alternative transit forms to connect residents and visitors to the downtown, the future FEC station, and businesses along the PCD overlay corridors. Actions to be undertaken by the City to advance the implementation of this policy include:

1. Conduct the necessary study to establish a transit impact fee program to improve and expand public transit options within the Transportation Concurrency Exception Area.
2. Reserve future proceeds from the half (1/2) penny sales tax allocated by the County under the Peoples Transportation Plan to fund TCEA mobility strategies.
3. Continue to improve the fleet, service headways, operations and route coverage of the NoMi Express to equitably serve all residents.
4. Utilize transportation enhancement funds administered through FDOT District 6 for TCEA mobility strategies.
5. Pursue grants available from the Miami-Dade County MPO and all other transportation agencies.
6. Work with local and regional employers to promote voluntary transit subsidy benefit programs that incentivize the use of transit by employees for their home-work commute.
7. Evaluate implementing a transit incentive program for City employees.

Policy 2A.2.4

Secure funding mechanisms for mobility strategies through the Land Development Code, as appropriate.

Policy 2A.2.5

Evaluate and amend the LDRs, as necessary, to ensure that procedures for implementing identified funding mechanisms for transit improvements are consistent with all applicable project criteria of the Miami-Dade MPO's Long Range Transportation Planning Process.



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Policy 2A.2.6

In cooperation with other agencies, undertake community development strategies that encourage local traffic to use roadway alternatives to the Florida Intrastate Highway System (FIHS), including but not limited to the following:

- Coordinate with the State of Florida, Miami-Dade County, Miami-Dade Expressway Authority, Miami-Dade MPO and all other transportation agencies to implement multimodal mobility strategies.
- Prioritize TCEA multimodal mobility strategies within the City's Capital Improvements Program.
- Coordinate with FDOT to develop a Transportation Management Initiative (TMI) to mitigate peak hour traffic impacts through transportation demand management (TDM) programs such as carpooling, ridesharing, flex hours, etc.
- Continue to operate the local transit circulator service and coordinate with Miami-Dade Transit, the South Florida Regional Transportation Authority and all appropriate transportation agencies to support enhanced level of service and additional connections deemed necessary through collaboration.

Policy 2A.2.7

Continue to implement the recommendations of the Transportation Master Plan (TMP) and Downtown and Major Corridors Master Plan, as may be updated from time to time, to support the TCEA and related land use and mobility strategies including, but not limited to the following:

1. Continue to improve the integration of land use and transportation planning modeling to support the comprehensive planning process.
2. Improve sidewalks within the City to connect people to transit facilities and other alternative transportation options.
3. Appoint a bicycle/pedestrian coordinator to work directly with the community to increase walking and bicycling.
4. Continue the development of a safe, comfortable, convenient and well-connected bicycle network throughout the City.
5. Continue to work with Miami-Dade Transit and all other transportation agencies and transportation service providers to better integrate the NoMi Express and Miami-Dade Transit Services.

Policy 2A.2.8

Implement the recommendations of the Transit Oriented Development (TOD) Feasibility Study, the North Miami Mobility Hub and TOD Strategic Plan, the Downtown Development and Major Corridors Master Plan and Downtown Action Plan, as may be updated from time to time.

Policy 2A.2.9

Undertake a parking study and master plan to assess parking needs, determine design standards for downtown parking garages, create an inventory of existing parking facilities and provide recommendations for potential parking locations,



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design standards that reflect NoMi character and culture, and mixed-use goals and strategies of the City. Candidate locations along the Planned Corridor Development (PCD) Overlay, the Central Business Commercial District and the Transit Center Overlay areas shall be prioritized for implementation.

Policy 2A.2.10

Focus on implementing phased aspects of multimodal transportation infrastructure, safety, land use, and operations.

Policy 2A.2.11

Work with the state, regional, and county partners to improve multimodal LOS standards on state and county roads during the Transportation Planning Organization (TPO) long-range planning and Transportation Improvement Program (TIP) processes.

Policy 2A.2.12

In order to support the City's TCEA strategies, all future large scale development projects which are anticipated to significantly impact any State, County or City roadway shall submit a Transportation Demand Management (TDM) Program to the City, Miami Dade Transit and Florida Department of Transportation. The TDM program shall be appropriate to the size, scale and location of the proposed use and shall demonstrate that every effort will be made to ensure the proposed transportation strategies will reduce the traffic impacts anticipated from the proposed development.

Transportation Agencies Coordination

Objective 2A.3

The City shall coordinate with the Florida Department of Transportation (FDOT), Miami-Dade Transportation Planning Organization (TPO), Miami-Dade Expressway Authority (MDX), Miami-Dade County, and all other applicable transportation agencies in the planning and development of the City's transportation system, providing input to the agencies' respective plans and programs, consistent with the City's Future Land Use Map (FLUM).

Potential Performance Indicators:

- Timely (annual) update of the 5-Year Capital Improvement Program
- Timely (annual) inventory and prioritization of transportation projects within the TCEA

Policy 2A.3.1

Work with officials from FDOT, Miami-Dade TPO, MDX, and Miami-Dade County to promote the inclusion of projects in their plans, programs and development regulations that adequately provide future capacity for moving people safely, securely and efficiently through the City.



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Policy 2A.3.2

Solicit the expenditure of County Road Impact Fees on facilities that best benefit the City of North Miami through active participation in the TPO's policy and technical coordinating committees.

Policy 2A.3.3

On an annual basis, develop and maintain a 5-Year Capital Improvements Program which schedules transportation improvements within the City.

Policy 2A.3.4

On an annual basis, inventory and prioritize transportation projects within the TCEA that most favor alternative modes of travel to the single-occupant automobile for inclusion in the City's Capital Improvements Program.

Policy 2A.3.5

Continue to partner with the Florida Department of Transportation mitigating peak hour traffic impacts through Transportation Demand Management (TDM) programs such as carpooling, ridesharing and flex hours to reinforce the use of travel modes other than the automobile, especially public transit, as well as traffic studies, beautification, median modifications, and traffic calming.

Policy 2A.3.6

Coordinate with officials at Miami-Dade Transit, the Miami-Dade TPO, and FDOT to ensure that safe, continuous pedestrian and bicycle linkages are provided in all future projects within 1/4-mile of all transit stops located within the TCEA, to safely connect residents and visitors with public transit for completing higher order trips.

Policy 2A.3.7

Continue to work with the FDOT on safety initiatives for major state roads, including, but not limited to, US 1, NE 125th Street, and interchanges with Interstate 95.

Policy 2A.3.8

Continue to promote bicycle and pedestrian safety amongst local students by partnering with the Florida Department of Transportation and Miami-Dade Department of Transportation and Public Works (DTPW) to provide Safe Routes to School, a program that seeks to make walking and biking to and from schools a safe, practical, and enjoyable mode of transportation; and the Florida Traffic and Bicycle Safety Education Program, a school based program which teaches elementary and middle school students traffic safety principles through classroom instruction and on-bike safety skills.



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Policy 2A.3.9

The City shall continue to use its position as a voting member on the Miami- Dade Transportation Planning Organization (TPO) Governing Board to advocate for the City's transportation initiatives and encourage the implementation of transportation projects within the City of North Miami.

Neighborhood Impacts of Mobility Strategies

Objective 2A.4

Implement the City's mobility strategies to minimize or mitigate impacts on community and neighborhood integrity, while expanding mobility options for all residents. This includes providing first/last mile modalities to connect residents to transit and commerce nodes, and ultimately to work, school and recreation destinations.

Policy 2A.4.1

To help preserve and protect the character of neighborhoods identified in the City of North Miami Neighborhood Map, require that all capacity improvements, including road dieting, traffic calming, mass transit, bicycle and pedestrian enhancements, be considered prior to moving forward with any road widening project that impacts the character of established adjacent neighborhoods. ~~By~~ By partnering with neighborhood leaders through the public participation processes outlined in the Future Land Use Element, the City shall ensure that all future thoroughfares and expressway projects include opportunities for community input and consider design elements that favor safe, balanced, livable streets that accommodate various modes of travel.

Policy 2A.4.2

Major thoroughfares and intersections shall be located and designed in a manner that will not sever or fragment land which is, or could otherwise be, a well-defined neighborhood.

Policy 2A.4.3

Act upon resident requests for traffic calming within residential neighborhoods in accordance with City Administrative Rule 130-14, outlining the procedures for the installation of speed humps within the City. Upon completion of a successful neighborhood petition and appropriate engineering study, the City Manager shall review the conclusions and make a determination if traffic calming measures will be installed, based on reasonable recommendations contained within the final report.

Policy 2A.4.4

Protect neighborhoods from unreasonable traffic impacts by utilizing traffic calming measures such as, but not limited to, street closures, signalization, site modifications, access controls, stop signs, and traffic separators.



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Policy 2A.4.5

Consider a traffic circulation study to evaluate the downtown area, particularly NE 123rd and 127th as a bypass to NE 125th Street. The study should evaluate forecasted traffic congestion in the area between the FEC rail line (east end) to Griffing Boulevard (west end) and encompass the NE 125th train station and the entire downtown area.

Policy 2A.4.6

Conduct a study to identify first/last mile transportation gaps which hinder residents' full utilization of existing and planned transit options and create a plan for eliminating the gaps in service.

Street Maintenance

Objective 2A.5

The City shall continue to maintain and improve, as appropriate, the approximately 128 miles of municipal streets.

Policy 2A.5.1

Resurfacing of municipal streets will be scheduled at a rate of seven miles per year.

Policy 2A.5.2

In the review of development applications, the City's Building & Zoning Division shall require that the location of driveways on municipal streets comply with the Miami-Dade County's Public Works Standards Manual.

Policy 2A.5.3

The City of North Miami shall improve the aesthetics of roadway vistas through the planting of trees and the sodding of swales and other visual accents.

Pedestrian Facilities

Objective 2A.6

Increase the amount of pedestrian activity on streets within the TCEA by providing adequate facilities to promote a more walkable, safer pedestrian environment. Ensure that walking is an increasingly safe means of circulation and a viable alternative to vehicular travel in the City.

Policy 2A.6.1

The Pedestrian Facilities Map containing an inventory of existing sidewalks (and their condition) on all arterial, collector and local streets in a geographic information system (GIS) shall be regularly updated and maintained.



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Policy 2A.6.2

The City will implement the recommendations of the 2005 Transportation Master Plan and Downtown and Major Corridors Master Plan (2013); and include improvements for the pedestrian environment in the City's Capital Improvement Plan.

Policy 2A.6.3

Continue to coordinate with members of the FDOT and Miami-Dade County to target pedestrian-friendly enhancements, and signalization modifications, as needed, to improve pedestrian accessibility and safer pedestrian facilities along high traffic County corridors and intersections, especially in the vicinity of the Regional Activity Center. Pedestrian improvements, whether on County or municipal streets, may include brick crosswalks, intersection paver treatments, pedestrian-scale lighting, signal timing modifications and traffic calming measures such as speed bumps, speed tables, traffic circles, and traffic cameras. Locations of unsafe or adverse conditions for walking should be prioritized for improvement.

Policy 2A.6.4

The City's police department should facilitate the proliferation of resident-led crime watch activities and neighborhood patrols, enlisting neighborhood leaders to solicit and organize residents for these activities and sharing helpful information and guidance with program participants.

Municipal Sidewalks

Objective 2A.7

To the maximum extent possible, the City shall ensure that sidewalks exist along all municipal streets and future programmed projects support wider sidewalks on Local, County and State roads. Pedestrian circulation shall be supported in the City by the provision, where possible, of contiguous paved pedestrian pathways along commonly traveled, or proposed, pedestrian routes.

Policy 2A.7.1

Continue to enforce the Code of Ordinances provision that requires construction of a sidewalk where one does not exist by adjacent property owners in connection with private property improvements exceeding a specific monetary threshold established in Section 17.50

Policy 2A.7.2

Create a local improvement taxing district for sidewalk construction when, and if, requested by adjacent property owners.

Policy 2A.7.3

Request that sidewalks be installed and/or repaired as part of any State or County highway widening, road dieting or transportation improvement project.



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Policy 2A.7.4

Require redeveloped areas, and new developments when applicable, to provide pedestrian access into and through the developments.

Policy 2A.7.5

Adopt standards in the LDRs to ensure that all sidewalks and elements in the pedestrian realm are designed for universal access.

Bicycle Facilities

Objective 2A.8

Increase bicycling within the TCEA by providing adequate and safe facilities. Ensure that biking is an increasingly safe means of circulation and a viable alternative to vehicular travel in the City.

Potential Performance Indicators:

- Increase in the number of miles of bicycle paths/lanes/routes
- Number of connections that closed system gaps
- Increase in bicyclists as a share of modal split

Policy 2A.8.1

The Bicycle Facilities Map containing an inventory of existing bicycle facilities on all arterial, collector and local streets in a geographic information system (GIS) will be annually updated and maintained.

Policy 2A.8.2

The City shall develop an updated Bicycle Master Plan within the next one (1) to three (3) years and amend the Land Development Regulations to better support the citywide bicycle facilities inventory. The Master Plan shall recommend locations and types of bike lanes to be added, identify spatial constraints, suggest funding resources, plan contiguous bike routes that are also linked to regional routes, and map traffic data on injuries and fatalities involving bicycles.

Policy 2A.8.3

The City shall continue to coordinate with representatives of Miami-Dade Transit to increase the number of MDT bus routes operating within the City that participate in the Agency's Bike and Ride Program.

Policy 2A.8.4

The City requires bicycle parking facilities to be included in all new development and redevelopment of non-residential uses, and should offer development bonuses for the provision of bicycle trail or route connections and enhancements, as per an updated Bicycle Master Plan (when complete).

Policy 2A.8.5

The City requires redeveloped areas, and new developments when applicable, to provide bicycle access into and through the developments.



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Policy 2A.8.6 [Reserved]

Bicycle Facilities Maintenance and Expansion

Objective 2A.9

The City shall continue to improve the bicycle route and path system to serve as a safe and viable form of transportation throughout the City, as well as a recreational function, particularly within the general area including the former Interama Tract, Florida International University Biscayne Bay Campus and Oleta River State Recreation Area.

Policy 2A.9.1 [Reserved]

Policy 2A.9.2

Continue to participate in bicycle planning programs of the Miami-Dade MTPD and District VI of the FDOT.

Policy 2A.9.3

Ensure the LDRs include adequate requirements for bicycle parking, storage, and maintenance of all bicycle-oriented infrastructure and amenities.

Rights-of-Way Acquisition

Objective 2A.10

The City shall preserve existing rights-of-way and designate future rights-of-way as necessary and require that future rights-of-way be dedicated as part of the development process.

Policy 2A.10.1

Use the 2035-2045 Future Land Use Map to identify and prioritize potential areas of need for additional roadway, bikeway, stormwater management capacity, and recreational trails.

Policy 2A.10.2

Ensure that procedures for protecting existing rights-of-way and acquiring future rights-of-way are clearly established in the LDRs.

Electric Vehicle (EV) Infrastructure and Alternative Fuel Vehicles

Objective 2A.11

The City shall support a transition in the overall transportation system from reliance on fossil fuel-dependent vehicles towards the use of vehicles powered by alternative fuel types, including electricity. The City shall plan for the adequate, reliable and equitable distribution of electric vehicle charging infrastructure throughout the City.



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Potential Performance Indicators:

- Initial transportation survey conducted in a timely manner, then updated every five (5) years.
- Increase in numbers/percent of EV parking and charging infrastructure

Policy 2A.11.1

Implement a strategy to convert the municipal vehicle fleet to EVs with every new vehicle purchased (except where nature of the usage precludes use of electric vehicles). Alternative fuels shall be prioritized where electric vehicles are not selected for the fleet.

Policy 2A.11.2

Within one (1) to three (3) years from the adoption of this Comprehensive Plan update, complete an EV Master Plan and based on the plan's recommendations, update the land development regulations to specify the parameters, requirements, incentives, and City objectives for EV charging infrastructure development. These provisions shall specify EV parking and charging requirements as a percentage of total parking provided and incentivize developers to furnish additional electric vehicle facilities with a program of available development bonuses.

Policy 2A.11.3

Within three (3) to five (5) years from the adoption of this Comprehensive Plan update, implement the EV Master Plan, furnishing charging infrastructure of varying capacities at selected public facilities in safe, non-flooding locations, based on the strategic recommendations of the Master Plan.

Policy 2A.11.4

Once charging infrastructure development is underway, support access to programs to aid car buyers in accessing subsidies and other resources related to electric vehicle purchase, e.g. the programs authorized by the 2022 Inflation Reduction Act (IRA).

Policy 2A.11.5

Once charging infrastructure development is underway, undertake education and outreach efforts to communicate information about the ease of owning and operating an EV in North Miami, the charging facilities available in the City, and the benefits of EV use over traditional fossil fuel-dependent vehicles, as well as about outside programs and subsidies available to support EV purchasers and owners.

GOAL 2B

Develop a safe, convenient and efficient public transportation system within North Miami for residents, businesses, and visitors, with particular emphasis on adequate service for the local "transportation disadvantaged" population within the City.



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Public Transit Service

Objective 2B.1

Increase utilization of transit service by local residents, employees and visitors to help minimize motor vehicle use and reduce traffic congestion.

Potential Performance Indicators:

- Increase in transit ridership
- Increase in route coverage and frequency of NoMi Express service.

Policy 2B.1.1

Encourage the Miami-Dade Department of Transportation and Public Works (DTPW) to consider improvements to the existing transit system including, but not limited to, increased routes, frequency of service, and accuracy of scheduling and timed transfers at select major land uses within the City.

Policy 2B.1.2

Coordinate with members of DTPW and the Citizens' Independent Transportation Trust (CITT) to implement public transportation improvements, including but not limited to public transit, as identified in the Peoples Transportation Plan.

Policy 2B.1.3

Evaluate the long-term plan for the local transit circulator service within the City. The City will work towards increasing the route coverage and frequency of service for the transit circulator. The City will use the transit circulator to serve the transit dependent population with better connections to parks, civic spaces, activity centers and regional transit stops.

Policy 2B.1.4

Through its seat on the TPO and participation in the South Florida Regional Transportation Authority (SFRTA), the City shall continue to coordinate with members of Miami-Dade DTPW, the member counties and cities, and the Miami-Dade TPO concerning the transformation of the FEC railroad as a future premium transit corridor of downtown Miami with Broward County to the north, especially as it relates to exploring the feasibility of linking land uses in the Regional Activity Center with the possible dedicated premium transit corridor. The City will coordinate with agencies regarding recommendations produced by all future studies for the FEC corridor.

Policy 2B.1.5

Coordinate with DTPW authorities for increased interaction between the two services in terms of transfer stops and route schedules to make it convenient for transit riders to transfer between the two services for local and regional transit trips. The City will continue to work with DTPW to develop transit mobility strategies.



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Policy 2B.1.6

Continue revising the Land Development Regulations to implement flexibility in development review; to support transit friendly site and building design guidelines within public transit corridors and TOD districts; to support vertical and horizontal mixed-use projects; and support sustainable development patterns in areas at reduced risk to sea level rise. Increased height limits, density bonus programs, and sea level rise plan adaptation requirements, assigned in PCDs and TODs, should be periodically reviewed and updated as appropriate to address new sea level rise projections and building resilience risk.

Transit Modal Split

Objective 2B.2

Increase the transit modal split for all work trips within the City of North Miami.

Policy 2B.2.1

Continue to work with DTPW to improve transit service within the City.

Policy 2B.2.2

Provide incentives, such as increased allowable density or reduced parking requirements, to developers of all residential, commercial and/or general office land uses that place public transit facilities within their parcels.

Emergency Transit Plan

Objective 2B.3

Coordinate with DTPW and the Miami-Dade Emergency Management Department to help ensure development of an emergency transit plan that provides timely evacuation of the Coastal High Hazard Area during tropical storms and hurricanes.

Policy 2B.3.1

The City Manager shall appoint a team to meet with the Miami-Dade Emergency Management Department to coordinate evacuation plans and related issues and report back to the City Manager. This team will be comprised of the Sustainability Administrator and an employee of the Public Works Department.

Policy 2B.3.2

Timely evacuation operations shall be established to commence four hours after an evacuation order is issued by the County Mayor.

GOAL 2C

Preserve and enhance desirable development patterns that support the City's vision to provide for a safe, convenient and efficient motorized and non-motorized transportation system to satisfy the transportation needs of the City's



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residents and visitors through the implementation of the City's Capital Improvement Plan (CIP) and the Community Redevelopment Agency (CRA) Plan.

Transportation / Land Use Coordination

Objective 2C.1

The transportation system shall be coordinated with the 2035-2045 Future Land Use Map (FLUM) and the goals, objectives and policies of the Future Land Use Element to ensure that transportation facilities and services reduce fossil fuel use and vehicle miles travelled; improve the overall mobility of people, good and services; provide a diverse, efficient and equitable choice of transportation options; increase the City's resiliency to the impacts of climate change; and, are available to adequately serve existing and proposed population densities, land uses, and housing and employment patterns, inclusive of affordable and workforce housing options.

Policy 2C.1.1

The City shall implement land use policies and standards which encourage connectivity between all modes of transportation and improve access to and availability of low carbon emission mobility options.

Policy 2C.1.2

The City shall require that adequate and safe internal circulation be provided and require that pedestrian paths be in place prior to issuance of final certificate of occupancy.

Policy 2C.1.3

The City will continue to maintain and expand the local transit circulator service, NoMi Express, within ¼-mile of fifty ~~50~~-percent (50%) of all medium- and high-density residential areas identified in the City's Future Land Use Map.

Policy 2C.1. 4

Continue to implement the recommendations of the City of North Miami Transit Oriented Development (TOD) Feasibility Study, Downtown Development and Major Corridors Master Plan, and the North Miami Mobility Hub and TOD Strategic Plan. Periodically review and, if necessary, redefine geographic areas within the City as TOD districts and include transit supportive strategies into the LDRs. Coordinate with Miami-Dade DTPW and the Miami-Dade County TPO to ensure adequate transit service is focused in TOD districts. Ideally, these TOD districts would evolve into having a 24-hour presence by providing housing; capitalizing on City assets; strengthening existing retail, restaurants, and cultural activities; incorporating parks, plazas, and pedestrian friendly corridors; promoting a diversified retail mix; and promoting livable and complete streets (bike lanes/ on-street parking/ pedestrian friendly/ shaded trees/ awning/ etc.) to encourage use beyond working hours and create a sense of place within the community.



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Policy 2C.1.5

Provide incentives to developers of all residential, commercial and/or general office land uses within the established TOD districts that include TOD principles and design features determined appropriate by the City.

Policy 2C.1.6

Continue to support linking the broad range of local and state infrastructure investments to improve and integrate mixed use land patterns and transit corridors that promote multimodal transportation options, in order to encourage reductions in vehicle miles traveled and greenhouse gas emissions, improve energy efficiency, improve quality of housing options proximate to urban work centers, and make progress towards other sustainable and quality of life measures.

Policy 2C.1.7

Continue to coordinate with Miami-Dade County to implement an efficient, convenient public transit system, expand the network of pedestrian-ways and bikeways, meet county-wide GHG emission reduction goals, coordinate transportation-related adaptation policies across jurisdictional boundaries and ensure consistency among broader planning and plan implementation efforts. Specifically, strategies to prepare for sea level rise, such as increasing road surface elevation standards, subsurface stabilization, stormwater management and drainage, and adjustment of bridge heights to allow for navigation, shall be collaboratively assessed and implemented.

Policy 2C.1.8

Continue to work with the Miami-Dade County, Miami-Dade TPO, MDX, the FDOT and other transportation agencies to recommend and prioritize multimodal transportation projects, including pedestrian, bicycle, and transit projects within their work programs and transportation improvement plans.

Policy 2C.1.9

Continue to work with Miami-Dade County and the Department of Energy's Florida Clean Cities Coalition Network as well as other regional planning initiatives which seek to diversify fuel options for public transit and fleet vehicles, expand infrastructure for charging electric and hybrid electric vehicles, and incentivize parking for alternative fuel vehicles. Provide developer incentives in the LDRs for the development of electric vehicle infrastructure.

State and County-Maintained Roadways

Objective 2C.2

The City shall monitor traffic volumes on existing State- and County- maintained roads that cross North Miami and will ensure that future development and associated roadway improvements be undertaken by the developer as a



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condition to issuance of necessary permits to ensure that the goals, objectives, and policies of this Element are met.

Policy 2C.2.1

Require that specific improvements to State and County roads be coordinated with the applicable respective agencies and appropriate city official by the developer(s) and that the necessary improvements, be carried out in conjunction with construction of the development and in place prior to the impacts of development.

Policy 2C.2.2

Undertake a traffic impact analysis with the assistance of Miami- Dade County, Miami-Dade TPO, MDX, and FDOT to determine the effects of the Redevelopment Plan on State and County maintained roadways.

Policy 2C.2.3

Continue to mitigate all traffic impacts to State and County maintained roads as required.

Community Redevelopment Plan

Objective 2C.3

The City shall work in conjunction with the Community Redevelopment Agency to maintain consistency between the transportation system and the goals of the Community Redevelopment Area (CRA) Plan.

Policy 2C.3.1

The CRA Plan will include implementation strategies for mixed-use parking garages, joint parking between adjacent uses and construction of parking areas and structures.

Policy 2C.3.2

The CRA Plan will include streetscape design and other urban design concepts and elements for redevelopment areas aimed at increasing the attractiveness of the City and creating an identity for the CRA.

Policy 2C.3.3

The CRA Plan will include transit related improvements and infrastructure investments within the higher density areas of the CRA in order to promote transit usage.

Policy 2C.3.4

The CRA Plan will address circulation, road typology, profiles and nodes, and promote City identity and the driving experience at arrival/gateway points, major traffic-way Boulevards within the CRA streets.



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Inclusive Mobility Design and Equitable Transportation

Objective 2C.4

Ensure that transportation facilities and services accommodate the widest range of potential users, including people with mobility and visual impairments (disabilities) and other special needs.

Policy 2C.4.1

Educate City staff, those in the design and development industry, and the general public about Universal Design and the benefits of incorporating Universal Design into transportation facility planning and design.

Policy 2C.4.2

Pursue funding to reduce barriers and upgrade facilities to meet Universal Design accessibility standards.

Policy 2C.4.3

Ensure that public transit vehicles and transit stations area designed to accommodate wheelchair users, parents with strollers, hand carts, wheeled luggage, and other baggage.

Policy 2C.4.4

Ensure that Complete Streets policies require roads designed to serve diverse users and uses, including people with disabilities and other special needs.

Policy 2C.4.5

Conduct periodic pedestrian road safety audits to identify potential problems, barriers and opportunities for integration of Universal Design.

Policy 2C.4.6

Explore shifting to multimodal Level-of-Service ratings which indicate the quality of convenience, comfort and security experienced by pedestrians, cyclists and transit users, including Universal Design factors.

Policy 2C.4.7

Review parking facility design standards to ensure that space for extra-large for vans with lifts is accommodated.

Policy 2C.4.8

Develop Multimodal Access Guides, including maps and other information on access by people with disabilities to a particular destination, including availability of transit and taxi services, and the quality of walking conditions.

Policy 2C.4.9

Provide travel training, which help people with disabilities learn to use public transportation services.



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Policy 2C.4.10

Include meaningful community engagement with historically excluded residents in transportation decisions.

Policy 2C.4.11

Coordinate land use, zoning, and housing decisions to ensure that transportation issues do not exacerbate disparities.

Policy 2C.4.12

Consider the impacts of decisions regarding transit and transportation improvements on community health and health equity.

Policy 2C.4.13

Continue to identify and address the safety needs of all travelers on all modes of travel, including public transportation. Include pedestrian and bicycle facilities in all roadway improvement projects to promote a safe walkable and connected community consistent with Sec. 163.3177, Florida Statutes.



2025-2045 Comprehensive Plan

Volume I: Goals, Objectives, and Policies

3. Housing Element



2035-2045 Comprehensive Plan Housing Element

3. Housing Element

GOAL 3A

Allocate sufficient land area to equitably accommodate an adequate supply of housing that is responsive to the diverse and changing needs of the City's present and future residents for decent, safe, sanitary, housing in livable neighborhoods served by adequate public facilities and services.

Quality Residential Environment

Objective 3A.1

To provide adequate land for residential development (including in mixed use districts) based on projected population growth identified in this Comprehensive Plan and promote neighborhood conditions that support quality residential environments.

Potential Performance Indicators:

- Number of residential rehabilitation/improvement projects
- Number of vacant lots, abandoned/dilapidated properties

Policy 3A.1.1

Through the Future Land Use Map, Zoning Map and LDRs, accommodate a broad range of housing densities and structure types to accommodate the evolving housing needs of the City's present and future population.

Policy 3A.1.2

Coordinate the installation of community facilities that support housing and residential neighborhood livability.

Policy 3A.1.3

Leverage existing neighborhood assets to facilitate equitably residential access to reliable internet and wireless service, in order to close digital divides.

Policy 3A.1.4

Support the private housing market by providing technical assistance, streamlined review processes, data and referral services, in order to attract and maintain levels of housing production adequate to meet current and projected housing demand.

Policy 3A.1.5

Allow a wide variety of housing through the LDRs, including senior housing, residential care facilities, and a full range of multi-unit and clustered housing types. Additionally, explore innovative and emerging housing concepts such as, but



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not limited to co-living, Smart houses, and housing crisis-addressing solutions including 3D printed houses, compact/tiny houses, modular and adaptable building systems. For commercial redevelopment projects, require on-site housing.

Objective 3A.2

Work to ensure that all neighborhood environments within the City are equally and distinctively attractive, secure and free from blight.

Policy 3A.2.1

Conduct neighborhood assessments to identify residential areas as either stable, in need of stabilization, in need of revitalization, or in need of rehabilitation and implement strategies to promote their preservation, revitalization or rehabilitation.

Policy 3A.2.2

Support efforts to maintain the neighborhood fabric integrity and quality of life in stable residential areas.

Policy 3A.2.3

Prioritize areas in need of stabilization in terms of targeted code enforcement activities, resident services, and infrastructure and streetscape projects such as drainage improvement, sidewalk repairs/sidewalk network completion, traffic calming, streetlights, and tree canopy.

Policy 3A.2.4

Provide comprehensive programs of code enforcement, public investment in infrastructure, public assistance to residents for the renovation and rehabilitation of structures, public action in the elimination of blight and provision of replacement housing, and opportunities for new private development for areas classified as in need of revitalization and rehabilitation. Address development impacts through social and cultural programs that support the revitalization or rehabilitation efforts while preventing the displacement of existing residents. Prioritize these areas in the scheduling of capital infrastructure improvements.

Policy 3A.2.5

Stabilize and improve the overall appearance of neighborhoods by educating property owners and residents about the importance of zoning, housing, and property maintenance regulations.

Policy 3A.2.6

Ensure that transitional standards in the LDRs adequately address compatibility of new development with the character of existing residential neighborhoods.



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Improve Existing Housing

Objective 3A.3

To ensure decent, safe and sanitary housing throughout the City by continuing to eliminate or improve any existing housing that does not meet the City's minimum housing standards.

Potential Performance Indicators:

- Amount of funding attained for housing rehabilitation and neighborhood improvements.
- Number of substandard units eliminated
- Number of substandard units rehabilitated

Policy 3A.3.1

Continue to apply for local, State and Federal funding to stabilize, enhance and revitalize existing neighborhoods and/or housing rehabilitation programs.

Policy 3A.3.2

Monitor the on-going use of Federal, State and local subsidy programs to ensure those residents and/or property owners taking advantage of such, are provided with an opportunity for living and/or maintaining housing within the City while maintaining respect for established housing location patterns, standards and codes.

Policy 3A.3.3

Maintain a series of materials for dissemination to the residents containing information on existing rules and regulations which preserve the quality of the housing and quality of the City's neighborhoods.

Policy 3A.3.4

Actively pursue innovative strategies to preserve the existing housing stock through tools such as a Community Land Trust and a Shared Appreciation Model Program. Within one year of effective date of the Comprehensive Plan update, the City shall partner with relevant housing organizations and agencies that work in the rehabilitation of homes utilizing CDBG, SHIP, HOME, CRA and other funds, to implement the selected strategies as may be determined to be necessary or beneficial to the City.

Policy 3A.3.5

Continue to build partnerships with local financial intermediaries for the (SHIP) and HOME Investment Partnership programs in order to implement a revolving loan program to fund affordable and workforce housing development.



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Policy 3A.3.6

Amend, as necessary, the adopted Housing Guidelines and LDRs to incorporate the use of Universal Design in new construction, residential rehabilitation and re-modeling to simplify life for everyone by installing products and making the built environment more usable by as many people as possible and to benefit people of all ages and abilities.

Policy 3A.3.7

Maintain a database to actively track and manage the number of homes rehabilitated using local, State and Federal subsidy programs to ensure effective implementation of housing funds.

Policy 3A.3.8

Continue to rehabilitate homes using CDBG, SHIP, HOME, CRA and other funds.

Policy 3A.3.9

Through the Housing Division, continue to implement the City's housing guidelines, which address various housing programs offered by the City to rehabilitate, and improve the quality of the City's housing stock, to enhance and preserve existing neighborhood character.

Policy 3A.3.10

Protect neighborhoods from unreasonable traffic impacts by utilizing traffic calming measures such as, but not limited to, street closures, signalization, site modification, access controls, stop signs, speed bumps, and traffic separators.

Code Compliance

Objective 3A.4

To ensure that the minimum housing standards are upheld through regular enforcement of the City's code of ordinances.

