



City of North Miami Beach, Florida

COMMUNITY DEVELOPMENT DEPARTMENT

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TO: City Manager's Office, Code Compliance, Public Works, and File
FROM: Mitchell S. Austin, AICP, CNU-A, Assistant Director
DATE: DECEMBER 11, 2025

SUBJECT: **Existing Conditions City Owned Parking Lot (Folio# 07-2217-006-0130) 1321 NE 162nd Street**

Background

A compliant was received by the City Manager's Office on December 10, 2025, regarding ADA compliance of the city owned parking lot addressed at 1321 NE 162nd Street. This parking lot located within the City's CRA does not provide parking to any city building or park. The primary purpose of the parking lot is providing parking to several area businesses, including the South Florida Kosher Market, a primary user.

Site Configuration

Site is approximately 0.65 acres in area composed of lots 16 through 20 of Block 91 of Fulford-By-the-Sea Section I (plat book 14 page 37). The site is approximately 250 feet wide along NE 162nd Street, an 80 foot wide platted right of way (ROW) to the south and bounded by a 20 foot wide platted alley (ROW) to the north separating this lot from the private parcels to the north of the alley where the businesses are located. The lot is developed for the sole purpose of parking vehicles with 76 total spaces including 5 spaces marked as ADA spaces composed as four one way double loaded drive aisles.



FIGURE 1: AERIAL IMAGE OF SITE FROM MDC PROPERTY APPRAISER WEBSITE

Existing Conditions

Generally, the property is in poor condition including landscape, pavement, pavement markings, curbs, wheel stops, site lighting, and drainage. In addition to the poor condition of the infrastructure there are other indications lack of care including:

- Large pile of palm fronds in the eastern landscape buffer
- Pieces of plastic speed bumps, formerly installed in the alley discarded within the landscape islands
- Several commercial vehicles in poor repair (rust, flat/rotting tires, faded signage) with expired or missing tags, some occupying more than a single parking space
- Soil and sand sometime several inches deep accumulating on the pavement in several areas of the parking lot



FIGURE 2: EXAMPLE OF COMMERCIAL VEHICLE IN DISREPAIR, WITH SEVERE RUST IN SEVERAL PLACES, BUSTED TURN SIGNAL, ROTTING TIRES, FADED MARKINGS, AND VEHICLE TAG EXPIRED SINCE 2019.

Landscape

The four drive aisles are arranged between landscape buffers to at the western and eastern sides of the lot. The drive aisles and parking are separated from each other by three parallel landscape areas running north south connecting landscape islands on NE 162nd Street to the south and the alley to the north. These landscape islands are covered by a combination of grass and weeds with several areas of exposed soil.

There are a handful shade trees in the landscape buffer on the eastern side of the lot and one on the easter side of the lot. There are also a handful of Sable Palms in the landscape islands within the ROW on NE 162nd Street, and one Queen Palm (?) in each of two of the three landscape buffer separating drive aisles. The landscape areas are also populated



FIGURE 3: LANDSCAPE ISLAND WITH BROKEN CURBS, EXPOSED SOILS, AND A CARBOARD BOX PROVIDING TEMPORARY SHELTER TO SOME WILD

by scattered trash and other items including milk crates, a cardboard box temporally housing some wild chickens with chicks, and parts of plastic speedbumps which were installed in the alley at some point.

Pavement and Pavement Markings Including ADA Parking

The condition of the pavement is poor, with many visible cracks, exposed aggregate, and areas of standing water at along the connections to the alley at the north end of the lot. The standing water may indicate potholes or other drainage issues. Visually the pavement appears to have been



FIGURE 4: IMAGE OF AN ADA PARKING SPACE WITH SEVERELY FADED AND/OR MISSING/INCORRECT MARKINGS

recoated liquid roll on/spray on asphalt sealer, typically used on parking lots and other low traffic areas to maintain appearance and provide some level of protection from general asphalt degradation (loose aggregate, widening cracking). The condition of this asphalt sealer indicates that this was last done many years ago. Atop this fading asphalt sealer, the pavement markings are cracked and severely faded. Markings for general use parking spaces are indistinct in

places and severely faded in general. There are no arrow pavement markings indicating directionality as required for one-way drive aisles. Finally, the ADA space markings are severely faded the required blue color almost completely absent in places, access aisles missing/mismarked, and the wheelchair figure missing entirely.

