MIAMI BEACH

PLANNING DEPARTMENT

Staff Report & Recommendation PLANNING BOARD

TO: Chairperson and Members
Planning Board

DATE: June 25, 2019

FROM: Thomas R. Mooney, AICP
Planning Director

SUBJECT: **PB 19-0278. Mobility Fees Comprehensive Plan Amendment.**
PB 19-0279. Mobility Fees Land Development Regulations.

REQUEST

PB 19-0278. Mobility Fees Comprehensive Plan Amendment. AN ORDINANCE AMENDING THE CITY OF MIAMI BEACH YEAR 2025 COMPREHENSIVE PLAN, PURSUANT TO THE EXPEDITED STATE REVIEW PROCESS OF SECTION 163.3184(3), FLORIDA STATUTES, BY AMENDING CHAPTER 1, ENTITLED "FUTURE LAND USE ELEMENT," OBJECTIVE 6, ENTITLED "CONCURRENCY MANAGEMENT," TO BE RENAMED "CONCURRENCY MANAGEMENT AND MOBILITY FEES," TO ESTABLISH THAT ALL DEVELOPMENT AND REDEVELOPMENT ARE EXEMPT FROM TRANSPORTATION CONCURRENCY AND ARE SUBJECT TO THE ASSESSMENT OF MOBILITY FEES, AND RELATED PROVISIONS; AMENDING CHAPTER 2, ENTITLED "TRANSPORTATION ELEMENT," OBJECTIVE 1, ENTITLED "LEVEL OF SERVICE," TO BE RENAMED "TRANSPORTATION CONCURRENCY EXCEPTION AREA AND MOBILITY FEES," TO ESTABLISH THE CITY AS A TRANSPORTATION CONCURRENCY EXCEPTION AREA, ESTABLISH A MOBILITY FEE AND RELATED PROVISIONS, AND REMOVING REQUIREMENTS RELATED TO TRANSPORTATION CONCURRENCY; OBJECTIVE 6, ENTITLED "MULTI-MODAL TRANSPORTATION," TO ENCOURAGE INFILL DEVELOPMENT THAT IS SUPPORTIVE OF MOBILITY ALTERNATIVES, TO REQUIRE CERTAIN DEVELOPMENTS TO PROVIDE A MULTIMODAL TRANSPORTATION ANALYSIS AND MITIGATION PLAN, INCORPORATE PARKING STRATEGIES TO ENCOURAGE THE USE OF MULTIMODAL TRANSPORTATION, AND REPEALLING OBJECTIVE 9, ENTITLED "TRANSPORTATION CONCURRENCY MANAGEMENT AREAS (TCMA);" AMENDING CHAPTER 8, ENTITLED "CAPITAL IMPROVEMENTS PROGRAM ELEMENT," OBJECTIVE 5, ENTITLED "LEVEL OF SERVICE STANDARDS," TO DESIGNATE THE CITY AS A TRANSPORTATION CONCURRENCY EXCEPTION AREA; AND FURTHER AMENDING THE AFORESTATED PROVISIONS TO CLARIFY EXISTING REGULATIONS AND STATUTORY CITATIONS; PROVIDING FOR INCLUSION IN THE COMPREHENSIVE PLAN; TRANSMITTAL; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE.

PB 19-0279. Mobility Fees Land Development Regulations. AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING SUBPART B OF THE LAND DEVELOPMENT REGULATIONS BY AMENDING CHAPTER 118, ENTITLED "ADMINISTRATION REVIEW PROCEDURES," ARTICLE VI, ENTITLED "DESIGN

