



ATTACHMENT I

Community Development Department – Planning and Zoning Division
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North Miami Beach, FL 33162
(305) 948-2966

STAFF REPORT – CITY COMMISSION MEETING

Meeting Date: 03/26/2026	Case Number: 24-12 (24-01ESR)	Name: Rapid Transit Zone (RTZ) Comprehensive Plan Text Amendment
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REQUEST

An ordinance of the City of North Miami Beach, Florida amending the Comprehensive Plan Future Land Use Element text; amending policies 1.2.7, 1.6.3, 1.8.2, 1.8.5, and 1.8.6 to set minimum standards over all development within the rapid transit zone (RTZ), including establishing maximum residential densities, maximum Floor to Area Ratio (FAR) intensities, and maximum building heights.

BACKGROUND

As part of the implementation of the Miami Dade County Strategic Miami Area Rapid Transit (SMART) Program Plan, on September 1, 2022, the Miami-Dade Board of County Commissioners adopted Ordinance 22-106 that identifies the Rapid Transit Zone (RTZ) as all land areas located within one-half (1/2) mile of each of the transit priority corridors of the SMART Plan. The RTZ land use and zoning aligns with the Miami-Dade County vision for growth through 2040 as embodied in the Miami-Dade County Comprehensive Development Master Plan (CDMP). The Miami-Dade County CDMP seeks to direct anticipated growth toward mixed-use urban centers that are walkable, connected by premium transit corridors, and less vulnerable to the impacts of hurricanes and sea level rise. Miami Dade County CDMP specifically provides that municipalities are subject to policies therein for development of urban centers and its policies.

Project Staff Planner: Zafar Ahmed, Director Mitchell S. Austin, AICP, CNU-A Assistant Director Jackie Gerard, City Planner Kimley-Horn and Associates Project Consultant	Review Dates: <u>Planning and Zoning Board:</u> 04/08/2024 – Workshop Discussion 05/13/2024 – Recommendation <u>City Commission Meeting:</u> 06/27/2024 – Transmittal – 1 st Reading 03/26/2026 – Adoption – 2 nd Reading	Attachment: I. Staff Report II. Ordinance II. Exhibit A: Strikethrough-Underline III. Data and Analysis IV. Presentation
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As shown in the map Figure 1, the County RTZ Ordinance one-half (½) influence area covers a significant portion of the City of North Miami Beach due to the strategic location of the FEC corridor which generally parallels Biscayne Boulevard (US 1). The FEC railway is designated as the Northeast Corridor within the SMART Plan. The Northeast Corridor is planned as a commuter rail transit line operating between the existing Brightline Miami Central

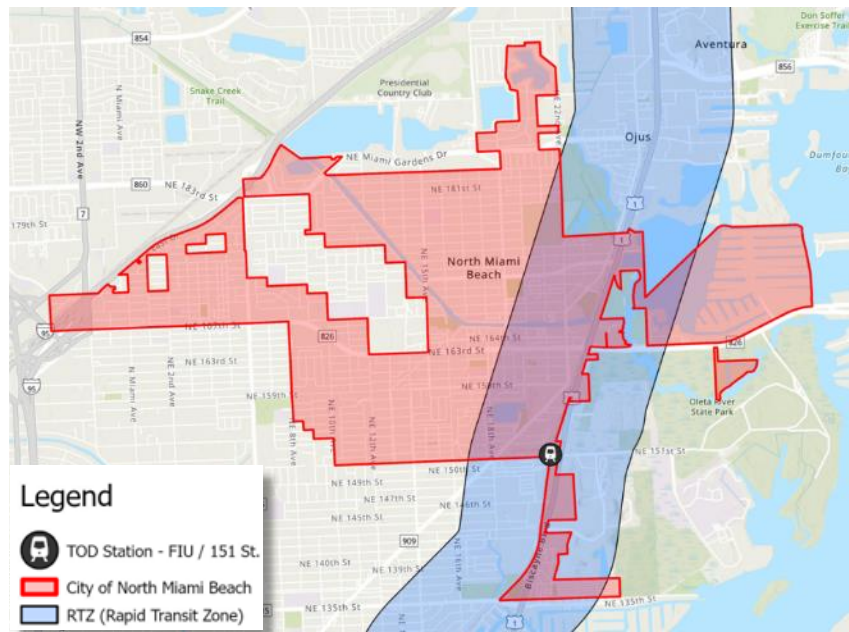


Figure 1: Map of half (1/2) mile radius Rapid Transit Zone overlaid on the City Limits of North Miami Beach. Location of the planned FIU | 151st Street Station shown for reference

