

					Project Cost Color Key:	Project Completed		
						In Process: Funding Secured or Not Applicable		
						Additional Funding Required		
ITEM	CATEGORY	PLAN NOBE RECOMMENDATION	IMPLEMENTING PROJECT	PRIOR STATUS (2018-2021)	STATUS UPDATE (APRIL 2025)	PROJECT COST / FUNDING	RESPONSIBLE DEPARTMENT	
1	Climate Resilience and Adaption	Establish a support program to help property owners raise seawalls <i>Plan NoBe 2.89, 3.6</i>	CMB Seawall Subsidy Program	<p>The Environment & Resiliency Department is working to connect residents with financial assistance programs that strengthen our community's ability to prepare for and recover from climate-related challenges. Currently available programs include:</p> <ul style="list-style-type: none">• <i>Rebuild Florida</i> – Home repairs for low- to moderate-income homeowners impacted by Hurricane Irma.• <i>SBA Disaster Loans</i> – Low-interest loans for homeowners and businesses affected by federally declared disasters.• <i>FEMA Individual Assistance</i> – Financial support for residents after a declared disaster. <p>If awarded in the future, the City may distribute additional funding through potential program opportunities such as:</p> <ul style="list-style-type: none">• <i>FEMA Hazard Mitigation Grant Program (HMGP)</i> – Funds long-term risk-reduction projects post-disaster.• <i>Flood Mitigation Assistance (FMA)</i> – Annual grants to reduce flood risks.• <i>Building Resilient Infrastructure and Communities (BRIC)</i> – Supports pre-disaster projects that strengthen public infrastructure.	<p>Implemented in 2022; remains an ongoing initiative</p> <p>The Fight the Flood Private Property Adaptation Program, launched in 2022, offers up to \$20,000 in matching grants for seawalls and flood mitigation. The program is led by the Environment and Resiliency Department.</p>	No funding needed	Environment & Sustainability	
2	Climate Resilience and Adaption	Enhance the street canopy and streetscape <i>Plan NoBe 3.7, 3.18</i>	Tree Canopy Expansion - Town Center Streetscape	The North Beach Town Center Streetscape Project will include streetscape and greenspace elements on Collins Avenue from 73rd Street to 75th Street.	<p>The North Shore D - Town Center Neighborhood Improvement Project, a critical initiative to ensure the area is better equipped to handle increased demand, will include urban forestry improvements such as new tree canopy elements with adequate space and underground infrastructure to support tree growth.</p> <p>Project is in early concept phase. Initial plans include blue-green infrastructure and enhanced tree canopy features, with negotiations currently underway with an engineering firm.</p>	Cost Estimate TBD	Public Works	
3	Climate Resilience and Adaption	Continue efforts to reduce buildings' greenhouse gas emissions. New development should incorporate alternative energy systems, on-site recycling, and rainwater collection to ease burden on stormwater infrastructure and reduce carbon footprint <i>Plan NoBe 2.101, 3.6</i>	Promote LEED Gold Certification	<p>In 2016, to encourage green building by the private sector, the City Commission enacted Ordinance 2016-3993, the Sustainability and Resiliency Ordinance, which requires LEED Gold Certification or Living Building Challenge Certification for new construction over 7,000 square feet or ground floor additions to existing structures that encompass over 10,000 square feet of additional floor area.</p> <p>Eligible projects must pay a Sustainability Fee (5% of project construction value) prior to obtaining a Temporary Certificate of Occupancy (TCO), Certificate of Occupancy (CO), or Certificate of Completion (CC) for failure to achieve LEED Gold Certification, with collected funds going to new resiliency projects, such as living shorelines, water quality monitoring, soil remediation, renewable sources of energy, and other sustainability initiatives.</p>	<p>Implemented in 2016; remains an ongoing initiative</p> <p>Although the City's Sustainability and Resiliency Ordinance encourages private development to build green, the City leads by example. The 72nd Street Community Center exemplifies the City's leadership in sustainable development and is being designed to achieve LEED Gold Certification</p> <p>In December 2024, the City Commission approved the project's 30% design plans and directed the addition of a third parking level, increasing total capacity to approximately 600 spaces. As part of the community engagement process, a public meeting was held on February 12, 2025, to gather resident input. The project is expected to go before the Design Review Board (DRB) in May 2025.</p>	No funding needed	Environment & Sustainability / CIP	