Potential Performance Indicators:

- Number and types of complaints regarding property maintenance
- Percentage of code violations resolved through voluntary compliance

Policy 3A.4.1

The City and the CRA shall allocate funds in their respective operating budgets for full-time code compliance officers, provided that any CRA funding would be for the purpose of providing an enhanced level of code enforcement services that would be above the level of service standard that the City provides in the CRA area.



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Policy 3A.4.2

Maintain minimum ratios of one (1) code compliance officer for every square mile of developed property, one (1) minimum housing code officer for every 150 multi-family buildings (of four or more dwelling units), and 1/3 sanitation code officer for every square mile of property.

Policy 3A.3.3

The City's Code Compliance Department shall undertake measures to ensure efficiency of the Code Compliance Department and satisfactorily address non-compliant homes and businesses.

Policy 3A.4.4

The Code Compliance Department shall maintain, evaluate and update the property information system to track deficiencies in housing, buildings at risk of abandonment, code violations, tax arrearages and crime complaints.

Historic Preservation

Objective 3A.5

Continue to coordinate with the Miami-Dade County Office of Historic Preservation to ensure the preservation of historically, culturally and/or architecturally significant housing in residentially zoned districts for residential use.

Potential Performance Indicators:

- Number of architecturally, culturally and/or historically significant sites and structures included in the City's inventory.
- Number of architecturally, culturally and/or historically significant structures preserved.

Policy 3A.5.1

When a building permit is applied for to renovate or remodel housing listed by the Miami-Dade County Office of Historic Preservation as historically or architecturally significant, refer the applicant to said Office for plan review and approval. This procedure will also enable the applicant to determine whether State or Federal funding is available to assist with the proposed renovation or remodeling.

Policy 3A.5.2

Maintain and update a local inventory of architecturally, culturally, and historically significant sites and housing, in conjunction with data received from the Florida Master Site File.

Policy 3A.5.3

Coordinate with the Miami-Dade County Office of Historic Preservation to accomplish the preservation of units identified in the City's inventory of significant housing and establish land development regulations to guide the preservation,



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rehabilitation and demolition of historically significant housing units.

Housing Unit Sustainability and Affordability

Objective 3A.6

The City shall continue to institute the appropriate measures to extend the usefulness, sustainability, and economic life of the existing housing stock by requiring structural and aesthetic improvements to the same, while simultaneously promoting strategies that preserve and increase citywide housing affordability.

Potential Performance Indicators:

- Number of residential projects (new construction, renovation, redevelopment) incorporating green building techniques
- Number of workforce and affordable units approved and built

Policy 3A.6.1

Periodically review and update those portions of the City's Code, relating to maintenance standards in residential neighborhoods that are in need of modernization.

Policy 3A.6.2

Encourage private (re)investment in housing by making available to interested individual homeowners general information on housing rehabilitation programs, in order to ensure that the City's housing stock remains viable for its future as well as current residents.

Policy 3A.6.3

Make available to interested homeowners information, resources, and the advice of professional City staff concerning topics such as, green building, energy conservation measures and resilience hardening in the home, and neighborhood enhancement programs to include, tree planting in the swales, tree matching programs and City-administered sidewalk maintenance programs.

Policy 3A.6.4

Partner with local banks to expand access for City residents to loan pools with low interest loans for housing rehabilitation and other improvements, to sustain the healthy condition of the City's housing stock for current and future generations. The City will also provide information and referrals to partnering banks.

Policy 3A.6.5

Continue to pursue and maintain funding for the Disaster Mitigation/ Recovery Strategy Program to assist with post-disaster repairs and encourage the timely repair of homes damaged as a result of disaster activity.



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Policy 3A.6.6

Identify and implement strategies to preserve existing affordable housing and to minimize displacement from areas that are unlikely to be directly affected by tidal flooding issues over the next 30 years.

Policy 3A.6.7

Incentivize the construction of accessory dwelling units (ADUs) within residential neighborhoods as an attractive, safe, and decent affordable housing alternative.

Policy 3A.6.8

Seek opportunities to increase resilience of affordable housing that is vulnerable to tidal flooding currently or in the near future.

Policy 3A.6.9

Using the Vulnerability Assessment as a foundation, consider creating neighborhoods' risk and asset profiles with distinct mitigation strategies for each, including for example: transferable development rights for homeowners in chronic flood areas; reduced development in high-risk areas; and re-focused investment in "high and dry" areas that have the potential to increase economic opportunity for the city's poorest residents.

Policy 3A.6.10

Continue to implement the flood risk reduction, resilient design and community well-being recommendations of the Repetitive Loss Master Plan by assessing, identifying and repurposing additional vacant lots within North Miami's residential neighborhoods as green infrastructure public space sites.

Policy 3A.6.11

Review the regulatory approach to areas of the City identified as priority growth areas to make them conducive to the creation of housing affordable to a range of incomes.

Policy 3A.6.12

Consider affordable, workforce and senior housing opportunities in the creation of strategies for any future redevelopment of municipal land through public/private partnerships.

Policy 3A.6.13

Working with the CRA, explore the feasibility of establishing a land bank program for use by the City or a private partner to implement the City's affordable and workforce housing goals.

Policy 3A.6.13

Continue to explore partnerships with the private sector and nonprofit organizations to improve and expand the efficiency of the affordable and workforce



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housing delivery system.

Policy 3A.6.14

Support and regulate in the LDRs the use of smart city technologies such as, but not limited to 3D printed housing, modular and adaptable construction, and digitally-enabled housing to help reduce the cost of housing, increase energy efficiency and reduce environmental impacts of residential construction.

Policy 3A.6.15

Promote nondiscrimination in access to housing within the City by supporting compliance with fair housing laws and practices.

Reduction of Overcrowded Units

Objective 3A.7

The City shall create a methodology for alleviating overcrowding through existing home rehabilitation and new housing development in coordination with the CRA.

Policy 3A.7.1

Working closely with the CRA, through their redevelopment activities, generate additional resident employment opportunities, including job training and job new creation, in order to assist very-low and low income households in addressing the issues of overcrowding and cost burden.

Policy 3A.7.2

In conjunction with affordable housing development policies contained herein, promote affordable and varied housing options for all residents.

Policy 3A.7.3 [Reserved]

Special Needs Housing

Objective 3A.8

The City shall provide locations of group homes, foster care facilities, and special needs housing in residential settings.

Policy 3A.8.1

Maintain at least one residential zoning classification within which certain classifications of group homes will be allowed as a special exception.

Policy 3A.8.2

In compliance with State law, adopt requirements into the LDRs that provide for the location and equitable distribution of group homes, small scale affordable elderly rental facilities (including for persons 60 years of age and older), and foster care facilities licensed or funded by the Florida Department of Children and



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Family Services within existing residential neighborhoods.

Policy 3A.8.3

Review and hold public hearings on applications for establishment of other types of group homes in residential districts and determine their appropriateness based on the particular district's character.

Policy 3A.8.4

Continue to expedite in-house processing of proposed developments intended for persons with special housing needs such as the elderly and disabled persons.

Policy 3A.8.5

Promote assisted living facilities (ALFs), group homes, and adult day care facilities, as well as innovative housing modes such as co-housing in the residential and mixed-use areas of the City subject to state law.

Policy 3A.8.6

Evaluate housing opportunities within areas proximate to FIU, the former campus of Johnson & Wales, and Barry University; and speak with developers specializing in student housing development to identify and evaluate potential opportunities in the downtown area.

Policy 3A.8.7

Evaluate and pursue a reasonable accommodation ordinance for persons with disabilities to address housing barriers and retrofitting needs.

GOAL 3B

To provide opportunities for housing that is both of good quality and reasonably priced to serve the existing population and anticipated population growth.

Development Review

Objective 3B.1

The City shall continue to streamline the regulatory processes to avoid unnecessary costs and delay in housing development.

Policy 3B.1.1

Work closely with the development community so it may proceed through administrative requirements in a timely fashion.

Policy 3B.1.2

Reduce policy barriers by streamlining the administrative approval and permitting process and provide incentives for developers proposing affordable housing developments to eliminate excessive requirements, such that increased private sector participation to meet the projected housing needs may be attained.



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Policy 3B.1.3

In concurrence with Future Land Use Element, adopt Land Development Regulations that support and implement the City's housing policies and programs within one year of effective date of the Comprehensive Plan update.

Policy 3B.1.4

Allow deferred payment of City impact fees in cases of hardship, as approved by the City Council, to encourage the provision of new or rehabilitated affordable housing units and for other housing units that promote green building initiatives.

Policy 3B.1.5

Encourage home occupations, live/work units and other innovative, flexible forms of accommodation while maintaining the character of residential neighborhoods and where consistent with the Land Development Regulations to continue the jobs/housing balance.

Policy 3B.1.6

Encourage the development of a range of live/work units within mixed-use development in the PCD Overlay district to provide affordable and workforce housing options for essential service workers.

Policy 3B.1.7

Review and amend, as necessary, the LDRs to remove counterproductive requirements and regulatory barriers (e.g., inflexible occupancy provisions, lot sizes, setback requirements, etc.) to a variety of housing types and innovation in living concepts such as but not limited to ADUs, co-living, live/work and compact units.

Policy 3B.1.8

Consider waiving impact fees and seeking funding to provide financial assistance to those establishing ADUs in residential neighborhoods.

Housing Need and Development

Objective 3B.2

The City shall continue to actively identify the housing needs of the community through periodical housing needs assessments and continue to develop appropriate programs for providing housing.

Policy 3B.2.1

Continue to monitor the housing supply, demand, needs, and trends, including housing opportunities and constraints for very-low-, low-, and moderate-income residents, in order to properly direct housing programs.



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Policy 3B.2.2

Establish the provision of adequate sites for future housing, including workforce housing as defined in s. 380.0651(h), housing for low-income, very low-income and moderate-income families, mobile homes, group home facilities and foster care facilities with supporting infrastructure and public facilities.

Policy 3B.2.3

Partner with the appropriate County, and other government agencies on loan, rehabilitation, and related housing programs which may be utilized by eligible residents to upgrade the housing stock.

Policy 3B.2.4

Work with the local realtors and realty boards to monitor home sales, apartment rental activities, and vacancy rates.

Policy 3B.2.5

In collaboration with the CRA, conduct periodic assessments of affordable and workforce housing needs to maintain a current profile of the City's housing needs, income and tenure.

Policy 3B.2.6

Periodically study housing linkages, which may include an employer-based linkage program to create additional housing as needed in the City with the intention of maintaining an adequate job/housing balance.

Policy 3B.2.67

The City recognizes the need for affordable housing and as such shall continue to expand options toward meeting the needs of the very low-, low- and moderate-income population.

Policy 3B.2.8

Allow for a broad range of housing options in development and redevelopment to avoid undue concentration of very low and low-income housing.

Policy 3B.2.9

Examine and consider adopting an inclusionary zoning ordinance, mandating the integration of affordable and/or workforce housing units in proposed developments or providing options such as payment in lieu of, with fees payable to a Housing Trust Fund established for the creation of affordable housing units in the City.

Policy 3B.2.10

Reserve a maximum of twenty percent (20%) of the total units in the floating unit pool at any given time (subject to the determination of need per Policy 3B.2.5 in the Housing Element) to incentivize the development of affordable and workforce housing units.



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Policy 3B.2.11

Incentivize the development of workforce housing units within the PCD and NMTSOD Overlays by providing a Density Bonus of up to fifteen (15) additional units per acre, from units reserved in the Floating Unit Pool for that purpose, to developments that dedicate a minimum of fifteen percent (15%) of total proposed units to families making between 60 and 140 percent of Miami-Dade County's Area Median Income (AMI). In establishing the final requirement, the City shall consider Miami Dade County's Voluntary Workforce Housing Program, as amended (Ordinances 16-138 and 22-125). The threshold for determining housing affordability and housing expenditure shall adhere to USHUD guidelines.

Policy 3B.2.12

Enhance and continue to promote its first-time buyer program to assist with home purchases.

Policy 3B.2.13

Enhance and promote its Homeownership Development Assistance Program to encourage a rental to condominium conversion that provides funds and partnerships with apartment owners for the provision of remodeled units to the City for tenant purchase and relocation.

Policy 3B.2.14

Award density and/or height bonuses for green residential development consistent with the US Green Building Council's LEED Green Building Rating System as amended, Passive House Certification, and/or other nationally recognized green standards acceptable to the City, and for the provision of transportation mitigation strategies.

Policy 3B.2.15

Use smart data mapping (GIS) and analysis tools to explore the distribution of housing needs within the City of North Miami.

Partnership with External Agencies

Objective 3B.3

Encourage partnerships with public and private sector agencies involved in the provision of affordable housing and participate in establishing local housing programs that will assist the City in meeting the current and projected demand for affordable housing.

Policy 3B.3.1

Collaborate with the US Department of Housing and Urban Development (HUD), the Florida Housing Finance Corporation, Miami-Dade County Public Housing



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and Community Development and local banks, to increase the allocation of incentive programs (i.e. low interest rehabilitation loans, HUD property acquisition and disposition program) to present or prospective residents and developers for the renovation and rehabilitation of existing units as affordable housing and for the provision of new affordable units in residential areas.

Policy 3B.3.2

Provide ongoing education and technical assistance regarding the City's existing housing programs to the private sector such that the required housing demand may be met. Designate a Staff liaison to disseminate information to the private sector on housing development regulations and available incentive programs.

Policy 3B.3.3

For all private residential development undertaken on City-owned land in the Regional Activity Center (RAC) that does not qualify as affordable or workforce housing, the City and the developer shall collaborate to establish mechanisms for construction, rehabilitation, and/or funding programs that provide or otherwise assist in the provision of affordable and workforce housing units within the City. In the case of the Sole Mia project, the developer shall develop or provide for the development, redevelopment, renovation or rehabilitation of an equivalent number of affordable and workforce housing units within the City as are to be constructed within the boundaries of the RAC and pursuant to the development agreement between the City and the developer.

Policy 3B.3.4

The City's Housing Division shall create and maintain an inventory of eligible homes for rehabilitation under the Munisport development agreement in coordination with the CRA.

Policy 3B.3.5

Cooperate with the CRA which will administer a residential rehabilitation program.

Policy 3B.3.6

Encourage businesses to offer homeownership assistance to cost-burdened employees.

Policy 3B.3.7

Continue to coordinate with Miami-Dade County Emergency Management to provide short-term emergency shelter opportunities to meet expected demands.

Policy 3B.3.8

Coordinate with local, regional and State housing agencies, including non-profits and other interested stakeholders, to conduct "think-tank" meetings with City



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staff, residents and stakeholders to discuss potential affordable/workforce housing strategies in the City.

Redevelopment

Objective 3B.4

To ensure an adequate balance of new housing units in redevelopment projects throughout the City, include a broad range of housing options at appropriate densities, intensities, height, and sizes.

Policy 3B.4.1

Develop and maintain a displacement and relocation assistance plan in accordance with the Federal Uniform Relocation Assistance and Real Property Act as related to the City and CRA policies and cooperate with the CRA's relocation policy to provide for displaced residents.

Policy 3B.4.2

Through mixed-use redevelopment activities, encourage workforce housing that is accessible to employment opportunities, shopping, and public transportation, incorporating the mobility principles outlined in the Transit Oriented Development Study.

Policy 3B.4.3

In the redevelopment process, require developers of both market rate and affordable and workforce housing to utilize principles of sustainable design by implementing environmentally friendly and green building design standards as further defined in the LDR.

Housing and Health

Objective 3B.5

Positively address social determinants of health through quality housing and livable residential neighborhoods which bring people together and encourage social connection.

Policy 3B.5.1

Build bridges between the health and housing sectors.

Policy 3B.5.2

Utilize property design and resident services to achieve good health and wellness for children, adults and seniors.

Policy 3B.5.3

Coordinate with the health sector to help residents achieve dignity, independence and positive health outcomes.



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Policy 3B.5.4

Improve care coordination and care transition for residents and maximize residents' ability to live independently through innovative housing concepts and housing arrangements, such as co-living.



2035-2045 Comprehensive Plan

Volume I: Goals, Objectives, and Policies

4. Infrastructure Element



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4. Infrastructure Element

SANITARY SEWER

GOAL 4A

To provide an adequate, safe, efficient, economical, reliable and environmentally sound sewage collection system for service area customers, to meet the needs of the City's current and projected population, and maintain a beneficial agreement with Miami-Dade County to appropriately treat and dispose of all sewage collected.

Sewage Collection

Objective 4A.1

Continue in perpetuity to provide sufficient sewage collection capacity for 100 percent of the customers within the existing service area, and to serve development concurrent with the demands for such facilities.

Policy 4A.1.1

Maintain the capacity of the sewage collection and disposal system at a level of service (LOS) of 120 gallons per capita per day (gpcd), as recommended in the Infrastructure Study prepared for this Comprehensive Plan by AECOM (included as Appendix A).

Policy 4A.1.2

Prioritize the allocation of funds through the Capital Improvement Plan to upgrade, renew and/or replace, as applicable, existing sewage pumping equipment (i.e., lift stations), sewage collection lines, and individual lateral lines, as they reach their useful life.

Policy 4A.1.3

Implement improvements indicated by the AECOM Infrastructure Study (included as Appendix A) as necessary to ensure that the capacity of the sanitary sewer system to accommodate current and future population is maintained Citywide throughout the Comprehensive Plan's planning horizon. Give priority to those improvements necessary to prepare future growth areas, including the PCD and NMTSOD, for long-term buildout consistent with the 2035-2045 Future Land Use Map,

Policy 4A.1.34

Complete necessary sanitary sewer system upgrades to reduce demand on the sewage collection and disposal system on a per capita basis, and to anticipate



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additional residential sewer connections resulting from the impending Septic2Sewer conversion program in partnership with Miami-Dade County.

Policy 4A.1.5

Ensure the provision of sewage transmission capacity consistent with federal, state, and county regulations.

Policy 4A.1.6

The City's Public Works and Community Planning and Development Departments will coordinate in monitoring the sewer system's LOS status, to determine the impact of any requested development order or building permit on available sanitary sewer capacity.

Additional Sewage Collection Capacity

Objective 4A.2

Ensure additional sewage collection capacity is made available in connection with new development, by requiring the respective developers to upgrade the sewer system, such that the current level of service standard is not impacted detrimentally.

Policy 4A.2.1

No development orders shall be approved unless adequate sewer capacity will be available concurrent with the impacts of development based on the following standards:

1. The necessary facilities and services are in place at the time the final development order is issued; or
2. The final development order is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur; or
3. The necessary facilities are under construction at the time the final development order is issued; or
4. The necessary facilities and services are guaranteed in an enforceable development agreement that includes provisions of subsections 1, 2, and 3 above, and that guarantees that the necessary facilities and services will be in place when the impacts of development occur.

Policy 4A.2.2

In connection with issuance of development orders, approvals, or permits the City shall require developers to upgrade the capacity of existing systems or build new system to meet the needs of the development. For new development and



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redevelopment, sewage flow allocations shall be consistent with sewage flows included in Chapter 24.43.1 (5) of the Miami-Dade County Code.

Policy 4A.2.3

Monitor the adequacy of the Sanitary Sewer Impact Fees and adjust as necessary.



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SOLID WASTE

GOAL 4B

To provide a clean, efficient, economical and environmentally sound solid waste collection service that exceeds the minimum State standards.

Solid Waste Collection

Objective 4B.1

Endeavor to operate an efficient, complaint-free solid waste collection service with sufficient capacity to meet the disposal needs of the City's current and future population consistent with Miami-Dade County Level of Service (LOS) standard,

Policy 4B.1.1

Provide front curbside garbage collection twice a week.

Policy 4B.1.2

Provide bulk trash collection from the front swale once a week.

Policy 4B.1.3

Provide curbside recycling once a week.

Policy 4B.1.4

Continue to enforce existing littering regulations on both public and private property.

Policy 4B.1.5

Continue to reduce the excessive generation of solid waste by maintaining the City's commercial and residential recycling program.

Policy 4B.1.6

Conform with Miami-Dade County solid waste management plans.



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Business Solid Waste Collection

Objective 4B.2

Monitor through a complaint recording system, the collection of waste from business generators by private haulers and or the City, and request modifications to the collection procedures to resolve specific problems which impact the City and its residents.

Policy 4B.2.1

By letter contact haulers to advise them of specific problems and request resolution of problems affecting the City and its residents.

Resource Recovery Program

Objective 4B.3

Maintain the City's resource recovery program as a component of the City's existing solid waste collection service in perpetuity. The resource recovery program should include at a minimum, newspaper, paper, plastic, glass, and aluminum recovery.

Policy 4B.3.1

Educate residents in the techniques of separating recyclable resources from other solid wastes to minimize the contamination rate of recycling collections and maximize resource recovery.

Policy 4B.3.2

Maintain and improve the single family residential curbside recycling program

Solid Waste Disposal

Objective 4B.4

Coordinate with Miami-Dade Department of Solid Waste Management to ensure that solid waste disposal capacity will continue to be available to serve future growth in the City of North Miami.

Policy 4B.4.1

Maintain and periodically update, if needed, an inter-local agreement with Miami-Dade County to dispose of all solid waste generated by the City of North Miami for a period of at least ten (10) years in the future.

Policy 4B.4.2

The City will support the County Solid Waste Management System, which includes County-owned solid waste disposal facilities and those operated under contract



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with the County for disposal, in such a way as to assist in collectively maintaining a solid waste disposal capacity sufficient to accommodate waste flows committed to the System through long-term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated non-committed waste flows, for a minimum of five (5) years.

Policy 4B.4.3

The City's adopted Level of Service (LOS) standard for solid waste generation shall not exceed 7.7 pounds per capita per day, which is equivalent to a maximum of 1.28 tons per year. Ensure, through the City's concurrency management system, that solid waste capacity is in place to serve new development and redevelopment no later than the issuance of a certificate of occupancy or its functional equivalent.

NATURAL GROUNDWATER AQUIFER RECHARGE AREAS

GOAL 4C

To promote and protect natural groundwater aquifer recharge.

Aquifer Recharge

Objective 4C.1

Those natural areas which currently serve to recharge the aquifer shall be preserved and protected in perpetuity.

Policy 4C.1.1

In the review of development plans, encourage engineering solutions that would allow for retention of runoff in the swale.

Policy 4C.1.2

Continue to require, in perpetuity, that developments provide on-site ground disposal of rainwater based on 0.0417 cubic feet of rainwater during any five-minute period for each square foot of impervious area drained.

Policy 4C.1.3

Building permits, platting actions (final plat, waiver of plat, or equivalent municipal platting action) or zoning action (district boundary change, unusual use, use variance or equivalent municipal zoning action) must comply with Miami-Dade County regulations regarding use, generation, handling, disposal of, discharge or storage of hazardous materials within wellfield protection areas and NDPEs.



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Policy 4C.1.4

Identify and protect major natural drainage features and natural groundwater aquifer recharge areas, including areas identified by SFWMD as prime or high groundwater recharge areas.

Policy 4C.1.5

Amend and strengthen as needed the land development regulations supporting maximum impervious surface coverage allowances for the entire City's zoning districts.

POTABLE WATER

GOAL 4D

To provide an adequate supply of water to service area customers which meets all national water quality standards.

National Water Quality Standards

Objective 4D.1

Continue meeting or exceeding in perpetuity Federal, State, and County water quality standards.

Policy 4D.1.1

Continue to implement water quality monitoring standards and procedures as set forth by the Federal, State, and County governments.

Policy 4D.1.2

Continue to coordinate the local comprehensive plan with the plans of adjacent municipalities, the county, adjacent counties, or the region; with the current South Florida Water Management District's Lower East Coast Regional Water Supply Plan approved pursuant to s. 373.709.

Water Provision

Objective 4D.2

Continue to provide an adequate supply of potable water to meet the demands of the service area population through the year 2035 by purchasing water from Miami-Dade WASD. Additionally, the City shall comply with its adopted Water Supply Facilities Work Plan Update, as required by section 163.3177(6)(c), F.S. to be within 18-months after the governing board of the South Florida Water Management District approved its Lower East Coast Water Supply Plan Update on November 8, 2018.



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Objective 4D.2.A

The Work Plan Update will be updated, at a minimum, every 5 years and within 18-months of the South Florida Water Management District's approval of any updates to the Lower East Coast Regional Water Supply Plan. The City's Work Plan Update 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 levels of service and water demands for a 10-year period, consistent with the MDWASD planning period.

Policy 4D.2.1

Maintain the water treatment plant and distribution system such that they operate at adequate levels to meet service population demand.

Policy 4D.2.2

Maintain a level of service standard of 145 gallons/capita/day, a minimum pressure at the water meter of 35 p.s.i. during maximum day daily demand conditions, based on the recommendation of the AECOM Infrastructure Study prepared for the Comprehensive Plan and included in Appendix A, and a total storage capacity equal to no less than 15 percent of the service area average daily demand.

Policy 4D.2.3

Prioritize the allocation of funds through the Capital Improvement Plan to upgrade, renew and/or replace, as applicable, existing treatment and distribution facilities, as indicated by the AECOM Infrastructure Study (included as Appendix A) to ensure that the capacity of the potable water system to accommodate current and future population is maintained Citywide throughout the Comprehensive Plan's planning horizon. Give priority to those improvements necessary to prepare future growth areas, including the PCD and NMTSOD, for long-term buildout consistent with the 2035-2045 Future Land Use Map.

Policy 4D.2.4

When feasible, rerun, calibrate and refine the hydraulic infrastructure model used by AECOM (see Appendix A) to evaluate current and anticipated needs for the following factors:

- Hydrant testing
- Continuous pressure monitoring
- MDD and Fire Flow
- Water age at minimum day demands

Policy 4D.2.5

Continue to implement the City's water conservation plan to help reduce the demand for potable water and continue to lower its consumption on a per capita basis.



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Policy 4D.2.6

Conduct an unaccounted water loss study to address leakage and infiltration in the potable water system, and vigorously pursue implementation of the City's leak detection and water loss prevention programs.

Policy 4D.2.7

Maintain water supply connections with Miami-Dade WASD's Regional Water Transmission system.

Policy 4D.2.8

Work with Miami-Dade County to ensure potable water meets all applicable water quality standards.

Policy 4D.2.9

The City shall coordinate water supply planning and appropriate policies under the water management district's current Lower East Coast Regional Water Supply Plan with any future redevelopment activities.

Policy 4D.2.10

In order to measure the impact of land use changes on potable water facilities, generation rates consistent with those included in Chapter 24.43.1 (5) of the Miami-Dade County Code shall be utilized.

Policy 4D.2.11

No development orders shall be approved unless adequate potable water will be available concurrent with the impacts of development based on the following standards:

1. The necessary facilities and services are in place at the time the final development order is issued; or
2. The final development order is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur; or
3. The necessary facilities are under construction at the time the final development order is issued; or
4. The necessary facilities and services are guaranteed in an enforceable development agreement that includes provisions of subsections 1, 2, and 3 above, and that guarantees that the necessary facilities and services will be in place when the impacts of development occur.

Policy 4D.2.812

The City shall comply with its Water Supply Work Plan Update and incorporate such Work Plan by reference into the City of North Miami Comprehensive Plan.





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Policy 4D.2.13

The City shall 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 10-Year Water Supply Facilities Work Plan update adopted April 2023 and corresponding CDMP Text Amendment adopted on January 19, 2023, and any amendments thereto. The City shall amend its Comprehensive Plan and Work Plan as required to provide consistency with the District and County plans.

Policy 4D.2.14

The City shall maintain a minimum of a five-year schedule of capital improvements for the expansion and upgrade of the capacity of water and sanitary sewage facilities in accordance with the Water Supply Facilities Work Plan Update.

Policy 4D.2.15

The City's 16-Year Water Supply Facilities Work Plan Update shall be updated for a 10-year planning period to be consistent with the MDWASD planning. The Work Plan will be updated to be consistent with the update of the Miami-Dade County 10-Year Water Supply Facilities Work Plan update referenced above, which shall be incorporated in the City's Work Plan by reference.

Policy 4D.2.16

The City's Water Supply Facilities Work Plan Update shall remain consistent with the Potable Water Level of Service standards as established in the Comprehensive Plan.

Policy 4D.2.17

The City's Water Supply Facilities Work Plan Update shall guide future expansion and upgrade of facilities needed to transmit and distribute potable water to meet current and future demands. The City shall research and identify alternative, renewable sources of water to the projected increases in demand.

Purchase Agreements

Objective 4D.3

The City shall purchase, under its current 20-year water wholesale purchase agreement, up to 9.6 million gallons/day from Miami-Dade County WASD through existing connections to meet the maximum daily demands (MDD) of the water service area.

Policy 4D.3.1

Coordinate with Miami-Dade County WASD to ensure the City's current contract with that agency allows it to purchase the potable water needed to meet the current and projected demand within the water service area. Monitor demand and LOS to stay ahead and proactively address potential changes, if any.



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Fire Flow

Objective 4D.4

The City shall ensure that the existing and planned water distribution system meets the Miami-Dade County fire flow requirements.

Policy 4D.4.1

Replace existing inadequate diameter mains with larger mains through assessment districts, funds from the Fire Flow Account and from utility revenues.

Policy 4D.4.2

Install fire hydrants in areas which are deficient.

Policy 4D.4.3

Continue charging fire flow impact fees to upgrade those portions of the water distribution system as recommended by the Miami-Dade County Fire Department.

Policy 4D.4.4

Continue budgeting the replacement of one mile of two-inch diameter water mains per year.

Contract Maintenance

Objective 4D.5

The City shall maintain a contract with Miami-Dade County for the rendition of water service for as long as it depends on supplemental potable water or reuse water from Miami-Dade County Water & Sewer Department (WASD).

Policy 4D.5.1

The City shall execute water service contracts in time to ensure that no interruption in service occurs.

Water Reduction Mandates

Objective 4D.6

Ensure that residents within the City comply with SFWMD and Chapter 19 Article 3 of the City's Code of Ordinances mandates for reductions in water consumption.

Policy 4D.6.1

Provide notification to water customers of the required mandated water conservation measures and provide for enforcement through the City's Building Division and Code Compliance Department.



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Irrigation Water Use Reduction

Objective 4D.7

To reduce overall need for landscape irrigation community-wide, encourage the use of Florida-friendly landscape concepts and native plantings, encourage use of smart technologies to manage irrigation water use and reduce waste, and foster on-site water recycling systems through the City's Sustainable Building program.

Policy 4D.7.1

Amend and strengthen as needed existing landscaping regulations measures that encourage the use of native landscaping in both private and public development.

Policy 4D.7.2

Foster more use of smart technologies in the community to control and meter landscape irrigation by conducting educational outreach to residents. Encourage residents to utilize Miami-Dade County's landscape evaluation and rebate program.

Policy 4D.7.3

Convert all municipal irrigation systems to smart technology-controlled systems unless, until or in addition to employing water recycling systems and xeriscaping. Seek subsidy for this conversion from Miami-Dade County's Advanced Metering Infrastructure (AMI) program.

Policy 4D.7.4

Foster on-site water recycling systems in new development and re-development by incentivizing their deployment. Amend the City's Sustainable Building Program of the City's land development regulations accordingly.

DRAINAGE

GOAL 4E

To maintain a stormwater management system that provides adequate flood protection and upholds water quality standards.

Stormwater Systems

Objective 4E.1

In perpetuity, maintain the efficiency of existing City owned stormwater management systems, and eliminate systems that may pose a liability to the City





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and/or the environment. Maintain the existing systems with a capacity to dispose of a five-year design storm return frequency with 72-hour duration.

Design Storm Minimum LOS

Objective 4E.2

In connection with new development, require construction of new City stormwater systems that provide a minimum LOS for disposal of a 25-year design storm with 72-hour duration and, if applicable, require construction of permitted storm drain systems that fall under other governmental agencies providing storm drainage disposal service. This standard shall be applicable to development impacting on State owned or maintained facilities. Where applicable, the design of the system shall be approved by the water management division of Miami-Dade County and provide a minimum level of service adopted by Miami-Dade County Resolution R-951-82, as may be amended from time to time.

Policy 4E.2.1

During the review and approval of site plans for new development, and as a condition of issuance of development orders, approvals or permits, require the appropriate public or private stormwater disposal system that will not pose a potential liability to the City or the environment, be constructed in conjunction with the development, and in place prior to the impacts of development.

Policy 4E.2.2

Maintain stormwater level of service standards consistent with those set by the SFWMD.

Policy 4E.2.3

Actively implement the recommendations of the Repetitive Loss (RL) Master Plan to develop a green stormwater management infrastructure through the acquisition and repurposing of Repetitive Loss (RL) properties into passive parks that help divert and drain floodwater away from the surrounding neighborhoods and, during non-flood times, serve as passive, educational park sites for the local community.

Policy 4E.2.4

Review the LDRs and adjust as necessary to ensure compliance with Miami-Dade County Flood Criteria adopted in October 2022, or as may be amended from time to time, including minimum seawall elevation of 6 ft NAVD88.

Policy 4E.2.5





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New development and redevelopment shall not adversely affect adjacent properties. All stormwater shall remain on-site through the proper design and construction of seepage or infiltration drainage systems to ensure compliance with Federal, State, County and City retention requirements.

Drainage and Water Quality Issues

Objective 4E.3

Identify drainage problems which fall under the jurisdiction of other governmental agencies, and request that these problems be addressed in their drainage master plan. In conjunction with the request that problems be addressed, the City shall coordinate with the appropriate governmental agencies with the operational or maintenance responsibility, in establishing minimum LOS. Identify drainage and water quality issues originating within the City itself and take appropriate measures to remediate.