station and West Aventura Station. The Northeast Corridor plan calls for the creation of five new stations along the 13.5 mile corridor between the two existing Brightline stations. The City of North Miami Beach will benefit from access to the FIU North Campus station which will be located at the nexus of the cities of North Miami and North Miami Beach at NE 151st Street.

The County's RTZ Ordinance requires that incorporated areas, like the City of North Miami Beach, set minimum standards over all development within the RTZ zone by adopting both Comprehensive Plan Amendments and local zoning and land use ordinances. These local policies must cover all zoning districts within the RTZ zone within the municipality. Municipal policies are required to set, at a minimum, development entitlements for floor-area ratios (FAR) intensities and residential density requirements consistent with these same allowances within the County RTZ Ordinance. Furthermore, the County RTZ Ordinance requires local policies address procedures for review and approval of zoning applications.

The City of North Miami Beach has conducted significant planning for both mixed-use development and transit oriented development (TOD) over the past 12-15 years. These planning activities have resulted in the establishment of policies with the Comprehensive Plan designating several mixed-use categories within the Future Land Use Element as well as corresponding mixed-use zoning districts. Furthermore, the City is currently conducting a Station Area Master Plan for transit oriented development centered around the currently proposed FIU North Campus station at NE 151st Street. The City has created a rich history of planning for accommodating growth along existing transportation corridors and creating more walkable neighborhoods and

employment centers. Therefore, it became a priority for the City to implement sensible policies within the Comprehensive Plan which both align with the Miami Dade County RTZ requirements and forge a unique path forward for the City and her residents and plethora of local businesses.

The proposed RTZ Comprehensive Plan Amendment was created through an intensive compatibility analysis to determine the effect of the new RTZ regulations on the City's Zoning regulations. The analysis allowed the City to meet the requirements of the County's RTZ Ordinance, while helping the City to achieve some of its key economic development goals, which are embodied in the 2025 Economic Development Strategic Plan. The City of North Miami Beach RTZ Comprehensive Plan Amendment establishes maximum allowable densities, intensities, and building heights.

Adoption of this Comprehensive Plan Amendment represented the starting point of implementing clear land development policies for the RTZ Area. Amendments to the City of North Miami Beach Zoning and Land Development codes will be required to provide key development parameters including off-street parking, landscaping, open space, and pedestrian and bicycle infrastructure. Additionally, the Zoning and Land Development Code amendments will provide development bonus structures to empower private sector development to assist the City in achieving economic development, open space, and affordable housing objectives. Finally, these Zoning and Land Development amendments shall establish clear streamlined application and development review procedures.