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4	Economic Development	Create a town center district <i>Plan NoBe 2.4</i>	Establish a Town Center District Zoning Overlay	A key milestone in establishing the North Beach Town Center District was securing a Floor Area Ratio (FAR) increase. In 2017, Miami Beach voters approved a ballot measure allowing the FAR increase, paving the way for revitalization.	Project completed (2018) Ordinance No. 2018-4190 increased the allowable FAR to 3.5 across all Town Center (TC) zoning districts, following approval by voters through a general referendum required by the City Charter. This was part of a broader set of zoning amendments aimed at stimulating growth in North Beach through improved design standards and strategic development incentives, including increased building height and reduced parking requirements.	No funding was required (zero cost associated with including referendum questions on the ballot)	Planning
5	Economic Development	Use the Byron Carlyle site as a catalyst project to help facilitate the vision of a pedestrian main street <i>Plan NoBe 2.12</i>	Redevelop the Byron Carlyle as public-private partnership for mixed-use theater and cultural center	<p>City Commission and City voters have shown longstanding support for the redevelopment of the Byron Carlyle Theater.</p> <p>At the January 16, 2019 Commission meeting, authorization was granted to issue Request for Proposal (RFP) 2019-100-KB for the redevelopment of a mixed-use project with cultural component. Following negotiations with the selected proposer, the City Commission rejected all bids.</p> <p>In 2021, City Commission allocated \$400,000 for a conceptual master plan and community outreach which was completed.</p>	<p>Through the 2020 G.O. Bond for Arts and Cultural Facilities, Miami Beach residents committed \$30.57 million to redevelop the Byron Carlyle into a multidisciplinary Cultural Center. With unanimous support from the North Beach CRA Advisory Committee and the G.O. Bond Oversight Committee, the City Commission directed that the project include workforce housing, while prohibiting micro units and short-term rentals.</p> <p>In partnership with AMS Planning and Research, the City developed a preliminary building program informed by input from local arts organizations through a Request for Letters of Interest (RFLI). A private developer will be selected via a competitive Request for Proposals (RFP) to deliver the project through a public-private partnership.</p> <p>While the final project cost will be determined during the development process, the consultant's estimate is approximately \$46 million, resulting in a funding gap of about \$16 million beyond the G.O. Bond allocation.</p> <p>On March 19, 2025, the City Commission approved FERC's recommendation to proceed with financial modeling for Building Program Option #2, which includes a studio theater and screening room.</p>	<p>GO Bond for Arts and Cultural Facilities: \$30,570,000</p> <p>Total Project Cost: Yet to be determined</p> <p>Contribution by Private Developer: Yet to be determined</p> <p>Potential Funding Gap: Approximately \$16,000,000</p>	Facilities
6	Housing	Increase mixed-income and affordable housing by developing new affordable housing through public-private partnerships <i>Plan NoBe 2.56, 3.5</i>	Promote affordable housing through public-private partnerships	<p>Looking to increase the City-owned portfolio of affordable housing properties, the Office of Housing and Community Services identified two Miami Beach properties for potential purchase:</p> <ul style="list-style-type: none">• <u>625 77th Street</u>: fully-rehabbed, 4-unit building, with each unit containing 2 bedrooms, and asking price of \$1,200,000• <u>740 83rd Street</u>: 4-unit building, with three 1-bedroom units and one 2-bedroom unit, and asking price of \$799,000	<p>Recent acquisitions include two multi-unit residential properties totaling nine units of affordable housing, using \$2.7 million in CDBG and HOME funds.</p> <p><u>795 81st Street</u> (2019) 4,883 SF, two-story, five-unit building: • (2) 3 bedroom/1 bathroom units; • (2) 2-bedroom/1 bathroom units; and • (1) 1-bedroom/1 bathroom unit.</p> <p><u>735 Normandy Drive</u> (2024) 3,603 SF, one-story fourplex: • (2) 2-bedroom/2 bathroom units; and • (2) 1-bedroom/1 bathroom units</p> <p>In addition, to strategically enhance future P3 housing initiatives, the North Beach CRA sets aside 10% of its annual budget each year, for future projects that address affordable and workforce housing.</p>	Ongoing; CDBG and HOME funds used for \$2.7 million acquisition of two residential properties	Housing & Community Services

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7	Housing	Explore reducing the minimum size of apartments when tied to affordable housing provisions <i>Plan NoBe 2.56, 3.5</i>	Promote affordable housing by reducing average unit size for new residential development	Completed. Ordinance Nos. 2017 - 4147 and 2017 - 4149 incentivize the development of workforce housing.	Project Completed (2017) In 2017, City Code and Comprehensive Plan amended to reduce the minimum and average unit size to 400 sf across all zoning districts in order to facilitate the construction of workforce housing (Ordinance Nos. 2017-4147, -4148, -4149)	No Funding Needed	Planning