Policy 4E.3.1

Coordinate with the local FDOT and/or Miami-Dade County DTPW, as applicable, to ensure adequate drainage is proposed for future roadway projects.

Policy 4E.3.2

Monitor citizen complaints and report inadequate drainage areas to the responsible government agencies.

Policy 4E.3.3

Establish water quality standards for stormwater recharge.

Policy 4E.3.4

Existing stormwater outfalls that do not meet or improve upon existing water quality or quantity criteria or standards or cause negative impacts to Natural Resources of Regional Significance, shall be modified to meet or exceed the existing water quality or quantity criteria or standard.

Policy 4E.3.5

Restore and improve water quality throughout the system by:

1. requiring stormwater treatment and management;
2. protecting wetlands, native uplands, and identified aquifer recharge areas; and
3. Implementing best management practices, such as utilization of low phosphorus fertilizers.



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Policy 4E.3.6

Protect the habitat and water quality of the Region's Outstanding Florida Water bodies by requiring stormwater discharges to meet applicable non-degradation water quality standards.

Policy 4E.3.7

Restore natural volume, timing, quality, and distribution of water to the Everglades, Florida Bay, Biscayne Bay, other estuaries, and the Atlantic Ocean by:

1. implementing structural and operational modifications to the Central and Southern Florida Project including Modified Water Deliveries to Everglades National Park, the C-111 Project, and the Comprehensive Everglades Restoration Plan;
2. implementing the East Coast Buffer/Water Preserve Areas; and
3. Implementing the current Lower East Coast Water Supply Plan approved by the South Florida Water Management District (SRWMD) so that the needs of the natural system are met consistent with ecosystem restoration.

Policy 4E.3.8

Restore and improve marine and estuarine water quality by:

1. improving the timing and quality of freshwater inflows;
2. reducing turbidity, nutrient loading, and bacterial loading from wastewater facilities, septic systems, and vessels;
3. maximizing private property connections to sewer and reducing the number of properties using septic in flood-prone areas. Participate in the Miami-Dade County Septic2Sewer initiative and aid residents in accessing available homeowner subsidy programs for this conversion;
4. reducing the number of improperly maintained stormwater systems; and
5. Requiring port facilities and marinas to implement hazardous materials spill plans.

Policy 4E.3.9

Protect the Biscayne Bay Aquatic Preserve (BBAP) through such measures as:

1. discontinuing all untreated stormwater discharges to the Bay;
2. requiring stormwater treatment systems to meet the required non-degradation water quality standards for this Class III, Outstanding Florida Water body;
3. discouraging development that proposes to fill within the Bay or discharge contaminants to its waters; and
4. connecting developments that are served by septic tanks within the watershed of the BBAP to central sanitary waste treatment facilities to treat pathogens and remove nutrients from the wastewater effluent.



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Policy 4E.3.10

Review and amend the LDRs to ensure that is required in new development unless conditions do not allow it, and to provide directives, guidance and access to financial aid to incentivize the conversion of existing septic systems to sewer.

TECHNOLOGY INFRASTRUCTURE AND ACCESS

GOAL 4F

Invest in core internet infrastructure and next-generation technologies to make North Miami (and its residents part of) a smart, Future City.

Objective 4F.1

To support and advance equitable economic and workforce development and strengthen local government efficiencies through continuous improvement of technological infrastructure to meet the needs of the City's residents and businesses.

Technology Infrastructure and Equitable Access

Policy 4F.1.1

Facilitate the buildout of a community-wide fiber optic, fifth-generation cellular broadband (5G) network to support students, residents, small business and entrepreneurs.

Policy 4F.1.2

Ensure that systems of intelligent devices are connected to the network and to each other to maximize their potential.

Policy 4F.1.3

Ensure availability, affordability and implementation of digital technologies across all sectors of the City and across all segments of the population, to make service accessible to everyone.

Policy 4F.1.4

Invest in digital literacy/education to nurture a digitally fluent community.

Policy 4F.1.5

Encourage the underground placement of existing and new wired facilities for greater reliability and resilience of information technology infrastructure.

Policy 4F.1.6

Encourage and promote digital infrastructure in the design of new construction and redevelopment during the Planning and Site Plan review process.



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Policy 4F.1.7

Integrate privacy and security considerations and concerns into the network from the outset using best-known Privacy-by-Design and privacy engineering methods, as well as secure network development practices.

Policy 4F.1.8

Recognize and leverage the importance of smart cities to future sustainability and growth by linking Information technologies with sustainability policies and programs.

E-Government

Objective 4F.12

Embrace and promote the digital transformation of City government through the use of information and communication technologies (ICTs).

Policy 4F.2.1

Continue to convert municipal services for residents to electronic formats, in order to increase efficiency, improve speed of service and achieve policy goals.

Policy 4F.2.2

Assess the benefit of using WCCD and City Data Platform's 276+ key performance indicators to enable the City to determine technology infrastructure deficits and investment decisions, build accurate baselines and monitor year over year progress.

Policy 4F.2.3

Explore the path to pursuing certification as a Smart City from the World Council on City Data (WCCD). The ISO Smart City Certification embraces data as a critical basis for decision-making, policy change, and tracking progress on key city initiatives.

Policy 4F.2.4

Promote the use of smart technologies as a means to measure and monitor government progress and make performance indicators available to the public to improve transparency and foster trust.

Policy 4F.2.5

Consider participating in the Smart Cities Council's Readiness Program to build the City's capacity to accelerate technology-driven outcomes.

Policy 4F.2.6

Consider establishing employee incentives to encourage City staff to attain certification as Smart Cities Practitioners through the Smart Cities Council.



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Policy 4F.2.7

Consider conducting a comprehensive Smart City-readiness assessment to identify gaps in preparedness in all areas of service, including but not limited to energy, health and human services, mobility, public safety, waste management, stormwater management, and telecommunications.

Technology and Disaster Management

Policy 4F.3.1

Incorporate and improve information technology considerations in City disaster management planning, to ensure residents will have the best possible access to evacuation and emergency relief information in times of emergency or extreme weather, at secure physical locations or "resilience hubs" within the City.

Technology Infrastructure for Economic Development

Policy 4F.4.1

Support economic development opportunities for remote work, distance learning, telemedicine and applied innovation throughout the City, but with a special focus in the proposed Tech NoMi District, by pursuing enhancements to the City's technology infrastructure to attain state-of-the-art broadband.

Policy 4F.4.2

Invest in digital education to foster an attractive workforce for prospective businesses.

Policy 4F.4.3

Work with private sectors partners and anchor institutions to tailor a comprehensive technology infrastructure strategy tailored to the needs of the City.

Policy 4F.4.4

Further the cooperation between the City and Miami-Dade County and local universities, colleges, middle and high schools, in applying information technology throughout the community.

Policy 4F.4.5

Promote regional cooperation in the formation of information technologies alliances.

Policy 4F.4.6

Integrate all transportation modes into the City's smart infrastructure system.



2035-2045 Comprehensive Plan

Volume I: Goals, Objectives, and Policies

5. Coastal Management Element



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5. Coastal Management Element

GOAL 5A

Protect human life and property in the coastal area of North Miami.

Flood Protection

Objective 5A.1

Consistent with the Peril of Flood requirement of Section 163.3178(2)(f)(4) F.S., the City shall ensure that construction within the floodplain, especially coastal construction, meets or exceeds the minimum requirements of the City's Floodplain Damage Prevention Ordinance as codified in Chapter 8.5 of the City's Code of Ordinances, of the Florida Building Code, and of Chapter 161, F.S.

Potential Performance Indicators:

- Improved CRS Rating by target dates (5 by 2025, 3 by 2030)
- Decrease in the number of Repetitive Loss (RL) properties
- Improved standing on FEMA's RL Properties list (Category A or B community)

Policy 5A.1.1

As part of the existing permitting and zoning approval procedures, review all plans for construction within the floodplain area to be consistent with, or more stringent than the minimal requirements addressed in the Florida Building Code set forth in the City's Flood Damage Prevention Ordinance (Chapter 8.5 of the Code of Ordinances).

Policy 5A.1.2

Variances requested from the strict application of the City's Flood Damage Prevention Ordinance, Chapter 8.5 of the Code of Ordinances, shall undergo review by the City's Floodplain Management Planning. The Committee shall forward their recommendations to the Board of Adjustments for consideration.

Policy 5A.1.3

Periodically review and, as necessary, extend the existence of the Floodplain Management Planning Committee as an oversight body to implement and enforce Chapter 8.5 of the City's Code of Ordinances and to review all requested amendments to these provisions, or to perform any other functions relevant to the Committee's role, as appropriate.

Policy 5A.1.4

Continue to participate in the Community Rating System (CRS) and the National Flood Insurance Programs (NFIP) and disseminate information relative to its provisions.



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Policy 5A.1.5

Continue to reduce flood risk and improve the City's Community Rating System (CRS) Designation (from 6 at the time of writing of this policy, to a Class 5 by 2025 and a 3 by 2030) through community efforts, to help North Miami residents attain flood insurance premium rates discounts.

Policy 5A.1.6

Continue to implement the flood risk reduction strategies recommended by the City's Repetitive Loss (RL) Master Plan to reduce the number of local RL properties, with the goal of qualifying as a FEMA Category A or B community.

Policy 5A.1.7

Continue to enforce the Flood Damage Prevention Ordinance (Chapter 8.5 of the City's Code of Ordinances), to prevent increases in the number of RL properties.

Policy 5A.1.8

Build on the success of Good Neighbor Park by identifying, funding the acquisition of, and repurposing additional RL properties, within North Miami's residential neighborhoods as green infrastructure public space sites. Focus efforts on incrementally developing a network of floodwater parks, designed to divert and drain floodwaters away from the surrounding neighborhood, while serving as passive, educational parks sites during non-flood times.

Policy 5A.1.9

Develop multi-factor site selection criteria and process parameters for future acquisitions of RL properties, mindful of priority areas (e.g., number of septic systems impacted, etc.) and strategies identified in the 2020 Stormwater Parks report as well as of the equitable distribution of parks. Future floodwater park facilities shall be developed with greatest possible sensitivity to, and engagement of, park neighbors.

Policy 5A.1.10

Add the intent to create floodwater parks to the City's Hazard Mitigation plans to substantiate funding requests and submit the creation of these parks for credit under the CRS rating system.

Policy 5A.1.11

Add each new floodwater park to the City's park, open space and recreational facilities inventory.

Policy 5A.1.12

Continue to use the Hurricane Vulnerability Zone (HVZ) as defined in Florida Statutes Chapter 163, to identify the areas requiring evacuation during a Category



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3 hurricane event and the area identified as Storm Surge Evacuation Zone B by the Miami-Dade County Office of Emergency Management.

Policy 5A.1.13

Within the City, the Coastal Planning Area, also known as the Hurricane Vulnerability Zone (HVZ) shall be defined as the land east of Biscayne Boulevard, continuing to the easternmost boundary of the City which extends into the waters of Biscayne Bay (as depicted in the map in Appendix C).

Policy 5A.1.14

Within the City, the Coastal High-Hazard Area, shall be defined as 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, as described in Florida Statutes 163.3178(2)(h) (as depicted in the Coastal High Hazard Area Map at the end of this element).

Policy 5A.1.15

Based upon modeling of current and future sea level rise, using the NOAA Sea Level Rise Bathtub Inundation Methodology, the City of North Miami shall identify potential adverse impacts and regularly monitor and reduce or mitigate, as appropriate, existing, pending and proposed development that may be at risk in areas vulnerable to these impacts.

Hazard Mitigation

Objective 5A.2

The City shall implement programs and policies in conjunction with Miami-Dade County to protect residents and business from disasters and mitigate hazards.

Policy 5A.2.1

Implement the post-disaster programs and procedures outlined in the City's Hurricane Manual, as amended from time to time, and the County's Hurricane Procedures, as amended from time to time, to identify immediate actions necessary to protect the health, welfare, and safety of its residents.

Policy 5A.2.2

As part of on-going monitoring and updating procedures, ensure that all applicable provisions of the hazard mitigation annex of the Miami-Dade County Emergency Operations Plan, and the Miami-Dade County Local Mitigation Strategy (LMS), as may be updated from time to time, are incorporated and/or addressed in local hazard mitigation procedures.



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Policy 5A.2.3

Monitor and evaluate problems and life-threatening situations resulting from natural disaster occurrences and take the appropriate steps to ensure that the potential for such problems and situations is minimized in the future.

Policy 5A.2.4

Implement the provisions included in the latest Local Mitigation Strategy (2020) to provide for debris clearance as well as immediate repair and replacement of public infrastructure required to protect public health and safety.

Policy 5A.2.5

Continue to implement the initiatives and projects listed in the latest Local Mitigation Strategy (2020), including both countywide initiatives and the following proposed hazard mitigation projects located in North Miami:

1. Flood Prevention and Mitigation: Basin 13
2. Non-critical Facilities Hazard Mitigation
3. Surge Resistance and Flood Mitigation at Keystone Point and Sans Souci
4. Sanitary Sewer Backup: Generators
5. Safeguarding Availability of Potable Water
6. Emergency Portable Stormwater Pumps
7. Gravity Sewer Systems Improvements: Groundwater Infiltration Reduction
8. Emergency Power: Water and Sewer Utility Operations Center
9. Utility Operation Center
10. Replacement Generator for Police Station
11. Correct Water Infiltration at City Hall (EOC) Basement
12. Replacement of U.P.S. for Police Station

Policy 5A.2.6

Continue to participate in the National Incident Management System (NIMS), which is especially beneficial to local governments as a comprehensive and consistent approach to emergency management at all jurisdictional levels and across all functional emergency management disciplines.

Policy 5A.2.7

Adopt NIMS through executive order, proclamation, resolution, or legislation as the City's official all-hazards incident response system for all government departments and agencies, and promote NIMS adoption and use by associations, utilities, non-governmental organizations and the private sector.

Policy 5A.2.8

The City's Marine Patrol shall continue to patrol the waterways of the greater North Miami marine area and shall increase enforcement of natural resource laws and regulations, as well as the Department of Homeland Security initiatives.



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Policy 5A.2.9

Encourage the resilience “hardening” of homes through the City's Housing Rehabilitation Program to strengthen homes against hurricanes, sea level rise, and other natural hazards and to reduce hurricane damage exposure in the City.

Policy 5A.2.10

Promote and educate the public on strengthening their structures against natural disasters by promoting the hardening of structures in accordance with the Florida Comprehensive Hurricane Damage Mitigation Program (My Safe Florida Home).

Policy 5A.2.11

Continue to participate in the Southeast Florida Regional Climate Change Compact, and evaluate the feasibility of involvement in the following:

- a) Participation with the South Florida Regional Council on future sea level rise vulnerability prediction modeling.
- b) Adoption of the Southeast Florida Regional Climate Change Compact Regional Climate Action Plan locally relevant recommended adaptation strategies and engineering solutions, as may be updated from time to time, to eliminate inappropriate and unsafe development as a consequence of current and future flood hazards.

Policy 5A.2.12

Consider collaboration with public and private stakeholders, including the owners of property, facilities, and infrastructure within the Coastal Planning Area, to identify vulnerable assets and to provide an effective and economically fair strategy to repair, replace, modify to withstand impacts, and relocate these assets as may be necessary to minimize potential adverse flood-related impacts.

Coastal Area Hurricane Evacuation

Objective 5A.3

The review and approval of all plans for future development within the Coastal Planning Area shall consider the impacts of development on hurricane evacuation times to maintain or reduce hurricane evacuation times.

Potential Performance Indicators:

- Maintenance or reduction of hurricane evacuation times within the City's Coastal Planning Area.



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Policy 5A.3.1

Review of development proposals within the Coastal Planning Area shall consider vehicular accessibility and internal circulation patterns to minimize the time required to evacuate the Coastal Planning Area.

Policy 5A.3.2

Direct high-density population concentrations away from the Coastal Planning Area and provide incentives to encourage and promote development within the City's central core.

Policy 5A.3.3

Explore the long-term implications of potential climate-driven displacement and/or eventual retreat of population and built assets from high-risk areas. Consider and compare strategies and funding sources that could be used to incentivize a preventive voluntary retreat approach and the complex issues involved in a potential managed retreat approach.

Policy 5A.3.4

Relieve deficiencies identified in the hurricane evacuation analysis and by integrating regional and local preparation and evacuation procedures into the City's hazard mitigation measures, with special attention to serving the needs of the community's most vulnerable residents.

Policy 5A.3.5

Explore the establishment of a network of equitably distributed "resilience hubs" (physical shelters and resource centers) to be used during extreme weather events and storm/disaster conditions.

Post-Disaster Redevelopment

Objective 5A.4

Prepare post-disaster redevelopment plans in the Coastal Planning Area to reduce or eliminate the exposure of human life and public and private property to natural hazards and climate change.

Policy 5A.4.1

Prepare and implement a post-disaster redevelopment plan addressing public safety, land use, infrastructure, and public investment concerns; procedures needed to protect the public health and safety and immediate and long-term cleanup and repair activities; as well as the removal, relocation, or structural modification of damaged infrastructure and unsafe structures.



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Policy 5A.4.2

Regularly review and incorporate, as appropriate, recommendations found in interagency hazard mitigation reports into the comprehensive plan and post-disaster redevelopment plan.

Policy 5A.4.3

Limit development and redevelopment in areas known to suffer repeated damage during hurricane and other natural disaster events.

GOAL 5B

Protect existing public water dependent and water related uses.

Public Access to Shoreline

Objective 5B.1

The City shall proactively work to increase public access to beaches or shorelines consistent with public needs.

Potential Performance Indicators:

- Increase in the number of public access points to beaches or shorelines.

Policy 5B.1.1

Continue to enhance access to the 12-acre Arch Creek East Environmental Preserve public shoreline.

Policy 5B.1.2

Preserve and enhance public access to the spoil islands located in Biscayne Bay which are located within North Miami boundaries.

Policy 5B.1.3

Provide multimodal transportation, vehicular and bicycle parking facilities, and enhanced wheelchair access to local beach and shoreline areas.

Provide for Water-Dependent Uses

Objective 5B.2

The review and approval of all plans for future development within the coastal area shall consider the need for the placement of water-dependent uses and prioritize shoreline uses.

Policy 5B.2.1

Monitor and, as necessary, update the adopted regulatory processes, to ensure that water-dependent and related uses are compatible with adjacent land uses and accessible to upland support services, taking into consideration the protective status of private ownership, compatibility with established



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hurricane procedures, and sensitivity to environmental constraints.

Policy 5B.2.2

Establish priorities for siting water-dependent and water-related land uses.

Policy 5B.2.3

Ensure that the Land Development Regulations (LDRs) contain appropriate, effective shoreline development performance which reflect currently projected flood and storm surge risk.

Policy 5B.2.4

Ensure that marina siting criteria addresses existing protective status of ownership, hurricane contingency planning, protection of water quality, water depth, availability of upland support services, land use compatibility, environmental disruptions and mitigation actions, availability for public use, and economic need and feasibility.

GOAL 5C

Protect, preserve and maintain the natural resources within the coastal area and restrict development activities that would damage or destroy coastal resources.

Protect Coastal Natural Resources

Objective 5C.1

The City shall coordinate closely with the Biscayne Bay Management Committee, the Miami-Dade County Department of Environmental Resource Management (DERM), and other appropriate regulatory agencies to maintain or improve estuarine environmental quality, and protect, conserve, and enhance coastal resources including coastal wetlands, living marine resources, and wildlife habitats.

Policy 5C.1.1

Actively participate in the Miami-Dade County Shoreline Development Review Committee, to ensure that future development and activities in the City do not negatively impact the identified estuarine systems.

Policy 5C.1.2

Continue to restore those natural resources within the Coastal Planning Area disturbed by activities undertaken by the City, as may be required by law.

Policy 5C.1.3

Use the City's regulatory processes to limit specific and cumulative impacts of development or redevelopment upon wetlands water quality, water quantity, surface water runoff, and exposure to natural hazards, wildlife habitat, and living marine resources.



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Policy 5C.1.4

Develop programs to identify, protect, preserve, and establish performance standards for the development and sensitive reuse of historic resources located within the Coastal Planning Area.

Policy 5C.1.5

Continue to participate in the National Pollution Discharge Elimination System (NPDES) and the Total Maximum Daily Loads (TMDL) programs.

Policy 5C.1.6

Adopt and periodically update construction standards consistent with the DERM and the Army Corps of Engineers to minimize the impacts of man-made structures on beach or dune systems and encourage resilient green infrastructure development as it becomes more necessary for mangrove protection, dune enhancement, and to supplement seawall protection.

Policy 5C.1.7

Continue to protect the natural habitat found in the area known as Arch Creek East Environmental Preserve, 12 acres of City-owned bayfront property containing regionally significant and environmentally important natural communities such as mangrove tidal swamps and wildlife habitats.

Policy 5C.1.8

Enforce the Code of Ordinances' provision prohibiting dumping or solid waste deposits in certain protected areas.

Policy 5C.1.9

Update and strengthen, as needed, landscaping requirements in the Land Development Regulations that restrict certain invasive non-native plants and species to protect existing native natural resources.

GOAL 5D

The City shall limit future infrastructure improvements and other public expenditures in areas vulnerable to destruction by natural disasters.

Coastal Planning Area of Service

Objective 5D.1

Level of service standards, areas of service, and the phasing of infrastructure will be developed for the Coastal Planning Area.

Policy 5D.1.1

All infrastructure improvements needed to serve future developments in the Coastal Planning Area shall be in place prior to the issuance of the necessary



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development orders, approvals or permit(s), in order to maintain adopted levels of service.

Policy 5D.1.2

Development in the Coastal Planning Area shall be limited to uses which have historically proven to be less vulnerable to storm damage.

Policy 5D.1.3

Ensure the availability of required infrastructure to serve the development or redevelopment in the Coastal Planning Area at the densities proposed by the future land use plan, consistent with coastal resource protection and safe evacuation. The funding for such infrastructure shall be phased as to coincide with the demands generated by development or redevelopment.

Coastal Planning Area / Hurricane Vulnerability Zone Improvements

Objective 5D.2

The location of future infrastructure improvements in designated Coastal Planning Area shall minimize public expenditures that subsidize development except for the restoration or enhancement of natural resources.

Policy 5D.2.1

Monitor storm activities which threaten or cause damage to existing structures and facilities, so that the vulnerability of such can be assessed, and the potential for the identification and designation of potential hurricane vulnerability zones can be evaluated.

Policy 5D.2.2

The development or redevelopment of unsafe, vulnerable, and/or inappropriately located uses shall not be undertaken in designated hurricane vulnerability zones, unless the proper measures have been taken to ensure the safety and soundness of such uses, in accordance with existing law.

Adaptation Action Areas

Objective 5D.3

The City shall evaluate areas of coastal hazard and vulnerable to the impacts of sea level rise for optional designation as adaptation action areas for the purpose of prioritizing funding for infrastructure and adaptation planning, as defined in accordance with the Community Planning Act (CPA).

Potential Performance Indicators:

- Overlay zones/districts established for special adaptation action areas.
- New resolutions, executive orders and memoranda of



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understanding/agreement regarding future plans for areas that meet the adaptation action area criteria.

- Amount of funding secured for land acquisition programs.
- Acres of land secured in conservation easements.

Policy 5D.3.1

Consider policies within the coastal management element that improves resilience to coastal flooding to areas that may include: areas below, at, or near mean higher high water; areas which have a hydrological connection to coastal waters; or areas designated as evacuation zones for storm surge (F.S., 163.3164 and 163.3177(6)(g)).

Policy 5D.3.2

The City's Sustainability Administrator shall monitor the Florida Department of Economic Opportunity's (DEO) "Community Resiliency Initiative: Planning for Sea Level Rise," as well as other State and Federal planning resources, as part of the City's efforts to establish effective strategies to plan for and adapt to sea level rise.

Policy 5D.3.3

The City's Sustainability Administrator shall monitor planning guidance, modeling and vulnerability analysis methodologies, effective modes for communicating sea level rise risks, and continually request technical assistance to support sea level rise adaptation policies from the State of Florida, South Florida Regional Planning Council, Miami-Dade County and the Southeast Florida Regional Compact.

Policy 5D.3.4

The City's Sustainability Administrator shall coordinate with the Southeast Florida Regional Compact for needed support in data and analysis regarding sea level rise vulnerability for the City of North Miami.

GOAL 5E

The City shall regulate that all new development, redevelopment, investment in public utilities, and infrastructure be built in a way to reduce flood risk in the coastal areas resulting from high-tide events, storm surge, flash floods, stormwater runoff, and related impacts of sea level rise and to reduce losses due to flood related claims made under flood insurance policies issued in the State.

Peril of Flood

Objective 5E.1.1

Consistent with the Peril of Flood requirements of Section 163.3178(2)(f)(4) F.S., the City shall ensure that construction within the floodplain, especially coastal construction, meet or exceed the minimum requirements of the City's Floodplain Damage Prevention Ordinance as codified in Chapter 8.5 of the City's Code of



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Ordinance, of the Florida Building Code, of the Floodplain Management Plan, and of the Chapter 161, F.S., as amended.

Potential Performance Indicators:

- Number of hazard mitigation initiatives implemented as listed in the Floodplain Management Plan, Miami-Dade County Local Mitigation Strategy, and the Coastal Management and Climate Change Elements.
- Number of NFIP information community workshops held.
- Number of miles of roads and/or number of bridges elevated above the base flood elevation.
- Publication of a Low Impact Development (LID) design standard manual.
- Number and scope of projects designed/built applying LID principles and techniques.
- Completion of a city-wide vulnerability assessment.
- Mapping and establishment of Adaption Action Areas Plan.
- Number of capital/public asset projects protected from vulnerability to sea level rise through the application of flood resistant design/construction/reconstruction approaches, modification in place (e.g., elevation, hardening) and/or strategic retreat/relocation.

Policy 5E.1.2

Development and redevelopment plans and proposals in the coastal storm area shall be reviewed for compliance with the goals, objectives and policies of the Comprehensive Plan and other appropriate plans and references including, the Chapter 8.5 Flood Protection Ordinance, the City's National Flood Insurance Policy (NFIP) Community Rating System (CRS) Program, and Floodplain Management Plan.

Policy 5E.1.3

New construction and redevelopment shall be developed with the flood-resistant construction requirements in the Florida Building Code and applicable floodplain management regulations set forth in 44 C.F.R. part 60, Chapter 8.5 Flood Protection ordinance, and the Floodplain Management Plan. Whenever there is a conflict in information the more stringent controls shall continue to be applied to development and redevelopment in the coastal storm area.

Policy 5E.1.4

By 2025, explore the feasibility of requiring rather than encouraging the use of Low Impact Development (LID) site design methods for new development, redevelopment, additions and retrofits, and modifications to properties in the coastal storm area. LID design standards provide for site design, engineering, and stormwater management designs and retrofits that reduce runoff, mitigate flood impacts, and provide for the on-site absorption, capture, and reuse of rainwater, and encourage or require the increased use of "green" stormwater management treatments, native/Florida-friendly landscape material, porous paving materials, and the preservation and restoration of natural drainage characteristics.



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Policy 5E.1.5

Implement and evaluate the hazard mitigation efforts listed in the Floodplain Management Plan, Miami-Dade County Local Mitigation Strategy, and the Coastal Management and Climate Change Elements of this Comprehensive Plan, in order to reduce flood risk resulting from high-tide events, storm surge, flash flood, stormwater runoff, and the related impacts of sea level rise.

Policy 5E.1.6

Continue to monitor and coordinate with the Miami-Dade County Local Mitigation Strategic Work Group and evaluate the feasibility of incorporating recommendations from that initiative and other intergovernmental hazard planning initiatives into the City of North Miami Comprehensive Plan and Land Development Regulations

Policy 5E.1.7

Continue to apply building code and land development regulation requirements to ensure noncompliant structures are brought into conformance with FEMA flood elevation standards or will be flood-proofed consistent with FEMA standards.

Policy 5E.1.8

Continue to educate the public on flood risks, as well as mitigation strategies and available programs to reduce flood hazards and improve the City's Floodplain Community Rating System (CRS) score, which will allow for decreased flood insurance premiums.

Policy 5E.1.9

Continue to prepare and disseminate communications and conduct NFIP community workshops to provide information regarding the benefits of acquiring flood insurance.

Policy 5E.1.10

Continue to update, maintain, and make available for public review flood risk maps and related information indicating risks associated with high tide events, storm surge, flash flood, stormwater runoff, and related impacts of sea level rise.

Policy 5E.1.11

Continue to make Flood Elevation Certificates available for public review.

Policy 5E.1.12

Integrate the practice of adapting the built environment to address impacts of sea level rise into the City's planning process and in its coordination with partner agencies.

Policy 5E.1.13

Consider the anticipated impacts of storm surge and sea level rise in the



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implementation and administration of the City's Comprehensive Plan, building and life-safety codes, capital improvement plans, emergency management plans, land development codes, water resource and stormwater management plans, coastal management plans, and economic development programs.

Policy 5E.1.14

Collaborate with local, state, and federal entities in the continued assessment of vulnerabilities and the development of mitigation and adaptation strategies to address the impacts of sea level rise.

Policy 5E.1.15

By 2024, designate and map Adaptation Action Area(s) identifying locations vulnerable to the impacts of sea level rise, include Adaptation Action Area mapping in the Future Land Use Plan map series, and define policies and strategies applicable to development, redevelopment, historic preservation, and investment in public facilities, infrastructure, and utilities addressing long term impacts.

Policy 5E.1.16

Identify and implement adaptation policies to increase community awareness and evaluate the impacts of requiring elevated finished floors, particularly regarding historic structures, additional freeboard, and wet/dry flood proofing in areas outside designated flood plains but within the designated Adaptation Action Area(s).

Policy 5E.1.17

Work with local, state and regional partners to identify funding sources to support adaptation projects located within Adaptation Action Areas.

Policy 5E.1.18

Following the mapping of Adaptation Action Areas, regularly assess and reevaluate to ensure policies and strategies address known and anticipated risks associated with sea level rise. Activities shall include acquisition of necessary modeling data and programs to update the Adaptation Action Area map(s) in the City's Future Land Use Plan map series.

Policy 5E.1.19

When constructing or reconstructing utilities or infrastructure, complete evaluations to assess vulnerability and resilience to sea level rise and identify cost-effective strategies to ensure resilience.

Policy 5E.1.20

By 2025, complete inventory and assess public facilities, infrastructure, and utilities at risk from the impacts of sea level rise. Analyze the vulnerability of public facilities and infrastructure, including but not limited to public buildings and facilities, such as municipal buildings, police and fire stations; water and water reclamation



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facilities, transmission lines and pumping stations; stormwater systems; roads and bridges; and other transportation and transit infrastructure.

Policy 5E.1.21

Based on the outcomes of the sea level rise vulnerability assessment continue to identify and evaluate strategies to protect public assets from the impacts of sea level rise, including but not limited construction, reconstruction, modification in place (e.g., elevation, hardening) and/or strategic retreat/relocation opportunities to maximize the effective life span of such public investments. Update the assessment every five (5) years.

Policy 5E.1.22

Evaluate and consider the costs and benefits of adaptation alternatives in the location and design of new infrastructure and the fortification or retrofitting of existing infrastructure.

Policy 5E.1.23

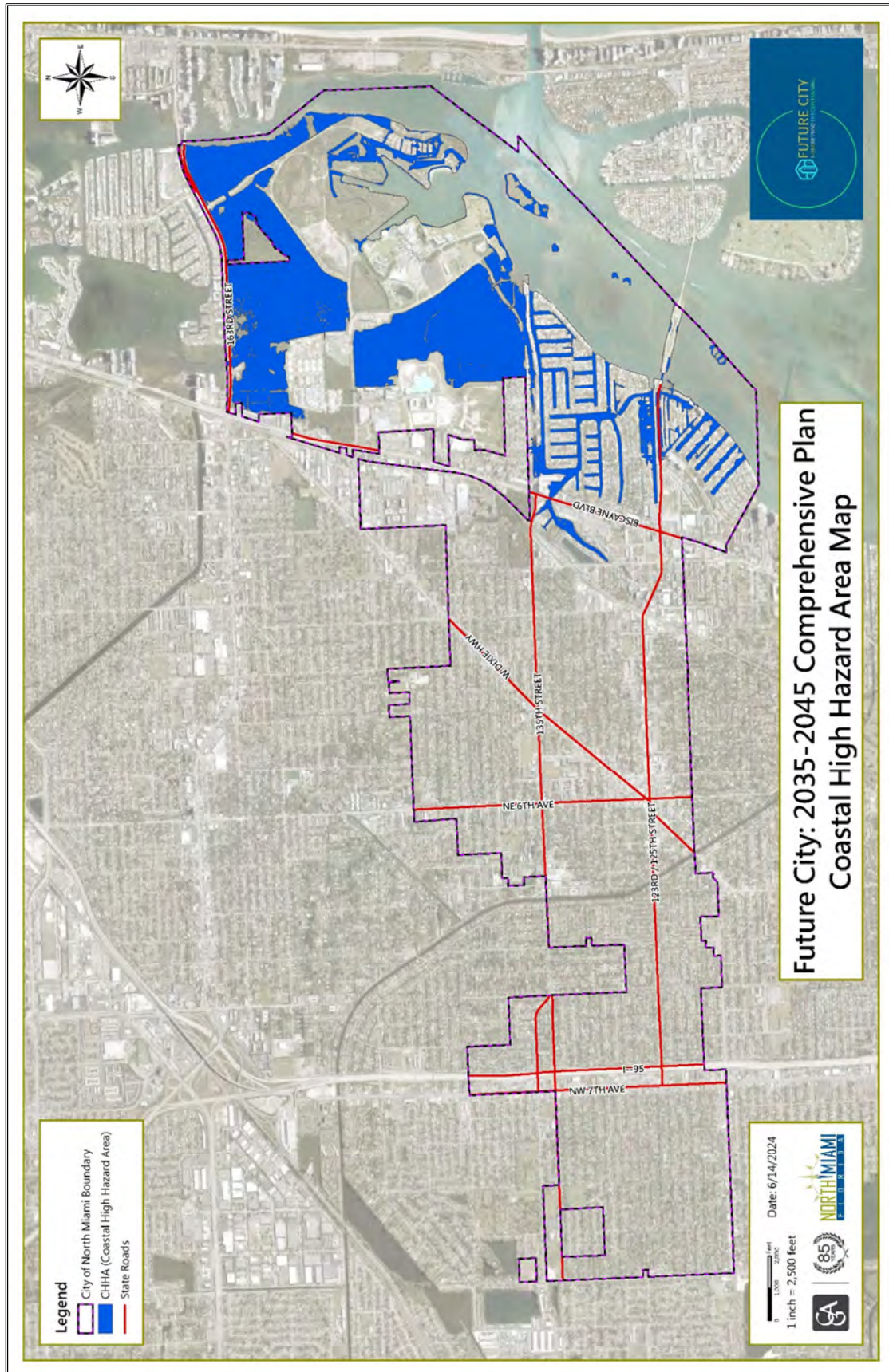
Evaluate the feasibility of elevating roads and bridges above the base flood elevation to maintain dry access. In situations where flood waters tend to wash roads out, construction, reconstruction, or repair can include not only attention to drainage, but also stabilization or armoring of vulnerable shoulders or embankments.