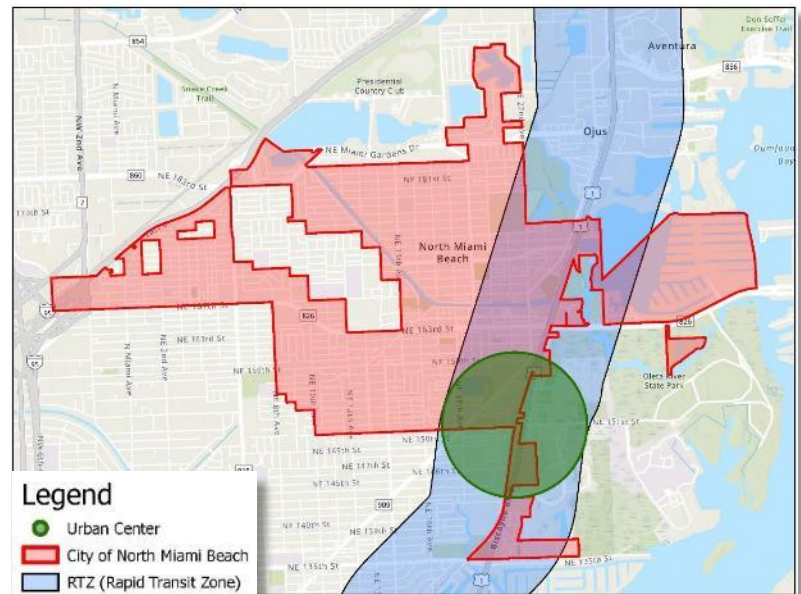
STAFF FINDINGS

The provisions of the Miami Dade County Code of Ordinances and Miami-Dade County Comprehensive Plan establish three tiers of development standards for residential density and Floor to Area Ratio (FAR) intensity (TABLE 1). The three tiers are based on proximity to the SMART Plan transit corridor and planned transit stations along each corridor.

TABLE 1: Tiers of Miami Dade County RTZ - SMART Corridor Development Standards			
Area	Residential Density: dwelling units per acre (dua)	Minimum Intensity: Floor to Area Ratio (FAR)	Building Height (stories)
Community Urban Center - within half (1/4) mile of a designated SMART transit station	125 dua - 156 dua with bonuses	1.5 FAR	15 stories - 25 stories with bonuses
Quarter (1/4) Mile of SMART Corridor	60 dua	2.0 FAR	N/A
Quarter (1/4) Mile to Half (1/2) Mile of SMART Corridor	36 dua	1.5 FAR	N/A

The most intensive development allowances are centered around the actual planned SMART corridor transit stations. In the case of the City of North Miami Beach, the half (1/2) mile SMART Northeast Corridor area and the half (1/2) mile Community Urban Center area around the FIU North Campus | 151st Street Station are depicted on the Map in Figure 2.

Figure 2: Map illustrating the half (1/2) mile radius Community Urban Center area around the planned FIU | 151st Street Northeast Corridor commuter rail station over the half (1/2) mile RTZ and city limits of North Miami Beach



The following is excerpts of the Rapid Transit Zone (RTZ) staff report generated by Kimley-Horn and Associates acting as consultant to the City during the 2024 initial analysis and drafting on the RTZ Comprehensive Plan Amendment for transmittal to the State of Florida. City staff provided oversight and review of the development of this report and has edited the original report into the excerpts provided here.

Introduction to Analysis

As part of this analysis the City of North Miami Beach maximum residential densities and maximum heights were compared to the County's RTZ requirements and analyzed alongside Senate Bill 102/328 known as the Live Local Act. As part of this comparison, off-street parking, pedestrian, and bicycle requirements were also evaluated.

The RTZ is a Miami-Dade County Zoning district that encourages high-density residential development near transit in exchange for streamlining municipal approval process. The RTZ land area is defined as all land area within ½ mile of the six (6) Strategic Miami Area Rapid Transit (SMART) Corridors, including surface, subsurface, and appurtenant airspace, designated in this section as necessary for the construction, operation, maintenance and support of the County's Rapid Transit System. The Northeast Corridor (FEC Railway) is the SMART Corridor that is located within the City of North Miami Beach. The other SMART corridors include: Kendall Drive, Beach Corridor, North Corridor, East-West, and the South Dade Transitway Corridor.

The RTZ allows for a maximum of 60-units per acre (Floor-Area Ratio [FAR] range of 1.0-2.0) within ¼ mile of the corridor and a maximum of 36-units per acre (FAR range of 1.0-1.5) are allowed between ¼ to ½ mile of the corridor. The RTZ requires that incorporated areas adopt consistent floor-area ratios for residential zoning. However, the City of North Miami Beach does not use the FAR method of calculating land use intensities in its Comprehensive Plan nor in its Land Development Code. Therefore, the analysis was conducted utilizing the dwelling-units-per-acre density calculation with a recommendation for the City to update its applicable Comprehensive Plan policies to include maximum FAR in addition to maximum density for consistency with the County's RTZ regulations.

Comprehensive Plan policies related to transit and redevelopment around future stations have also been analyzed as part of this analysis. Text amendments have been proposed to consider the RTZ as part of these transit related policies.

