

**City of North Miami Beach Comprehensive Plan policies  
referenced in Staff Report for Intracoastal Mall Development  
Agreement and Conceptual Master Plan**

Future Land Use Element:

- **Policy 1.1.4** - *The Land Development Regulations shall continue to specify that no development permit shall be issued unless assurance is given that the public facilities necessitated by the project in order to meet adopted level of service standards will be in place within the required time period. A concurrency management system shall be included that specifies the latest DCA criteria for what constitutes assurance other than budgeted projects or signed development agreements.*
  
- **Policy 1.6.5** - *Create mixed-use land use categories including a MU/Town Center; MU/Employment Center, MU/Neighborhood Center; MU/Corridor and MU/Waterfront to facilitate and encourage the creation of beautiful, safe and livable places in the downtown and along major corridors including West Dixie Highway, Hanford Boulevard, 19th Avenue, Biscayne Boulevard and 163rd Street.*
  
- **Policy 1.6.9** *The Mixed-Use/Waterfront District (MU/WF) is similar in intent as the MU/NC, however, it must be located on a significant water body and be designed to maximize the economic and aesthetic resource created by its waterfront location. Public access to and beautification of the waterfront is a primary principal of the MU/WF district while also providing for multifamily housing that enables residents to live on the waterfront. Development patterns shall generally reflect planning and design principles such as walkable neighborhoods oriented around the five minute walk, primary orientation towards the waterfront, integration of housing, employment, shopping and recreation at the neighborhood level. Permitted uses within a MU/WF shall include residential uses and park land and/or open space, and must include one or more other uses such as commercial, civic, institutional, or employment-based uses. Every project adjacent to the water in a MU/WF district will be encouraged to provide one or more public access-ways to the waterfront with the intent to create public, active waterfront uses along all or the majority of the waterfront with pleasing views from both the land-side and water-side of the development.*
  
- **Policy 1.8.1** - *Each individual Mixed-Use Project within the MU/Town Center; MU/Employment Center; MU/Neighborhood Center; MU/Corridor and MU/Waterfront District land use categories shall assist the City in addressing the following goals to the extent they are applicable and reasonably feasible:*
  - (a) *Create and/or enhance community-benefiting assets. These community benefiting assets can include: increased parks to accommodate new residents particularly east of*

*US 1, cultural institutions, public art, open space, gazebos, fountains, plazas, seating areas, colonnades, shaded landscaped areas, or similar features.*

*(b) Address needs for affordable housing by providing various housing types and price ranges or contributing to an affordable housing fund.*

*(c) Foster walkability by interconnecting to the network of pedestrian friendly streets, creating a network of sidewalks within their property, and creating or enhancing community-benefiting assets within their development.*

*(d) Promote distinctive, attractive projects with a strong sense of place through its unique architecture, site planning, walkability, connection to a variety of transportation choices, enhancement of neighborhood identity, and its choice of landscape materials, or similar.*

*(e) Assist the City in accomplishing its park and open space goals by contributing impact fees, creating rooftop gardens, creating recreation, park and open space opportunities, particularly additional parks east of US 1 to accommodate additional residents.*

*(f) Create quality of place through building and supporting the local economy, through nurturing and defining neighborhood identity, fostering frequent and meaningful contact, creating improved accessibility, promoting a sense of comfort, and drawing a diverse population.*

*(g) Assist in providing a variety of transportation choices by providing bicycle amenities, by accommodating various modes of transit shelter, stops, and stations, by assisting in making roadways on-site and off-site pedestrian friendly, aesthetically pleasing, and bicycle friendly, and through its use of transit oriented design.*

*(h) By going green through the use of such techniques as water reuse, reduced energy usage, recycling, the conservation of building materials and resources, and increased water efficiency.*

- **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 in all residential categories.*
  - *Eastern MU/WF, Mixed-Use Waterfront:* *This district is on the 31.2 acre site of the Intracoastal Mall in Eastern Shores bounded by NE 35th Avenue on the west, NE 163rd Street on the south, the Intracoastal waterway on the east and the first finger canal in Eastern Shores on the north. The maximum allowable residential development is 2,000 units and 2.5 million square feet of nonresidential development. The MU/WF zoning district is the only zoning classification applicable under the Eastern MU/WF land use category.*