Policy 5E.1.24

By 2025, expand upon existing emergency management communication efforts and initiate a program to coordinate resilience and adaptation initiatives with the owners of private utilities, hospitals and clinics, nursing homes and assisted living facilities, and other privately-operated facilities in locations identified as vulnerable to impact from sea level rise.



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2035-2045 Comprehensive Plan

Volume I: Goals, Objectives, and Policies

6. Conservation Element



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6. Conservation Element

GOAL 6A

Implement programs and activities to protect the atmosphere and conserve the City's air quality.

Air and Atmosphere Protection in the Transportation Sector

Objective 6A.1

The City of North Miami shall reduce community-wide greenhouse gas emissions 50% by 2030 (consistent with Miami-Dade County), achieve net zero emissions by 2050, and protect North Miami's air quality from pollution, by supporting an overall shift in North Miami's transportation system away from fossil fuel dependence and towards a complete transportation system that is energy efficient and relies on renewable fuels.

Potential Performance Indicators:

- Concentration of air pollutants (fine particulates, NO₂, etc.)
- Number of vehicles in municipal fleet converted to Electric Vehicle or alternative
- Miles of street network converted to complete (multimodal) streets

Policy 6A.1.1

Convert the municipal fleet to electric vehicles or other alternatively fueled vehicles.

Policy 6A.1.2

Enable and foster community-wide electric vehicle infrastructure, use of alternative fuels, and transit use community-wide to reduce emissions and pollution caused by the burning of fossil fuels and to maintain air quality.

Air and Atmosphere Protection through Land Use Regulations and Intergovernmental Coordination

Objective 6A.2

Reduce greenhouse gas (GHG) emissions and protect air quality through the Land Use Regulations and through coordinated intergovernmental action to promote regional land use efficiency and sustainable development, transportation and infrastructure development.

Potential Performance Metrics:

- GHG emissions index



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- Number and acreage of infill mixed-use or redevelopment projects (region-wide perspective)

Policy 6A.2.1

Coordinate with County and State agencies to ensure maintenance of federal air quality standards in order to protect and improve air quality within the City of North Miami.

Policy 6A.2.2

Coordinate with the South Florida Regional Planning Council (SFRPC) regarding the Strategic Regional Policy Plan (Policy 3.7) to improve air quality through a reduction of transportation- and electrical power generation-related impacts.

Policy 6A.2.3

Continue to encourage land use patterns and types of development, including infill, redevelopment and mixed-use projects, which reduce dependence on the automobile by making transit and non-motorized transportation modes viable mobility options.

Policy 6A.2.4

Actively participate in meetings of the South Florida Regional Planning Council regarding the Strategic Regional Policy Plan and the Department of Energy Clean Cities Coalition Network, as appropriate, to keep abreast of policies, best practices, and opportunities in diversified fuel options, infrastructure for charging electric.

GOAL 6B

Implement programs and activities to protect, conserve and improve the quality of the City's water and wetland resources.

Water and Wetland Protection through Permitting

Objective 6B.1

Through the permitting process, the City shall continue to preserve and maintain identified wetlands, hydrology, and water quality from the impacts of new development or redevelopment and facilitate the designation of conservation or environmental reserve zones for areas such as outlying islands.

Policy 6B.1.1

The City shall deny permit applications for new development or redevelopment projects which may adversely impact existing wetlands, hydrology and water



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quality or quantity until satisfactory mitigation and protection measures are performance bonded by the developer.

Policy 6B.1.2

Visual inspections of drainage outfalls will be conducted periodically by the City as part of the National Pollution Discharge Elimination System (NPDES). The City shall coordinate and cooperate with Miami-Dade County on the enforcement of relevant environmental regulations.

Policy 6B.1.3

Through the permit process, the City shall require development or redevelopment along Biscayne Bay to dispose of stormwater via French drains or other filtration techniques.

Policy 6B.1.4

Proposals to establish or site lawfully permitted land uses within the shoreline, including but not limited to, new marinas, shall be reviewed by the City, and other appropriate county, state, and/or federal agencies to ensure said uses are sensitive to the environment, designed for climate resilience as per the City's green building standards, will not degrade natural resources, and to the extent applicable, comply with Chapter 33-D of the Miami-Dade County Code (Ord. #81-19) entitled Biscayne Bay Management.

Policy 6B.1.5

Establish minimum standards for water quality and service performance for water bodies through the environmental assessment process.

Policy 6B.1.6

Amend the LDRs to require development proposals to document, minimize and/or mitigate, as necessary, potential impacts on the ecological health and hydrological function of existing water bodies (natural or manmade).

Water and Wetland Protection through Inter-Governmental Coordination

Objective 6B.2

Through inter-governmental coordination, the City shall continue to protect and preserve identified wetlands, hydrological features, with special attention to the cross-jurisdictional nature of the historic Arch Creek slough, and water quality as well as quantity from the impacts of new development or redevelopment.

Potential Performance Indicators:

- Acreage of wetlands protected



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Policy 6B.2.1

Closely coordinate with county and state agencies responsible for maintaining and promoting wetland protection, and water quality and quantity in the area.

Policy 6B.2.2

Coordinate with the Miami-Dade Water and Sewer Department and the South Florida Water Management District to conserve potable water resources during periods of low rainfall and droughts.

Policy 6B.2.3

In conformance with the Biscayne Bay Aquatic Preserve Management Plan, monitor the shoreline for excessive trash accumulation, and contact the County, which is responsible for removal.

Policy 6B.2.4

Continue to provide resident and business education programs regarding the polluting effect on the Bay and other natural bodies of water in the City, of run-off containing grass clippings, lawn fertilizers, and other pollutants, and techniques available to residents to help mitigate this problem. In addition, the City shall continue to coordinate with the SFRPC's Strategic Regional Policy Plan (Policy 14.14 and 14.17) to educate the public.

Wellfield Protection

Objective 6B.3

Continue enforcing Miami-Dade County's Wellfield Protection Ordinance, which prohibits certain land uses within the cone of influence of potable water supply.

Policy 6B.3.1

Restrict local issuance of land development approvals, Business Tax Receipts and building permits for land located within the cone of influence of potable water supply to those uses permitted by Miami-Dade County.

Water Conservation

Objective 6B.4

Continue to implement programs and activities which result in the conservation of potable water resources in North Miami and their service area.

Potential Performance Indicators:

- Decrease in per capita consumption relative to water conservation goals (at or below 145 pgcd)



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- Decrease in the volume (%) of unaccounted water
- Increase in water reuse

Policy 6B.4.1

Continue to utilize measures such as those outlined in the South Florida Water Management District's Model Water Shortage Ordinance and the Florida Department of Environmental Protection's Florida Water Conservation Initiative to reduce water usage.

Policy 6B.4.2

To maintain consistency with the SFRPC regarding the Strategic Regional Policy Plan (Policy 7.14), as may be amended from time to time, enforce and adjust as necessary the following adopted water conservation measures:

1. Select landscape materials from the City's Florida friendly Plant List which recommends landscaping methods that maximize the conservation of water through the use of xeriscaping and other site-appropriate plants, mulching, and efficient watering systems;
2. Utilize native plant material as a first priority in landscaping;
3. Implement a water conservation public education program; The City of North Miami participates in the "Drop Savers" contest where City of North Miami students K-12 are encouraged to create a poster depicting a water conservation idea, in slogan form, drawing form, or both
4. Continue the leak detection and repair program for public water supply systems. Accelerate the program to ensure the City's projected growth can be adequately accommodated and allocate sufficient funding through the capital improvement program;
5. Adopt and periodically adjust a water conservation-based rate structure by utilities to incentivize users that reduce demand;
6. Implement water loss prevention programs including leakage prevention and management, meter accuracy testing and enforcement against unauthorized consumption of water, and training and education for awareness of efficient water management techniques.
7. Adopt an high-efficiency fixtures ordinance;
8. Consistency with the County's year-round irrigation hours restrictions;
9. Utilize reuse water wherever and whenever possible based upon the ecological and technical factors involved, and analysis of reclaimed water feasibility by potable water supply utilities.
10. Encourage green building design and techniques.
11. Continue the City's Commercial Restaurant Spray Valve Exchange Program providing low-flow restaurant pre-rinse valves to local restaurants, and cafeterias in exchange for their old water-wasting spray valves to reduce their water consumption; and,
12. Implement a water conservation public education program.



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Policy 6B.4.3

Continue to encourage the use of high efficiency toilets, showerheads, faucets, clothes washers and dishwashers that are Energy Star rated and WaterSense certified in all retrofitted residential and commercial projects; and continue the showerhead and restaurant spray valve exchange programs, exploring ways to increase their utilization by community members.

Policy 6B.4.4

Continue to require the use of high efficiency toilets, showerheads, faucets, clothes washers and dishwashers that are Energy Star rated and WaterSense certified in all new residential and commercial projects.

Policy 6B.4.5

Continue to require the use of Florida Friendly Landscape guidelines and principals; 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 6B.4.6

Continue to 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 6B.4.7

Continue to submit a water conservation plan to the County as required by the Miami-Dade County Code, Section 32-83.1. Said Plan shall be updated for the County's approval every five (5) years following initial submittal, and Conserve Florida Guide generated reports shall be filed annually at the close of the fiscal year.

Policy 6B.4.8

Continue to assist Miami-Dade County in the enforcement of Section 32-8.2 of the Code of Miami-Dade County relating to permanent landscape irrigation restrictions.

Policy 6B.4.9

Continue education programs related to water conservation. These programs include brochures and mailings, presentations to homeowners associations and presentations at public schools located within the City's water service area.

Policy 6B.4.10

Continue to explore water reuse opportunities with the SFWMD, WASD and North Miami Beach. Consider expanding the possible water reuse methodologies among the green building project options in the LDRs to include on-site water recycling for potable water supply as well as for irrigation (non-potable).



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Policy 6B.4.11

Continue to expand and adequately fund the City's water leak detection and repair program.

Policy 6B.4.12

Adopt conservation measures by ordinance in conformance with the SFWMD's Mandatory Year-Round Landscape Irrigation Measures Conservation Measures (as detailed in 40E-24, Florida Administrative Code). Specifically, the City ordinance shall prohibit landscape irrigation during those periods of the day when irrigation efficiency significantly decreases, and limit landscape irrigation water use to two days per week. The City Ordinance shall further encourage users to apply no more than 3/4-inch to 1-inch of water per week on their lawns and landscapes and only as needed to supplement rainfall.

Policy 6B.4.13

Work with Miami-Dade County to promote and enforce the County's ordinance relating to the regulation of fertilizer use on urban landscapes (Ord. No. 21-26).

GOAL 6C

To protect, conserve, and increase the tree canopy and native vegetation in the City for the multiple functions of creating shade, aiding groundwater recharge, improving air quality, beautifying the City, and supporting local wildlife habitat, among others.

Tree Canopy

Objective 6C.1

Continue to protect trees and the tree canopy in the City from attrition, abuse and mishandling through the use of the land development code and enforce standards through code compliance.

Potential Performance Indicators:

- Increase in the overall number of trees
- Increase in the percent of tree coverage
- Increase in the overall percent (%) of native trees
- Quality/maintenance of trees/street trees

Policy 6C.1.1

The City will protect the overall tree canopy in the City by routinely maintaining records of tree removal and planting in the City and identifying locations to concentrate new tree planting:

- Within the next 1-3 years, conduct a 5-year baseline tree inventory and assessment study as part of a North Miami Tree Master Plan to determine the



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percentage of tree coverage within the City, identify gap areas, and recommend strategies for protection, preservation, re-vegetation, etc., as follows:

- Year 1: district 1 tree inventory and targeted planting
- Year 2: District 2 tree inventory and targeted planting
- Year 3: District 3 tree inventory and targeted planting
- Year 4: District 4 tree inventory and targeted planting
- Year 5: Canopy assessment and Tree Master Plan update.
- Following the completion of the Master Plan, maintain and update the tree count and condition database annually to determine the increase or decrease of trees (particularly native trees)
- Implement strategies recommended in the Tree Master Plan, with priority given to adding tree canopy in underserved locations and/or where continuous canopy would be beneficial to pedestrians and/or wildlife.
- Repeat a full inventory of tree count and condition once every five (5) years.

Policy 6C.1.2

Continue to coordinate with the SFRPC regarding the Strategic Regional Policy Plan (Policy 14.14) to increase public awareness and continue to support programs communicating the importance of maintaining and enhancing the tree canopy and other native vegetation and the role of the individual resident, and the legal responsibility as per local code, to protect trees and bioswales in the public right-of-way from harm, while addressing residents' concerns about leaf litter and the impact of trees on available parking in neighborhoods.

Policy 6C.1.3

Continue to coordinate with the SFRPC regarding the Strategic Regional Policy Plan (Policy 14.17) to educate property owners about the environmental benefits of landscaping with native plants.

Policy 6C.1.4

Proactively remove prohibited plants from all City-owned property.

Policy 6C.1.5

Prohibit the sale, planting or propagation of prohibited plants within the City. If existing on a site to be developed or redeveloped, such plants shall be removed prior to development. Certain other exotic plant species (documented by the Florida Exotic Pest Plant Council, the Miami-Dade County Park and Recreation Department's Natural Area's Management Program and the Miami-Dade County Department of Environmental Resources Management to be invasive pests in natural areas) may not be planted within 500 feet of the native plant communities that they are known to invade.

The species referenced in this policy refer to the County's list of Prohibited Species and other species designated by the City of North Miami, as may be updated from time to time.



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Policy 6C.1.6

Continue to coordinate with the SFRPC regarding the Strategic Regional Policy Plan (Policy 14.10) to encourage local governments to utilize pervious areas in public rights-of-way as opportunities to re-establish native vegetation, particularly in residential swales.

Policy 6C.1.7

Continue to restrict activities known to adversely affect the survival of endangered and threatened native wildlife and vegetation, especially as pertains to impacts of new development on native vegetative communities, as governed by the land development regulations.

Street Tree Management

Objective 6C.2

To foster healthy and plentiful street trees in the City to mitigate urban environmental problems such as; poor air quality, increased temperature from urban heat island effects, and storm water runoff. In the next 1-3 years, the City should create a North Miami Tree Master Plan which assesses and sets objectives for the City's street tree network and builds on the regular, five-year street tree inventories and street tree management plans.

Policy 6C.2.1

Plant street trees in high traffic areas to help clean air by absorbing airborne pollutants (as well as help calm traffic speeds).

Policy 6C.2.2

Provide continuing education and training for City and utility tree maintenance staff, to ensure proper maintenance of public trees and the public swales where they are often located, so that they will remain in good health and reduce replacement costs.

Policy 6C.2.3

Use an environmental design control approach to the greening of streets and leafing out of neighborhoods, by strategically planting street trees to help curb lawless activity, increase community attractiveness, increase real estate values, conserve energy by shading buildings from the sun, and keep areas throughout the city cooler, especially during summer months.

Policy 6C.2.4

Routinely identify, assess and prioritize possible planting site locations on public and private land community-wide, especially gaps in tree coverage identified through the tree count and condition study.



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Policy 6C.2.5

Conduct workshops in each district with public residents and elected officials to address tree planting goals and needs for each community.

Policy 6C.2.6

Assess and promote tree species diversity needs in areas around the City to promote urban forest resilience, support a variety of wildlife, and enhance the range of benefits that biodiversity provides.

Policy 6C.2.7

Promote appropriate species of understory trees for planting along Utility corridors.

Policy 6C.2.8

Promote street tree benefits and care tips to residents (via community website, newsletter, water bill insert).

Policy 6C.2.9

Expand tree planting campaigns and programs in the City, including Adopt-a-Tree and Neat Streets, to encourage resident participation and support.

Policy 6C.2.10

Use all funds donated to the City's tree mitigation fund towards purchasing native trees.

Policy 6C.2.11

Protect and conserve those areas known to contain plant species listed in the Regulated Plant Index for protection by the Florida Department of Agriculture and Consumer Service. The City shall use the future land use designations and the LDRs (through the site plan review process) to provide for the protection of the following on both private and public sites:

1. Champion trees as recognized by the Florida Department of Agriculture;
2. Specimen trees as recognized by the Florida Department of Agriculture;
3. Plant species listed by the FWS as threatened or endangered; and
4. Plant species listed by the Florida Department of Agriculture and Consumer Services as threatened or endangered.

Policy 6C.2.12

Promote the beautification of streets, rights-of-ways, and public open spaces and facilities within the City through grant applications or other funding sources.

Policy 6C.2.13

Coordinate with and support the efforts of Miami Dade County GreenPrint, Tree City USA, Keep America Beautiful and other similar organizations. Consider



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preparing a locally tailored GreenPrint plan in partnership with the Nature Conservancy of Florida.

Policy 6C.2.14

The City may use impact fees or other City funds for the advanced purchase of trees for parks, open space, and multipurpose trails, so that when the City is ready to plant them, they have sufficiently matured. The City shall, whenever possible, give preference to nurseries located within the City to encourage and promote active agriculture in the City of North Miami in the form of urban agricultural businesses such as nurseries and indoor farms.

Policy 6C.2.15

Periodically update the City's tree standards in the LDRs.

Policy 6C.2.16

Specimen trees and Natural Forest Communities in Miami-Dade County shall be protected through the maintenance and enforcement of the County's Tree and Forest Protection and Landscape Code, as may be amended from time to time. The County's Natural Forest Inventory shall be revised periodically to reflect current Natural Forest Community conditions. A Natural Forest Community shall not be removed from the inventory unless its quality and resource values have been degraded to the point where it cannot be restored

Policy 6C.2.17

Trees susceptible to damage by sustained tropical storm force winds (39 knots) shall be removed from the rights-of-way of evacuation routes and replaced with suitable, preferably native, species. To strengthen trees planted along roadways and reduce future breakage and blowdowns, implement an ongoing tree maintenance program with standardized procedures for regular trimming, mulching and (in the case of non-native trees) fertilizing and encourage property owners with trees adjacent along right-of-ways to adopt similar practices.

Policy 6C.2.18

Plant trees and other greenery that aid water recharge and help to reduce the need for expensive infrastructure systems to manage storm water.

Policy 6C.2.19

Increase tree canopy at publicly owned properties to perform the multiple functions of creating shade, aiding groundwater recharge, improving air quality, beautifying the City, and supporting local wildlife habitat.

Policy 6C.2.20

Increase tree canopy in high traffic areas adjacent to residential properties to create noise buffers.



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Policy 6C.2.21

Promote trees and other landscaping that provide shelter, food and nesting areas for birds, insects and small animals.

Policy 6C.2.22

Revise the LDRS to increase the requirement for native trees and vegetation from thirty percent (30%) to fifty percent (50%).

GOAL 6D

Implement programs and activities to stabilize (where needed), protect, and conserve the City's wildlife and marine habitats.

Environmentally Sensitive or Compromised ~~Protect~~ Natural Resources

Objective 6D.1

Continue to protect the City's natural soils, native vegetative communities, fisheries, and marine and wildlife habitats.

Policy 6D.1.1

Work with adjacent local governments to identify and protect, through the planning, permitting and zoning processes, any unique vegetative communities that cross municipal boundaries.

Policy 6D.1.2

Continue coordinating closely with Miami-Dade County DERM and other appropriate environmental agencies on issues such as the identification and designation of environmentally sensitive lands.

Policy 6D.1.3

Continue the City's current permitting process that requires obtaining the approval of other outside agencies prior to commencement of construction in areas of environmental concerns, or in connection with uses which involve handling and disposal of toxic or hazardous wastes.

Policy 6D.1.4

Collaborate with state and county agencies on programs to increase public awareness of the availability and environmental sensitivity of the natural resources located within the parks and preserves, and throughout the City.



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Policy 6D.1.5

As needed, continue upgrading the telemetric monitoring system that will give warning of a possible sanitary sewage overflow occurrence which would either pollute the ground or enter a waterway.

Policy 6D.1.6

The City shall ensure that any activities, of which it is aware, that may adversely affect the survival of endangered and threatened wildlife will be brought to the attention of the appropriate agencies.

Policy 6D.1.7

Continue to coordinate with the SFRPC regarding the Strategic Regional Policy Plan (Policy 16.4) to enhance and preserve commercial and sports fisheries through monitoring, research, best management practices for fish harvesting, education, and protection of nursery habitat.

Policy 6D.1.8

Conduct an environmental quality assessment of the City's natural resources to determine the health of the local environment (in conjunction with creating a GreenPrint plan as indicated in Policy 6C.2.13), and to identify any sensitive or compromised environmental conditions that warrant a change to policy or practice.

GOAL 6E

Coordinate with DERM and adhere to conservation policies in the South Florida Regional Planning Council's Strategic Regional Policy Plan to achieve natural resource conservation and protection.

Regional Coordination on Environmental Contaminants

Objective 6E.1

Continue to coordinate with the SFRPC regarding the Strategic Regional Policy Plan (Policy 3.7) to reduce environmental contaminants and hazards in the Region's ground, air, and water.

Policy 6E.1.1

Continue to coordinate with the SFRPC regarding the Strategic Regional Policy Plan (Policy 14.2) to improve the quality and connectedness of Natural Resources of Regional Significance by eliminating inappropriate uses of land, improving land use designations, and utilizing land acquisition where necessary.



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Policy 6E.1.2

Continue to coordinate with the SFRPC regarding the Strategic Regional Policy Plan (Policy 14.6) to include adequate buffer zones between development and Natural Resources of Regional Significance. The buffer zones shall provide complementary natural habitat values and functions so that the natural system values of the site are not negatively impacted by adjacent uses. Consider adopting the principle from LEED and SITES encouraging projects on a site to be placed or configured such that pre-project wetlands, water bodies, land within 50 feet (15 meters) of wetlands, and land within 100 feet (30 meters) of water bodies.

Policy 6E.1.3

Attend meetings with SFRPC regarding the Strategic Regional Policy Plan and educate staff on implementing Policy 6E.1.1 and 6E.1.2.

Policy 6E.1.4

Produce status reports of work done to meet requirements of the plan and present to City Council and SFRPC.

GOAL 6F

Implement programs and activities to protect the natural environment through energy conservation and emissions reduction in the built environment.

Energy Conservation in the Built Environment

Objective 6F.1

To curb the effect of carbon emissions on the atmosphere and protect all people, animals, and habitats impacted by the warming climate, continue to promote greater accountability, smart growth, environmental design, and energy conservation in the siting, design and construction of buildings. Celebrate environmental design accomplishments in private and public development by publicizing them in public forums and broad media and encouraging other builders to implement the same principles and practices.

Potential Performance Indicators:

- Increase in the number of developments that incorporate environmental/green design and construction practices
- Energy savings in completed projects
- Reduction in greenhouse gas (GHG) emissions

Policy 6F.1.1

The City shall exemplify green principles by adhering to sustainable building and operating practices in public projects and existing operations. For example, all public buildings should be built to the LEED standard specified in the land development regulations; all buildings should transition to smart technologies for



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Conservation Element

efficient management of energy use; and green cleaning product purchasing protocols should be established uniformly across all municipal buildings and facilities.

Policy 6F.1.2

Support and educate the public on the Low-Income Home Energy Assistance Program (LIHEAP) and the Weatherization Assistance Program as a means towards greater energy conservation. Partner with other governmental entities to support residential and commercial weatherization, energy assessments, and other resource efficiency improvements.

Policy 6F.1.3

Continue to monitor and strengthen the City's lighting design guidelines, including requirements for photometric lighting plans, elimination of light spillage in all new and substantial development, as well as for EnergyStar-qualified compact fluorescent light bulbs in new construction or substantial renovations. Consider adoption of backlight/uplight/glare (BUG) ratings and/or dark sky lighting ordinance.

Policy 6F.1.4

Continue to monitor and strengthen as needed the City's policies on paving in new development and site renovations, encouraging use of pervious paving materials where feasible and minimizing the total amount of allowable paved surface, in order to (1) increase the land's capacity to filter rainfall and floodwaters quickly and directly into the aquifer, and (2) eliminate carbon emissions that would otherwise have been produced in the manufacture of concrete and other common paving products.

Policy 6F.1.5

Incentivize use of clean and renewable energy in new or renovated building systems, in lieu of standard utility electricity and natural gas. Energy sources such as on-site photovoltaic solar generation of electricity should be encouraged. Developers and individual home owners can be advised to utilize tax advantages and implementation aid programs. The City may facilitate partnerships with local banks for financing support for renewable energy installations.

Policy 6F.1.6

Integrate community energy efficiency goals in the Sustainable Building Program plan review and planning process for municipal services and infrastructure, such as water and sewage treatment and street lighting, public buildings and facilities, and commercial, residential, and industrial uses.

Policy 6F.1.7

Ensure energy efficiency in all affordable housing guidelines and review development plans for their effectiveness at reducing the energy cost burden for residents. Facilitate the process of incorporating energy efficiency in affordable



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housing by connecting stakeholders with relevant government programs and resources.

Policy 6F.1.8

Review and practice environmental safety and healthy community design processes and techniques to improve air quality, lower health risks, reduce contributions to climate change and increase social connection and sense of community.

Policy 6F.1.9

Explore approaches and techniques to make buildings with recognized historic, cultural, and architectural value more energy efficient.



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Volume I: Goals, Objectives, and Policies

7. Parks and Recreation Element



7. Parks and Recreation Element

GOAL 7

Provide a high quality, interconnected, and diverse system of public parks and recreation sites, facilities and programming to meet the needs of existing and future residents and businesses of the City of North Miami. Through its parks and recreation system, the City of North Miami shall seek to address a variety of community needs, including but not limited to providing active and passive recreation opportunities; social, cultural and educational experiences; contiguous vegetative habitat and other ecological functions; heat mitigation by virtue of tree canopy; stormwater drainage and flood control; and physical and mental health benefits for park users.

City Park Level of Service (LOS)

Objective 7.1

Ensure that parks, recreation and open space facilities are available to City residents such that a City-wide parkland level of service standard of 2.75 acres per 1,000 people is maintained, as well as individual park- and facility-specific standards, as prescribed in the Parks, Recreation and Open Space Master Plan.

Performance Indicators:

- Level of service standards is met or exceeded
- Land area (acreage) developed for parks, recreation, and open space facilities (excluding State park land), by type

Policy 7.1.1

The Parks, Recreation and Open Space Master Plan, as may be updated from time to time, shall define park and facility typologies and, as appropriate, programming levels of service in addition to citywide LOS standard. The LOS for parks and recreation shall be based on the park land inventory included in the Comprehensive Plan Data Inventory and Analysis or the Parks, Recreation and Open Space Master Plan, whichever is more up to date.

Policy 7.1.2

Closely monitor increases, improvements and losses impacting the parks, recreation, and open space system located within City limits such that the established LOS standard is met or exceeded.

Policy 7.1.3

Regularly track and evaluate, population growth, demographic characteristics, and recreation trend changes; and calibrate LOS standards as needed, concordant with best industry practices.



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Policy 7.1.4

Use the Future Land Use Element in combination with the Parks, Recreation and Open Space Master Plan to proactively identify potential locations within projected future growth areas for public park purposes.

Balanced Parks and Recreation System

Objective 7.2

Ensure that an appropriate, accessible and geographically balanced variety of parks, recreation, open space facilities, programs, and activities are available to present and future City residents.

Potential Performance Indicators:

- Percentage of residents living within one half (1/2) mile of a park, open space or other recreational facility.
- Geographic gap analysis

Policy 7.2.1

Use the North Miami Parks and Recreation Master Plan to guide the City's land acquisition, planning, design, funding, construction, programming and maintenance decisions regarding the timely provision of future parks and open spaces to maintain LOS standards.

Park Service Shed

Objective 7.3

The City shall apply a maximum service-shed distance of one-half (1/2) mile (equivalent to a 10-minute walk) for community and neighborhood-scale parks and recreation facilities. A service shed describes a defined "catchment area" which provides services to beneficiaries (e.g., population) within the boundaries of the area.

Potential Performance Measures:

- Percentage of residents living within one half (1/2) mile of any park, open space or other recreational facility.
- Geographic (visual) gap map analysis

Policy 7.3.1

To achieve a more equitable geographic distribution of parks and open space facilities and programs and activities, apply the service shed standard, in combination with the LOS standard by park and facility typologies prescribed in the Parks, Recreation and Open Space Master Plan to identify and give priority to gap areas (i.e., areas of the City lying outside a one half (1/2) mile park service-shed) for consideration of future parkland acquisition and development



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or expansion, improvement of or enhanced accessibility to existing parks and open space.

Policy 7.3.2

Continue to pursue grants, land donations, bequests, land swaps and other non-traditional acquisition methods to help address geographic inequities, provide for future parkland needs, and continue to meet LOS standard.

Parks, Recreation, and Open Space Master Plan

Objective 7.4

The City will use the Parks, Recreation, and Open Space Master Plan as a guide in determining priorities for the development of new parks, improvements to existing parks, and methods to increase park accessibility for residents and visitors.

Potential Performance Indicators:

- Parks, Recreation and Open Space Master Plan regularly updated in a timely manner
- Implementation status of Master Plan recommendations
- Miles of greenway links developed
- Amount/percent of funding devoted to parks and open space improvements and maintenance in annual budget.

Policy 7.4.1

The City shall review and update the Parks, Recreation and Open Space Master Plan every five (5) years, as needed. An update is due in FY2023.

Policy 7.4.2

The Parks, Recreation and Open Space Master Plan shall include an implementation plan indicating which activity-based recreational facilities, activities and programs will be added to existing and future parks in the City.

Policy 7.4.3

Incorporate into the annual budget the necessary funding for park and open space improvements and maintenance as may be prescribed in the Parks, Recreation, and Open Space Master Plan.

Policy 7.4.4

The City shall develop park and open space greenways linkages along collector streets throughout the City for pedestrian and bicycle access and connectivity in accordance with the recommended bicycle network map contained in the City's Transportation Master Plan.

Policy 7.4.5

The City shall work with the Community Redevelopment Agency and a private partner (or partners), to the extent appropriate, to implement plans for a civic



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plaza at the future City Hall site through the Downtown Revitalization P3 project, in order to enhance civic open space cultural and public recreational opportunities in the Central Business District. Public realm enhancements, such as new street furniture and decorative elements, may be considered for the centrally located MOCA plaza to ensure cohesiveness throughout this central civic campus.

Policy 7.4.6

The City shall work with the Community Redevelopment Agency to continue efforts constructing and enhancing ~~a~~recreational public Waterfront Park spaces through the Griffing Park and Center project and at Breezeswept Park.

Policy 7.4.7

The City shall coordinate with Miami-Dade County to incorporate relevant aspects of the County's Water Recreation Access Plan (WRAP) into North Miami's existing and future park development to improve waterfront access and to address the creation of a gateway park along Biscayne Canal for recreation. Opportunities to implement this policy via North Bayshore Park shall be explored with the property's lessor, Florida DEP.

Policy 7.4.8

The City and the CRA shall continue to explore options for the reuse of the Scott Galvin Center as a state-of-the-art training facility and continue implementation of the Cagni Park project. These facilities will help attract community redevelopment of the Central Business Commercial District.

Policy 7.4.9

Integrate into the Parks, Recreation and Open Space Master Plan recommendations of the City's Repetitive Loss Master Plan for multi-purpose passive parks that provide both recreation and flood risk reduction benefits.

Open Space Provision and Landscaping in Private Development

Objective 7.5

Ensure that adequate open space, tree cover, and landscaping is provided in connection with new development and redevelopment in accordance with the City's Land Development Regulations (LDR).

Potential Performance Indicators:

- Acreage of recreational open space and types of recreational facilities provided in private development
- Share of private open space as a percent of City-wide acreage
- Types of private recreational facilities
- Number/percent of users served by private open space and recreational facilities



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- Percent of private open space and recreational facilities that is accessible for public use (and to what extent)

Policy 7.5.1

Continue to firmly enforce open space provisions of the LDRs to ensure existing and future private development provides and maintains-approved/required on-site open space allocations for the life of said development.

Policy 7.5.2

Park dedication requirements for residential development, whether in the form of land or cash in-lieu of land, shall be addressed by the City at the time of the development review process.