REVIEW PROCEDURES," AT SECTION 118-253, ENTITLED "APPLICATION FOR DESIGN REVIEW," AND CHAPTER 118, ENTITLED "ADMINISTRATION AND REVIEW PROCEDURES," ARTICLE X, ENTITLED "HISTORIC PRESERVATION," DIVISION 3, ENTITLED "ISSUANCE OF CERTIFICATE OF APPROPRIATENESS/CERTIFICATE TO DIG/CERTIFICATE OF APPROPRIATENESS FOR DEMOLITION," AT SECTION 118-562, ENTITLED "APPLICATION," TO MODIFY REQUIREMENTS FOR TRAFFIC STUDIES CONSISTENT WITH REVISED CONCURRENCY STANDARDS; AMENDING CHAPTER 122, ENTITLED "CONCURRENCY MANAGEMENT," TO BE RENAMED "CONCURRENCY MANAGEMENT AND MOBILITY FEES;" DELETING SECTIONS 122-1 TO 122-10; ESTABLISHING ARTICLE 1, ENTITLED "PURPOSE AND GENERAL PROVISIONS," SECTION 122-1, ENTITLED "PURPOSE," TO STATE THE PURPOSE FOR THE ESTABLISHMENT OF CONCURRENCY AND MOBILITY FEES; SECTION 122-2, ENTITLED "DEFINITIONS," TO ESTABLISH DEFINITIONS RELATED TO CONCURRENCY AND MOBILITY FEES; SECTION 122-3, ENTITLED "CONCURRENCY MITIGATION AND MOBILITY FEE REQUIRED," TO ESTABLISH REQUIREMENTS FOR WHEN CONCURRENCY REVIEW AND MOBILITY FEE PAYMENT IS REQUIRED; SECTION 122-4, ENTITLED "EXEMPTIONS FROM CONCURRENCY AND MOBILITY FEES," TO PROVIDE EXEMPTIONS FROM CONCURRENCY REVIEW AND MOBILITY FEE PAYMENT TO INCENTIVIZE DEVELOPMENT IN SPECIFIC CIRCUMSTANCES; SECTION 122-5, ENTITLED "RESPONSIBILITY OF CONCURRENCY MITIGATION AND MOBILITY FEE REVIEW," TO ESTABLISH DEPARTMENTAL AND AGENCY RESPONSIBILITY FOR REVIEW OF SPECIFIC CONCURRENCY AND MOBILITY FEE REQUIREMENTS; SECTION 122-6, ENTITLED "APPLICATION FOR ESTIMATE OF CONCURRENCY MITIGATION AND MOBILITY FEES," TO ESTABLISH PROCEDURES FOR DETERMINING CONCURRENCY MITIGATION AND MOBILITY FEE REQUIREMENTS; ESTABLISHING ARTICLE 2, ENTITLED "CONCURRENCY," SECTION 122-7, ENTITLED "LEVEL OF SERVICE STANDARDS," TO ESTABLISH LEVELS OF SERVICE FOR INFRASTRUCTURE CONSISTENT WITH THE COMPREHENSIVE PLAN; SECTION 122-8, ENTITLED "DETERMINATION OF CONCURRENCY," TO ESTABLISH PROCEDURES FOR THE CALCULATION OF CONCURRENCY REQUIREMENTS AND CAPACITY CREDIT; ESTABLISHING ARTICLE 3, ENTITLED "MOBILITY FEES," SECTION 122-9, ENTITLED "LEGISLATIVE INTENT," TO PROVIDE THE LEGISLATIVE AUTHORIZATION AND INTENT OF THE MOBILITY FEE PROGRAM; SECTION 122-10, "ADOPTION OF A MOBILITY FEE STUDY," TO INCORPORATE THE MOBILITY FEE TECHNICAL ANALYSIS DATED AUGUST 2018 BY REFERENCE; SECTION 122-11, "MOBILITY FEE IMPOSITION AND COLLECTION," TO ESTABLISH REQUIREMENTS FOR WHEN A MOBILITY FEE IS TO BE ASSESSED; SECTION 122-12, "CALCULATION OF MOBILITY FEE," TO ESTABLISH MOBILITY FEES AND THE METHODOLOGY FOR THE CALCULATION OF MOBILITY FEES; SECTION 122-13, "ALTERNATIVE INDEPENDENT MOBILITY FEE STUDY," TO ESTABLISH ALTERNATIVE STUDY PROCEDURES FOR DETERMINING THE IMPACT AND MOBILITY FEES FOR UNDEFINED USES; SECTION 122-14, ENTITLED "ENFORCEMENT OF MOBILITY FEE," TO ESTABLISH ENFORCEMENT PROCEDURES AND PENALTIES; SECTION 122-15, ENTITLED "MOBILITY FEE LAND USES," TO ESTABLISH A LAND USE SCHEDULE FOR MOBILITY FEES; SECTION 122-16, ENTITLED "MOBILITY FEE BENEFIT DISTRICT," TO ESTABLISH A CITYWIDE MOBILITY FEE BENEFIT DISTRICT; SECTION 122-17, ENTITLED "ESTABLISHMENT OF MOBILITY FEE FUNDS," TO ESTABLISH A MOBILITY FEE FUND; SECTION 122-18, ENTITLED "USE OF MOBILITY FEE FUNDS," TO ESTABLISH THE USES OF FUNDS DEPOSITED IN THE MOBILITY FEE FUND; AMENDING "APPENDIX A – FEE SCHEDULE," TO PROVIDE ADMINISTRATIVE FEES FOR CONCURRENCY AND MOBILITY