### Transportation Element:

- **Policy 1.1.2** - *The City hereby adopts traffic circulation level of service standards based on peak period conditions consistent with those standards established in the Miami-Dade CDMP for arterials and collectors. Peak period means the average of the two highest consecutive hours of traffic volume during a weekday...Arterials and Collectors – Within the Urban Infill Area (UIA):*
  - *Where no public mass transit service exists, roadways shall operate at or above LOS E;*
  - *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;*
  - *Roadways parallel to and within ½ mile distance of I-95/Tri-Rail, US 1, or any other corridors where extraordinary transit service such as commuter rail or express bus service exists, shall operate at no greater than 150 percent of their capacity.*

### Conservation Element

- **Goal 1** - *To preserve and enhance the significant natural features in North Miami Beach.*
- **Objective 1.3** - *Protect existing rare or threatened vegetative communities, natural ecosystems, listed animal species and their habitat, sensitive soils, and estuarine communities against any further degradation. Achieve 0 net loss of the 2,000 lineal feet of natural shoreline bordering the estuary.*
- **Policy 1.3.1** - *Continue to review all development applications in the context of the native vegetative cover, pervious cover and landscaping provisions of the development code; be particularly diligent in the review of any coastal zone or wetland projects in order to protect mangrove areas. The latter are the most environmentally sensitive lands in the City.*
- **Policy 1.3.3** - *Monitor County and State park planning to assure that any park improvements are sensitive to the mangrove and other fish/vegetative/wildlife/estuarine habitats including threatened species. The County Planning Department should work in tandem with the City because of their jurisdiction elsewhere along the Oleta River vegetative basin.'*

### Coastal Management Element Goals, Objectives, and Policies

- **Objective 1.1** - *Continue to achieve zero (0) net loss of the 2,000 linear feet of natural areas bordering the estuarine areas in the City.*
- **Policy 1.1.1** - *Increase inter-agency and interdepartmental coordination as it relates to County and State plans to enhance, protect, preserve, and/or acquire recreational opportunities (boat ramps and beach) and the natural habitat along the Snake Creek Canal and in Greynolds Park, East Greynolds Park, and the coastal area in general,*

*including the two Natural Resources of Regional Significance within the City: the Biscayne Bay Aquatic Preserve and the Oleta River State Recreational Area.*

- **Policy 1.1.2** - *As developers apply for permits on the few remaining waterfront sites, the City, in coordination with Miami-Dade County's Shoreline Review Committee when necessary, shall carefully review site plans in order to minimize impacts upon the natural waterfront (and thus the estuary and wildlife), particularly their drainage and tree protection plans; a waterfront zoning overlay district may, in some cases, require mitigation of disturbed natural features through the planting, rip-rap replacement of seawalls, etc. For aesthetic and consistency reasons, seawalls shall continue to be the required shoreline stabilization method for residential areas in Eastern Shores.*
- **Policy 1.1.3** - *Direct inappropriate and inconsistent uses of land away from the Oleta River and Biscayne Bay.*
- **Objective 1.2** - *To ensure public access to publicly owned and accessible natural areas, including but not limited to water bodies and existing protected natural areas, the City shall by 2015 increase the number of shoreline access sites available to the public and/or enhance existing public shoreline access sites.*
- **Policy 1.2.2** - *Preserve the scenic views of Maule Lake from Biscayne Boulevard through City site plan reviews of new construction and preserve the scenic views of the State's mangrove waterfront along Sunny Isles Boulevard through monitoring State park planning.*
- **Policy 1.2.3** - *To the extent feasible, require development and redevelopment plans of properties fronting on navigable waters under the jurisdiction of the Florida Inland Navigation District (excluding single family properties) to provide continuous public access along the waterfront, including waterbus access, and access to public transit to the site.*
- **Policy 1.3.1** - *City officials shall coordinate with appropriate local, regional and state agencies to monitor the commercial marinas and assure avoidance of pollution sources by reporting any violations to those agencies. The City shall also assure review of any proposed marina, coastal drainage project, or waterfront development by the County Shoreline Development Review Committee and Florida DEP to assure conformance with the Biscayne Bay Surface Water Improvement and Management (SWIM) Plan (South Florida Water Management District, 1994).*
- **Policy 1.3.5** - *The City, through its regulatory processes and coordination with appropriate agencies, shall limit specific and cumulative impacts of development or redevelopment upon wetlands water quality, water quantity, surface water runoff, exposure to natural hazards, wildlife habitat, and living marine resources.*