Policy 7.5.3

Dedication of parkland and open spaces through the development approval process shall be governed by quantitative and qualitative criteria described in the LDRs, such as but not limited to:

- a) Land proposed for dedication should have frontage on one or more public streets or publicly accessible private streets.
- b) In residential and mixed-use neighborhoods, land proposed for dedication should be located such that at least 30% of the anticipated users (service shed) are within a 10-minute walk (half-mile maximum) of the location.
- c) Land proposed for dedication should not be excessively encumbered by driveways or access lanes, utilities, and other uses or conditions that would reduce the suitability of the land for development of a recreational use.
- d) Wherever the location makes it possible, land proposed for dedication should seek to extend, or connect to, existing or planned parks, natural areas and other open spaces.
- e) Land proposed for dedication should consider natural or man-made (historic or cultural) aspects that could preserve community identity and character.

Policy 7.5.4

Whenever feasible and appropriate to satisfy City needs, pursue Privately Owned Publicly Space (POPS) agreements with private owners of open and recreational space for limited or unlimited public use. POPS are types of hybrid spaces that complement the public realm, contribute to community wellbeing, and are publicly accessible while remaining privately owned and maintained. They include spaces such as pedestrian streets, plazas, arcades, sidewalk widenings, open air concourses, covered pedestrian spaces and through-block arcades or galleries.

Policy 7.5.5

Periodically review and update, as necessary the amount of park impact fees and fees-in-lieu of land dedication to ensure new development and redevelopment are paying a fair share for impact on the parks and recreation level of service.



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Policy 7.5.6

Use funds received from parks and recreation impact fees and fee-in-lieu contributions to pursue the acquisition of additional parklands and recreation facilities or expand/improve existing park facilities.

Policy 7.5.7

In making acquisition decisions to maintain or improve park and recreation level of service, seek to select lands that (1) achieve cost efficiency; (2) fulfill the spatial and functional needs of the intended uses; (3) enhance the City's appearance; and (4) establish highly visible focal points that reinforce a sense of community.

Park Accessibility

Objective 7.6

The City shall strive to provide maximum multimodal access and quality transportation experiences to all City parks and recreation destinations, including safe and convenient transit, bicycle, pedestrian, and other motorized and non-motorized transportation mode linkages.

Potential Performance Metrics:

- Number of modes of travel available by park
- Average travel time by mode
- Population within service shed or catchment area by park
- Number of direct walking routes by park from surrounding neighborhoods within service shed
- Availability of vehicular parking spaces (including ADA compliant parking) and bike racks at existing and future parks.

Policy 7.6.1

Future parks and recreation facilities shall be constructed, and existing parks retrofitted, as necessary, with adequate parking for automobiles (including charging stations for electric vehicles) and bicycles, and adequate access for disabled persons, in compliance with standards established in the LDRs and the American with Disabilities Act.

Policy 7.6.2

All public and private park and recreation facility renovations, projects shall include safe, convenient bicycle and pedestrian entrances and facilities, including bicycle and pedestrian pathways/lanes/trails, pedestrian and bicycle amenities, lighting, signage, and parking. New parks and park renovations should also have identifier signs of plants, trees, and shrubs. Signs must be weatherproof. Parks shall maintain a separate inventory of park trees along with their condition, species, size, benefits to the community.



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Policy 7.6.3

Public parks and facilities shall be designed and constructed with entrances that are compatible with the character and quality of onsite natural resources while removing barriers limiting access to the physically disabled persons. Walking routes to parks from the surrounding area shall be delineated as short, direct and safe as may be feasible, to increase accessibility.

Policy 7.6.4

Design public and private facilities including recreation improvements in a manner that incorporates facilities accessible to the disabled persons and the elderly consistent with the Americans with Disabilities Act (ADA). All public facilities shall be retrofitted, as soon as funding allows, to incorporate green design features and Universal Design techniques.

Policy 7.6.5

Provide the highest level of accessibility that is reasonable and equitable for people of all abilities and shall apply Universal Design principles to the planning and design of new parks and retrofitting of existing parks as well as recreation facilities.

Policy 7.6.6

Continue to coordinate with the County through the Bike 305 initiative to increase connectivity of bikeways and walkways and creating safe off-road bikeways and trails, paths, and greenways.

Policy 7.6.7

To maximize access to existing parks and recreation facilities, enhance park maintenance levels through appropriate staffing levels, continuous staff training, and operational streamlining, when appropriate. The City shall adopt best practices in site maintenance (e.g., techniques, schedules, etc.), including tree/landscape care.

Policy 7.6.8

Continue coordination with the Miami-Dade County School Board, to allow joint use of school board recreation facilities for North Miami residents.

Partnerships and Coordination with Other Agencies

Objective 7.7

During the City's annual review of recreation site and facility needs, the City shall coordinate planning for recreation and open space improvements with important stakeholders such as, Miami-Dade County, Miami-Dade County School Board, adjacent municipalities, major civic groups, the Chamber of Commerce, and the private sector in order to promote recreational and educational opportunities in a cost-effective manner.





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Potential Performance Indicators:

- Number of Joint Use Agreements between the City and non-City entities.
- Number and types of facilities in joint use (and share of total inventory).
- Number of recreation and open space-related grants and total amount of grant funding awarded to the City on an annual basis.
- Number and acreage of parks and recreational facilities that are constructed and/or redeveloped.

Policy 7.7.1

Utilize Joint Use Master Lease Agreements with the Miami-Dade County School Board to maximize joint use of school sites for both school and recreational activities in the future.

Policy 7.7.2

Pursue all appropriate and available local and non-local sources of financial and technical assistance. Continually monitor and aggressively seek local, state, and federal grants to ensure the attainment of recreation objectives in a cost-effective and fiscally equitable manner.

Policy 7.7.3

Coordinate City park planning and natural area or open space acquisition and management with other public agencies at the regional, County, State and Federal levels of government as well as non-profit agencies.

Policy 7.7.4

Coordinate City and Miami-Dade County greenways plans to maximize connectivity between City and County greenway facilities and between residential areas and parks.

Policy 7.7.5

Support joint efforts between the Parks and Recreation Department and the library system to build solutions to community health and socio-economic challenges.

Policy 7.7.6

Encourage and capitalize on all feasible opportunities to collocate parks and recreation facilities with other public facilities, such as libraries, schools and municipal facilities.



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Sustainability and Resilience of Parks and Recreation Facilities

Objective 7.8

Promote the use of sustainable and resilience-based practices in the planning, design and construction of parks and recreation facilities to maximize the useful life of buildings and facilities, lessen the cost burden of parks and recreation, protect and enhance the natural environment, and improve the quality of life of North Miami residents.

Policy 7.8.1

Incorporate green and sustainable building concepts and techniques in the planning, design, construction and maintenance of all City parks and recreation facilities.

Policy 7.8.2

Integrate environmental education and management into park and recreation planning, design, and programming.

Policy 7.8.3

Reduce maintenance costs by favoring energy-efficient, long-lasting and renewable, low-maintenance building and site materials, including landscaping.

Policy 7.8.4

Explore new, sustainability-oriented programs, such as urban agriculture which provides residents with access to affordable, high-quality food pedagogical and communitarian opportunities; intergenerational activities that enrich non-familial interactions and collaboration; or innovative water management through xeriscaping and recycling storm water.

Library Level of Service

Objective 7.9

The City shall provide library services at the Essential quality level, as defined by the Florida Library Association. Parks and public libraries are natural partners in advancing community well-being.

Policy 7.9.1

Follow the Florida Library Association's Standards and Guidelines for Florida Public Library Services in order to maintain an Essential quality level.

Policy 7.9.2

Amend the LDR to require a library impact fee.



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Policy 7.9.3

Leverage library resources to support and enhance historic preservation efforts that solidifies the City's past and leaves a legacy for future generations. Develop an inventory of historic properties using South Florida Master File; said inventory will establish a ranking of historic properties and vulnerabilities to climate events, particularly flooding.



2035-2045 Comprehensive Plan

Volume I: Goals, Objectives, and Policies

8. Community Health and Wellness Element



2035-2045 Comprehensive Plan Community Health and Wellness Element

8. Community Health and Wellness Element

GOAL 8

Preserve the health of North Miami's residents and promote health in all policies and service initiatives affecting all aspects of the built environment.

Healthcare Infrastructure

Objective 8.1

Facilitate health care delivery to improve equity and livability for all North Miami residents.

Policy 8.1.1

Encourage the development and maintenance of a full range of health care facilities, including hospitals, acute care facilities, neighborhood health portals/clinics, and mental health facilities, to meet the needs of all residents.

Policy 8.1.2

Plan for public health clinics to include a variety of complementary services, such as mental health, dental health, maternal health, OB/Gyn services providing Well Woman check and annual physical, Well Child medical care, and related social services. Partner with local universities and institutions to facilitate diagnostic and basic services.

Policy 8.1.3

Promote coordination among providers of housing and transportation assistance with health care service providers to address special health needs of the homeless and the transportation disadvantaged upon release from hospital.

Policy 8.1.4

Integrate policies in the Future Land Use Element that allow co-location for senior housing, nursing homes, assisted living facilities and group homes for special needs population in proximity to health services.

Policy 8.1.5

Conduct a community-wide Health Needs Assessment (HNA) to identify gap areas lacking facilities to meet community needs.

Policy 8.1.6

Use the findings and outcomes of the HNA to explore the creation of community health centers to provide outpatient medical, dental, and mental health services



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for the City's elderly and lower-income populations and other special populations in need; based on this analysis assist with grant efforts to obtain adequate funding.

Policy 8.1.7

Explore using portions of Repetitive Loss (RL) properties acquired for the purpose of creating floodwater parks, and others as may be appropriate, to double up as opportunities urban agriculture, providing access to healthy food for the surrounding neighborhoods.

Community Health and Land Use Planning

Objective 8.2

Create convenient and safe opportunities to incorporate physical activity into the everyday activities of residents, employees, and visitors.

Policy 8.2.1

Through the development pattern, provide more ways for people to be physically active and socially engaged as part of their daily routine, to support their physical and mental health.

Policy 8.2.2

Support new developments or infrastructure improvements in existing neighborhoods that enable people to drive less and walk, bike, or take public transit more.

Policy 8.2.3

Identify and prioritize funding for capital improvements projects that complete and augment the sidewalk network in residential neighborhoods to promote an enhanced, appealing pedestrian experience.

Policy 8.2.4

Ensure that adequate parks and recreation and other community facilities, access to transit services and to a safe, quality pedestrian network exist or will be provided to serve all residents of existing and new neighborhoods.

Policy 8.2.5

Promote a high quality, context sensitive urban design in the public realm of residential neighborhoods to increase the appeal of the outdoors and encourage pride of place and a sense of wellbeing.

Policy 8.2.6

Implement reductions in posted speed limits and other context-sensitive traffic calming measures to improve safety for pedestrians, cyclists and other nonmotorized travelers within residential neighborhoods.

Policy 8.2.7

Embrace the use of Health Promotion Through Environmental Design (HPTED) to



2035-2045 Comprehensive Plan Community Health and Wellness Element

foster safe neighborhoods, streets, and outdoor spaces to reduce crime, enhance safety, and prevent injuries and fatalities.

Policy 8.2.8

Promote the use of Universal Design Principles in all new construction and rehabilitation of housing to improve accessibility for seniors.

Policy 8.2.9

Consider incorporating standards and incentives in the LDRs for minimum residential unit accessibility, e.g., asking for a percentage of residential units in a development to meet ICC A117.1 Type C standard, or allowing increased density in a development based on the percentage of Type C units offered; or offering tax incentives for Type C units.

Community Health and Transportation

Objective 8.3

Consider the impacts of decisions regarding transit and transportation improvements on community health and health equity.

Policy 8.3.1

Support equitable access to health care services and the safety net system for the City's underserved population with multimodal transportation options and transportation-assistance programs that enable disadvantaged residents more easily access comprehensive and preventive health care.

Policy 8.3.2

Promote Public Safety for a healthy community through coordinating with the Community Traffic Safety Team and the Bicycle Pedestrian Advisory Board to pursue funding for a Pedestrian Safety Action Plan to address safety issues and disabled access, and to minimize traffic hazards and reduce crashes, injuries and fatalities through design of complete streets.

Community Health and Housing

Objective 8.4

Positively address social determinants of health through quality housing and livable residential neighborhoods which bring people together and encourage social connection.

Policy 8.4.1

Build bridges between the health and housing sectors.

Policy 8.4.2





2035-2045 Comprehensive Plan Community Health and Wellness Element

Utilize property design and resident services to achieve good health and wellness for children, adults and seniors.

Policy 8.4.3

Coordinate with the health sector to help residents achieve dignity, independence and positive health outcomes.

Policy 8.4.4

Improve care coordination and care transition for residents and maximize residents' ability to live independently through innovative housing concepts and housing arrangements, such as co-living.

Community Health and Stakeholder Coordination

OBJECTIVE 8.5

Promote coordination and collaboration among various regional and local health systems and entities.

Policy 8.5.1

Promote community health and wellness through policy coordination with national, state and local health programs and providers, including coordination with adjacent municipalities, the County Health Department, Miami Dade Fire Rescue, higher education institutions, Miami-Dade Public Schools, hospitals, local health clinics, and community groups including safety net providers.

Policy 8.5.2

Develop ongoing channels for cross-agency, cross-organization and cross-department coordination, including task forces, cross-sector trainings, and working groups.

Policy 8.5.3

Promote co-location of health programs, services and facilities, particularly in otherwise underserved areas, as well as in the Central Business Commercial District and the PCD Overlay. Other focus areas include the NMTSOD and the proposed Medical Innovation District.

Policy 8.5.4

Pursue grant funding in partnership with community-based health care providers to ensure evidence-based health promotion, reproductive health, community paramedicine, and chronic disease self-management programs are carried out at the community level through schools, public library branches, senior centers, nutrition programs, senior housing projects, private residences, faith-based groups, and other community-based health care providers.

Policy 8.5.5





2035-2045 Comprehensive Plan Community Health and Wellness Element

Provide support to organizations engaged in citywide public health events, such as health fairs, community gardens, youth fitness programs, wellness competitions, and public health speakers and workshops.

Policy 8.5.6

Support resident organizations efforts to mobilize assets and improve social support networks to improve local preparedness and respond to and recover from incidents.

Community Health and the Environment

Objective 8.6

Embrace sustainability and resilience practices that promote clean water, healthy soils, and healthy ecosystems.

Policy 8.6.1

Ensure that a variety of parks, recreation, and open space facilities are available to City residents and that trails, bikeways, pedestrian pathways as well as any other non-vehicular paths are incorporated into such spaces.

Policy 8.6.2

Invest in a fleet of fuel-efficient cars to carry out the daily tasks of the City while being as energy and fuel efficient as possible.

Policy 8.6.3

Protect water quality of both traditional and alternative water supply sources.

Policy 8.6.4

Implement the recommendations of the Parks, Recreation and Open Space Master Plan, as amended from time to time, to protect the City's natural and open space resources, mitigate the impacts of climate change, and provide opportunities for physical and mental health and wellbeing.

Policy 8.6.5

Use biodegradable, Biscayne Bay-friendly cleaning supplies in all public buildings, and encourage the same for schools, hospitals, non-profits, and local business.

Policy 8.6.6

Maintain, enhance, and increase the city's urban forest as an environmental, economic, and aesthetic resource to improve quality of life for all North Miami's residents.

Community Health and the Workplace

Objective 8.7





2035-2045 Comprehensive Plan Community Health and Wellness Element

Support and implement workplace wellness programs and policies that maintain and improve the health and well-being of workers.

Policy 8.7.1

Encourage employers to enhance workplace access to health resources, including medical services, information, training, financial and policy support,

Policy 8.7.2

Encourage employers to provide access to facilities and promotional programs that enable and encourage workers to develop healthy lifestyle practices. Some examples include:

- Provide fitness facilities for workers or a financial subsidy for fitness classes or equipment.
- Encourage walking and cycling in the course of work functions by adapting workload and processes.
- Provide and subsidize healthy food choices in cafeterias and vending machines.
- Allow flexibility in timing and length of work breaks to allow for exercise.
- Provide secure bicycle storage, showers and changing rooms.

Community Health and Civic Engagement

Objective 8.8

Ensure all residents are offered equal opportunities to participate in decision-making that impacts their own health, safety, welfare, and general comfort.

Policy 8.8.1

Foster connections between neighbors of all ages and residents throughout the community to enrich civic participation, enhance diversity, promote a sense of pride and shared purpose, and contribute to their social wellbeing.

Policy 8.8.2

Organize and support other's organization of cultural events, art fairs, marketplaces, and similar activities which help to connect people in the community and provide broad social and emotional benefits from exposure to and participation in arts and culture events.

Policy 8.8.3

Maximize the ways in which individuals in the community impacted by development projects can participate in the land use planning and development approval process to advocate for their interests.

Policy 8.8.4

Develop public spaces that provide safe, convenient, and pleasant gathering



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places for neighbors to meet and congregate.



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9. Intergovernmental Coordination Element



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Intergovernmental Coordination Element

9. Intergovernmental Coordination Element

GOAL 9

Cultivate effective intergovernmental communication and coordination with Federal, State, Regional, County and local public, nonprofit and private entities involved in development activities, resource conservation, transportation, and infrastructure, and growth management.

Continue and Improve Coordination

Objective 9.1

The City shall maintain regular coordination activities with Federal, State, Regional and County agencies possessing planning and regulatory authority, to affect the City's land use, transportation system, utilities, educational facilities, financial affairs, environmental issues, and other applicable areas.

Policy 9.1.1

Ensure that an active and effective program of monitoring and communication is maintained with area communities, Federal, State, regional, County and other local governments and agencies.

Policy 9.1.2

Participate in Federal, State, regional and area workshops, meetings and public hearings relating to topics affecting North Miami and its environs.

Policy 9.1.3

Continue to participate in coordination with appropriate agencies and provide effective coordination through interlocal agreements, joint planning and service agreements, special legislation and joint meetings or work groups.

Policy 9.1.4

Maintain special communication with County, regional and State agencies charged with setting levels of service and/or permitting requirements and initiating maintenance and capital improvement projects for public facilities located in and around North Miami.

Policy 9.1.5

Seek to remain consistent with the State of Florida Strategic Plan, the South Florida Strategic Regional Policy Plan, the Miami-Dade County Comprehensive Development Master Plan, and the Comprehensive Plans of adjacent local governments, applicable regional water supply plan, and applicable campus master plans pursuant to F.S. 1013.30.

Policy 9.1.6

Continue to coordinate with the Miami-Dade County School Board to implement the



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Interlocal Agreement for Public School Facility Planning in Miami-Dade County between the City and the School Board. The agreement addresses the following issues:

1. Joint meetings on a semi-annual basis between the City and the School Board to discuss issues and formulate recommendations regarding public education in the School District;
2. Student enrollment and population projections;
3. Coordination and sharing of information;
4. Periodic review of the Educational Facilities Impact Fee Ordinance to ensure that the full eligible capital costs associated with the development of public school capacity are identified when updating the impact fee structure;
5. Annual reporting by the City to the School Board of growth and development trends in the City;
6. Traffic circulation in and around school sites;
7. Supporting infrastructure;
8. Public education facilities site plan review;
9. Local Planning Agency, Comprehensive Plan amendments, rezonings, and development approvals;
10. Co-location and shared use;
11. Dispute resolution;
12. Oversight process; and
13. School site selection, significant renovations, and potential school closures.

Policy 9.1.7

Pursue resolution of development and growth management issues with impacts transcending the City's political jurisdiction including issues of Federal, regional and State significance with the appropriate agencies. Issues to be pursued include, but are not limited to, the following:

1. Impacts of development proposed in the Comprehensive Plan on Miami-Dade County, adjacent cities, the region, the state, and any other governmental entity.
2. Land development activities adjacent to the City's corporate limits within Miami-Dade County or nearby cities.
3. Regulatory framework and implementation of affordable housing programs.
4. City land development activities adjacent to the unincorporated area of the county, or nearby cities.
5. Potential annexation issues.
6. Area-wide drainage and stormwater management master plan, proposed improvements, and implementing programs.
7. Managing level of service impacts of new development and tourism on major transportation linkages and critical intersections impacting the City and adjacent areas.
8. Level of service standards for transportation and infrastructure system impacting the City and adjacent areas.
9. Conservation of natural and historical resources.
10. Regional road and transit improvements that significantly alter or otherwise impact existing traffic circulation patterns and congestion in the City.



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- 11. Adverse community health impacts.
- 12. Adverse climate change and resilience impacts.

Policy 9.1.8

Within a reasonable set of timeframes, utilize the conflict resolution procedures established by the South Florida Regional Planning Council (SFRPC), the dispute resolution process as established pursuant to F.S. 186.509, and/or Miami-Dade County conflict resolution forums to bring closure to intergovernmental disputes.

Policy 9.1.9

Utilize coordinating mechanisms to review, comment upon, and process the City's position on the plans and actions of adjacent local governments, Miami-Dade County, and other various public and private entities.

Policy 9.1.10

Continue to provide utility services to governments with which the City has formed agreements and will continue to exchange information with surrounding governments regarding relative items that affect the standing of such service agreements.

Policy 9.1.11

Resolve annexation issues by utilizing the annexation portion of the Miami-Dade County Code. Where resolution of such issues goes beyond the scope or cannot be resolved by the Miami-Dade County Code, the affected governments shall establish an ad-hoc committee to study and offer a mutually acceptable solution to the problem(s). The ad-hoc committee members shall be appointed by the local elected bodies.

Policy 9.1.12

Explore and adopt new coordinating mechanisms to define the City's position on issues that cannot be resolved with existing mechanisms.

Improved Communication

Objective 9.2

To monitor the plans and activities of any adjacent or higher-level government or entity, to ensure that negative impacts are averted or mitigated, and beneficial projects promoted.

Policy 9.2.1

Regularly maintain and update a consolidated contact list of designated representatives of all surrounding governments and higher-level entities having jurisdictional control in the City. The City and said agencies will establish appropriate contacts within departments to receive and exchange information on projects which may impact the City and said agencies.



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Coordinated Land Development Activities

Objective 9.3

The City should review plans and/or projects of adjacent local governments (including Miami-Dade County) or other relevant entities as they are made available. North Miami shall provide written comments, including recommended solutions, to those agencies and entities on any areas of concern to the City.

Policy 9.3.1

Identify City staff persons who will act as liaisons to adjacent local governments, Miami-Dade County, the Miami-Dade Expressway Authority (MDX), the SFRPC and other higher entities. These City staff persons shall be responsible for any written and/or verbal communications with these governments and entities to facilitate and expedite the plan or project review process.

Policy 9.3.2

Require that any plans for development and redevelopment within the City's coastal zone be reviewed and acted on by the entities having specific regulatory jurisdiction over said coastal zone.

Policy 9.3.3

Coordinate all transportation improvements proposed by new development and redevelopment with FDOT, MDX, Miami-Dade County, and other state and regional agencies concerned with assessing traffic impacts of proposed development.

Policy 9.3.4

Continue to cooperate with the US Census Bureau, the Florida Office of Economic and Demographic Research, and the Miami-Dade Property Appraiser's office, by providing appropriate development information, including but not limited to building permits.

Level of Service Standards

Objective 9.4

Continue to utilize existing coordination mechanisms between the City and State, regional, County and other appropriate agencies, to review, evaluate, and comment on proposed level of service standards for any public infrastructure that would impact the City's operation(s).

Policy 9.4.1

Provide input and alternate solutions to state, regional, county and other appropriate agencies on the establishment of new proposed levels of service for public infrastructures under their jurisdiction, which could detrimentally affect City operations or City residents.



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Policy 9.4.2

Participate in any update to the 2018 Lower East Coast Water Supply Plan approved on November 8, 2018, in conjunction with the SFWMD. The City shall also incorporate the 16-Year Water Supply Facilities Work Plan Update into the Comprehensive Plan within 18 months of the effective date of the Lower East Coast Water Supply Plan. The City's 2019 Water Supply Facilities Work Plan Update is incorporated by reference into the Comprehensive Plan.

Policy 9.4.3

The City and SFWMD shall develop a ten (10) and twenty (20) year adopted local water supply plan in accordance with State statute, which shall reflect policies and strategies of water use and alternative water supplies in the regional water supply plan. The City shall also meet with the SFWMD to continue to identify mutual concerns and long-term goals.

Policy 9.4.4

The City Manager or a designee shall prepare and review the annual level of service monitoring report in the adopted concurrency management system. The purpose of this report is to provide the affected entities with information in order to evaluate and coordinate level of service standards.

Policy 9.4.5

The City Manager or a designee shall recommend procedures to be undertaken if an outside entity that has maintenance responsibility for a public facility serving the City does not plan for the necessary improvements in a timely manner in order to maintain the City's adopted level of service.

Policy 9.4.6

In situations where other public or private entities are providing a public facility or service within the City for roads, water, sewer, drainage, parks or solid waste, the City will coordinate its adopted level of service standard with the applicable entity within the parameters allowed by the Capital Improvements Element of this Plan.

Policy 9.4.7

North Miami shall coordinate with Federal, State, and County authorities to ensure the City receives its fair share of revenue sharing allocations, and facilities and services improvements.

Policy 9.4.8

Actively research and pursue a wide variety of public and private grant opportunities to implement initiatives and programs or to enhance City services and facilities.

Policy 9.4.9

Seek mutual aid agreements with all neighboring cities, Miami-Dade County, and state, federal and other local agencies to ensure that level of service is consistent and



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to allow for agencies to make requests for personnel and/or equipment to assist in operational goals.

Coordination with Transportation Authorities

Objective 9.5

North Miami shall coordinate with government agencies that provide transportation facilities and services to ensure the City receives its fair share of funding and improvements.

Policy 9.5.1

Work with FDOT, Miami-Dade County MTPPO, and Miami-Dade County (including Miami-Dade County DTPW), to promote multi-modal transportation plans and programs to adequately provide future capacity for the City.

Policy 9.5.2

Participate in pedestrian and bicycle planning programs of the Miami-Dade County TPO and District VI of the FDOT.

Policy 9.5.3

Support Miami-Dade County in efforts to improve existing transit systems, including expanded routes and increased frequency of service.

Policy 9.5.4

Use its position as a voting member on the Miami- Dade Transportation Planning Organization (TPO) Governing Board to advocate for the City's transportation initiatives to encourage the implementation of transportation projects within the City of North Miami.

Communicate North Miami's Plans

Objective 9.6

Ensure that the impact of North Miami's plans and programs in the Comprehensive Plan are fully communicated and considered through coordination mechanisms with adjacent communities, Miami-Dade County, the region and the State.

Policy 9.6.1

The review of proposed development and redevelopment within the City of North Miami shall include findings, where appropriate, indicating any significant impacts on adjacent communities.

Policy 9.6.2

The City of North Miami's City Manager or his designee shall be the designated liaison to disseminate information on proposed growth management amendments by the City, which affect any of the entities associated with the City.





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Intergovernmental Coordination Element

Policy 9.6.3

Identify, develop and pursue areas where intergovernmental land use planning and level of service agreements are needed between respective governments or private entities for their mutual benefit.

Policy 9.6.4

Any intergovernmental planning agreements shall include provisions for review and comment on the City of North Miami's land use plans along jurisdictional lines, facility planning for water, sewer, roads, and any other public facilities that may have an impact on other entities or cause inconsistencies between comprehensive plans.

Policy 9.6.5

Continue to participate in cooperative planning programs with other governmental entities and coordinate planning activities mandated by various Elements of the City's Comprehensive Plan with other affected communities.

Policy 9.6.6

Regularly update the hurricane evacuation plan and meet the required 24-hour hurricane evacuation time or other applicable state standard for hurricane evacuation.

Policy 9.6.7

Coordinate all disaster preparedness programs with the Miami-Dade County Office of Emergency Management (OEM) to ensure consistency with the County's Comprehensive Emergency Management Plan and the Miami-Dade Local Mitigation Strategy (LMS).

Policy 9.6.8

Continue to implement the Miami-Dade County Local Mitigation Strategy for hazard mitigation. Periodically evaluate and adopt a Post Disaster Redevelopment Plan to increase public safety and reduce damages and public expenditures.

Policy 9.6.9

The City of North Miami Public Works Department Water and Sewer Utilities shall continue to hold quarterly roundtables and annual workshops with other governmental jurisdictions located within the North Miami water service area, Miami-Dade County Water and Sewer Department, Miami-Dade County Environmental Resources Management, and South Florida Water Management District. The workshop will focus on water supply needs, implementation of alternative water supply projects (including reuse and other conservation measures), and the establishment of level of service standards. Additionally, the City will adopt communication protocols to communicate and/or prepare an appropriate action plan to address any relevant issue(s) associated with water supply, conservation or reuse or LOS.



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Policy 9.6.10

Coordinate with Miami Shores Village and Biscayne Park, the South Florida Water Management District, and Miami-Dade County on the adoption of appropriate mechanisms to ensure that adequate water supplies are available to all water users. Prior to approval of a building permit or its functional equivalent, the City, County and Villages shall consult with City of North Miami Public Works Department – Water and Sewer Utilities to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance of a certificate of occupancy. Furthermore, the City will be responsible for monitoring the availability of water supplies for all water users and for implementing a system that links water supplies to the permitting of new development.

Policy 9.6.11

Coordinate with Miami-Dade County Water and Sewer Department in the implementation of alternative water supply projects, establishment of level-of-service-standards and resource allocations/water allocation system and changes in service areas.

Objective 9.7

Develop City population projections for greater planning coordination with the County, the School Board, the SFRPC, etc.

Policy 9.7.1

Regularly update local population projections for consideration of inclusion in the Comprehensive Plan, including population generated by approved development.

Policy 9.7.2

Coordinate with the County to develop county-wide population projections of expected growth for the community.

Policy 9.7.3

Forward comprehensive plan population projections to the School Board for projected growth and development consideration relating to School Board 5-, 10-, and 20-year facility plans.

Policy 9.7.4

Enter an interlocal agreement with Miami-Dade County and/or the South Florida Regional Council to address the affordable housing affordability shortage in the City and to provide affordable housing affordability options for employees working in the City.

Policy 9.7.5

Coordinate with Miami-Dade County Water and Sewer on the delineation of water and sewer service area boundaries, as necessary over time.



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10. Economic Development Element



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10. Economic Development Element

The Economic Development Element provides policy to improve the economic viability of North Miami through provision of balanced employment and housing opportunities, attraction and retention of businesses, and promotion of fiscal strength and stability in the community.

GOAL 10

The City of North Miami shall strive to create an economic environment that will enhance the economic prosperity of local businesses and attract new business while improving the quality of life for all of its citizens.

Objective 10.1

Within one year of effective date of the Comprehensive Plan update the City shall develop an Economic Development Action Plan that will be periodically updated to attract new businesses and retain existing businesses. Based on ongoing research by the City, the Economic Development Action Plan will include but not be limited to:

- Leveraging the presence of Florida International University (FIU) to expand potential employment and business growth.
- Assess evolving workplace trends resulting from post-Covid work-from-home (WFH) trends and the relative impact on future office, housing and mixed-use development.
- Monitoring retail and meeting demand and trends.
- Identifying of older commercial retail strip centers and brownfield properties and promote development and, when appropriate, adaptive reuse of said properties.
- Strategies to retain, as well as encourage the expansion of existing businesses with higher skilled employment and wages.
- Strategies to attract industrial and high-technology businesses with higher skilled employment and wages.
- Aesthetic improvements to enhance the attractiveness and design of the City's Neighborhood Redevelopment Overlay (especially the Downtown and CRA) and all major corridors of the City.
- Encouragement of professional office development in key locations, possibly integrated with the TOD Master Plan for the FEC station on NE 125th Street.
- Solutions to address circulation issues that facilitate better transportation opportunities for residents and visitors in North Miami.
- Strategies that focus on new components of the City's tourism industry including interaction with festivals, tours, arts and culture, etc.



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- Expand healthcare industry opportunities and direct employment initiatives with University of Miami's U-Health proposed medical facility expansion at Sole Mia.
- Strategies to invest in tourism venues, such as MOCA and create internship and employment opportunities with FIU.
- Strategies for lodging in current and projected (125th and FEC) activity centers that interact well with office, light industrial, commercial and tourism markets and enhances fiscal viability.
- Focuses on the interface between surrounding growth areas.
- Enhancing existing cultural amenities.
- Maintains an efficient line of communication with the larger public to support inclusiveness and transparency.
- Takes an equitable, multifaceted and comprehensive approach to economic development.

Marketing North Miami

Objective 10.2

Increase the City's presence in the region by promoting its own unique image and strive towards making the City a recognizable tourist destination offering a range of attractions.

Potential Performance Indicators:

- Number of partnerships established between the City and other public or private sector agencies throughout the region

Policy 10.2.1

Expand North Miami's presence in the South Florida business community through a targeted marketing campaign in partnership with local businesses, chambers of commerce, and other interested parties.

Policy 10.2.2

Continue to capitalize on the City's ethnic diversity and multicultural identity to underpin branding and marketing strategies. Publicize community fairs, festivals and other activities to showcase the vibrancy and inclusiveness of the City while emphasizing its cultural variety as an appealing quality for international tourism and a creative workforce.

Policy 10.2.3

Promote public and private sector partnerships to fortify the pro-business image of the City.





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Policy 10.2.4

In collaboration with the CRA, market the City's environmental sensitivity, sustainable approach, and green redevelopment strategies.

Policy 10.2.5

Regularly monitor and evaluate economic conditions in North Miami in comparison to peer locations in Florida and throughout the nation to determine relative advantages.

