

City of North Miami Beach

County

Miami-Dade

Boundaries

North: Northeast 183rd Street and Northeast 196th Terrace

South: Northeast 151st Street and Northeast 135th Terrace

West: Interstate 95 and Northwest 4th Avenue

East: Biscayne Boulevard/US Highway 1 and Dumfoundling Bay/Intracoastal Waterway

Unincorporated pockets:

- a. Irregular area between East Drive, North Miami Avenue and Northeast 171st Terrace
- b. Area between Northeast 1st Avenue and Northeast 175th Street to Northeast 2nd Avenue and Northeast 171st Street
- c. Irregular area between Northeast 177th Street and Northeast 5th Avenue to Northeast 175th Street and Northeast 3rd Avenue
- d. Irregular area between Northeast 6th Avenue and Northeast 181st Street to Northeast 15th Avenue and Northeast 163rd Street, including 163rd Street Mall sub-division

Community Type

Municipality

History

The City of North Miami Beach is a municipality in northeast Miami-Dade County. It sprawls in multiple directions, with several pockets of unincorporated land within its outer boundaries. It is bordered by the City of North Miami on the south, and by the City of Aventura on the northeast. It has no beachfront, but the neighborhood of Eastern Shores is surrounded by water on three sides, with Dumfoundling Bay and the Intracoastal Waterway on its eastern side. The city occupies 4.84 square miles of land and .53 square miles of water.

Captain William H. Fulford of the US Coast Guard became interested in the area during his patrols along the Atlantic coast at the time of the Spanish-

American War. In 1881 he explored the shores, finding mangroves and marshes in the Oleta River area. "Fulford" was the original name given to the locality when it was first settled in the 1890s. Henry Flagler's Florida East Coast Railway was extended into the area in 1896, and Captain Fulford acquired 160 acres of land in 1897. Other settlers arrived and farms were established. In 1912 Lafe Allen, a former newspaper owner, came to Florida with a business associate and purchased Fulford's land, as well as additional tracts, with the idea of developing and selling plots in a new ideal city. Plans for the city began in 1917, and the Fulford-by-the-Sea Company started selling lots in 1922. Between 1924 and 1926 the city grew rapidly, when Merle C. Tebbetts, president of the Florida Cities Finance Company, took over development. A Chamber of Commerce was formed to disseminate information and produced the Fulford-by-the-Sea News, a monthly paper providing development news for the area.

When Carl Fisher (the builder of the Indianapolis Speedway) began developing the area around Miami Beach in 1925, he envisioned a winter auto racing capital. Fisher built a speedway in what is now the Sky Lake neighborhood of North Miami Beach. In 1926 the Fulford-Miami Speedway held its first and only racing event, which attracted a crowd of over 20,000 spectators. The hurricane of 1926 destroyed the Speedway and caused extensive damage to residential and commercial structures. At the time of the hurricane, the surrounding area was unincorporated. In order to receive federal and state funding, local residents banded together as the Town of Fulford, and later incorporated as the City of Fulford in 1927. In 1931 the State Legislature authorized a new charter for the city, which annexed beach property and changed its name to the City of North Miami Beach. Today the city no longer has any beaches within its limits. They are now a short distance away, within the City of Sunny Isles Beach across the Intracoastal Waterway.

The year 1951 saw the completion of State Road 826, also known as North Miami Beach Boulevard. Residential areas grew as businesses and professional people began moving in. The development of the 163rd Street Shopping Center reflected this tremendous growth in 1956. This was the first regional mall to be built in Florida, and is the western anchor of Hanford Boulevard. In September of 2000 voters approved a \$17.5 million bond issue for neighborhood construction improvements. The bond program, known as Proud Neighborhoods, consisted of 67 different projects aimed at upgrading streets, sidewalks, lighting, and landscaping in each neighborhood of the city. Completed in August 2006, this five-year construction program brought dramatic improvements to the city's neighborhoods, and led to an advertising campaign called "Now More Beautiful".

North Miami Beach has an authentic medieval Spanish monastery, named for St. Bernard de Clairvaux. The stone cloisters and chapel were built in Segovia, Spain in the 12th century. It was purchased by William Randolph Hearst in the 1920s, dismantled and shipped to the United States, and reassembled after Hearst's death, in North Miami Beach in the 1950s. It is a popular spot for weddings and a tourist attraction.

The City of North Miami Beach is governed by a Commission-Manager system of government with an elected Mayor, six Commissioners, and an appointed City Manager. Agendas and minutes for meetings of the City Commission, as well as other boards and commissions, are available on the municipal website.