8	Mobility: Expand Multimodal Transportation Options; New Bikeways	Enhance the existing bike network by filling gaps, extending the boardwalk southward, and converting key bike lanes into protected lanes along major routes. Add east-west connections to improve access to Collins Avenue and the beach <i>Plan NoBe 2.36</i>	Harding Avenue (short term): Implement one-way travel with protected bike lanes	This project is listed as Priority 3 in the Bicycle-Pedestrian Master Plan. The Transportation Department has not yet initiated concept development for this corridor.	A protected bicycle lane is identified as Priority 3-Project 1 in the Bicycle-Pedestrian Master Plan. Implementation would require removing a travel lane or on-street parking and coordination with FDOT. The Transportation and Mobility Department has not yet begun concept development. Preliminary analysis indicates FDOT does not support removing a travel lane, meaning on-street parking would need to be eliminated. Due to high parking demand and limited supply in North Beach, this is not recommended at this time.	Required funding unknown; project not currently recommended	Transportation
			Harding Avenue (mid-term): Two-way travel and protected bikes lanes	The Transportation Master Plan did not recommend converting Harding Avenue to two-way traffic due to its high traffic volumes and the potential impact on storm evacuation capacity.	Due to high demand for parking, eliminating on-street spaces for bike lanes is not recommended at this time.	Required funding unknown; project not currently recommended	Transportation
			71st Street and Normandy Drive Interim Bike Lanes (prior to the implementation of Dedicated Transit and Bicycle Lanes)	The Bay Drive Feasibility Study suggested ways to provide bicycle lanes in the Normandy Isle areas along 71st Street and Normandy Drive where bicycle lanes are currently not provided. The Transportation Department is revising the scope for the feasibility analysis for dedicated transit lanes and bicycle lanes along 71 Street/ Normandy Drive, per FDOT input.	Due to high demand for parking, eliminating on-street spaces for bike lanes is not recommended at this time.	\$3.6 million	Transportation
9	Mobility: Make 71st Street a Walkable Main Street	Create dedicated bus and transit lanes, separated bike lanes/cycle track, additional street trees <i>Plan NoBe 2.27</i>	71st Street: dedicated bus lane and bicycle lane	The Transportation Department is revising the scope for a feasibility analysis for dedicated transit lanes and bicycle lanes along 71 Street/ Normandy Drive, per FDOT input.	<i>SR 934 / 71st Street / Normandy Drive Exclusive Transit Lanes & Protected/Buffered Bicycle Lanes</i> is identified as a Priority 1 - Project 7 in the Transportation Master Plan. Based on preliminary analysis, FDOT does not support a vehicular travel lane elimination or repurposing for either a dedicated transit lane or protected bicycle lane. As such, to implement a protected bicycle lane, on-street parking would have to be eliminated. However, FDOT has initiated a resurfacing project along Normandy Drive, which will include buffered bicycle lanes. In addition, FDOT is finalizing a Roadway Safety Audit along both 71st Street and Normandy Drive, from Bay Drive West to Collins Avenue, which identifies motorist, pedestrian, and bicycle safety deficiencies and makes recommendations for infrastructure improvements, both short-term and long-term.	Funding needed	Transportation

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10	Mobility: Expand Multimodal Transportation Options	Improve bicycle and pedestrian safety and access <i>Plan NoBe 2.6</i>	71st Street Bridge Multimodal and Aesthetic Improvements (Protected Bicycle Lanes, Landscaping, Alignment, and Lighting)	Economic Development and Transportation staff met with FDOT to review the design concept developed by Shulman Architects. FDOT suggested that the City explore the repurposing of one traffic lane in order to accommodate the bicycle facilities proposed by Shulman. Transportation Department will begin scoping traffic and geometric analysis, as suggested by FDOT, to determine concept feasibility. The analysis is anticipated to be completed around March 2019, subject to funding availability.	Staff from Transportation and Mobility and Public Works met with FDOT to review the design concepts developed by Shulman Architects. Project implementation would require either a lane repurposing or the loss of on-street parking, in coordination with FDOT. Based on their preliminary roadway analysis, FDOT does not support a vehicular travel lane elimination or repurposing on the bridge; thus, this project is not moving forward at this time.	Funding request: \$1,160,000	Transportation