Curbs and Wheel stops

The parking lot has both concrete curbs and wheel stops. The curbs define and protect the landscape islands throughout the property and within the NE 162nd Street ROW. The curbing is generally in decent shape; however, several areas are broken up, particularly near the alley, likely due to repeated incursions by heavier commercial vehicles. The curbing is set in a straight pattern as it defines the parking aisles not the “sawtooth” pattern that would be typical of angle in parking less than 90 degrees. The angle of the parking is defined by the wheel stops. These wheel stops,



FIGURE 5: BROKEN CURB, BROKEN WHEEL STOP, AND ANOTHER MISPLACED WHEEL STOP

which are made of concrete generally in good shape, but several are misplaced or missing with some broken examples as well. These curbs and wheel stops should be painted in key locations, along the alley to increase visibility and at the ADA parking spaces to enhance awareness. Finally, all wheel stops should be painted or replaced with higher visibility colored plastic versions, preferably with retroreflective features (side note wheel stops are considered hazardous to many within the ADA and senior advocacy community to possible trip and fall risk).

Signage, Lighting, and Drainage

The parking lot contains no signage indicating that it is public parking nor is there any indication that this is a City of North Miami Beach owned and operated facility. There are no stop or do not enter regulatory signage as required at the drive aisle connections to NE 162nd Street and the alley. There is signage indicating some of the ADA parking spaces; however, these signs do not provide the Florida Statute or in applicable local ordinance reference to render these signs enforceable by local or state law enforcement.

There is lighting in and around the parking lot provided by Cobra heads on FPL poles. These appear to be LED fixtures. The quantity and quality of site lighting was not evaluated during the daytime site visit.

Site drainage appears to generally run from the alley to the north to the NE 162nd Street ROW to the south. There are inlets in the curbs along the alley and within the parking lot that are intended to permit water to migrate into the landscape islands for some casual treatment and infiltration. Unfortunately, these curb inlets are either clogged at their entrances with accumulated dirt or enter onto areas of the landscape islands which are higher in elevation than the adjacent parking lot. These conditions more than likely lead to ponding or water being directed to the NE 162nd Street ROW. Within the NE 162nd Street ROW there is a valley gutter running the length of the property with a catch basin connection between the 2nd and 3rd eastern most driveway entrances. Additionally, there is a storm catch basin with flush mount grate, within the driveway entrance to the western most drive aisle.

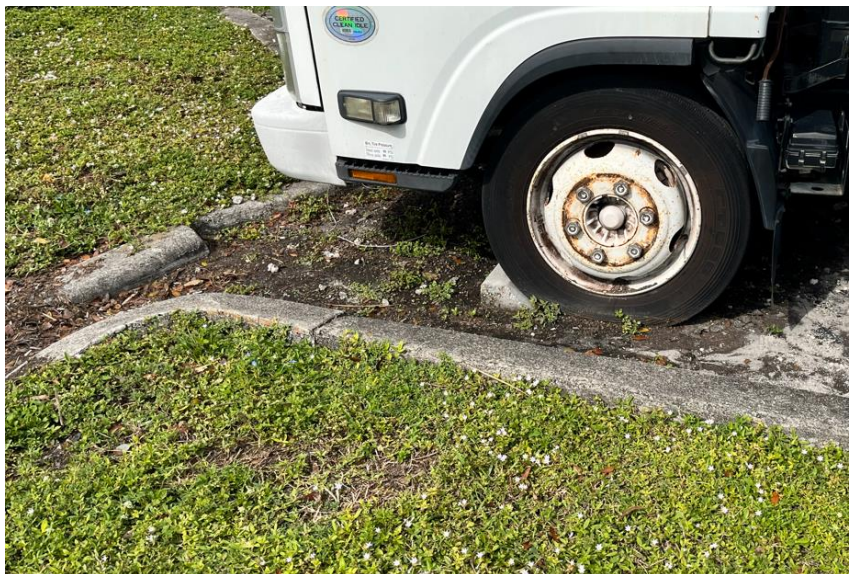


FIGURE 6: TYPICAL CURB INLET TO LANDSCAPE AREAS, CLOGGED WITH DIRT PREVENTING EFFICIENT WATER FLOW INTO THE LANDSCAPE ISLAND FOR TREATMENT AND INFILTRATION INTO THE SOIL.