FEE REVIEW; AND PROVIDING FOR APPLICABILITY, REPEALER, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.

RECOMMENDATION
Transmit the proposed amendments to the Comprehensive Plan and Land Development Regulations to the City Commission with a favorable recommendation.

HISTORY
On March 9, 2016, the City Commission appropriated funds for the Administration to undertake a study for the establishment of a mobility fee.

On July 25, 2018, at the request of Commissioner John Elizabeth Aleman, the City Commission referred a discussion item on the proposed Citywide Mobility Fee Program to the Finance and Citywide Projects Committee (FCWPC) (Item C4 U). On September 14, 2018, the FCWPC discussed the item and continued it until staff was able to undertake additional study and community outreach.

On September 24 and 25, 2018, Planning and Transportation staff met with representatives of the Miami Beach Chamber of Commerce to review the proposed Mobility Fee. On November 6, 2018 Planning and Transportation staff made a presentation to the Board of Directors of the Miami Beach Chamber of Commerce to provide them with further information on the proposed Mobility Fee. Phone conferences were also held with other stakeholders.

On October 9, 2018, an overview of the proposed Mobility Fee was presented to the Miami Beach LGBTQ Advisory Committee. On November 30, 2018, the FCWPC discussed the item and continued the item so that additional study could be undertaken by staff.

On February 22, 2019, the FCWPC discussed the item and recommended that City Commission transmit the item to the Planning Board and for the Planning Board to consider the following specific items:

1) The feasibility of building into the Mobility Fee incentives for affordable housing;
2) A reassessment of the restaurant Mobility Fee; and
3) A potential graduated Mobility Fee phase-in for North Beach.

On March 13, 2019, at the request of Commissioner John Elizabeth Aleman, the City Commission referred the item to the Planning Board (Item C4 S).

REVIEW CRITERIA
Pursuant to Section 118-163 of the City Code, in reviewing a request for an amendment to these land development regulations, the board shall consider the following when applicable:

1. **Whether the proposed change is consistent and compatible with the comprehensive plan and any applicable neighborhood or redevelopment plans.**

   Consistent – The proposed LDR ordinance is consistent with the goals, objectives, and policies of the Comprehensive Plan as proposed to be amended.

   The proposal supports policies of the Transportation Element that seek to incentivize

and encourage the development of alternative forms and multimodal transportation.

2. **Whether the proposed change would create an isolated district unrelated to adjacent or nearby districts.**

   Not applicable – The proposed amendment does not modify district boundaries.

3. **Whether the change suggested is out of scale with the needs of the neighborhood or the city.**

   Consistent - The proposed ordinance amendment is not out of scale with the surrounding neighborhood.

4. **Whether the proposed change would tax the existing load on public facilities and infrastructure.**

   Consistent – The proposed ordinance will not affect the load on public facilities and infrastructure. The proposal seeks to generate funds in order to enhance transportation-related public facilities and infrastructure.