			FDOT Safety Analysis	FDOT's safety analysis of 71st Street and Normandy Drive corridors included 7 recommended improvements along the corridor, such as implementation of 5 enhanced/signalized crosswalks. In 2019, crosswalks on Rue Versailles and Rue Granville were advanced for construction then paused to identify replacement parking following a November 2018 public meeting held by FDOT. Transportation Department has conducted site visits and is in the process of exploring potential location for on-street parking along 71st Street/Normandy Drive and side streets.	Update pending.	No Funding Needed (FDOT Budget)	Transportation
11	Neighborhood Enhancement	Create new entrance features throughout North Beach <i>Plan NoBe 2.109</i>	Aesthetic Entrance Features: 71st Street at Bay Drive, and Harding Avenue at 87th Street	Transportation and Economic Development met with Shulman Architects to assess the feasibility of proposed design concepts. FDOT has provided comments regarding the design of the proposed entrance signage. Transportation Department is now coordinating with the architect to finalize the signage design in compliance with FDOT standards.	New entrance signs are proposed at Harding Avenue and 87th Street, and on Normandy Drive at the base of the JFK Bridge. Both signs were designed by Shulman Architects. Construction of the Harding Avenue sign is anticipated to begin in June 2025. The Normandy Drive sign is currently in the final stages of permitting with FDOT. As part of that process, a Community Aesthetic Feature Agreement and bond will be executed. Construction for the Normandy sign is expected to begin in August 2025.	Approved Budget: \$2,017,050	CIP
12	Mobility: Multimodal Street Upgrades	Install a traffic diverter at the SE corner of Tatum Waterway Dr., Dickens Ave., Byron Ave., and 81st St., and restrict right turns from Tatum onto Dickens. Convert 25 angled spaces to parallel, narrow lanes to 10 feet, and add 8-foot sidewalks with street trees every 25 feet. Include a traffic circle at 81st & Abbott and a diverter at the NW corner of 81st from Collins Ave <i>Plan NoBe 2.34</i>	Comprehensive Greenway Network: east and west of Tatum Waterway, with traffic calming measures on 85th, 82nd, 81st, 78th, 77th Streets, Byron Avenue, and Tatum Waterway (North Beach Neighborhood Greenway Feasibility Study recommendations)	The Transportation Department has completed a Neighborhood Greenway Study, which were presented to community stakeholders and the Neighborhood and Community Affairs Committee (NCAC) in February 2019. Administration intends to present the study to the City Commission in March 2019. Proposed improvements include lane reductions, street trees, landscaped buffers, enhanced sidewalks, and protected bike lanes. Plans also include converting Tatum Waterway to one-way northbound and 77th Street to one-way eastbound. These measures are intended to reduce vehicle speeds and achieve the same goals as the previously proposed diverters and traffic circle at Abbott and 81st.	The City Commission approved the North Beach Neighborhood Greenways Feasibility Study, and some of the proposed improvements are funded as capital project - North Beach Greenways Phases 1-3.	Funding Needed	Transportation

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13	Mobility: 72nd Street, Dickens Avenue to Collins Avenue	Reduce travel lanes to 10 feet in each direction to maintain vehicle flow while creating space for enhanced bike and pedestrian infrastructure. A two-way, grade-separated bike lane can be added on the north side, separated from an 11.5-foot sidewalk by a tree-lined median <i>Plan NoBe 2.32</i>	5-foot green Bicycle lanes with 2-foot buffers on both sides of 72nd and 73rd Streets, between Dickens Avenue and Collins Avenue (Miami Beach Transportation Master Plan (2016) recommendations)	100% Stage Design plans were received on February 12, 2019. The concept for 73rd Street was discussed with Dover Kohl, who expressed support.	Project is funded and in progress; designated as Priority 1 - Project 4 in the Bicycle-Pedestrian Master Plan. 72nd Street improvements are complete (a buffered bicycle lane on 72nd street between Dickens Avenue and Collins Avenue, with an extension across Collins Avenue to connect to the beachwalk connector path currently in design). 73rd Street bicycle lane is pending external approvals from FDOT and Miami-Dade County.	Funded in Capital Budget: \$561,000 for Design and Construction	Transportation
		Widening the sidewalks to 12' adding street trees while correcting the width of the travel lanes <i>Plan NoBe 2.33</i>					Transportation