Community Dynamics

As of 2022, North Miami Beach had a population of 43,269. The median age was 38.1 and the median household income was \$56,122. Between 2021 and 2022 the population of North Miami Beach declined from 43,357 to 43,269, a decrease of .203%. At the same time, the median household income rose from \$52,223 to \$56,122, an increase of 7.47%. Regarding ethnicity in 2022, 37.6% of the population was Black, 19.7% was White Hispanic, 16.7% was White non-Hispanic, 16.3% was Multiracial Hispanic, and 3.14% was Other Hispanic. None of the households in North Miami Beach reported speaking a non-English language at home as a primary language, and 78.3% of the population were US citizens. As of 2022, 54% of the residents of North Miami Beach were born outside the US, which is much higher than the national average of 13.6%. In 2021, the percentage of foreign-born residents was 55.1%, indicating that the rate has been decreasing. In 2022, the median property value was \$287,900 and the homeownership rate was 50.3%.

Business Landscape

The area along Northeast 163rd Street and Northeast 167th Street is known as the business center of North Miami Beach. It is also known as Miami-Dade County's Asian American commercial corridor, especially on Northeast 167th Street, and especially among Chinese Americans. Many varieties of Asian foods and goods can be found along this route, including Indian, Chinese, Vietnamese, Filipino, and others. Local guides and Miami websites have called 163rd Street Miami's unofficial "Chinatown". The city's interactive zoning map shows this strip designated as "Mixed Use International Boulevard".

The North Miami Beach Community Redevelopment Agency has a broad focus, with boundaries centering on the Northeast 163rd Street corridor west

of Biscayne Boulevard, but also extending north and south along the west side of Biscayne. Two sizable areas within these boundaries are designated as the “Fulford Mixed Use Town Center” and as the “Mixed Use Employment Center”.

The Mall at 163rd Street is a shopping hub located on the main commercial corridor of North Miami Beach. From its opening as an open-air shopping center in 1956, it was converted into an enclosed mall, and was later redeveloped as a combination of both formats. The mall’s anchors are mostly big box stores, including Home Depot, Marshalls, Ross, and Wal-Mart Supercenter. The mall is technically not within the city’s boundaries, but is located within the largest unincorporated pocket of land surrounded by city land.

The Intracoastal Mall, located on the far eastern end of Northeast 163rd Street, just west of the Intracoastal Waterway, is anchored by a movie theater and a grocery store, with a few big box stores and a variety of food venues. An ambitious proposal for new retail, hotel, office, and residential construction has been stalled since 2020. Redevelopment plans are available on the municipal website.

Transportation Characteristics

The main transportation artery in North Miami Beach is Northeast 163rd Street/State Road 826, which runs as far east as the Intracoastal Waterway. Near the city’s center point at Northeast 12th Avenue, it bends to the north, becoming Northeast 167th Street/State Road 826/North Miami Beach Boulevard, and forming the city’s southern boundary on its west end. There it connects with Interstate 95 as Northwest 167th Street. “Chinatown” and the Mall at 163rd Street have contributed greatly to the heavy traffic along this corridor.

Biscayne Boulevard/US Highway 1 runs diagonally through the city’s eastern section and intersects Northeast 163rd Street/State Road 826.

Northeast 185th Street/State Road 860/Miami Gardens Drive runs east and west, mostly outside the city’s northern boundary, but crossing through incorporated areas on the east and west sides of the city. It connects with Biscayne Boulevard/US Highway 1 on the east and with Interstate 95 on the west, as it dips to the south to become Northeast 183rd Street. Interstate 95 forms the western boundary of North Miami Beach.

Dixie Highway makes a loose zigzag running north and south through the eastern section of the city, just west of Biscayne Boulevard, and becoming State Road 909 south of its intersection with Northeast 163rd Street.

According to DATA USA 2022 statistics, most people in North Miami Beach drove alone to work, with an average commute time of 32.6 minutes. The average car ownership was two cars per household.

Miami-Dade Metrobus serves the City of North Miami Beach on its larger roadways.

The NMB Line offers free transportation on five routes, Monday through Saturday. A detailed schedule and map are available on the municipal website. Users can download the free NMB Transit app, or track the trolley's progress on a map via the website. Freebee rides are also offered every day except Sunday.

In 2024 the Miami-Dade County Department of Transportation & Public Works (DTPW) instituted additional public transit options to support riders impacted by changes in Metrobus service, following the launch of the Better Bus Network (BBN). These short-term solutions included expanded MetroConnect service, offering free rides in eleven distinct zones across Miami-Dade County. Areas served included North Dade, Northeast, Civic Center, Westchester, Kendall, Dadeland, Transit Way, Cutler Bay, and South Dade. There was also an interim partnership with Uber to provide transportation vouchers for residents in certain areas where bus routes had been altered.

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