ADA Parking

The ADA Parking with this City owned parking lot was found to be non-compliant in terms of signage and pavement markings for the space and access aisle as well as the access route to the nearest walkway or building entrance. Other concerns include condition of pavement, curbs and wheel stops at these spaces and from these spaces to the building entrances or north side of city controlled alley ROW to the north of the lot. Note that during the site visit no smart level was deployed to determine if there are any slope or cross-slope issues with the existing ADA parking space locations or accessible route from these spaces to the nearest walkway or building entrance.

Recommendations

The following recommendations are intended to ensure full compliance with ADA requirements based on the conditions outlined in this document.

Lighting

The city should conduct a visual night field check of lighting conditions to ensure that all fixtures are in working condition and that there are no obvious gaps in lighting coverage. If any issues are identified, then additional corrective action should be taken.

Key Department: Public Works

Commercial Vehicles with Expired or Missing tags

The city should conduct a sweep of the parking lot to verify vehicle registration status and have such vehicles towed as a “nuisance” under the provisions of Section 10-4.3 j. of the Code of Ordinances of the City of North Miami Beach.

Key Department: Police

Note: Code compliance can only cite properties, since the property is city-owned a notice of violation from Code Compliance would be sent to the city not the vehicle owner or adjacent businesses.)

ADA Parking Spaces

The city needs to evaluate the existing ADA parking space locations need to be evaluated from an engineering perspective to include count, location, accessible route(s), pavement condition, including slope and cross slope. This evaluation should result in a plan that will more fully determine what corrective actions are needed to ensure that this city owned parking lot is in full compliance with current ADA requirements to maximize public access, enhance conditions for area businesses, and reduce risks to the city. At a minimum one outcome of this evaluation should be a pavement marking plan to identify the ADA parking spaces (configuration, location and count), access aisles, and accessible routes

Key Department: Public Works

Dirt and Debris on Pavement

The city should act to remove accumulated dirt and other debris from the paved surfaces of the parking lot. This action should be taken to reduce trip hazards and help correct possible drainage issues in the short term. This action is also a critical first step in longer term actions of resealing and restriping the parking lot.

Key Department: Public Works

Curb Stops

The city should remove any broken wheel stops and reset displaced wheel stops if possible. This is a short term action to reduce trip hazards. In the longer term wheel stops should all be reset or replaced as part of a project to reseal and restripe the parking lot.

Key Department: Public Works

Pavement – resealing and restriping

Once the short term actions above have been undertaken any portions of the lot needing slope or cross slope correction to meet ADA requirements for ADA parking spaces and accessible routes being repaved accordingly. Then the parking lot should be sealed with an asphalt sealer suitable for parking lots. The lot should then be restriped according to the restriping plan that was an outcome of the initial engineering evaluation, including all parking spaces, ADA markings, and directional indicators.

Key Department: Public Works

Wheel Stops and Curbs

As part of the asphalt resealing and restriping project all wheel stops (existing or replacements) should be reset based on engineering standards. All curbs and wheel stops associated with ADA parking spaces should be painted to increase visibility of the ADA spaces.

Key Department: Public Works

Signage

The required parking lot regulatory signage should be installed including but not limited to “Stop” and “Do not enter” signs. All ADA parking space regulatory signs need to be replaced with signs which cite either Florida Statute [FS 318.18(6) \$100 fine] or Miami-Dade County ordinance Sec 30-442 (d) stating “TOW AWAY ZONE AND FINE UP TO \$250.” ADA parking spaces without signage specifically citing either the Florida Statute or the MDC Ordinance are not enforceable.

Key Department: Public Works