14	Mobility: Exclusive Multimodal Transit Lanes	Provide exclusive transit lanes along four of the main corridors: 79th Street, Normandy Drive, Collins Avenue, and Harding Avenue <i>Plan NoBe 2.41</i>	71st Street and Normandy Drive Dedicated Transit Lane and Bicycle Lane Project: SR A1A, including Collins Avenue, Harding Avenue, and Indian Creek Drive, from 63rd Street to 88th Street - exclusive transit lanes and protected or buffered bicycle lanes along	These enhancements aim to promote non-motorized transportation within the City and provide a critical connection to the citywide bicycle and pedestrian network. The study will include an operational analysis at key intersections, evaluating traffic delays and levels of service with and without the exclusive transit lanes to assess the project's impact on existing traffic conditions. Transportation Department is revising the scope for the feasibility analysis for dedicated transit lanes and bicycle lanes along 71 Street/ Normandy Drive, per FDOT input.	This project is identified as Priority 1 – Project 7 in the Transportation Master Plan and focuses on SR 934 / 71st Street / Normandy Drive, proposing exclusive transit lanes and protected or buffered bike lanes. However, based on FDOT's preliminary analysis, lane removal or repurposing for dedicated transit lanes is not supported on either corridor. FDOT is, however, moving forward with a resurfacing project on Normandy Drive (from Bay Drive West to just west of Rue Versailles), which will narrow travel lanes to accommodate a 7-foot buffered bike lane alongside on-street parking.	Funded: \$28 million for Design and Construction GO Bond #43 Protected Bicycle Lanes and Shared Bike & Pedestrian Paths	Transportation
			SR A1A—including Collins Avenue, Harding Avenue, and Indian Creek Drive—from 63rd to 88th Street: Exclusive transit lanes and protected or buffered bike lanes	Improvements aim to enhance non-motorized transportation and strengthen connections to the citywide bike and pedestrian network. Following input received from FDOT, the Transportation Department revised the scope for the feasibility analysis for dedicated transit lanes and bicycle lanes along 71 Street/ Normandy Drive.	This project is identified as Priority 1 – Project 7 in the Transportation Master Plan and focuses on SR 934 / 71st Street / Normandy Drive, proposing exclusive transit lanes and protected or buffered bike lanes. However, based on FDOT's preliminary analysis, lane removal or repurposing for dedicated transit lanes is not supported on either corridor. FDOT is, however, moving forward with a resurfacing project on Normandy Drive (from Bay Drive West to just west of Rue Versailles), which will narrow travel lanes to accommodate a 7-foot buffered bike lane alongside on-street parking.	Estimated (Unfunded): \$28 million for Design and Construction	Transportation

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			SR A1A, from 63rd Street to 88th Street: exclusive transit lanes and protected or buffered bike lanes	Project will improve non-motorized transportation and connect to the citywide bike and pedestrian network. An operational analysis will evaluate traffic impacts at key intersections by comparing conditions with and without the transit lanes. The Miami-Dade TPO is conducting a planning study to evaluate transit service along A1A from South Pointe to the County line (TPO Work Order #GPC VII-01: North-South Transportation Needs for the Coastal Communities Feasibility Study). The Scope of Services was approved by FHWA and FDOT prior to TPO Board approval. The first Study Advisory Committee meeting took place on April 11, 2019.	<p>This project is designated as Priority 3 - Projects 3 and 4 in the Transportation Master Plan. Based on FDOT's preliminary analysis, the agency does not support the elimination or repurposing of vehicular travel lanes for dedicated transit lanes or protected bicycle lanes.</p> <p>To minimize the impact on on-street parking along the west side of Collins Avenue, from 63rd Street to 75th Street, the Transportation and Mobility Department is coordinating with FDOT to assess the feasibility of narrowing sidewalks on both the east and west sides of Collins Avenue within this segment. The goal is to incorporate buffered bicycle lanes along the corridor as part of a future FDOT project.</p>	Estimated (Unfunded): \$52.5 million for Design and Construction	Transportation
15	Mobility: Multimodal Street Upgrades	Prioritize safe, convenient access for pedestrians and cyclists <i>Plan NoBe 2.24</i>	Neighborhood Greenways: improve bicycle and pedestrian safety and accessibility, traffic calming and vehicle diversion strategies to reduce speeds, minimize conflicts, and prioritize cyclists while creating a safe, welcoming environment for pedestrians	Target corridors: Bay Drive, Biscayne Beach, Tatum Waterway, and Collins Avenue. Transportation Department has completed the North Beach Neighborhood Greenway study. In March 2019, City Commission approved the Biscayne Beach concepts and requested additional Bay Drive community outreach.	The City Commission has approved the North Beach Neighborhood Greenways Feasibility Study, with the proposed improvements funded as part of the North Beach Neighborhood Greenways Phases 1-3 capital project.	Bay Drive: \$2.6 million for Design and Construction Biscayne Beach: \$1.8 million for Design and Construction North Beach: \$8.6 million for Design and Construction	Transportation