Policy 10.2.6

Encourage cultural arts and amenities through the development of cultural facilities that enhance the City's image, reputation, and local quality of life.

Policy 10.2.7

Support tourism venues, including commercial recreation, convention, and resort facilities, and culturally diversify Caribbean influenced activities that spotlight the desirability of North Miami.

Policy 10.2.8

Conduct a market analysis within one year of effective date of the Comprehensive Plan update that clearly identifies the City's strengths and target areas.

Policy 10.2.9

The City shall maintain and implement a Strategic Economic Development Program that provides for marketing strategies for the next 5-10 years.

Policy 10.2.10

Conduct/sponsor a Work-from-Home study independent and unique to North Miami.

Policy 10.2.11

Explore medical-tourism and medical innovation opportunities in conjunction with the expanding medical presence of the University of Miami's UHealth.

Policy 10.2.12

Market the NW 7th Avenue corridor (rebranded and repositioned as a Technology and Innovation District) at technology trade shows to attract targeted industries to the corridor.

Policy 10.2.13

Create an online one-stop source for information for new businesses on the Economic Development webpage.



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Retain and Expand Existing Businesses

Objective 10.3

Retain and expand existing businesses and industry that complements North Miami's character, utilizes the local workforce, and takes advantage of North Miami's location in the South Florida Region.

Potential Performance Indicators:

- Number/share of retained businesses at least 5 years old (business survival)
- Number/share of jobs in existing/retained businesses
- Growth/expansion of existing businesses (jobs, outputs)
- Number of commercial façade grants

Policy 10.3.1

Prepare and adopt policies to provide assistance and incentives for existing business owners to continue operating in North Miami.

Policy 10.3.2

Continue commercial façade program to improve aesthetics of existing businesses.

Policy 10.3.3

Establish partnerships with other agencies such as the North Miami Chamber of Commerce, Miami-Dade County, Beacon Council, Haitian-American Chamber of Commerce, Miami-Dade Chamber of Commerce and the South Florida Regional Planning Council to access resources that could benefit local businesses. Consider creating an advisory board with representatives of the above-referenced agencies, local business owners and university representatives for strategic initiatives and partnerships.

Policy 10.3.4

Provide assistance for relocation of businesses when they must move due to rehabilitation, demolition, or acquisition by the Community Redevelopment Agency.

Policy 10.3.5

The City will collaborate with the CRA to develop a "one stop shop" resource portal via the internet that identifies local, State and Federal funding sources that may provide grant assistance to existing businesses.

Policy 10.3.6

Encourage the growth and expansion of industry by providing high quality municipal services, facilities, and economic development assistance.



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Policy 10.3.7

Encourage an business-friendly environment that maintains local regulations that are favorable to targeted industries identified by North Miami.

Policy 10.3.8

Encourage the establishment of federal and state agency offices, corporate headquarters facilities, and white-collar employers in North Miami to expand local employment opportunities.

Policy 10.3.9

Develop and maintain strategic partnerships with all economic development organizations and all other organizations that encourage the establishment of high-paying jobs in the area.

Policy 10.3.10

Use surveys and focus group meetings to help determine reasons why businesses relocate out of North Miami.

Policy 10.3.11

Adopt strategies to incentivize existing business retention.

Policy 10.3.12

Set grant funding aside through the CRA for façade improvements, interior remodeling/renovations of existing buildings within the NW 7th Avenue corridor.

Recruit New Businesses and Industries

Objective 10.4

Recruit new businesses and industries that will provide services needed by the community, pay better wages, and in general augment the quality of life in North Miami.

Potential Performance Indicators:

- Number of new business starts (especially in targeted industries)
- Number of business startups as % of all businesses
- Number of jobs created by new businesses
- Hiring patterns of growing sectors, clusters / industries
- Percent of locally owned businesses
- Number of businesses registered or licensed (tax receipts)



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Policy 10.4.1

Implement the NoMi Tech Initiative Action Plan recommendations regarding employment opportunities, workforce and training needs centered around the following tech business sectors:

- Business Services and Technical Support
- Telecommunications and Software
- Research and Development Services
- Medical & Diagnostic Laboratories
- Advance Manufacturing
- Medical Equipment and Supplies
- Aircraft Products and Parts
- Commercial and Service Machinery
- Ships and Boats
- Iron and Steel Products
- Communications Equipment
- Manufactured Housing, Advance Building Materials and Green Energy Systems
- Digital Music and Media Production

Policy 10.4.2

In collaboration with the CRA, develop a comprehensive branding and advertising strategy to promote activities and other marketing techniques to attract targeted businesses to the City.

Policy 10.4.3

Identify, track and annually evaluate state-of-place and quality of life indicators such as, but not limited to community health statistics, travel time to work, and living conditions.

Policy 10.4.4

Evaluate whether the floor area and height limits within the City's land use and zoning districts are appropriate for the recommended target businesses.

Policy 10.4.5

Conduct a branding study to re-position and market the Chinatown Cultural Arts and Innovation District as the NW 7th Avenue Technology and Innovation District.

Policy 10.4.6

Evaluate applicability of the recommendations of the Chinatown Cultural Arts & Innovation District Conceptual Master Plan to a reframed/repositioned NW 7th Avenue corridor with an emphasis on attracting green businesses, information technology, science and research.

Policy 10.4.7

Define a medical innovation district, centered around UHealth's Sole Mia facilities as



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the anchor but including a much larger zone of adjacent properties along Biscayne Boulevard.

Policy 10.4.8

Evaluate new means to leverage the economic potential of North Miami's three designated Opportunity Zones through the implementation of appropriate land use and zoning overlays (including, but not limited to the above-mentioned and other innovation districts and/or tech target areas); regulatory, financial and procedural incentives, if feasible; real estate opportunity marketing; and public/private partnerships to create attractive investment packages for projects in these areas.

Policy 10.4.9

Promote state incentives available to economic development projects within the NW 7th Avenue corridor (which fall within the Census Tract 4.05 North Miami Opportunity Zone), including but not limited to Jobs Tax Credits, Property Tax Credits, Sales Tax Refund for Business Machinery and Equipment Used in an Enterprise Zone, Sales Tax Refund for Building Materials Used in an Enterprise Zone and Sales Tax Exemption for Electrical Energy.

Policy 10.4.10

Support prospective qualified employers who relocate to the NW 7th Avenue corridor (which fall within the Census Tract 4.05 North Miami Opportunity Zone) in pursuing High Impact Performance Incentive, Quick Response Training, and Incumbent Worker Training program grants.

Policy 10.4.11

Support prospective qualified industries who relocate to the NW 7th Avenue corridor (which fall within the Census Tract 4.05 North Miami Opportunity Zone) in pursuing Qualified Target Industry Tax Refunds for targeted sectors including clean energy, biomedical technology, financial services, information technology, etc. and corporate headquarters.

Policy 10.4.12

Working with the CRA, pursue funding through the Economic Development Transportation Fund and Urban Incentives such as the Local Gov't Distressed Area Matching Grant Program to support infrastructure, public safety and public realm improvements within the NW 7th Avenue corridor and other parts of North Miami which fall within the designated Opportunity Zones.

Policy 10.4.13

Use branding, marketing, partnerships with local and regional higher education institutions; and targeted infrastructure investment to position North Miami as a premier location for climate service providers, coastal zone resiliency engineering/planning



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firms, and other growing fields that focus on sustainability and environmental stewardship.

Policy 10.4.14

Create a 501(c)(3) NoMi Tech Development Corporation (TNDC) for the purpose of raising funds, providing technical assistance, and offering programs focused on attraction of identified tech businesses and business retention.

Policy 10.4.15

Identify seed monies to support startups and business grant funding, potentially including, but not limited to, CRA funds, New Market Tax Credits (NMTCs), Opportunity Zone grant funding, and funds raised and leveraged through the TNDC, once established.

Policy 10.4.16

Regularly monitor technological change that continues to reshape the workplace and evaluate appropriate place- and people-based policy responses (e.g., prioritize investment in technology infrastructure and access to accommodate expanding trends in digitally enabled independent work).

Policy 10.4.17

Recognize the significant contributions of small and locally owned businesses to the City's economy and seek to enhance opportunities for these types of businesses.

Policy 10.4.18

Support strategies to expand regional, national and international markets for local services and products.

Policy 10.4.19

Evaluate the NoMi Tech Initiative Action Plan recommendations with respect to target sectors to identify those most likely to be successfully attracted to the NW 7th Avenue corridor, given the right regulatory and incentive conditions, and target marketing to developers and recruiters of companies in the identified sectors.

Policy 10.4.20

Conduct a study to evaluate the space and other development needs of targeted industries and calibrate the LDRs to make sure the regulations can accommodate those needs.

Policy 10.4.21:

Consider adopting additional incentives to attract new, targeted industry to the NW 7th Avenue corridor, including but not limited to:

- Concierge service through the City's Office of Economic Development.
- Properties available for sale or redevelopment marketed through the Economic



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Development webpage.

- Expedited permitting/approvals for businesses/companies in targeted industries.

Integration with Future Land Use Element

Objective 10.5

Identify future land use needs and allocate adequate residential, commercial, and industrial acreage that may be needed to support future development.

Policy 10.5.1

Coordinate with organizations representing targeted industries to determine the future economic and land use needs of those industries on an annual basis.

Policy 10.5.2

Ensures employment generating uses along major transportation corridors are compatible with surrounding neighborhood character.

Policy 10.5.3

Encourage land use designations and zoning regulations that encourage the retention, attraction and expansion of business and industry.

Policy 1.5.4

The City and CRA shall adopt an industrial land preservation policy and facilitate the preparation and implementation of a development plan for the City's industrial areas.

Policy 10.5.5

The City CRA shall address the creation of a new cultural arts civic complex to accommodate a mixture of uses to include a new City administrative office building to replace the trailers, the expansion of MOCA, retail uses, structured parking, as well as an active park.

Policy 10.5.6

Regularly evaluate and update the scope and capacities of the City's Geographic Information System (GIS) to provide parcel level information for land use analysis.

Policy 10.5.7

Encourage opportunities for teleworking and home businesses that are compatible with residential neighborhoods.

Policy 10.5.8

Review the LDRs to remove regulatory barriers and establish incentives geared toward facilitating redevelopment and improvements to existing development in the NW 7th Avenue corridor. The purpose is to ensure that zoning standards can accommodate the



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needs of businesses in targeted industry sectors identified in the NoMi Tech Initiative Action Plan. Steps should include but not be limited to conducting a parcel-level evaluation of existing conditions relative to the adopted regulations, with the goal to fully understanding constraints and opportunities in the corridor; and using the findings of the evaluation to calibrate the zoning standards, including targeted strategies and incentives for land aggregation.

Policy 10.5.9

Consider the viability of abandoning (or assisting developers in pursuing the abandonment) certain dead-end streets in the NW 7th Avenue PCD overlay to allow for larger, connected master planned sites across multiple blocks.

Ensure Necessary Infrastructure to Facilitate Economic Development

Objective 10.6

The City/CRA shall strive to maintain a high-quality system of public infrastructure including transportation, parks, water and sewer, and other services to encourage planned economic development

Policy 10.6.1

Ensure that the Transportation Element, the Transportation Master Plan, and the Capital Improvement Program work together harmoniously to address the transportation needs of the existing and future business community, specifically, providing adequate parking and access to employment providers.

Policy 10.6.2

Promote federal commuter tax incentives that are available to local employers who provide public transit assistance to employees through services such as Van pools, Ride share, free Bus Passes or free Tri-rail Passes. Federal law allows employers to deduct the cost of providing transit assistance as a business expense. The City should primarily market these tax incentives to employers within the City's RAC and TOD areas.

Policy 10.6.3

In coordination with the CRA, identify infrastructure improvements needed to support existing and new businesses and incorporate infrastructure priorities into the City's capital planning process.

Policy 10.6.4

Prepare and maintain a contingency plan to minimize the impact of telecommunication service failures during post-storm periods.



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Policy 10.6.5

Conduct feasibility study for providing a fiber optic network and wireless internet services Citywide.

Policy 10.6.6

Provide for a range of housing options for existing and future residents.

Policy 10.6.7

Encourage adequate childcare and adult care facilities to support the young population comprising the workforce.

Policy 10.6.8

Identify and rank public investment related to economic development and its interface with land use, infrastructure and mobility.

Policy 10.6.9

Focus on and prioritize hard infrastructure, tech infrastructure (i.e., fiber optic/broadband internet) and public safety improvements within the NW 7th Avenue corridor, especially the east side, to support and attract companies in targeted industry sectors to this corridor.

Workforce Training

Objective 10.7

Ensure a range of basic and advanced educational opportunities for residents and business owners which will develop and maintain a high-quality workforce in North Miami.

Potential Performance Indicators:

- Sectoral training enrollees and completions
- Education/skill levels of jobs by industry
- Availability of jobs in target occupations
- Share of workers in target industries
- Number of Apprenticeships underway
- Number of credentials achieved for targeted occupations
- Number of qualified workers for target sector and occupations

Policy 10.7.1

Coordinate with Miami-Dade Public School Board and FIU to ensure accessibility of adult education and English language courses for non-native speakers throughout the City.





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Policy 10.7.2

Provide to the extent possible classroom space in City facilities for adult education and language courses.

Policy 10.7.3

Encourage local colleges and universities to offer adult education classes in satellite facilities.

Policy 10.7.4

Encourage local colleges and universities and City facilities to offer courses that train residents in skills required by, and in coordination with, targeted industries.

Policy 10.7.5

Promote education of unemployed/underpaid workforce with skills that would be useful for industries which are local economic development targets and/or which are located within the region. Training should prepare workers to participate in green industry and to be knowledgeable in sustainable business operations in general.

Policy 10.7.6

Conduct Business Continuity and Disaster Recovery Planning training program for local businesses to mitigate negative impacts from storms and other disasters.

Policy 10.7.7

Encourage the development and training of young professionals by providing internship opportunities within City government and through partnerships with the Chamber of Commerce to contribute to the development and progress of North Miami's youth.

Policy 10.7.8

The City and CRA will seek to participate in and coordinate its programs with local organization's activities that facilitate the interaction between citizens and businesses, designed to enhance the sense of community and promote the cooperation between residents and businesses.

Policy 10.7.9

The City shall establish a proactive, continuing dialogue with educational institutions, including school districts, community colleges and universities on the phasing of development, service standards, and the needs of the workforce.

Policy 10.7.10

Identify large area for redevelopment in the downtown area and promote the development of a comprehensive higher education center in partnership with private, community and state colleges or universities.



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Policy 10.7.11

Develop a business development/education workforce incubator program to bring forward programs that develop relationships between numerous higher-learning institutions in the City and its business/corporate community. Specifically, partner with Florida International and Barry Universities and other local and regional institutions to create targeted industry education/training, internship/apprenticeship, and employment programs.

Policy 10.7.12

Support education and training programs that facilitate the digitization of the workforce, including worker use of digital tools, digitally skilled workers, and new digital jobs and roles.

Policy 10.7.13

Support efforts to provide training and employment opportunities for special needs population

Policy 10.7.14

Explore the feasibility of establishing a Workforce Development Training Fund (WDTF) to help increase the economic mobility of North Miami's residents.

Redevelopment and Revitalization

Objective 10.8

Encourage redevelopment and revitalization to the maximum extent feasible "Smart Growth" principles and energy efficient development which also account for existing and future electrical power generation and transmission system in an effort to discourage urban sprawl and reduce greenhouse gasses.

Policy 10.8.1

The City shall continue its current practice of recognizing the interaction with mixed use developments and the resulting internal satisfaction of trips when analyzing the traffic impact of proposed mixed-use developments which promote revitalization and redevelopment. Mixed use developments are characterized by three (3) or more significant, mutually supporting, land uses with significant physical and functional integration of project components, including uninterrupted pedestrian connections, and that is developed in conformance with a coherent plan.

Policy 10.8.2

Continue to promote downtown as the economic and cultural center of the City. Coordinate efforts with the CRA and other applicable agencies to revitalize downtown retail activity, expand job opportunities in the public and private sectors, attract



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recreational, arts, and entertainment and tourist businesses, and develop downtown housing, where appropriate.

Policy 10.8.3

Aggressively pursue redevelopment and revitalization opportunities through enhancements in existing programs. Encourage the use of the Transit Oriented Development land use designation and associated land development codes such as a Smart Code to spur redevelopment.

Policy 10.8.4

Focus on viable redevelopment concepts for the commercial core reviewed by the public, the City and successful commercial developers, and the preparation of specific strategic implementation program for the selected alternative involving coordinated commitments from private developers and public agencies, including development of workforce training programs and involvement of local entrepreneurs and established businesses.

Policy 10.8.5

Revise the City's Land Development Regulations to help facilitate neighborhood stability and economic vitality, through flexibility in mixing of uses, site development criteria, transportation level of service standards and other limiting factors.

Policy 10.8.6

Continue to make annual cost-efficient and prudent infrastructure upgrades in West North Miami addressing problem areas and enhancing neighborhoods and businesses, with projects such as repavement, curb and gutter drainage, sidewalks, landscaping and commercial façade upgrades.

Policy 10.8.7

Facilitate the development of vacant non-residential lots, less than or equal to two (2) acres in size and which are surrounded by developed parcels, by exempting such lots from the transportation concurrency requirements contained in the Land Development Regulation utilizing the de minimus impact rule or other means available. While ensuring consistency with the adopted North Miami Comprehensive Plan and Land Development Regulation, the City will also allow flexibility for the owners of applicable infill lots to build non-residential projects which are compatible with adjacent development and maximize property values to the extent possible.

Policy 10.8.8

Direct redevelopment and revitalization in a pattern, pace, and intensity that is consistent with the availability of existing urban services and infrastructure in order to conserve natural and man-made resources.



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Policy 10.8.9

Encourage and implement to the maximum extent feasible for those (re)development projects within the City use compact building design principles which preserve more open space, contain mixed use, support multi-modal transportation options, make public transportation viable, reduce infrastructure cost and take advantage of recycled building materials.

Policy 10.8.10

Promote economic development and employment opportunities by expediting reviews of commercial development applications, and providing flexibility, within the parameters of the Land Development Regulation, in the application of zoning and subdivision regulations in the redevelopment area and upgrading of existing commercial sites, with preference for applications that foster local workforce development and engagement and support local entrepreneurial activity.

Policy 10.8.11

Prioritize public realm capital improvements at the southern "gateway" of the NW 7th Avenue corridor (i.e., the intersection of NW 119th St and NW 7th Ave) both in terms of urban design and redevelopment potential.

Job Creation

Objective 10.9

Provide public sector advocacy and investment in support of quality job creation, retention, diversification, and livable wage levels.

Potential Performance Indicators:

- Total number/percent of new jobs created (e.g., annual basis)
- Local v. regional (Miami-Dade County) growth rate in jobs (total and among targeted industries)
- Average wages or salaries of jobs created

Policy 10.9.1

Increase access to a variety of new job opportunities, expanding digital technology access and digital literacy, especially among divested sectors of the community, as a means to enable new forms of entrepreneurial activity, especially job creation in the context of small businesses and self-employed occupations.

Policy 10.9.2

Support local hiring and first source hiring to increase job accessibility for disadvantaged workers.



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Policy 10.9.3

Close existing opportunity, employment, wage, entrepreneurship, and wealth gaps for disadvantaged populations.

Policy 10.9.4

Continue to adopt and implement policies and regulations that promote demand for renewable energy, green development, and energy-efficient goods and services.



2035-2045 Comprehensive Plan

Volume I: Goals, Objectives, and Policies

11. Public Schools Element [RESERVED]



2035-2045 Comprehensive Plan Public Schools Element

11. Public School Element [RESERVED]



2035-2045 Comprehensive Plan

Volume I: Goals, Objectives, and Policies

12. Capital Improvement Element



12. Capital Improvement Element

GOAL 12

Provide adequate and timely public facilities and infrastructure capacity to accommodate existing and future residents within the City of North Miami, maximize the use and value of existing facilities, effectively manage future growth consistent with the level of service (LOS) standards established in the Comprehensive Plan, and invest prudently towards achieving infrastructure that is resilient to future environmental shocks and stresses.

Fiscal Resources

Objective 12.1

Maximize fiscal resources available to the City for public facility improvements necessary to accommodate existing development, redevelopment, and planned future growth, and to replace obsolete or deteriorated facilities.

Potential Performance Indicators:

- Growth in amount/percent of funding sources available for capital improvements.
- Number of grants applied for and received.

Policy 12.1.1

Ensure capital revenues and/or secured developer commitments are in place to maintain all public facilities at acceptable LOS standards prior to the issuance of building permits.

Policy 12.1.2

Utilize a variety of funding sources to implement capital improvements, within the limitation of existing law. These methods may include but are not limited to ad valorem taxes, general revenues, enterprise revenues, assessments, tax increment financing, grants, and private funds.

Policy 12.1.3

Ensure that new development bears a proportionate cost for public facility improvements, as needed, to accommodate the impact of development and to maintain LOS standards, by utilizing a variety of mechanisms to assess and collect impact fees, dedications and/or contributions from private development.

Policy 12.1.4

Aggressively seek all realistic grant opportunities to fund Capital Improvement Program projects.



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Policy 12.1.5

Conduct an annual review of community needs and analyze the range of potential funding available to balance anticipated Capital Improvement Program Costs.

Provision of Public Facilities

Objective 12.2

Provision of the necessary capital improvements to replace worn-out or obsolete public facilities, correct service deficiencies, and accommodate planned future growth consistent with the adopted LOS standards in locations prioritized as suitable and resilient for future development.

Potential Performance Indicators:

- Annual update and implementation of the Five-Year Capital Improvement Program (CIP).
- Number of capital improvements constructed
- Number of people benefitted from capital improvement project (by project and total).

Policy 12.2.1

Prepare and adopt a Five-Year CIP as part of the City's annual budgeting process.

Policy 12.2.2

Coordinate planning for City improvements with the plans of state agencies, the South Florida Water Management District (SFWMD), Miami-Dade County and adjacent municipalities when applicable.

Policy 12.2.3

Designate those projects identified in the other elements of the Comprehensive Plan, determined to be of relatively large scale (\$25,000 or greater) and which have a useful life of at least two (2) years, as capital improvement projects for inclusion within the Capital Improvement Program (CIP). All capital improvements in the Capital Improvement Element (CIE) will be included in the Five-Year Capital Improvements Program (CIP) and Annual Capital Budget.

Policy 12.2.4

Implement the Five-Year CIP and update the CIP Schedule through an Annual Update and Inventory Report (AUIR).

Policy 12.2.5

Evaluate and rank the proposed capital improvement projects listed in the Five-Year CIP, prioritizing them according to the following guidelines:

1. Protection of public health, safety and welfare;



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2. Provision of facilities and services, preservation or achieving full use of existing facilities, or maintaining or repairing existing facilities
3. Fulfills the City's legal commitment to provide facilities and services;
4. Corrects existing deficiencies;
5. Maintains adopted LOS;
6. Minimizes risk due to projected sea level rise, storm activity, tidal flooding, and other climate conditions;
7. Provides for the most efficient and effective use of existing and/or future facilities;
8. Provides new capacity to accommodate future growth consistent with this Plan;
9. Prevents or reduces future improvement costs; and
10. Promotes cost-effective use of time and revenue.
11. Represents a logical extension of existing facilities and services.

Policy 12.2.6

Consider the following amendment guidelines if one or more of the funding source(s) identified in the Five-Year CIP is not available:

1. Adjust the schedule by removing projects, which have the lowest priority.
2. Delay projects until funding can be guaranteed.
3. Do not issue development orders that would continue to cause a deficiency on the public facility's adopted LOS standards.
4. Pursue alternative funding sources.

Policy 12.2.7

Use the City's Land Development Regulations to ensure that all decisions regarding land use planning and the issuance of development orders and permits consider the availability of public facilities and services necessary to support such development at the adopted LOS standards concurrent with the associated impacts.

Policy 12.2.8

Coordinate with road, utility and infrastructure service providers within the City to ensure that necessary capital improvements are implemented to support new construction and redevelopment.

Policy 12.2.9

Repair, rehabilitate, and replace the City's capital facilities according to generally accepted engineering principles and guidelines and ensure that facilities and services provided by other agencies are held to the same standard.

Policy 12.2.10

Assess new development a pro rata share of the public facility costs necessary to accommodate the impacts of new development without exceeding the adopted levels-of- service through the enforcement of existing public facility funding mechanisms and impact fees. Public facilities include potable water, sanitary sewer, solid waste, drainage, parks and roadways.



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Policy 12.2.11

Review and update the Capital Improvement Element on an annual basis in order to maintain a financially feasible Five-Year Capital Improvement Program.

Debt Management

Objective 12.3

Develop and implement a debt management program to assist the City in providing adequate and timely revenues for scheduled capital improvements.

Potential Performance Indicators:

- Decrease in percent of City debt
- Decrease in actual amount of debt

Policy 12.3.1

Incur debt within generally accepted municipal finance principles and guidelines, and only in relation to the City's ability to pay for a new capital asset or to significantly extend the life expectancy of a capital asset.

Policy 12.3.2

Ensure that any increase in operating and maintenance costs for a new or additional facility is also considered when evaluating the debt to be incurred for a facility.

Policy 12.3.3

The City will not provide a public facility, nor accept the provision of a public facility by others, if it is unable to pay for the subsequent annual operation and maintenance costs of the facility.

Policy 12.3.4

Total debt service expenditures shall be no more than thirty percent (30%) of total revenue.

Policy 12.3.5

Outstanding capital indebtedness shall be no more than ten percent of the City's property tax base.

Policy 12.3.6

Debt payment shall not exceed the anticipated useful life of an improvement, and in no case, shall exceed fifty years.



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Levels of Service Standards and Concurrency Management

Objective 12.4

Base decisions regarding the issuance of development orders or permits, in part, on the availability of infrastructure facilities and essential services which meet the adopted LOS standards concurrent with the impacts of the development as measured by the adopted Concurrency Management System, and require new development to pay a proportionate cost of facility improvements to maintain the LOS standards.

Potential Performance Indicators:

- Number of capital improvements built to meet adopted levels of service.

Policy 12.4.1

As indicated in the applicable Elements of this Plan, the City of North Miami has adopted the minimum LOS standards shown in Table 12.1.

Table 12.1: Recommended Level of Service Standards for City of North Miami

Public Facility	Level of Service Standard
Potable Water	<ul style="list-style-type: none">• User LOS - The system shall maintain the capacity to produce and deliver 145 gallons per capita per day.• Water Storage – The City shall provide total storage capacity equal to no less than 15 percent of the service area average daily demand.• Water Pressure –The City shall maintain a minimum water pressure at the water meter of 35 pounds per square inch.• Water Quality - Water quality shall meet all federal,
Sanitary Sewer	<ul style="list-style-type: none">• User LOS - The system shall maintain the capacity to collect and dispose 120 gallons per capita per day.



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Table 12.1: Recommended Level of Service Standards (Cont'd)

Stormwater Drainage	<ul style="list-style-type: none"> Water Quality Standard - Stormwater facilities shall treat the runoff from the first one inch of rainfall onsite to meet the water quality standards required by Chapter 62-302, Rule 62-302.500, FAC. City-owned system - Maintain 5-year design storm with a 72-hour duration. Private systems - Minimum 25-year design storm with a 72-hour duration with new development.
Solid Waste	Service population - Collection of 4.5 lbs of solid waste per capita/day.
Recreation/Open Space	The City shall provide a level of service for parks, recreation, and open space of 2.75 acres per 1,000 residents.
Transportation: FIHS Roadways	All Florida Intrastate Highway System (FIHS) roadways must operate at LOS D or better (at peak hour), except where 1) exclusive through lanes exist, roadways may operate at LOS E (at peak hour), or 2) such roadways are parallel to exclusive transit facilities or are located inside designated transportation concurrency management areas (TCMA's), roadways may operate at LOS E (at peak hour). Constrained or backlogged limited and controlled access FIHS roadways operating below the forego-
Transportation: County Roadways within the Urban Development Boundary (UDB), but Outside the Urban Infill Area (UIA)	All major County roadways must operate at LOS D or better, except where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, then a roadway shall operate at or above LOS E at peak hour. When extraordinary transit service such as commuter rail or express bus service exists, parallel roads within ½ mile shall operate at no greater than 120% of their capacity at peak hour.
Transportation: City Streets	<p>Roadways with no mass transit service - LOS E</p> <p>Roadways with mass transit with headways of 20 minutes or less - LOS E+20</p> <p>Roadways with extraordinary transit - LOS E+50</p>

Notes:

These public facilities and services are provided by Miami-Dade County and are subject to the level of service standards established in the Miami-Dade County Comprehensive Development Master Plan (CDMP). The City of North Miami will adopt these same levels of service standards to be consistent with the CDMP, as amended.



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Policy 12.4.2

Monitor and ensure adherence to the adopted LOS standards and the availability of public facility capacity using the following Concurrency Management System:

1. Sanitary Sewer, Solid Waste, Drainage and Potable Water: Prior to the issuance of any development order for new development or redevelopment, sanitary sewer, solid waste, drainage and potable water facilities needed to support the development at adopted LOS standards must meet one of the following timing requirements:
 - The development order includes a condition that at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or
 - The necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent.
2. Parks & Recreation: Prior to the issuance of any development order for new development or redevelopment, parks and recreation facilities needed to support development at adopted LOS standards must meet one of the following timing requirements:
 - The necessary facilities and services are in place or under actual construction; or
 - The development order includes a condition that at the time of the issuance of a certificate of occupancy or its functional equivalent, the acreage for the necessary facilities and services to serve the new development is dedicated or acquired by the City or CRA, or funds in the amount of the developer's fair share are committed; and
 - The development order includes the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted five-year Capital Improvement Program; or
 - The necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent; or
 - The necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent.



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3. Transportation: Prior to the issuance of any development order for new development or redevelopment, transportation public facilities needed to support the development at adopted LOS standards must meet one of the following timing requirements:
 - The necessary facilities and services are in place or under construction; or
 - The development order includes the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent.

Five-Year Capital Improvement Program.

- The necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction no more than three years after the issuance of a certificate of occupancy or its functional equivalent; or
- The necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent.

The application of the above requirements must ensure the availability of public facilities and services needed to support development concurrent with the impacts of such development.

Policy 12.4.3

Manage and improve the City's concurrency monitoring system, as part of the Land Development Regulations, to:

1. Determine whether necessary facilities identified within the City's Capital Improvements Element, including potable water, sanitary sewer, solid waste, stormwater management, recreation and open space, and transportation are being constructed in accordance with the Capital Improvement Program, as amended.
2. Annually update existing LOS, committed capacity as defined in the Land Development Regulations, and facility needs to maintain adopted LOS prior to and in conjunction with the annual update of the City's Capital Improvements Element and Capital Improvement Program, and preparation of the Annual Budget.



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Policy 12.4.4

Public facilities and services must meet or exceed the LOS standards established in this Element of the Comprehensive Plan. Public facilities must be available at the adopted LOS standards when needed for development. If facilities are not available at the time of approval, development orders or permits are to be conditioned upon the availability of public facilities and services, or the necessary facilities must be guaranteed either in an enforceable development agreement adopted pursuant to Chapter 163, F.S. or in a development order issued pursuant to Chapter 380, F.S.

Policy 12.4.5

Evaluate proposed Plan amendments and requests for new development or redevelopment according to the following guidelines:

1. Will the action contribute to a condition of public hazard as described in the Infrastructure Element?
2. Will the action exacerbate any existing public facility capacity deficiency, as described in the Transportation, Infrastructure, or Recreation and Open Space Elements?
3. Will the action generate public facility demands that may be accommodated by capacity increases, which will maintain adopted LOS standards either planned in the Five-Year Capital Improvement Program or by developer commitment?
4. Is the action consistent with the goals, objectives and policies of the Future Land Use Element, including the Future Land Use Map?
5. If the City provides public facilities, in part or whole, is the action financially feasible pursuant to this Element?

Capital Improvement Program

The following Capital Improvement Program is the mechanism by which the City of North Miami can effectively stage the timing, location, projected cost, and revenue sources for the capital improvements derived from the other comprehensive plan elements, in support of the Future Land Use Element. The Five-Year Schedule of Capital Improvements together with the Annual Budget Report are used to document the economic feasibility of the City's Comprehensive Plan. The Capital Improvement Element must be reviewed and updated on an annual basis in order to maintain a Five-Year Capital Improvement Program. Modification to update the Five-Year Capital Improvement Program may be accomplished by ordinance and may not be deemed to be amendments to the City's Comprehensive Plan.

Policy 12.4.6

As a matter of priority schedule for funding any capital improvement projects in the five-year Schedule of Improvements which are necessary to correct existing public facility deficiencies.



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Policy 12.4.7

Evaluate the impact of capital improvement projects as follows:

1. Whether the project is needed to protect public health and safety, to provide facilities and services, or to preserve or achieve full use of existing facilities, or to maintain or repair existing facilities;
2. Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvements costs, provides service to developed areas lacking full service, or promotes in-fill development; and
3. Whether the project represents a logical extension of facilities and services.

Potable Water Projects:

Policy 12.4.8

The City shall incorporate capital improvements affecting City levels of service 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 5-Year Schedule of Capital Improvements. The City Capital Improvement Element Schedule shall be maintained and updated annually and shall demonstrate that level of service standards will be maintained during the next five-year (2022/2023 through 2025/2026) planning period. Tables 12.2 and 12.3, below, describes the City's planned 5-Year Capital improvements, and additional 5- and 10-Year improvements recommended in the AECOM Infrastructure Study, which shall be incorporated into the Capital Improvement Plan for this planning period.