Maximum Residential Densities

The City of North Miami Beach zoning provides maximum residential densities on a residential-unit per acre basis for multifamily (RM-19 [19 units per acre], RM-23 [23 units per acre], MH-1 (one mobile-home per lot), RO [8 units per acre]), and business zonings (B-1, B-2, B-3, B-4, and B-5 [23 units per acre]). However, the zoning for mixed-use districts and Planned Unit Development (PUD) district is based on a "basket-of-rights" which provide for a specific maximum number of residential units and does not provide explicit maximum residential units per acre density. The basket-of-rights for these districts were adopted as part of a Comprehensive Plan policy. Pursuant to the County RTZ Ordinance, the basket-of-rights approvals will preempt the RTZ and are expected to have greater densities than the RTZ.

The proposed RTZ boundary within the City of North Miami Beach includes parcels within the following zoning districts subject to the RTZ maximum density requirements of up to 60-units per acre within ¼ mile of the corridor (FAR range of 1.0-2.0) and up to 36-units per acre (FAR range of 1.0-1.5) within ¼ to ½ mile of the Northeast Corridor:

- RM-19: Residential Low-Rise Multifamily Medium Density
- RM-23: Residential Low-Rise Multifamily Medium Density
- MH-1: Mobile Home Subdivision
- RO: Residential Office District
- B-1: Limited Business District
- B-2: General Business District
- B-4: Distribution Business and Light Industrial

Additional parcels are located within ½-mile of the Northeast Corridor but have been excluded from the analysis as they include single-family or two-family home uses, conservation use, and

community facility use, all of which are excluded from the SMART Corridor Subzone in the County's RTZ Ordinance. These parcels are within the following zoning districts:

- RS-2: Residential Single Family
- RS-3: Residential Single Family
- RS-4: Residential Single Family
- CON: Conservation
- CF: Community Facility
- PUD: Planned Unit Development
- MU/NC: Mixed Use Neighborhood Center
- MU/NWF: Mixed Use North Waterfront
- MU/TC: Fulford Mixed Use Town Center
- MU/SWF: Mixed Use South Waterfront
- MU/EC: Mixed Use Employment Center
- MU/IB-E: Mixed Use International Boulevard
- MU/C: Mixed Use Corridor

County zoning also provides for urban centers that allow further increased residential densities. Within the City of North Miami Beach there is a community urban center contemplated at NE 163rd Street and West Dixie Highway. The proposed RTZ boundary and urban center location is presented in Figure 1. The community urban center allows for a density of 125 residential units per acre (FAR not less than 0.5 on the edge and greater than 1.5 in the core). RTZ maximum densities and heights are summarized in **Error! Reference source not found..**

Live Local Act

It is important to note that recent legislation, Senate Bills 102 (2023) and 328 (2024) known as the Live Local Act, state that a municipality may not restrict the density of a proposed development below the highest currently allowed density on any land in the municipality where residential development is allowed under the municipality's land development regulations (excluding developments that received any bonus, variance or other special exception for density as an incentive for development) if:

- 40% of units are affordable housing
- Mixed-use developments are at least 65% residential use
- Applies to zoning areas which allow residential use

The legislation does not specify whether overlays such as the RTZ will be included in the "highest currently allowed density" or whether it will be considered "bonus" density. If the latter is applied, the densities within the RTZ cannot be utilized as the basis for Live Local Act throughout the entire City.

Maximum Residential Heights

Note that the County's RTZ ordinance does not require a municipality to enforce the RTZ maximum height requirement. However, a height analysis was prepared to determine the impacts within the proposed RTZ boundary.

The City has maximum height requirements varying from one (1) story to 40 stories. The zoning districts subject to the RTZ limit height as follows, excluding any bonuses or variances.

- RM-19: three (3) stories
- RM-23: six (6) stories
- MH-1: one (1) story
- RO: one (1) story
- B-1: two (2) stories
- B-2: fifteen (15) stories
- B-4: four (4) stories

Future Land Use

The proposed RTZ boundary within the City of North Miami Beach includes parcels within the following future land use designations subject to the RTZ maximum density requirements of up to 60-units per acre within $\frac{1}{4}$ mile of the corridor (FAR range of 1.0-2.0) and up to 36-units per acre (FAR range of 1.0-1.5) within $\frac{1}{4}$ to $\frac{1}{2}$ mile of the Northeast Corridor or up to 125-units per acre within the Community Urban Center (FAR of 1.5 in the core; not less than 0.5 in the edge):

- Business
- Industrial
- Residential High Density
- Residential Low Density

As discussed, the County RTZ also provides for further increased FAR minimums and residential densities for parcels within the identified Urban Centers. The County identifies one "Community" Urban Center within the City of North Miami Beach at NE 151st Street and West Dixie Highway. The proposed Community Urban Center will allow for a density of 125 residential units per acre and a FAR not less than 0.5 on the edge and greater than 1.5 in the core.