16	Mobility: Enhance Mobility Options	Traffic signal synchronization <i>Plan NoBe 3.7</i>	Signal Timing Enhancements	<p>1. <i>Harding Avenue/Abbott Avenue/Indian Creek Drive:</i> Traffic signal controller replacement and Adaptive Traffic Signal Control implementation are in progress. Controllers have been installed, and adaptive traffic signal controls have been active since January 2019, currently operating in learning mode.</p> <p>2. <i>Collins Avenue Corridor Re-timing:</i> Re-timing from 63rd Street to the city limits has been completed by FDOT.</p> <p>3. <i>71st Street Corridor Re-timing:</i> Re-timing from Collins Avenue to East Bay Drive is pending DTPW's installation of a controller at 71st Street and Indian Creek Drive.</p>	Pursuant to a City Commission resolution, the Transportation and Mobility Department collaborated with FDOT and Miami-Dade County to complete Phases 1 and 2 of the Traffic Signal Retiming Studies and ensure traffic signal coordination across all major corridors in the City, including North Beach.	Implementation by Miami-Dade County, funded through FDOT	Transportation

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17	Neighborhood Enhancement	<p>Ocean Terrace: Create an elegant public space where pavement design subtly differentiates pedestrian-priority zones from areas that can accommodate vehicle access. During key events, full street closures to vehicular traffic must continue to provide access to parking entrances along Ocean Terrace. To support closures, solutions should include alternative parking options or offset loss of vehicular access by enhancing connectivity for pedestrians, cyclists, and public transit users</p> <p><i>Plan NoBe 2.39</i></p>	Ocean Terrace Park & Streetscape Improvement Project	<p>The Corradino Group has completed an urban design plan and the Administration is creating an implementation plan based on the conceptual urban design plan analysis. Transportation has completed 90% construction plans for protected bicycle lanes on 73rd Street and 72nd Street between Dickens and Collins Avenues.</p> <p>On December 12, 2018, the City Commission unanimously adopted the Ocean Terrace Neighborhood Urban Design Plan, prepared by The Corradino Group and Garcia-Pons & Associates. On July 31, 2019, the City executed a Development Agreement (DA) with Ocean Terrace Holdings, LLC, to include, among other elements, design and development, at the developer's sole cost, park and streetscape improvements between 73 - 75 Streets, valued at approximately \$15 million, thereby implementing the vision of the Neighborhood Design Plan to convert Ocean Terrace from an automobile-focused thoroughfare to a pedestrian-centered space.</p>	<p>The groundbreaking ceremony for the Ocean Terrace Park and Streetscape Improvements Project was held on October 26, 2023, coinciding with the start of project mobilization by the private developer, Ocean Terrace Holdings, in accordance with the Development Agreement (DA).</p> <p>Construction has been phased to maintain uninterrupted access to adjacent businesses and ensure safe pedestrian traffic flow between 73rd and 75th Streets. The Office of Capital Improvement Projects (CIP) is overseeing construction progress and continues to coordinate closely with stakeholders throughout the project's duration.</p> <p>The Ocean Terrace Streetscape Improvements are currently undergoing inspections for substantial completion and are anticipated to be finalized by April 2025.</p>	Project funded by private developer	CIP
18	Neighborhood Enhancement	<p>Create a welcome center that would inform visitors about the history and architectural style of the area</p> <p><i>Plan NoBe 2.65</i></p>	Log Cabin Restoration	<p>The City Commission approved \$274,000 for the dismantling, removal, and offsite storage of salvageable components from the North Beach Log Cabin, formerly located at 8128 Collins Avenue. Under the supervision of the Property Management Department, a contractor with expertise in historic preservation was retained to carefully dismantle, catalog, and store the structure's recoverable elements.</p> <p>The Administration is currently working with Dover, Kohl & Partners to determine the most suitable location and future use for the cabin's restoration, with a recommended site near its original location within North Beach Oceanside Park. Additionally, FDOT has provided comments to Shulman Architects to confirm whether the current purchase order will sufficiently cover the redesign costs.</p>	<p>On April 3, 2024, the City Commission adopted Resolution No. 2024-32991, directing the Administration to:</p> <ol style="list-style-type: none">1. Prioritize reconstruction of the North Beach Historic Log Cabin;2. Include the project in Tranche 1 of the G.O. Bond Parks category, if feasible; and3. Identify and quantify funding gaps for consideration during the Fiscal Year 2025 budget process (Item C7 T). <p>A/E selection is underway following the May 2024 Capital Budget appropriation of \$1.076 million for reconstruction.</p>	Funded: \$1.076 Million GO Bond #27 Log Cabin	Facilities