Policy 12.4.8

Every effort shall be made to use funds for the expansion, enhancement, and upgrade of the water supply facilities in accordance with the City's Adopted 16-Year Water Supply Facilities Work Plan Update (Resolution No. 2020-R-104, adopted 2020).



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Table 12.2: Five-Year Adopted Capital Improvement Program
(2022/2023 through 2026/27)

City of North Miami CAPITAL IMPROVEMENT PROGRAM SCHEDULE (FY 20/21 - 24/25)										TOTAL PROJECT ESTIMATE
Project	Dept.	Category	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25			
City Hall Repairs and Improvements	Public Works	Facilities	\$ 76,500	\$ 160,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 386,500	
Breesewep Tol-lot Replacement & Sprayground	Parks and Recreation	Parks	\$ 500,000	\$ —	\$ —	\$ —	\$ —	\$ —	\$ 500,000	
Pedestrian and Bicycle Bridge	1/2 Cent	Transportation	\$ —	\$ 70,000	\$ 900,000	\$ —	\$ —	\$ —	\$ 970,000	
Sidewalks and ROW Improvements	1/2 Cent	Transportation	\$ 431,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,231,000	
Roadway Sweeper	1/2 Cent	Transportation	\$ —	\$ 325,000	\$ —	\$ —	\$ —	\$ —	\$ 325,000	
Street Resurfacing	Gas Tax	Transportation	\$ 440,000	\$ 352,305	\$ 290,000	\$ 290,000	\$ 290,000	\$ 290,000	\$ 1,662,305	
Lift Station Rehab	W&S	Water	\$ 325,000	\$ 520,000	\$ 1,320,000	\$ 520,000	\$ 1,320,000	\$ 1,320,000	\$ 4,005,000	
Sanitary Sewer Rehabilitation	W&S	Water	\$ 300,000	\$ 1,400,000	\$ 1,300,000	\$ 2,400,000	\$ 1,300,000	\$ 1,300,000	\$ 6,700,000	
Emergency Generator at OPS Center	W&S	Water	\$ 90,000	\$ —	\$ —	\$ —	\$ —	\$ —	\$ 90,000	
Safeguarding Availability of Potable Water	W&S	Water	\$ 325,000	\$ —	\$ —	\$ —	\$ —	\$ —	\$ 325,000	
Emergency Generators at 4-Lift Stations	W&S	Water	\$ 700,000	\$ —	\$ —	\$ —	\$ —	\$ —	\$ 700,000	
Water Main Improvements	W&S	Water	\$ 2,200,000	\$ 200,000	\$ 1,200,000	\$ 200,000	\$ 1,200,000	\$ 1,200,000	\$ 5,000,000	
Water Meter Replacements	W&S	Water	\$ —	\$ 8,000,000	\$ —	\$ —	\$ —	\$ —	\$ 8,000,000	
Water Line Replacements	W&S	Water	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000	
Upgrade of Existing Lime Softening Water Plant	W&S	Water	\$ —	\$ 26,000,000	\$ —	\$ —	\$ —	\$ —	\$ 26,000,000	
Stormwater Improvement - Basin Construction	Stormwater	Water	\$ 300,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 4,300,000	
Canal Cleaning Improvements	Stormwater	Water	\$ 150,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 170,000	
Surge Resistance & Flood Mitigation	Stormwater	Water	\$ —	\$ 500,000	\$ —	\$ —	\$ —	\$ —	\$ 500,000	
Fuel Pump Replacement	Fleet	Vehicle Repl.	\$ —	\$ 4,000	\$ 400,000	\$ 3,500	\$ 3,500	\$ 3,500	\$ 411,000	
Equipment and Vehicle Replacement (Various Depts.)	Fleet	Vehicle Repl.	\$ 1,124,000	\$ 907,000	\$ 777,000	\$ 870,000	\$ 790,000	\$ 790,000	\$ 4,468,000	
TOTAL PROJECTS COSTS			\$ 7,261,500	\$39,943,305	\$ 7,742,000	\$ 5,838,500	\$ 6,458,500	\$ 6,458,500	\$ 67,243,805	



2035-2045 Comprehensive Plan Capital Improvement Element

City of North Miami								
CAPITAL IMPROVEMENT PLAN SCHEDULE FY 2022-23 -- FY 2026-27								
Project	Department	Category	Adopted Budget FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	Total Project Estimate
Police Station Fire Alarm System	Police	Facilities	60,000	-	-	-	-	60,000
Ground Improvements	Public Works	Transportation	50,000	-	-	-	-	50,000
City Hall Repairs & Improvements	Public Works	Facilities	79,266	74,500	2,500	-	3,500	159,766
Camera Installation -- Claude Pepper Park and Scott Galvin Center	Parks and Recreation	Parks	50,000	-	-	-	-	50,000
Scott Galvin Center Studio Room	Parks and Recreation	Parks	50,000	-	-	-	-	50,000
Thomas Sasso Pool Repairs and Improvements	Parks and Recreation	Parks	50,000	-	-	-	-	50,000
Keystone Park Renovations	Parks and Recreation	Parks	40,000	-	-	-	-	40,000
Sunkist Grove Repairs and Improvements	Parks and Recreation	Parks	50,000	-	-	-	-	50,000
Emergency Lighting Installation for North Miami Athletic Stadium	Parks and Recreation	Parks	61,000	-	-	-	-	61,000
North Miami Library Tol Lot	Parks and Recreation	Parks	150,000	-	-	-	-	150,000
Breeseswept Park Renovations and Improvements	Parks and Recreation	Parks	200,000	-	-	-	-	200,000
Traffic Calming Devices	1/2 Cent	Transportation	320,000	70,000	280,000	100,000	280,000	1,050,000
Sidewalks and Right-of-Way Improvements	1/2 Cent	Transportation	399,370	430,000	430,000	430,000	430,000	2,119,370
Pedestrian and Bicycle Bridge over Biscayne Canal at 131st Street	1/2 Cent	Transportation	-	1,350,000	-	-	-	1,350,000
Resurfacing	1/2 Cent	Transportation	240,692	290,000	290,000	290,000	290,000	1,400,692
W&S Vehicle/Equipment Replacement	Water & Sewer	Vehicle Replacement	300,000	620,000	620,000	620,000	660,000	2,820,000
Lift Stations Rehabilitation	Water & Sewer	Water/Sewer	325,000	325,000	525,000	1,325,000	525,000	3,025,000
Upgrade of Existing Lime Softening Water Plan	Water & Sewer	Water/Sewer	1,000,000	4,000,000	5,000,000	5,000,000	5,000,000	20,000,000
Water Meter Replacement	Water & Sewer	Water/Sewer	-	8,000,000	5,000,000	-	-	13,000,000
Water Main Improvements	Water & Sewer	Water/Sewer	-	1,000,000	200,000	1,500,000	200,000	2,900,000
Water Line Replacement	Water & Sewer	Water/Sewer	300,000	300,000	300,000	300,000	300,000	1,500,000
Sanitary Sewer Rehabilitation - Gravity Improvement	Water & Sewer	Water/Sewer	1,300,000	1,400,000	1,300,000	2,400,000	1,300,000	7,700,000
Stormwater Improvements - Basin Construction	Stormwater	Stormwater	1,000,000	1,000,000	1,000,000	2,000,000	2,000,000	7,000,000
Vehicle and Equipment Replacement	Fleet	Vehicle Replacement	750,000	950,000	930,000	950,000	930,000	4,510,000
TOTAL PROJECTS COST			\$ 6,775,328	\$ 19,809,500	\$ 15,877,500	\$ 14,915,000	\$ 11,918,500	\$ 69,295,828

SCHEDULE BY DEPARTMENT FY 2022-23 -- FY 2026-27

Department	Adopted Budget FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	Total Project Estimate
Police	60,000	-	-	-	-	60,000
Public Works	129,266	74,500	2,500	-	3,500	209,766
Parks and Recreation	651,000	-	-	-	-	651,000
1/2 Cent Transportation	960,062	2,140,000	1,000,000	820,000	1,000,000	5,920,062
Water & Sewer	3,225,000	15,645,000	12,945,000	11,145,000	7,985,000	50,945,000
Stormwater	1,000,000	1,000,000	1,000,000	2,000,000	2,000,000	7,000,000
Fleet	750,000	950,000	930,000	950,000	930,000	4,510,000
TOTAL PROJECTS COST	6,775,328	19,809,500	15,877,500	14,915,000	11,918,500	69,295,828

SCHEDULE BY CATEGORY FY 2022-23 -- FY 2026-27

Category	Adopted Budget FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27	Total Project Estimate
Facilities	139,266	74,500	2,500	-	3,500	219,766
Transportation	1,010,062	2,140,000	1,000,000	820,000	1,000,000	5,970,062
Parks	651,000	-	-	-	-	651,000
Water/Sewer and Stormwater	3,925,000	16,645,000	13,945,000	13,145,000	9,985,000	57,645,000
Vehicle Replacement	1,050,000	950,000	930,000	950,000	930,000	4,810,000
TOTAL PROJECTS COST	6,775,328	19,809,500	15,877,500	14,915,000	11,918,500	69,295,828



2035-2045 Comprehensive Plan Capital Improvement Element

Table 12.3:
Additional Recommended Five- and Ten-Year Water and Sewer System Improvements
(AECOM Infrastructure Study (See Appendix A))

Five-Year Proposed Capital Improvement Projects						
Project	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL Project Costs
Wastewater System Capital Improvement Projects						
E-Station Forcemain Upgrade	\$ 850,000	\$ 850,000	\$ -	\$ -	\$ -	\$ 1,700,000
Woods Station Pump Upgrades	\$ 825,000	\$ 825,000	\$ -	\$ -	\$ -	\$ 1,650,000
Breezeswept Station Forcemain Upgrade	\$ 487,500	\$ 487,500	\$ -	\$ -	\$ -	\$ 975,000
Croton Station Forcemain Upgrade	\$ 115,000	\$ 115,000	\$ -	\$ -	\$ -	\$ 230,000
E-Station Gravity Sewer Upgrade	\$ -	\$ -	\$ 423,333	\$ 423,333	\$ 423,333	\$ 1,270,000
Woods Station Forcemain Upgrade	\$ -	\$ -	\$ 35,000	\$ 35,000	\$ 35,000	\$ 105,000
WASD Volume Sewer Customer Cost	\$ 166,341	\$ 151,220	\$ 166,341	\$ 151,786	\$ 166,964	\$ 802,652
Potable Water System Capital Improvement Projects						
Existing Water Main Upgrades	\$ 147,000	\$ 147,000	\$ -	\$ -	\$ -	\$ 294,000
New Water Mains	\$ 332,500	\$ 332,500	\$ -	\$ -	\$ -	\$ 665,000
Unaccounted for Water Loss Study	\$ 115,000	\$ -	\$ -	\$ -	\$ -	\$ 115,000
FY 2023-2027 TOTALS	\$ 3,038,341	\$ 2,908,220	\$ 624,675	\$ 610,119	\$ 625,298	\$ 7,806,652

Notes:

Fiscal Year (FY)

Capital improvement project cost estimates are presented in terms of a 2022 cost evaluation (2022 dollars)

Capital improvement projects are referenced from Table 6-1 and Table 6-3

Ten-Year Proposed Capital Improvement Projects											
Project	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	TOTAL Project Costs
Wastewater System Capital Improvement Projects											
E-Station Gravity Sewer Upgrade	\$ 423,333	\$ 423,333	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 846,667
Woods Station Forcemain Upgrade	\$ 35,000	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,000
WASD Volume Sewer Customer Cost	\$ 151,786	\$ 166,964	\$ 166,964	\$ 166,964	\$ 166,964	\$ 182,143	\$ 166,964	\$ 182,143	\$ 166,964	\$ 182,143	\$ 1,700,000
K-Industrial Station Forcemain Upgrade	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,333	\$ 63,333	\$ 63,333	\$ 190,000
Lake Shore Station Pump Upgrades	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 916,667	\$ 916,667	\$ 916,667	\$ 2,750,000
Potable Water System Capital Improvement Projects											
No potable water system improvements proposed during 10-year period											
FY 2023-2027 TOTALS	\$ 610,119	\$ 625,298	\$ 166,964	\$ 166,964	\$ 166,964	\$ 182,143	\$ 166,964	\$ 1,162,143	\$ 1,146,964	\$ 1,162,143	\$ 5,556,667

Notes:

Fiscal Year (FY)

Capital improvement project cost estimates are presented in terms of a 2022 cost evaluation (2022 dollars)

Capital improvement projects are referenced from Table 6-1 and Table 6-3



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Volume I: Goals, Objectives, and Policies

13. Climate Change and Résilience Element



2035-2045 Comprehensive Plan Climate Change and Resilience Element

13. Climate Change and Resilience Element

GOAL 13

Achieve a sustainable, climate-resilient community by promoting energy efficiency and greenhouse gas reduction strategies; protecting and adapting public and private development, services, natural systems and resources from climate change impacts; and continuing to coordinate and communicate locally and regionally to monitor and address the changing needs and conditions of the community.

Greenhouse Gas Emissions Reduction, Renewable Energy Production and Distribution

Objective 13.1

Mitigate the causes of climate change while providing for cleaner energy solutions and a more energy efficient way of life for visitors and residents, in order to successfully achieve the City's community-wide greenhouse gas reduction commitment of 50% by 2030 (in keeping with Miami-Dade County's target) and 100% by 2050.

Policy 13.1.1

Mitigate the City's contribution to global climate change by reducing government operations greenhouse gas emissions and city-wide greenhouse gas emissions to 50% by 2030, and 100% by 2050. The City will continue to regularly monitor and track progress of programs and initiatives that contribute to the ultimate reaching of these goals.

Policy 13.1.2

Increase the proportion of electricity generated by alternative and renewable energy sources within the City, such as solar, wind, geothermal and ocean energy technologies by incentivizing use of these energy systems through the Land Development Regulations.

Policy 13.1.3

Promote and support the expansion of alternative and renewable energy used on residential, commercial and municipal properties by working cooperatively to reduce regulatory encumbrances and to develop incentives for renewable and alternative energy installations.

Policy 13.1.4

Plan for and facilitate the development of infrastructure that provides public access to alternative fuels and electric vehicle (EV) charging stations. Actions should include:



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- a) Negotiate inter-local agreements with County, State, and private entities to share existing and proposed infrastructure
- b) Develop expedited permitting processes for private installation of alternative fuel and electric vehicle charging infrastructure
- c) Seek grant funding to develop local EV infrastructure.

Policy 13.1.5

Convert the City's vehicle fleet to EV or alternative fuel vehicles as soon as possible and improve efficiency by:

- a) Establishing a process for fleet right-sizing to reduce fuel demand by minimizing the number of City-owned vehicles.
- b) Establishing guidelines for the deployment of managed idle technologies to reduce fuel consumption on new and legacy fossil fuel-powered vehicles.
- c) Purchasing zero or low emission vehicles.
- d) Implementing and maintaining route optimization
- e) Install fleet charging infrastructure in key facilities including motor pool (public works operations center), city hall and community centers.

Policy 13.1.6

Encourage the use of alternative energy technologies in single-family neighborhoods, such as wind or active solar collection for electricity, while mitigating potential negative neighborhood visual impacts through standards adopted in the LDRs. Also, connect City residents with subsidies or sources of loans or other resources EV purchases and for installation of at-home charging stations.

Policy 13.1.7

Implement the recommendations of the City's Carbon Plan 2021 report by conducting a full community level GHG inventory calculation, to attain a true geographical picture for the city's carbon footprint, and formulate climate action strategies in response.

Mitigation, Protection and Adaptation within the Transportation System

Objective 13.2

Advance multimodal transportation and land-use choices that: reduce fossil fuel use and vehicle miles travelled; improve the mobility of people, goods and services; provide a diverse, efficient and equitable choice of transportation options; and increase the City's resiliency to the impacts of climate change.

Policy 13.2.1

Support the State's and Miami-Dade County's efforts to create a regionally coordinated and effective public transportation system throughout Southeast Florida, in order to reduce vehicle miles travelled and carbon emissions by:



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- a) Providing infrastructure and support facilities to encourage and enhance the use of public transit;
- b) Maintaining consistency with the Miami-Dade TPO Long Range Transportation Plan, focusing on the enhancement of transit.

Policy 13.2.2.

Continue revising the Land Development Regulations (LDRs) to support vertical and horizontal mixed-use projects, provide flexibility in development review for such projects, and adopt specific goals in the Comprehensive Plan to support and establish sustainable development patterns, especially in areas at reduced risk of seasonal and storm surge flooding, and inland inundation due to sea level rise.

Policy 13.2.3

Continue to support linking the broad range of local and state infrastructure investments to improve and integrate mixed land use patterns and transit corridors that promote multi-modal transportation options in order to reduce vehicle miles traveled and greenhouse gas emissions, improve energy efficiency, increase affordable housing proximate to urban work centers, and make progress toward other sustainability and quality of life objectives.

Policy 13.2.4

Implement land use policies and standards, which encourage multimodality and connectivity between all modes of transportation and improve equitable access to and availability of low carbon emission mobility options, including ride share and other last mile motorized and nonmotorized mobility solutions.

Policy 13.2.5

Work with Miami-Dade County and the Department of Energy Clean Cities Coalition Network to support initiatives, which prioritize alternative fuel options for public transit and fleet vehicles, enable development of a complete local network of charging infrastructure for electric and hybrid electric vehicles, and incentivize parking for alternative fuel vehicles.

Policy 13.2.6

Support the County's efforts to coordinate transportation-related adaptation policies across North Miami and ensure consistency among broader planning and plan implementation efforts. Specifically, strategies addressing projected increased flood risk and impacts, such as increasing road surface elevation standards, subsurface stabilization, stormwater management and drainage, and adjustment of bridge heights to allow for navigation, should be collaboratively assessed and implemented.

Policy 13.2.7

Continue to coordinate with Miami-Dade County to implement an efficient public transit system, expand the network of pedestrian-ways and bikeways, and



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promote the use of energy efficient and alternative fuel technologies, consistent with the Transportation Element of the City's Comprehensive Plan.

Policy 13.2.8

Update the Bicycle Master Plan, specifying routes and locations for the addition or upgrade of bike lane; identifying safety challenges, spatial constraints and solutions; identifying signage and signalization needs; and recommending traffic calming measures and needed regulatory support.

Policy 13.2.9

Develop an Electric Vehicle Master Plan to establish charging facility siting and capacity priorities, a proposed regulatory support framework, a funding strategy for the creation of a City-wide network of charging infrastructure, and a timeline by which charging infrastructure will be equitably distributed to serve all residents.

Policy 13.2.10

Review and, as necessary, calibrate the LDR requirements for bicycle parking and storage, EV parking and charging facilities in new private development and re-development projects.

Mitigation, Protection and Adaptation within the Built Environment

Objective 13.3

Improve the climate resiliency and energy-efficiency of new and existing buildings and public infrastructure and develop adaptation strategies for areas vulnerable to climate change-related impacts.

Policy 13.3.1

Encourage greener, more efficient and climate resilient building and land development practices locally by:

- a) Designing and building all new construction of city-owned facilities to Leadership in Energy and Environmental Design™ (LEED) standards in accordance with the LDRs;
- b) Adopt a policy of requiring LEED or acceptable alternative green design standards on construction of all new and renovated public buildings and commercial space;
- c) Utilize national guidelines and performance benchmarks for sustainable land design, construction and maintenance practices, as developed by The Sustainable Sites Initiative™ (SITES™);
- d) Encourage licensed personnel in each building department to pursue continuing education units (CEUs) in emerging energy efficiency and renewable energy technologies annually;
- e) Revise base finish floor elevation requirement to 2 feet, to address projected sea level rise and future flooding potential;



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- f) Incorporate building design specifications that increase resistance to impacts from more intense storm events; and
- g) Encourage siting of new development in designated growth zones and/or away from flood-prone areas during the development project approval process.
- h) Implement the recommendations of the 2021 Vulnerability Assessment and FEMA flood maps to create zones with higher base flood elevations for new constructions and retrofits. Relocate utilities to upper floors.
- i) Encourage residential construction to pursue Passive House Certification, a voluntary standard for energy efficiency, which reduces the building's ecological footprint.

Policy 13.3.2

Regularly review and amend, as necessary, current LDRs and policies to reflect state of the art sustainable community development practices, such as those outlined in the criteria recommended by the United States Green Building Council's Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) certification, or by application of a national rating system for local governments, such as the STAR Community Index TM (STAR).

Policy 13.3.3

Continue to review policies and promote programs, which advance greenhouse gas reduction and energy conservation strategies; promote compact, transit-oriented, pedestrian-friendly development; further green construction practices and the design of climate sensitive and energy efficient buildings; encourage cluster development in order to retain or create native vegetative communities; and address the resilience and survivability of buildings and infrastructure to rising sea levels, tropical storms, storm surge, and other climate change impacts, consistent with the Future Land Use Element of the Comprehensive Plan.

Policy 13.3.4

Identify public investments and infrastructure at risk from sea level rise and other climate change related impacts and update this assessment every 5 years. Specifically, the City shall analyze vulnerability to facilities and services, including but not limited to: buildings; water and wastewater treatment plants, transmission lines and pumping stations; stormwater systems; roads, rail, bridges, and all transportation and transit infrastructure; power generation facilities and power transmission infrastructure; critical airport and seaport infrastructure; hospitals; city halls, police and fire stations.

Policy 13.3.5

Evaluate the costs and benefits of adaptation alternatives in the location and design of new infrastructure as well as the fortification or retrofitting of existing infrastructure. The use of green infrastructure techniques shall be prioritized where possible, to mitigate heat and flooding impacts, as in the diversion of floodwaters,



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the promotion of groundwater recharge, and the absorption of solar heat and light.

Policy 13.3.6

Develop analysis and mapping capabilities for identifying areas of the City vulnerable to sea level rise, tidal flooding, and other impacts of climate change. Acquire increasingly accurate Light Detection and Ranging (LiDAR) data, or other state-of-the-art elevation data, and other necessary modeling data and programs every 5 years to create and maintain a Priority Planning Area for Sea Level Rise Map in the City's Land Use Plan and improve available information needed to make informed decisions to better adapt to the impacts of climate change, and in service of the creation of Adaptation Action Areas in the City.

Policy 13.3.7

In keeping with its stormwater ordinance, the City of North Miami shall regularly update local 25-year stormwater elevation projections and produce commensurate mapping which incorporates current and projected conditions for sea level rise for use in stormwater management permitting and other planning processes.

Policy 13.3.8

In conjunction with its partner agencies, work to ensure that adaptation to climate change impacts, especially sea level rise, is incorporated into all capital improvements and the planning, siting, construction, replacement and maintenance of public infrastructure in a manner that is cost-effective and that maximizes the use of the infrastructure throughout its expected life span.

Policy 13.3.9

In conjunction with its partner agencies, make the practice of adapting the built environment to the impacts of climate change an integral component of all planning processes, including but not limited to: comprehensive planning, building codes, life-safety codes, emergency management, land development and zoning regulations, water resource management, flood control and stormwater management, coastal management, and community development.

Policy 13.3.10

Evaluate opportunities to protect coastal investments and infrastructure, as necessary and feasible, from the impacts of climate change. Specifically, the City will maintain shoreline protection and erosion control by:

- a) Facilitating the installation and maintenance of native beach vegetation along appropriate areas of coastline;
- b) Revisiting redevelopment policies with the objective of providing additional coastal buffer area between developed areas and the shoreline; and
- c) Considering hard structures, such as seawalls, only when alternative green infrastructure options are unavailable.



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- d) Revising, if necessary, seawall standards to improve resilience.
- e) Pursuing grants and other funding available to support resilience hardening of protective infrastructure and to assist residents in making improvements, when necessary.

Policy 13.3.11

Designate areas that are at increased risk of flooding due to, or exacerbated by, sea level rise, and work to make these areas more climate resilient by discouraging further development and densification of these areas and encouraging the use of adaptation and mitigation strategies.

Policy 13.3.12

Develop further policies and strategies to improve resilience to coastal and inland flooding, saltwater intrusion, and other related impacts of climate change and sea level rise in the Comprehensive Plans, Stormwater Master Plan, Climate Action Plan, and other city-wide plans.

Policy 13.3.13

Support the use of smart city technologies such as, but not limited to 3D printed housing, modular and adaptable construction, and digitally enabled housing to help reduce the cost of housing, increase energy efficiency and reduce environmental impacts of residential construction.

Policy 13.3.14

Identify and implement strategies to minimize displacement of residents, particularly disadvantaged populations, from areas of the City that are unlikely to be directly affected by tidal flooding issues over the next 30 years due to redevelopment pressures.

Policy 13.3.15

Mitigate the effects of a warming climate upon the health and well-being of residents by amending the LDRs, as needed, to enable and incentivize provision of architectural walking arcades and shade trees in new development and redevelopment projects, by fostering increased shade on public and private property through tree planting programs, and by, whenever possible, specifying heat-mitigating paving and similar material selections in outdoor public facility developments.

Mitigation, Protection and Adaptation within our Natural Systems

Objective 13.4

Protect and enhance local and regional ecosystems, optimizing the co-benefits of habitat restoration, coastal buffers, wetland mitigation, urban reforestation, and



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expanded green infrastructure, in order to create a healthy, enjoyable, and climate resilient environment.

Policy 13.4.1

Assess the vulnerability of specific species, habitats, landscapes, and ecosystem functions that may be sensitive to climate change and develop coping strategies and contingency plans for their adaptation, such as identifying habitats that may be viable (or viable if expanded) during climate disturbances and could potentially serve to give refuge to and sustain at-risk species.

Policy 13.4.2

Review the management plans of public parks, forests, and wildlife areas every 10 years, conduct a climate change risk assessment for each area, and ensure that adaptation strategies consistent with assessment findings are included in those plans. Design new parks and retrofit existing ones, when possible, to double as green infrastructure, increasing resident access, improving flood control, and reducing public costs for stormwater management.

Policy 13.4.3

Incorporate species and habitat vulnerability to climate change into land use planning, land acquisition, and for deed of conservation easement consideration.

Policy 13.4.4

Continue to support local environmental restoration, mitigation and adaptive management initiatives, and coordinate with other state, regional and national strategic planning efforts to improve the resiliency of natural lands and systems to climate variability and change.

Policy 13.4.5

In partnership with neighboring municipalities and Miami-Dade County, consider the climate adaption needs of native plants and animal species, and consider habitat requirements and strategies for assisting in their natural migration.

Policy 13.4.6

In partnership with neighboring municipalities and Miami-Dade County, promote species diversity, the planting of native landscapes, and sustainable urban forest landscape practices in order to protect the health and resiliency of our natural resources to the impacts of climate change.

Policy 13.4.7.

Seek funds to develop and maintain an urban reforestation program, in order to expand green infrastructure, reduce the heat island effect and encourage local carbon sequestration and storage, with the goal of increasing tree canopy coverage 50% across the city in 3 to 5 years.



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Policy 13.4.8

In cooperation with local academic, governmental, and non-profit agencies, perform a tree canopy study to determine canopy composition and extent, and seek funds to repeat study every five years in order to measure progress on the County's goal of expanding green infrastructure and contiguous vegetation corridors with a shade tree canopy.

Policy 13.4.9

Encourage planting of native trees known to sequester and store high levels of carbon on available public and private lands, including vacant or underutilized properties, school and government properties, and conservation lands. Pursue programs and funding strategies designed to create carbon emission offsets through tree plantings and/or carbon mitigation banks.

Policy 13.4.10

In cooperation with local academic and governmental agencies, perform a green roof pilot study to evaluate the feasibility of green roofs in the City and determine the appropriate plant palette, maintenance requirements, and potential water conservation benefits.

Policy 13.4.11

Continue to encourage the use of native, Florida Friendly and non-invasive, sub-tropical, and rare native plants in the urban landscape in order to promote water and energy conservation while creating a climate resilient landscape. Furthermore, these plants should be salt, wind and drought tolerant, where appropriate, and maintained consistent with Florida-Friendly Landscaping™ Best Management Practices.

Policy 13.4.12

In cooperation with appropriate local agencies, evaluate water and stormwater management operation strategies in the context of sea level rise, in order to lessen negative impacts to open spaces, wetland mitigation areas, and natural systems, improve the ability of these systems to adapt to climate change, and optimize the ability of these systems to create additional benefits to the City's residents and visitors.

Policy 13.4.13

Actively pursue a stormwater management strategy via green infrastructure that can be created out of incrementally acquired Repetitive Loss (RL) properties converted to floodwater parks. Collectively, these parks can ultimately form an equitably distributed network of green infrastructure which diverts and drains floodwaters away from the surrounding neighborhoods and, during non-flood times, serves as passive, educational park sites for the local community.



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Policy 13.4.14

Consider policies which would allow coastal and water dependent ecosystems to migrate or adapt to maintain healthy wildlife and fish populations consistent with new climate regimes and with sufficient contiguous habitat.

Policy 13.4.15

Establish policies and regulations to protect human health and coastal ecosystems from contamination resulting from inundation, leaching from septic systems, structural failure, or abandonment of residential, industrial, and municipal assets resulting from sea level rise, storm events, or other climate related impacts. Given the low elevation of most North Miami properties and the known contribution of septic tanks to aquifer contamination during flooding events, and in anticipation of the City's participation in the County's Septic2Sewer program, sewer connection should be prioritized overuse of septic systems in new development and redevelopment in the City's land redevelopment regulations.

Policy 13.4.16

Support the efforts of state environmental and planning agencies to jointly develop, assess, and recommend a suite of planning tools and climate change adaptation strategies for North Miami to maximize opportunities to protect coastal resources from the impacts of sea level rise.

Mitigation, Protection and Adaptation of Water Resources and Services

Objective 13.5

Ensure the resiliency of existing water resources, water and wastewater infrastructure to the impacts of climate variability and change in order to protect future water quality and minimize the potential for flood damage and water shortages, while improving the energy efficiency of utilities and reducing water-related carbon emissions and climate impacts.

Policy 13.5.1

Ensure that water and wastewater service planning and policy development considers methods for reducing utilities' "carbon footprint", including the best management practices recommended in American Waterworks Association Florida Vision 2030, which have been recognized by utilities as appropriate utility responses to climate change. Also, additional means of reducing demand for traditional energy sources at water and wastewater treatment facilities, such as through the production of energy through cogeneration systems, should be explored.

Policy 13.5.2

Continue to develop, implement and coordinate regional water conservation initiatives, in partnership with other local municipalities, water and wastewater



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utilities, as part of long-term water supply planning, and seek the continued support of the South Florida Water Management District and other agencies.

Policy 13.5.3

Coordinate with Miami-Dade County, water and wastewater utilities, to develop policies and plans that set short-, intermediate-, and long-range goals and establish adaptive management implementation strategies for water and wastewater resources to address the potential impacts of climate change, and its operational, economic, and environmental effects.

Policy 13.5.4

Coordinate with Miami-Dade County, water providers and water managers to ensure the adequacy of water supply facilities and infrastructure to effectively capture, store, treat, and distribute potable water under variable climate conditions, including changes in rainfall patterns, sea level rise, and flooding, with potential water quality and quantity impacts.

Policy 13.5.5

Coordinate with the South Florida Water Management District, local utilities and Miami-Dade County as a whole, to develop regional water demand projection scenarios that account for potential changes in (1) population and rates of water consumption; (2) and water demand for energy generation based on likely shifts in fuel sources over a 100-year planning horizon.

Policy 13.5.6

Collaborate with local, regional, state and federal partner agencies on developing the scientific and technical knowledge needed to understand the potential impacts of climate change on the region's water resources, evaluate various adaptation technologies available, and create an adaptive response plan. Advanced hydrological modeling and engineering evaluations by the South Florida Water Management District, U.S. Geological Survey and U.S. Army Corps of Engineers will be especially critical to this effort.

Policy 13.5.7

Support recurring and continued development of local integrated models and continuous data collection, to help predict and track the impacts of sea level rise on groundwater levels, saltwater intrusion, and drainage infrastructure through enhanced development and application of local hydrologic models and the use of down-scaled climate models.

Policy 13.5.8

Work in coordination with Miami-Dade County and local utilities to maintain infrastructure protection and adaptation through infiltration and inflow program development to reduce the flow of groundwater and stormwater to wastewater collection and treatment facilities.



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Policy 13.5.9

Work to protect existing well fields, surface or subsurface storage facilities, control structures, water and wastewater treatment plants and transmission infrastructure from increased coastal flooding, sea level rise, saltwater intrusion, and other potential future climate change impacts, and plan for infrastructure replacement and relocation as needed.

Policy 13.5.10

Continue source-water (well field) monitoring and protection programs to mitigate water supply loss due to saltwater intrusion. Specifically, the City should address potential impacts on the coastal aquifer from water quality changes and flooding of coastal and tidally influenced bodies of water that may occur due to more intense storms, higher surface water temperatures, and rising sea levels.

Policy 13.5.11

In partnership with Miami-Dade County, shall, as needed, develop or strengthen regulations that require new construction, redevelopment, additions, retrofits or modifications of property to incorporate porous materials, reduce total impervious area, and employ other techniques to reduce run-off, capture and reuse rain water, and recharge the Biscayne Aquifer.

Policy 13.5.12

Pursue the establishment of mandatory reuse zones in order to require the use of reclaimed water for irrigation, when source water is available, with the goal of reducing demands on the Biscayne Aquifer.

Policy 13.5.13

Prioritize investment in necessary improvements to water, wastewater and stormwater transmission infrastructure to adequately support the City's projected development. Incorporate modification and relocation strategies and features into improvement planning and design, to allow for potential retreat from areas at risk to sea level rise.