End of Kimley-Horn and Associates analysis

B-2 Biscayne Overlay Zoning Amendment (2024)

After the transmittal to Florida Commerce of the Rapid Transit Zone (RTZ) comprehensive plan Amendment on June 27, 2024, the Mayor and City Commission of the City of North Miami Beach provided additional policy direction regarding non-residential commercial intensity

allowances. This additional policy direction was provided through the development and adoption of the B-2 General Business Zoning District Zoning Amendment known as the “B-2 Biscayne Overlay”. This additional policy guidance from a zoning amendment process for the “B-2 Biscayne Overlay” required modifications from the proposed RTZ Comprehensive Plan Amendment non-residential intensity standards originally transmitted to the State of Florida.

The Ordinance approving B-2 zoning district amendment included density and intensity standards with available bonuses and a definition of intensity, measured in Floor to Area Ratio which includes all enclosed building floor area. These B-2 zoning district amendment provisions are outlined below:

1. B-2 zoning district defines residential densities by establishing maximum number of dwelling units per acre (dua) with three different levels corresponding to the standard B-2 zoning district, the B-2 Biscayne Overlay (RTZ area), and available bonus within the Biscayne Overlay (RTZ Area). For intensity there are similarly three levels of Floor to Area Ratio (FAR); however, these are stated as minimum thresholds. The following Floor Area Ratios and Densities in Section 24-52.1(E) Table E-1 (excerpt):

Development Standards	B-2 District	Biscayne Overlay	
		By Right	with Bonus
Floor Area Ratio (minimum)	1.5 FAR	1.5 FAR	2.5 FAR
Density (maximum)	36 dua	125 dua	175 dua

2. B-2 zoning district definitions of Floor Area and Floor Area Ratio (FAR), provide that the total gross floor area of buildings be included in the calculation lumping residential uses and non-residential uses together. In this manner, FAR as used in this section of the City of North Miami Beach Zoning Code is a measure of building massing on a parcel rather than non-residential intensity. Text from Section 24-52.1(C) Definitions:

Floor area is the gross horizontal area of all floors, including but not limited to, enclosed porches, hallways, storage rooms, stairwells, breezeways, elevator shafts, and utility rooms, measured from the exterior faces or columns of the exterior walls of a building or from the center line of a party wall separating two (2) adjacent uses of dwellings. Vehicular garages shall not be included in determining gross floor area.

Floor Area Ratio (FAR) is determined by dividing the gross floor area of the building (or buildings), on a lot by the area of that lot.

Within the regulatory structure of the B-2 Zoning District, the FAR is set as a minimum threshold for the building mass on any development lot, the maximum building mass or total intensity is a factor of permissible residential densities, required minimum pervious area (maximum lot coverage), and maximum building heights.

Florida Statute [FS 163.3177(6)(a)1.] requires that each Future Land Use Category in the local government’s comprehensive plan “...must include standards to be followed in the control and distribution of population densities and building and structure intensities.” Generally, this provision is accomplished by setting maximum residential densities expressed in dwelling units per acre and maximum non-residential intensities expressed in floor to area ratios (FAR). However, this is not a straightforward task as the City of North Miami Beach zoning code counts both residential and non-residential space towards the FAR and regulates these “building and structure intensities” with a matrix of zoning code parameters including maximum building heights, setbacks, and minimum pervious (maximum impervious) lot coverages.