19	Neighborhood Enhancement	<p>Preserve Miami Modern (MiMo) design assets and architecture</p> <p><i>Plan NoBe 2.65</i></p>	Entryway Signage and Branding	<p>The Administration met with Shulman Architects to assess the feasibility of proposed design concepts. FDOT provided comments regarding the design of the proposed entrance signage and the Transportation Department coordinated with the architect to finalize the signage design in compliance with FDOT standards.</p>	<p>New entrance signs are proposed at Harding Avenue and 87th Street, and on Normandy Drive at the base of the JFK Bridge. Both signs were designed by Shulman Architects. Construction of the Harding Avenue sign is anticipated to begin in June 2025. The Normandy Drive sign is currently in the final stages of permitting with FDOT. As part of that process, a Community Aesthetic Feature Agreement and bond will be executed. Construction for the Normandy sign is expected to begin in August 2025.</p>	Approved budget: \$2,017,050	CIP
20	Parking	<p>Increase public parking capacity in Town Center district</p> <p><i>Plan NoBe 3.7</i></p>	72nd Street Community Center	<p>Municipal Parking Lot No. P92, located at 7200 Collins Avenue, is an existing 300-space surface parking lot. The proposed project is a mixed-use development with structured parking, library, community center, and competitive pool facility</p>	<p>In December 2024, the project's 30% design completion was presented to the City Commission, who directed the City Administration to proceed with the project and incorporate an additional parking level (for a total of approximately 600 spaces). A community public meeting was held on February 12, 2025, and presentation to the Design Review Board (DRB) is anticipated in May 2025.</p>	Funded/In Process: \$53.8 million GO Bond #1	CIP

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21	Parking & Mobility	Increase multi-use parking spaces <i>Plan NoBe 2.68</i>	72nd Street Community Center	Municipal Parking Lot No. P92, located at 7200 Collins Avenue, is an existing 300-space surface parking lot. The proposed project is a mixed-use development with structured parking, library, community center, and competitive pool facility	In December 2024, the project's 30% design completion was presented to the City Commission, who directed the City Administration to proceed with the project and incorporate an additional parking level (for a total of approximately 600 spaces). A community public meeting was held on February 12, 2025, and presentation to the Design Review Board (DRB) is anticipated in May 2025.	Funded/In Process: \$53.8 million GO Bond #1	CIP
22	Public Spaces	Prioritize resilient investments and capital improvement projects—including beach replenishment—to ensure long-term climate adaptation and community protection <i>Plan NoBe 2.66</i>	Altos del Mar Park Enhancements	Project continues to track towards substantial completion in April 2019. Contractor currently working on finishes and site lighting, with landscaping work scheduled next.	Project completed (2019) Completed in 2019, the 2.5-acre park offers oceanfront recreation, beachwalk connectivity, children's playground, and community programming. Cultural enhancements are under discussion.	Total Project Budget: \$4,995,492	Parks / CIP
23	Public Spaces	Prioritize resilient investments and capital improvement projects—including beach replenishment—to ensure long-term climate adaptation and community protection <i>Plan NoBe 2.66</i>	North Beach Oceanside Park Beachwalk Improvements	In 2019, construction documents were submitted to the Building Department and the Florida Department of Environmental Protection (FDEP) for regulatory review and permitting. The final segment of the beachwalk—running through North Beach Oceanside Park—will complete over seven miles of continuous oceanfront promenade, connecting the entire city from South Beach to North Beach.	Project Completed (2023) Enhancements completed in 2023, including on-grade, ADA-accessible and decorative paver pathway from 79th to 87th Streets--the final link in the City's beachwalk system. In addition, addressed the dune systems, new landscaping, wayfinding signage, and sea turtle-friendly lighting.	Total Project Funded: \$2,000,000 GO Bond #12	Parks / CIP