Interagency Coordination

Objective 13.6

Create and maintain effective and ongoing paths for communicating the climate change preparedness needs of the City with the public and other local, regional, state, national and international agencies.

Policy 13.6.1

Continue to create collaborative intergovernmental practices and mechanisms in order to coordinate and advance strategies, programs, and other sustainable initiatives throughout the City, that mitigate greenhouse gas emissions and protect



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and adapt the built and natural environments to the consequences of climate change.

Policy 13.6.2

Coordinate regionally with other neighboring cities, academia, and state and federal government agencies in the analysis of sea level rise, drainage and hurricanes impacts and the planning of adaptation measures.

Policy 13.6.3

Continue to collaborate with Miami-Dade County and other regional public and private entities to create, develop, and implement a suite of planning tools for climate change mitigation and adaptation.

Policy 13.6.4

Continue to collaborate with and support local and regional planning entities by ensuring that city plans, such as the comprehensive plan and transportation plan are updated to provide for a sustainable environment and reflect the best available data and strategies for adapting to future climate change impacts.

Policy 13.6.5

Continue to actively participate in the Southeast Florida Regional Climate Change Compact, working with neighboring municipalities and counties to make our region more climate change resilient by sharing technical expertise, assessing regional vulnerabilities, advancing agreed upon mitigation and adaptation strategies, and developing joint state and federal legislative.

Policy 13.6.6

Engage the support of federal agencies, such as National Oceanic and Atmospheric Administration, U.S. Geological Survey, Federal Emergency Management Agency, Environmental Protection Agency, the U.S. Department of Interior, U.S. Department of Energy, and the U.S. Army Corps of Engineers, that can provide technological and logistical support to further state, regional, county, and local planning efforts in the assessment of climate change vulnerabilities and adaptation strategies.

Emergency Preparedness and Disaster Management

Objective 13.7

Ensure adequate planning and coordinated response for emergency preparedness and post-disaster management in the context of climate change, in order to successfully achieve the City's community-wide commitment to ensure that all residents have the support and access to resources necessary to avoid displacement, harm or danger from environmental shocks and stresses.



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Climate Change and Resilience Element

Policy 13.7.1

Ensure adequate planning and response for emergency management in the context of climate change by maximizing the resilience and self-sufficiency of, and providing access to, public structures, schools, hospitals and other shelters and critical facilities. Relocation of critical facilities and community resources shall be considered in light of known flooding risk and storm surge risk as per the City's Climate Change Vulnerability Assessment.

Policy 13.7.2

Develop plans and monitoring programs to address the impacts of climate change on households and individuals especially vulnerable to health risks attributable to or exacerbated by rising temperatures, to include low income, or single parent households, and the very young, elderly or disabled. Explore the feasibility of establishing a network of physical locations called "resilience hubs" to serve residents in times of environmental crisis or emergency, as has been done in neighboring jurisdictions. "Resilience hubs" may offer shelter/respice, material resources, internet connectivity, medical support, and/or social services, among other services. These facilities may include community centers and schools, generally on higher ground and protected from climate shocks and stressors.

Policy 13.7.3

Continue to communicate and collaboratively plan with other local, regional, state and federal agencies on emergency preparedness and disaster management strategies. This includes incorporating climate change impacts into updates of local mitigation plans, water management plans, shelter placement and capacity, review of major traffic-ways and evacuation routes, and cost analysis of post disaster redevelopment strategies.

Policy 13.7.4

Work to encourage dialogue between residents, businesses, insurance companies and other stakeholders, through public education campaigns and workshops, in order to increase understanding regarding the potential impacts of climate change on our coastal communities and evaluate the shared costs of action or inaction in human, ecological and financial terms.

Policy 13.7.5

Work with the Florida Division of Emergency Management and other agencies to incorporate sea level rise and increasing storm surge impacts into the remapping of potential hazard areas in coastal zones. Revised hazard area designations should better reflect the risks to communities associated with climate change and allow reevaluation of suitability for development or redevelopment in these areas, policies and programs. Lift station markers shall be elevated as needed.



2035-2045 Comprehensive Plan

Climate Change and Resilience Element

Economic, Social and Health Resiliency

Objective 13.8

Increase opportunities in the community to learn about climate change, participate in decision-making, engage in a green economy, minimize adverse climate health impacts, and reduce population vulnerability. Build the capacity of, and resources for, local leaders, businesspeople, and volunteers to partner with City staff and elected leaders in carrying out climate response actions.

Green Jobs and Economic Development

Policy 13.8.1

Encourage the development of "green" industry and business in order to diversify the local economy and contribute benefits towards a sustainable future.

Policy 13.8.2

Continue to develop plans and programs in coordination with Miami-Dade County, neighboring cities, power companies, and private partners, in order to reduce greenhouse gas emissions and create "green" job opportunities throughout the community by:

- a) Expanding the market for energy efficient products and services;
- b) Supporting alternative and renewable energy production through innovative financing; and
- c) Promoting and incentivizing energy conservation retrofits.
- d) Fostering development and redevelopment in targeted, transit-friendly zones within the City, or developing green infrastructure.

Policy 13.8.3

Strengthen the local economy by promoting green commerce and industry and green-collar work training programs in order to: create economic resiliency; reduce reliance on fossil-fuel-based economies; provide a positive focus for economic development; advance the use of sustainable materials, technologies and services; and encourage local jobs in sustainable businesses which offer a living wage and make it possible for the local greenhouse gas emission reduction commitment to be met. Create benchmarks for this economic development through its Climate Action Plan.

Policy 13.8.4

Review codes and regulations to enable and encourage eco-industrial development and business practices in line with the concept of the circular economy. Specifically, businesses models and land development patterns should be encouraged which promote by-product exchanges (so that one company's waste stream is another's source of raw materials) as to more efficiently use



2035-2045 Comprehensive Plan

Climate Change and Resilience Element

resources (materials, water, energy) throughout society. Create benchmarks for this economic development through its Climate Action Plan.

Resource Management

Policy 13.8.5 **WASTE**

Continue to pursue the source reduction, reuse, recycling, and recovery model of waste management, consistent with the Solid Waste Element of the City's Comprehensive Plan, in order to meet the State of Florida goal of recycling seventy-five percent of municipal solid waste (including net waste combusted) by 2020 and continue to provide the environmental and social benefits of lowering greenhouse gas emissions, producing alternative energy, and reducing toxins in the land and water.

Policy 13.8.6 **MATERIALS**

Develop, in conjunction with Miami-Dade County and the business community, a sustainable and energy-efficient materials economy through cooperative materials management systems and infrastructure, in order to maximize the recovery and reuse of waste, water, wastewater, and other materials in ways that capture their economic value, conserve embedded energy, and minimize net life-cycle emissions of greenhouse gases and other pollutants. Create benchmarks for this transformation of the local materials economy through the City's Climate Action Plan.

Policy 13.8.7 **LOCAL FOOD PRODUCTION**

Create programs and policies, and enable through LDRs as needed, to encourage and support composting, community garden networks, indoor hydroponic farming, food share programs, farmers markets, rooftop bee farms and local food production, in order to meet the goals of reduced emissions and energy consumption, while increasing the resiliency and long term food security of the community. Create farmer's market in one or more of the city's parks. Attract indoor/vertical farm businesses to the city. Explore ways to incentivize tree nurseries in order to decrease the cost of tree planting efforts.



2035-2045 Comprehensive Plan

Climate Change and Resilience Element

Equitable and Inclusive Decision-making

Policy 13.8.8

Support community engagement in climate change adaptation and emergency response planning, especially highly vulnerable and historically disadvantaged groups, in order to ensure equity in decision-making and strive to increase access to essential resources, reduce risk and health disparities, and increase resiliency throughout the entire community.

Education, Engagement and Partnerships

Policy 13.8.9

Continue to engage local stakeholders, neighboring municipalities, regional, state and federal partners, academia, practitioners and climate scientists, in exchanging information, best practices and policy solutions, regarding local climate change impacts and mitigation and adaptation strategies; in leveraging access to funding programs and technical support to aid the City's climate-related action, programs, and investments; in accomplishing outreach and educational objectives; and connecting residents, businesses, institutions, and property owners with financial services for energy and climate resiliency upgrades, e.g. through federal, State, and utility programs.

Policy 13.8.10

Through the Inter-Local Agreement with Miami-Dade County Public Schools, continue to support existing County and municipal education and outreach programs; efficiency and water conservation; waste reduction and recycling; urban forests and native landscaping; and air quality and greenhouse gas reduction. The City will also support education and outreach programs on community gardens, food security, pedestrian and bicycle safety, exercise and health, and work cooperatively to link these overlapping themes, reinforce the interconnected nature and importance of these issues in all educational materials and messages, and foster involvement and leadership for collective climate action from within all neighborhoods of the City. The City may leverage the galvanizing urgency of climate change to aid the formation of new alliances focused on sustainability and resilience across the City.

Policy 13.8.11

Promote partnerships between local government agencies, universities, professionals and practitioners, to foster an environment for connecting scientific research and education with practical applications that will contribute to the resiliency and adaptation within the built and natural environments to the impacts of climate change.



2035-2045 Comprehensive Plan Climate Change and Resilience Element

Policy 13.8.12

Ensure the future land use designations and LDRs promote and support the creation of community gardens to increase healthy food access and improve the economic resilience in underserved neighborhoods.



2035-2045 Comprehensive Plan

Volume I: Goals, Objectives, and Policies

14. Property Rights Element



2035-2045 Comprehensive Plan Property Rights Element

14. Property Rights Element

GOAL 14

The City of North Miami ("City") will make decisions with respect for property rights and with respect for people's rights to participate in decisions that affect their lives and property.

Objective 14.1

The City will respect judicially acknowledged and constitutionally protected private property rights.

Policy 14.1.1

The City will consider in its decision-making the right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

Policy 14.1.2

The City will consider in its decision-making the right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.

Policy 14.1.3

The City will consider in its decision-making the right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

Policy 14.1.4

The City will consider in its decision-making the right of a property owner to dispose of his or her property through sale or gift.



2035-2045 Comprehensive Plan

Volume I: Goals, Objectives, and Policies

Implementation, Monitoring and
Evaluation



2035-2045 Comprehensive Plan Implementation, Monitoring and Evaluation

Implementation, Monitoring and Evaluation

Overview

Monitoring is a periodic and continuous activity that is conducted after adoption of the Comprehensive Plan and throughout the implementation period or horizon of the Plan.

Monitoring data is primarily input- and output-focused and is generally used as an ongoing strategy to determine efficiency of implementation.

Examples of questions to consider for the monitoring strategy include:

- What metrics can be used to determine the state of implementation?
- Are data collection and analysis processes in place?
- What data sources exist, and which data must be generated?
- How efficiently is the City implementing the Plan's policies?
- Based on the data acquired, are there adjustments that need to be made to the implementation program(s)?

The Future City Comprehensive Plan monitoring strategy will focus on the execution of the action plan, Monitoring indicators such as, but not limited to the following:

- Nature of the action (e.g., program, regulation, partnership, etc.) that needs to be implemented.
- Period (i.e., ongoing, short term, mid-term, long-term) and timeframe of implementation (e.g., 2 years, 5 years, 10 years, etc.) for each action item.
- Party responsible for leading the implementation effort for each action item.
- Partners/collaborators that were involved.
- Cost.

Unlike the monitoring strategy, the Future City Comprehensive Plan evaluation will focus on the performance of the action implemented. Evaluation generally looks at outcomes, assessing whether a change occurred between the outset and termination of the action, and whether the change can be attributed to the activities undertaken.

Examples of questions to consider in the evaluation process:

- Did the action make a measurable difference (according to related performance metrics)?
- How much can the changes observed be attributed to the implemented action?
- What factors contributed to success (or failure)?



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- Can the change be replicated in other contexts?
- Was the change achieved in a cost-effective way?
- Were there unexpected results or consequences?

A. Plan Monitoring, Evaluation and Appraisal Review (EAR) Process

The City of North Miami will regularly and continuously monitor and track progress in implementing the Future City Comprehensive Plan as part of the budgeting process. The monitoring strategy will be developed through a collaborative effort with all the responsible City departments, identifying available data sources and data gaps as well as possible means to bridge those gaps. The City will also reach out to and involve the necessary collaborators and partners.

In addition, the City will formally evaluate and appraise the Comprehensive Plan at least every seven years as required by State Statutes. The EAR process will begin approximately eighteen (18) months prior to the due date of the EAR-based amendments to the reviewing agencies, with a letter notifying the State Land Planning Agency whether the City has determined the need for amendments. The minimum required component of the Plan's evaluation and appraisal process for the purposes of arriving at this determination will be a) a review of state requirements that may have taken place since the last update of the comprehensive plan; b) the updating of socioeconomic and development data, which is evaluated to determine if projections were accurate and to identify any trends that may have developed; and c) a review of other potential changes in local conditions.

If the City determines that amendments are necessary to reflect either changes in state requirements or changes in local conditions, the Goals, Objectives, and Policies of the adopted Plan will be examined for consistency, compliance and updating through the introduction of new initiatives for the next planning period.

Public participation will meet and exceed minimum statutory requirements, following the Public Participation policies of this Comprehensive Plan.

The proposed amendments will be reviewed and approved pursuant to sections 163.3191 and 163.3184 (4) of the Florida Statutes.

B. Action Plan

The NoMi Future City Comprehensive Plan is a bold endeavor to guide growth and development through the year 2045 in a manner that allows the City of North Miami to raise the quality of life for its residents and to become a leader of urban innovation within the region. The Plan's 14 elements contain many ambitious approaches, encapsulated in hundreds of policies that are aimed at fulfilling the Plan's Vision, Goals, and Objectives. However, without a simple action agenda, a



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strong shared commitment, and clear tracking and evaluation measures, the City cannot succeed in this undertaking.

Thus, the NoMi Future City Comprehensive Plan also includes a concrete, practical step-by-step program which identifies **50 actions** to help the community stakeholders implement the Future City Vision.

The Action Plan categorizes actions into five groups or types:

- **Type A: Study + Plan** includes those City actions that establish baselines of information necessary for further action on key issues. In keeping with the expression “look before you leap”, these actions will allow the City and its constituents to have a full set of facts upon which to make sound decisions and investments.
- **Type B: Shape the Future** includes actions to model the regulatory environment so that the City is able to meet the Plan's Goals and Objectives. These actions are geared toward directing and supporting desired forms of development and ensuring that community needs are fulfilled appropriately in tandem with development.
- **Type C: Build Strong** includes key actions that the City will take to create a resilient, sustainable, and equitable physical environment for the current and future community. The physical environment includes both the built environment (buildings, public facilities, infrastructure, streets, and pedestrian areas) and the natural environment (parks, natural reserves and buffers, tree canopy, water).
- **Type D: Improve + Excel** includes City actions to optimize practices and procedures in ways that support meeting the Plan's Goals and Objectives. These actions are aimed at improving effectiveness of City operations and delivery of services, as well as expanding access of City residents, businesses, and visitors to needed City programs and services.
- **Type E: Collaborate + Thrive** includes City actions that foster greater inclusion – and fuller participation– of residents, business owners, community organizations and other stakeholders in the process of building a more sustainable, safe, comfortable, and attractive North Miami.

In addition, for ease of use, the 50-action matrix contains the following information about each action:

Subject	Column Heading(s)	Description
What?	Action No. Action Type	Action identifier and Action categorization
Who?	Lead Department or Agency	Party with primary responsibility for implementation of the action



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Who else?	Support Department or Agency	Party (or parties) expected to assist the lead in carrying out the action
When?	Implementation Timeframe	How quickly (or for how long) an action is expected to be carried out (e.g., immediately, mid-term, long-term). Some actions are ongoing, and some must be repeated periodically.
How?	Success Indicators	Measures that will allow the City to track its performance over time to determine progress. See Sections C. and D. below for additional information.
Why?	Related Policies	Cross reference to policies within the different elements of the Plan which support the action.

The complete Action Plan is included in **Appendix B** to the Comprehensive Plan.

C. Monitoring Factors, by Element

Specific monitoring timeframes (i.e., monthly, annual, quinquennial, etc.) shall be selected and tailored by the City for each factor based on the targeted outcomes, appropriateness for each factor, availability of data, staff and fiscal resources.

The term “regular” used below shall signify monitoring activities conducted frequently, consistently, thoughtfully, and meticulously, regardless of the timeframe.

1. Future Land Use

- Regular review and update of the LDRs to maintain consistency of the land use designations with the City's redevelopment and revitalization objectives and policies.
- Regular review and update of the future land use and zoning map series to ensure these maps always accurately reflect a connection between the anticipated pattern of development and public transit and pedestrian facilities.
- Regular evaluation of target redevelopment areas and prioritization of capital investment to incentivize balanced economic growth throughout the City.
- Regular review and update of the LDRs' urban development and design standards to make sure they adequately support the City's transit-oriented development and mobility objectives.
- Regular evaluation of a multimodal transportation program to ensure it offers options for all residents and visitors.
- Regular review the inventory of potential and confirmed contaminated sites



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within the City of North Miami.

- Monitoring of the implementation and effectiveness of a city-driven marketing strategy to promote brownfields cleanup and reuse for commercial or industrial uses.
- Monitoring of partnership agreements to facilitate brownfields cleanup and reuse.
- Update of the LDRs for consistency with Comprehensive Plan amendments no later than twelve (12) months from the effective date of any such amendments.
- Update of the LDRs to incorporate principles of Universal Design into all applicable land development standards and requirements.
- Assessment of the feasibility to assemble land for a Creative Arts Center, theater and/or hotel to be located within Downtown.
- Regular assessment of the level of service (LOS) standard for Code Compliance (staff capacity) to adequately and equitably address violations throughout the City.
- Training and creation of an interdepartmental group of neighborhood liaisons to serve all areas of the city.
- Evaluation of the effectiveness of traditional and non-traditional methods to bring code violations into standard, including foreclosures, unsafe structure orders for demolition, and court ordered clean-ups.
- Monitoring of a program created to mitigate fines if redevelopment or improvements are made to a property in violation.
- Creation and implementation of a "Planning Academy" or similar type of lay-person-planner training focused on empowering neighborhoods and residents with the tools and knowledge necessary to become active decision makers within their own community.
- Monitoring of the implementation and effectiveness of the Downtown Development and Major Corridor Master Plan.
- Regular evaluation and update of a Comprehensive Emergency Action Plan in compliance with the latest version of the South Florida Regional Evacuation Study and the Miami-Dade County's Comprehensive Emergency Management Plan (CEMP).
- Regular monitoring of the extent of existing and proposed residential density and square footage of non-residential uses relative to the pool of floating dwelling units and/ or commercial use.
- Adopt a system to track who is involved in public participation efforts (i.e., demographics, geography, etc.).
- Design evaluation techniques that can be broadly applied and allow flexibility.
- Consistently use the same measures over an extended period to help steer public engagement efforts across different project contexts.

2. Mobility

- Regular monitoring of level of service changes for critical roadways within the city as development and redevelopment occurs.
- Regular review of traffic volumes on State- and County-maintained roadways.



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- Regular monitoring of high accident-frequency locations and implementation and evaluation of effectiveness of improvements.
- Monitoring of effectiveness of implemented land use and mobility strategies to support and fund mobility within the TCEA.
- Regular coordination with FDOT, Miami-Dade TPO, Miami-Dade Expressway Authority (MDX), Miami-Dade County and all other transportation agencies and service providers to achieve the City's transportation goals.
- Regular monitoring and evaluation of the condition and maintenance of municipal streets.
- Regular evaluation of the condition and effectiveness of pedestrian facilities and pedestrian activity within the TCEA, as well as accident data.
- Regular polling of the community regarding transportation hazards and map information collected.
- Regular evaluation of right-of way acquisition needs.
- Regular review of consistency between the transportation and future land use elements and maps.
- Regular monitoring of public transit usage/ridership in North Miami.
- Regular evaluation of the NoMi Express transit service for potential expansion or adjustment needs. Study the feasibility of adding routes to the Golden Glades and the proposed FEC commuter station.
- Regular evaluation of the effectiveness of mitigation measures implemented by private development on mobility infrastructure.

3. Housing

- Regular update of an inventory of the number and condition of units in the City's housing stock.
- Regular monitoring of the progress of home rehabilitation programs that use CDBG, SHIP, NSP, HOME, CRA and other funds.
- Regular assessment of the level of service (LOS) standard for Code Compliance (staff capacity) to adequately and equitably address violations throughout the City.
- Training and creation of an interdepartmental group of neighborhood liaisons to serve all areas of the city.
- Regular monitoring the database of active code violations within the City.
- Regular update of the historical housing database and location map.
- Adoption of a Historic Preservation Zoning District or Overlay District for areas identified as having high concentrations of historical housing.
- Coordination with the Miami-Dade County Office of Historic Preservation regarding the implementation of design guidelines for the sustainable preservation of historical housing.
- Creation and update of database of eligible homes to rehabilitate.
- Regular review of LDRs that address special needs housing.
- Regular monitoring of timeframes for processing of residential projects.
- Regular monitoring of the number of housing units developed by housing type.
- Regular monitoring of housing need, cost burden, housing demand, median



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income and median housing price indicators to reflect residents' ability to afford housing within the City.

- Regular monitoring of demographic changes and links to housing to maintain an adequate jobs/housing/public transit balance.
- Regular monitoring performance of developer incentives such as fee waivers, subsidies, etc. attracting development of affordable and workforce housing.
- Periodic gatherings of City staff and local non-profits, County, State and Federal housing agencies for think-tank sessions on affordable housing strategies and opportunities within the City.
- Regular monitoring of State and federal housing plans prepared on behalf of the City to ensure they are consistent with goals, objectives and policies of the housing element.
- Regular monitoring of the implementation of an Anti-Displacement and Relocation Assistance Plan.

4. Infrastructure

- Regular monitoring of level of service for sewage collection over time, to ensure the system meets demand within the service area plus excess capacity to serve future growth.
- Regular monitoring of the level of service for solid waste collection.
- Prompt resolution of collection issues with private waste collection services that impact local businesses.
- Regular monitoring of the resource recovery system, including analysis of its contamination rate and volume of materials recovered.
- Regular monitoring of the recycling program in City facilities.
- Update of interlocal agreement with Miami-Dade County to dispose of the City's solid waste for a period of at least ten years in the future.
- Regular monitoring effectiveness of enforcement of groundwater protection regulations.
- Regular monitoring water quality to ensure it meets or exceeds Federal, State, and County standards.
- Regular monitoring of level of service of water supply over time, to ensure it meets service area demands plus excess capacity to meet future growth.
- Consistency with the Miami-Dade County 20-Year Water Supply Facilities Work Plan.
- Evaluation of the feasibility of constructing a reverse osmosis water supply plant.
- Regular monitoring and evaluation of the agreement with Miami-Dade WASD for the purchase of potable water to support demand of the water service area.
- Regular monitoring of Miami-Dade County fire flow requirements.
- Regular monitoring of the effectiveness of City's efforts to reduce water consumption.
- Regular monitoring of the effectiveness of xeriscape and native landscaping application.
- Conduct community-wide irrigation water use analysis.



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- Regular monitoring of local capacity to dispose of a five-year design storm re-turn frequency with 72-hour duration for existing City-owned system.
- Regular monitoring of effectiveness in requiring that stormwater disposal systems are constructed prior to the impacts of new development.
- Regular monitoring of system expansion and quality of service of citywide wireless internet and fiber optic infrastructure.
- Regular evaluation and update of capital improvement program for consistency with land use development and population needs.

5. Coastal Management

- Regular enforcement of the flood plain management regulations.
- Regular monitoring of the effectiveness of programs and policies to protect residents and business from disasters.
- Regular monitoring of hurricane evacuation times within the City's Coastal Planning Area.
- Tracking of plan review for projects with water related land uses to ensure compatibility with adjacent land uses.
- Regular monitoring of the quality of the estuarine environment and coastal resources in coordination with external relevant agencies.
- Regular monitoring of levels of service within the Coastal Planning Area.
- Tracking of public expenditure on infrastructure improvements within the Coastal Planning Area, particularly the hurricane vulnerability zone.
- Regular monitoring of storm activities to adjust, as necessary, the hurricane vulnerability zone.
- Tracking the effectiveness of measures meant to ensure that unsafe, vulnerable, and/or inappropriately placed land uses are not developed or redeveloped.
- Regular monitoring and update of LDRs related to adaptation planning and hazard mitigation.
- Regular acquisition of necessary modeling data and programs to update Adaptation Action Area map(s).
- Regular update of the sea level rise vulnerability assessment.

6. Conservation

- Regular monitoring of the inventory of city-owned vehicles for those that need to be replaced due to age/functional obsolescence. Budget for replacement with low emission/alternative fuel vehicles.
- Regular attendance (as appropriate) of South Florida Regional Planning Council meetings regarding the Strategic Regional Policy Plan and of Miami-Dade County Planning Coordination team meetings to keep abreast of policies and opportunities for diversified fuel options, infrastructure for charging electric.
- Regular maintenance of a database documenting permitted development projects.
- Regular staff attendance of coordination meetings with County, State, WSA and SFWMD.



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- Regular monitoring of potable water supply quality according to the schedule and standards required by law.
- Regular monitoring of effectiveness of water conservation public education programs.
- Regular evaluation of potable water consumption goals and time horizon(s) to meet objective(s). Monitor compliance with and effectiveness of the Water Use Efficiency Ordinance (Adopted August 28, 2012), incorporated into the City of North Miami Code, Xeriscape Irrigation.
- Regular monitoring of compliance with the permanent landscape irrigation restrictions.
- Regular evaluation of the water leak detection and repair program to assess expansion or adjustment needs.
- Regular monitoring of per capita water consumption to meet water conservation goals.
- Regular monitoring of tree count and tracking of tree coverage within the City.
- Regular staff attendance (as appropriate) of SFRPC meetings regarding implementation of the Strategic Regional Policy Plan. Generate status reports of work done to meet requirements of the plan and present to City Council and SFRPC.
- Regular monitoring of terms of all developer agreements to ensure preservation of natural resources and protection of habitats.
- Regular monitoring of certified green developments' effectiveness in meeting energy conservation and other sustainability targets.

7. Parks & Recreation

- Regular monitoring and evaluation of recreation program and activity usage.
- Tracked implementation of the Parks, Recreation, and Open Space Master Plan recommendations and consistency with the Capital Improvement Plan.
- Regular monitoring of the effectiveness of parkland/fee in lieu of dedication criteria in helping the City secure adequate park sites to serve additional demand from population growth.
- Regular monitoring and evaluation of program participation/facility usage.

8. Community Health and Wellness

- Regular monitoring of health-related data (e.g., death rates and immunization rates) and health services measures (e.g., ambulatory care visits and inpatient insurance status)
- Regular monitoring of characteristics of the community that can influence health, such as ethnicity, immigration status, household composition, per capita income, and educational attainment.
- Completion, tracked implementation, and regular updating of the Public Health Improvement Plan.
- Regular updating of community health assessments and tracking of community health improvement plans provided by Miami-Dade County and the Florida Department of Health.
- Tracking of continuing education by public health practitioners, placement of



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public health students in practicum situations, and linkages between public health practice settings and local educational institutions.

- Regular monitoring of prevention and health promotion performance priorities.
- Regular monitoring of success of community health promotion and disease prevention activities and programs.
- Regular tracking of links between environmental health issues and public health.
- Regular conduct of local surveys to obtain environmental/health data.
- Regular monitoring of levels of community participation in community health and wellness activities and programs.

9. Intergovernmental Coordination

- Maintenance of a list of coordination mechanisms and interlocal agreements with other units of local government providing services to the City, but not having regulatory authority over the use of land and with the Plans of adjacent municipalities, the County and adjacent counties.
- Regular updates to the consolidated contact list of designated representatives.
- Regular participation in plan review of adjacent local governments when impacting the City.
- Regular review of level of service standards for public infrastructure impacting the City.
- Regular City participation in regional transportation planning activities.
- Regular maintenance of communication channels with affected governmental agencies, communities and private landowners.

10. Economic Development

- Regular assessment of evolving workplace trends and the relative impact on future land use activity relative to economic development, especially office, housing, and mixed-use development. Periodic reporting (to City Council and the Chamber of Commerce)
- Regular monitoring of retail demand and trends.
- Regular tracking of status of older commercial retail strip centers and brown-field properties.
- Regular monitoring of the number of new and renewed business tax receipts issued relative to incentives granted and other assistance programs.
- Regular monitoring and evaluation of funding allocated, spending, and outcomes (success) of marketing strategy to attract targeted industries and businesses. Tracking of the number, type, and size (number of employees) of new businesses recruited from within South Florida, from around the state, and elsewhere.
- Regular tracking of the number and effectiveness (outcomes) of partnerships established between the City and other public or private sector agencies throughout the region.
- Regular tracking of the number and amount of commercial façade grants awarded and evaluation of results.



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- Regular monitoring of opportunities and direct employment in the health care industry related to UM's UHealth medical facility and the proposed Medical Innovation District.
- Regular monitoring and evaluation of quality-of-life indicators.
- Regular tracking of effectiveness and impact of workforce training programs to generate workforce trained to meet needs of targeted industries.

11. Public School Facilities (reserved)

12. Capital Improvements

- Regular review and update of Capital Improvement Plan (CIP).
- Regular adoption of CIP/capital project in conjunction with the annual operating budget.
- Regular tracking of CIP/capital budget implementation and effectiveness.
- Regular monitoring of distributional (geographic), environmental, aesthetic, economic, social and public health impact of capital improvements on neighborhoods, families and individuals.

13. Climate Change and Resilience

- Regular integration of climate change policies into other City plans and programs, such as stormwater management, the hazard mitigation program once developed, and infrastructure capital planning and budgeting.
- Regular monitoring of data and local mapping capabilities to develop sea level rise scenario maps, as deemed appropriate, to guide North Miami climate adaptation planning efforts.
- Regular monitoring of Climate Action Plan implementation and effectiveness.
- Regular update of the Climate Action Plan, as necessary.
- Regular monitoring of trigger points for implementation of adaptation actions. Trigger indicators should be robust to natural climate variability
- Regular monitoring of political, legal, policy and constituent support for actions and activities such as infrastructure protection

14. Property Rights Element

- Regular tracking of case law and legislation activity related to property rights protections.
- Tracking of residents' participation in decision-making processes that relate to private property rights.

D. Performance Indicators

Each element of the Future City Comprehensive Plan includes examples of potential performance indicators that can help track the output and outcomes of implementing the Comprehensive Plan policies and action steps. Applying performance indicators to monitor progress can help calibrate approaches over time to ensure success, keep track of implementation as a basis for the next Comprehensive Plan update, and substantiate fiscal strategies.



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In each case where performance indicators are specified in this document, they are offered as recommended options rather than hard requirements. The reason for this is that performance indicators may evolve over time as the policies and action agenda of the Comprehensive Plan are implemented, although it is beneficial to select them as early as possible so that baseline information can be gathered from which to measure progress.

Some indicators may be regional in nature or come from regional data. Indicators may be updated annually and others periodically, subject to the availability of data. Overall, the indicators are meant to determine if implementation of the Future City Comprehensive Plan is having a positive impact on the City and its residents.

The following attributes should be considered when selecting indicators:

- **Relevance:** How much does this metric tell you about your program that you want to know, and does it reflect goals or concerns that the Comprehensive Plan addresses?
- **Consistently Measurable:** Can data be gathered in a consistent format that is measurable? Some performance indicators may be a scientific measurement while others may be more of an observation or assessment, which will help communicate the indicator's level of accuracy.
- **Easily Understood:** Can the indicator be translated in ways that are easy for different audiences to understand? If the indicator is not a scientific assessment, can how the indicator is measured be easily explained? Will the measurement provide meaningful information over a very long period of time, or relatively quickly?
- **Based on Accessible Data:** Is the indicator relatively easy and low cost to measure? How frequently is the data required generated? What is the level of effort required to gather it?
- **Reliable:** Is the data source equitable, trustworthy, and unbiased?
- **Comparable:** Can it be compared to existing data to measure progress?

E. Concurrency Management System and Public Facility Monitoring

The City of North Miami has established a Concurrency Management System (CMS) that ensures the availability and sufficiency of public facilities and services at the time that the impacts of development occur. By keeping track of the impacts of new development on concurrency facilities, the CMS prevents a reduction in the levels of service (LOS) below the adopted LOS standards and assures the proper timing, location and design of supportive urban service systems concurrent with the impacts of new development. The benefits of the CMS include:

- Support consistency of the Capital Improvements Element with the Future Land Use, the Mobility and Infrastructure Elements;



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- Provide for the orderly and cost-effective expansion of public facilities;
- Supplement capital improvements expenditures and taxing structures for capital improvements; and
- Reduce the possibility of damage to the environment from the use of overburdened facilities.

The CMS includes guidelines for interpreting and applying LOS standards to applications for development orders and development permits. It also establishes development review procedures in the City's Land Development Regulations that may make development approval contingent on the City's ability to provide facilities and services or may require that the developer provide facilities and services in order to maintain adopted LOS standards. Petitioners must supply public facility impact information with their development applications. City staff then reviews and verifies the project information, comparing it with public facility capacity data and anticipated committed development impacts to ensure that adopted LOS standards will be maintained if the development application is approved. If LOS will not be maintained, the petition is denied unless the applicant presents revised plans demonstrating that the new development shall:

- Be serviced with all requisite public facilities concurrent with the impacts of development;
- Meet the City's adopted LOS for all requisite facilities; and
- Not cause a reduction of LOS for existing infrastructure below minimum adopted thresholds.