To provide a clear set of reasonable FAR maximums for the Rapid Transit Zone (RTZ) areas, it is necessary to analyze what is possible under the zoning regulations to determine reasonable Floor Area Ratios maximums for the RTZ revisions for the future land use categories. Since the B-2 Biscayne Overlay (RTZ) zoning amendment is not in effect, staff looked at other developments approved by the City of North Miami Beach along the Biscayne Boulevard corridor. To perform this analysis city staff set the following parameters for development projects analyzed:

- Located with ½ mile of the Biscayne Boulevard Corridor
- Located in a mixed-use zoning district
- Approved within the last decade
- Contain at least 15 stories in building height
- Be complete (certificates of occupancy) or under construction (active building permits)

Within these parameters staff identified four development projects, The Harbour (condominium), Soleste Nomi Beach – North Parcel, Soleste Nomi Beach – South Parcel, and NEXO Residences as see in the following table. Within these developments residential densities ranged from 96 dua to 206 dua with FAR (residential and non-residential) of 3.85 to 5.80:

Project Name	Status	Parcel Area (SF)	Total Building Floor Area (SF)	Total Dwelling Units	Calculated Floor to Area Ratio (FAR)	Calculated Density (dua)
The Harbour	Complete	192,157	789,187	425	4.11	96
Soleste Nomi – North	Complete	77,551	449,462	367	5.80	206
Soleste Nomi – South	Under Construction	99,969	448,459	363	4.49	158
NEXO Residences	Under Construction	75,868	291,578	259	3.85	149

Based on this analysis the recommended standards for the Community Urban Center Future Land Use Category for intensity of up to 6.0 FAR and maximum residential density of up to 6.0 FAR. For the Business Future Land Use Category, the recommended maximum intensity is 5.0 FAR and maximum residential density of up to 125 dua. This recommendation includes intensities up to 6.0 FAR and residential densities up to 175 dua may be achieved within the Business or Community Urban Center Categories with bonus as defined in the Zoning and Land Development Code.

Proposed Comprehensive Plan Future Land Use Element Policy Text:

Goal 1

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

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Policy 1.2.7

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

A. As part of this effort the City shall implement a Rapid Transit Zone Ordinance for the land area identified in the County's Northeast Strategic Miami Area Rapid Transit (SMART) Corridor and shown on the City's Rapid Transit Zone Map consistent with the intensity and density allowed in Policy 1.8.2. The following design principles and procedures shall apply to all development and redevelopment of parcels identified within the Rapid Transit Zone on the City's Rapid Transit Zone Map, and shall be implemented as part of the Rapid Zone ordinance:

1. Complement and support adjacent existing land uses and/or adopted Future Land Use Plan designations through the effective use of massing, building setbacks, height standards, and other design elements that increase compatibility between proposed and existing development.
2. Where a proposed development or redevelopment is adjacent to existing single-family or two-family residential property or a property having lower density than the proposed development there shall be compatible building height transitions.
3. Compatibility of adjacent uses must be addressed by incorporating landscape

buffers, fences, walls or other appropriate edge treatments along with building design elements that respect existing development and infrastructure.

4. Building typology and placement diagrams shall be provided as a schematic representation of the various building typologies permitted in the Rapid Transit Zone to demonstrate the required lot standards and profiles of structures in order to ensure a pedestrian oriented environment.
5. The City shall further encourage development and redevelopment within the Rapid Transit Zone by allowing for a reduction of required off-street parking requirements in exchange for alternative modes of transportation facilities such as transit shelters, covered bicycle spaces or bicycle lockers, ride share hubs, or further connectivity of pedestrian walkways.

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Policy 1.6.3

The City shall facilitate and encourage development of the City's designated Mixed-Use Districts. Land area included in a Mixed-Use District shall be excluded from City's Rapid Transit Zone map unless the parcel is located within the Community Urban Center as identified by Miami-Dade County, and these lands shall follow the Community Urban Center density and intensity allowances in Policy 1.8.2. The City shall explore incentives for maximum land utilization, including proportions of mixed-use, which may include the following, and shall amend the land development regulations as necessary to implement these incentives:

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Policy 1.8.2

The following land use densities, intensities and approaches shall be incorporated in the Land Development Code. Building height is defined as the vertical distance above the centerline of the adjacent fronting road to the highest point of the building, except that in a Special Flood Hazard Area (SFHA) the building height shall be measured from the minimum finished flood elevation required in the SFHA, less those structures permitted elsewhere in these regulations to extend beyond the height of the building. Home occupation uses are ~~conditionally~~ allowed with conditions consistent with Florida Statute in all residential categories. The land area identified on the City's Rapid Transit Zone map, including the lands surrounding the future transit station and the location of the Community Urban Center as identified by Miami-Dade County, shall follow the land use density and intensity as prescribed in this policy.