24	Public Spaces	Develop a distinct identity for the West Lots that reflects the character and vision of North Beach, ensuring that any future redevelopment aligns with community goals and long-term planning objectives <i>Plan NoBe 2.72, 3.24</i>	West Lots Future Programming	The Dover, Kohl & Partners West Lots Master Plan, presented to the City Commission on June 27, 2018, included several recommendations for the future development of the West Lots. Potential uses of the G.O. Bond allocation could include investment in green space, a hydroponic farming partnership, parking garage, eco park, gardens/playground, a teen research center, and sidewalk or streetscape improvements.	On December 17, 2024, LUSC discussed the item “Future Programming of the West Lots” and directed the Administration to gather input from the North Beach community to guide future programming or development. In response, community engagement included an online survey, neighborhood canvassing, and community picnic at the West Lots (the February 23, 2025 event was well-attended and yielded overall positive feedback from residents). Online survey closed March 31, 2025; LUSC presentation on survey results forthcoming from Parks & Recreation Department.	Funded: \$5 million GO Bond #29 West Lots Development	Parks
25	Public Spaces	Increase community gardens and access to healthy foods <i>Plan NoBe 2.72, 3.24</i>	West Lots Future Programming for Community Garden or Hydroponic Farm	In February 2019, the City Commission authorized the issuance of Invitation to Negotiate (ITN) 2019-138-KB for a Hydroponic Farming Partnership, seeking experienced operators to collaborate with the City on developing container farming sites on the West Lots—either West Lot 2 (between 80th and 81st Streets) or West Lot 6 (between 84th and 85th Streets). The City received three proposals. As noted in LTC 027-2020, negotiations with the shortlisted vendor were suspended by the City Manager until the City Commission further discussed planning for the West Lots aligned with community objectives.	On December 17, 2024, LUSC discussed the item “Future Programming of the West Lots” and directed the Administration to gather input from the North Beach community to guide future programming or development. In response, community engagement included an online survey, neighborhood canvassing, and community picnic at the West Lots (the February 23, 2025 event was well-attended and yielded overall positive feedback from residents). Online survey closed March 31, 2025; LUSC presentation on survey results forthcoming from Parks & Recreation Department.	Funded: \$5 million GO Bond #29 West Lots Development	Parks

ITEM	CATEGORY	PLAN NOBE RECOMMENDATION	IMPLEMENTING PROJECT	PRIOR STATUS (2018-2021)	STATUS UPDATE (APRIL 2025)	PROJECT COST / FUNDING	RESPONSIBLE DEPARTMENT
26	Public Spaces	<p>North Shore Branch Library - Consider relocating the library and repurposing the existing site into mixed-use development, for example, potential relocation of Ocean Rescue's North Beach operations</p> <p><i>Plan NoBe 2.78</i></p>	Public Library/ Media Center, as a component of the 72 Street Community Center	<p>Municipal Parking Lot No. P92, located at 7200 Collins Avenue, is currently a 318-space surface parking lot. The City is pursuing a mixed-use redevelopment of the site that will include recreational space, library/media center, aquatic center, fitness gymnasium with running track, and structured parking. The project is being designed with a strong emphasis on environmental resilience.</p>	<p>Proposed 72nd Community Center project will include a new library space intended for the purpose of relocating the existing North Shore Branch Library into the project.</p>	<p>Funded/In Process: \$53.8 million</p> <p>GO Bond #1</p>	CIP
27	Public Spaces and Neighborhood Enhancement	<p>Enhance Normandy Fountain by better integrating it with the surrounding block. Redesign Normandy Drive and 71st Street to include wider sidewalks, parallel parking, two travel lanes, and protected bike lanes to improve safety, accessibility, and connectivity for all users</p> <p><i>Plan NoBe 2.6</i></p>	Rue Vendôme street closure and Normandy Plaza Streetscape Project	<p>The City contracted vendor Street Plans to implement the closure of Rue Vendôme, including the elimination of vehicular access and installation of a temporary mural. This work was completed in April 2018.</p> <p>Earlier that year, in February 2018, the Office of Capital Improvement Projects (CIP) hosted a community meeting and kickoff event for the Normandy Fountain Plaza Redesign Project, which will include design services by architectural and engineering firms. 60% design submittals were delivered to CIP in November 2018, with 100% construction documents anticipated by April 2019.</p>	<p>Project completed (2022)</p> <p>Vehicular access to Rue Vendôme removed in 2018 with temporary beautification elements (landscaped planters and a street mural) and community programming & activation.</p> <p>In 2020, the City commenced broader transformation of Rue Vendôme into a pedestrian-oriented public plaza, repurposing the former street and parking area with new landscaping, lighting, and expanded public space. Completed in February 2022, the public plaza is regularly used for various community events.</p>	<p>Completed; Total Project Budget: \$2,511,705</p>	CIP