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

A. For lands ~~A parcel of land located within ¼ mile of the Northeast Corridor (FEC Railway)~~ as identified within the Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Corridors and shown on the City's Rapid Transit Zone map residential densities (units per acre) and ~~non-residential~~ intensities (floor to area ratio – FAR) shall be permitted by applicant initiated rezoning of no less than ½ of any existing city block:

1. Within ¼ mile of the FEC Railway Corridor a density up to 60 units per acre with a maximum Floor-Area Ratio [FAR] of 1.0.
2. Between ¼ to ½ mile of the Northeast Corridor, a density up to 36 units per acre with a maximum FAR of 1.0.

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

A. For lands ~~A parcel of land located within ¼ mile of the Northeast Corridor (FEC Railway)~~ as identified within the Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Corridors and shown on the City's Rapid Transit Zone map residential densities (units per acre) and ~~non-residential~~ intensities (floor to area ratio – FAR) shall be permitted shall be permitted by applicant initiated rezoning of no less than ½ of any existing city block:

1. Within ¼ mile of the FEC Railway Corridor a density up to 60 units per acre with a maximum Floor-Area Ratio [FAR] of 1.0.
2. Between ¼ to ½ mile of the Northeast Corridor, a density up to 36 units per acre with a maximum FAR of 1.0.

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

A. For lands ~~A parcel of land located within ¼ mile of the Northeast Corridor (FEC Railway)~~ as identified within the Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Corridors and shown on the City's Rapid Transit Zone map residential densities (units per acre) and ~~non-residential~~ intensities (floor to area ratio – FAR) shall be permitted by applicant initiated rezoning of no less than ½ of any existing city block:

1. Within ¼ mile of the FEC Railway Corridor a density up to 60 units per

acre with a maximum Floor-Area Ratio [FAR] of 1.0.

2. Between $\frac{1}{4}$ to $\frac{1}{2}$ mile of the Northeast Corridor, a density up to 36 units per acre with a maximum FAR of 1.0.

Business: A range of zoning districts from ~~a)~~ the residential-office district with nonresidential uses limited to offices, institutions and community facilities to ~~b)~~ arterial highway districts with automotive and entertainment uses at an intensity with a Floor to Area Ratio of 1.5 ~~whereby the maximum Impervious Surface Area is eighty percent (80%) and the maximum Building Height is fifteen (15) stories and maximum building height of one hundred fifty (150) feet whichever is less.~~

A. For lands ~~A parcel of land located within $\frac{1}{4}$ mile of the Northeast Corridor (FEC Railway)~~ as identified within the Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Corridors and shown on the City's Rapid Transit Zone map residential densities (units per acre), ~~non-residential~~ intensities (floor to area ratio – FAR), and building heights (stories and feet) shall be permitted:

1. Within $\frac{1}{4}$ mile of the FEC Railway Corridor
 - i. ~~a-d~~ Density up to 125 ~~60~~ units per acre, with a maximum Floor-Area Ratio [FAR] range of ~~1.0~~ 1.5 to 5.0, and building heights of up to 25 stories / 315 feet or
 - ii. Density up to 175 units per acre, Floor-Area Ratio [FAR] range of 2.5 to 6.0, and building heights up to 30 stories / 375 feet with bonuses as defined in the Zoning and Land Development Code.
2. Between $\frac{1}{4}$ to $\frac{1}{2}$ mile of the Northeast Corridor, a density up to 36 units per acre and ~~with~~ a maximum Floor Area Ratio [FAR] of 1.5 and a maximum building height of 15 stories/150 feet.

Industrial: Intensive business uses such as construction companies and wholesale/warehouse uses plus selected light industrial uses as well as retail and office at an intensity that shall not exceed a Floor to Area Ratio of 1.0 ~~whereby the maximum Impervious Surface Area is eighty five percent (85%) and the maximum Building Height is four (4) stories and maximum building height of forty- five (45) feet whichever is less.~~

A. For lands ~~A parcel of land located within $\frac{1}{4}$ mile of the Northeast Corridor (FEC Railway)~~ as identified within the Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Corridors and shown on the City's Rapid Transit Zone map residential densities (units per acre) and non-residential intensities (floor

to area ratio) shall be permitted by applicant initiated rezoning of no less than ½ of any existing city block:

1. Within ¼ mile of the FEC Railway Corridor a density up to 60 units per acre and with a maximum Floor-Area Ratio [FAR] of 1.0.
2. Between ¼ to ½ mile of the Northeast Corridor, a density up to 36 units per acre and with a maximum FAR of 1.0.

Community Urban Center: A parcel of land located within the Community Urban Center, a Half (1/2) Mile radius area around the SMART program designated station, shall be permitted by applicant initiated rezoning of no less than ½ of any existing city block:

- A. Density up to 125 dwelling units per acre and with a maximum Floor-Area Ratio [FAR] range of 1.5 to 5.0 and building heights of up to 25 stories / 315 feet.
- B. Density up to 175 units per acre, Floor-Area Ratio [FAR] range of 2.5 to 6.0 and building heights up to 30 stories / 375 feet with bonuses as defined in the Zoning and Land Development Code.

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Policy 1.8.5

A Mixed-Use District Master Plan to establish the maximum number of residential units and maximum square footage of nonresidential uses, must be created prior to the adoption of any Future Land Use Map amendment for a Mixed-Use future land use designation. The master plan will specify building height, building placement, building use, public open space and street and pedestrian connectivity. Once placed on the Future Land Use Map, development regulations for the mixed-use district will be prepared and shall include a regulatory framework that may include regulating plans, building placement diagrams, building typologies and other similar types of standards that address building height, building placement, building use, parking standards, street standards and open space requirements. Land area included in a Mixed-Use Master Plan shall be excluded from City's Rapid Transit Zone map unless the parcel is located within the Community Urban Center as identified by Miami-Dade County, and these lands shall follow the Community Urban Center density and intensity allowances in Policy 1.8.2.

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Policy 1.8.6

Mixed-Use District Regulatory Framework. In order to support the vision of the mixed-use district, the development regulations for each mixed-use district shall provide a series of controlling regulating plans and/or diagrams. The regulating plans and/or diagrams demonstrate development standards in both words and images and include maps designating the locations where the various standards apply. Land area included in a Mixed-Use District shall be excluded from City's Rapid Transit Zone map unless the parcel is located within the Community Urban Center as identified by Miami-Dade County, and these lands shall follow the Community Urban Center density and intensity allowances in Policy 1.8.2. The regulating plans and/or diagrams for each mixed-use district shall be adopted at the time of rezoning and will include the Master Plan as well as the following when applicable:

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RECOMMENDED MOTION:

Move to approve to the Mayor and City Commission of Ordinance 2026-XX Rapid Transit Zone (RTZ) Comprehensive Plan Amendment, by finding it in alignment with the Miami-Dade County RTZ policies; the policy direction embodied in the B-2 Biscayne Overlay Zoning Amendment (Ordinance 2024-14) of the City of North Miami Beach, and the City of North Miami Beach Comprehensive Plan.

*** NOTE: The City Commission has the express authority to recommend approval, approval with amendments, or denial of any item. Any motion to recommend approval with amendments or denial should include stated cause or causes of said action.

FISCAL/BUDGETARY IMPACT:

Proposed Ordinance 2026-XX Rapid Transit Zone (RTZ) Comprehensive Plan Amendment is not anticipated to have any substantive fiscal impact on the City of North Miami Beach.

The proposed ordinance establishes maximum intensity and residential density allowances within the ½ radius of the SMART Plan designated Northeast Corridor along the existing FEC rail line proposed commuter rail. These policies will be enabled by current and future proposed amendments to the City Code of Ordinances.

Policy recommendations related to transportation and other capital improvement projects would require additional approvals by the City Commission prior to the City incurring any budgetary costs. Furthermore, any policy recommendations of the FIU North Campus | NE 151st Street Station Area Plan related to funding sources including but not limited to grants, Community Redevelopment Agency (CRA), other Tax

Increment Financing (TIF), City Enterprise (NMB Water and/or Stormwater Utility), and/or Public-Private Partnerships (PPP) would require additional policy direction and action by the City Commission. The fiscal and budgetary impacts of any of these policy actions will be calculated concurrent with the requisite policy development and approval processes.