5. **Whether existing district boundaries are illogically drawn in relation to existing conditions on the property proposed for change.**

   Not applicable. – The proposed amendment does not modify district boundaries.

6. **Whether changed or changing conditions make the passage of the proposed change necessary.**

   Consistent – The need to fund alternative infrastructure for alternative modes of transportation, in light of an inability to add additional capacity for single-occupancy vehicles, makes passage of the proposed change necessary.

7. **Whether the proposed change will adversely influence living conditions in the neighborhood.**

   Consistent – The proposed ordinance amendment will not adversely affect living conditions in the neighborhood.

8. **Whether the proposed change will create or excessively increase traffic congestion beyond the levels of service as set forth in the comprehensive plan or otherwise affect public safety.**

   Consistent – The proposed change will not create or increase traffic congestion from what is currently permitted. The proposal is intended to address issues related to traffic congestion.

9. **Whether the proposed change will seriously reduce light and air to adjacent areas.**

   Consistent – The proposed change will not reduce light and air to adjacent areas.

10. **Whether the proposed change will adversely affect property values in the adjacent**

area.

Consistent – The proposed change should not adversely affect property values in the adjacent areas.

11. **Whether the proposed change will be a deterrent to the improvement or development of adjacent property in accordance with existing regulations.**

Consistent – The proposed change should not be a deterrent to the improvement or development of properties in the City.

12. **Whether there are substantial reasons why the property cannot be used in accordance with existing zoning.**

Not applicable.

13. **Whether it is impossible to find other adequate sites in the city for the proposed use in a district already permitting such use.**

Not applicable.

COMPLIANCE WITH SEA LEVEL RISE AND RESILIENCY REVIEW CRITERIA

Section 133-50(b) of the Land Development Regulations establishes the following review criteria when considering ordinances, adopting resolutions, or making recommendations:

(1) **Whether the proposal affects an area that is vulnerable to the impacts of sea level rise, pursuant to adopted projections.**

Partially Consistent – The proposal does affect areas that are vulnerable to the impacts of sea level rise.

(2) **Whether the proposal will increase the resiliency of the City with respect to sea level rise.**

Consistent – The proposal will provide resources for the development of alternative modes of transportation which reduce greenhouse gas emissions which are a contributor to sea level rise.

(3) **Whether the proposal is compatible with the City's sea level rise mitigation and resiliency efforts.**

Consistent – The proposal does not diminish and is compatible with the City's sea level rise mitigation and resiliency efforts.

ANALYSIS

State of Florida Framework

The Florida Legislature has enacted a number of changes over the last several years that impact growth management and local government's ability to require that new development mitigate its impact to the transportation system. The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida to adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be

provided "concurrent" with the impacts of new development. State mandated "concurrency" was adopted to ensure the health, safety and general welfare of the public. The introduction of "transportation concurrency" focused on accommodating the travel demand from new development by adding roadway capacity through construction of new roads and the widening of existing roads. Transportation concurrency, while well intended, had the unintended consequence of driving development away from urban areas, where road capacity was unavailable or cost prohibitive to provide, to suburban and rural areas where road capacity was readily available or cheaper to construct. The State enacted several programs in the following decades to address these unintended consequences.

House Bill 319, otherwise known as the "Community Planning Act," was adopted by the Florida Legislature in 2013 and is the State's most recent approach to providing transportation facilities for new development. Among many other changes, the Community Planning Act established mobility fees, based on an adopted transportation mobility plan, as an alternative means by which local governments may allow development consistent with an adopted Comprehensive Plan to equitably mitigate its transportation impact. The intent of mobility fees is to eliminate transportation concurrency, proportionate share and impact fees and enact a streamlined, simplified mitigation mechanism whereby a development can mitigate its impact through a one-time payment.

In general, the foundations of a mobility fee are the mobility policies and projects integrated into a municipality's Comprehensive Plan. The mobility policies will need to include the establishment of a horizon year, mobility district(s) and, where applicable, multimodal quality of service standards for a multi-modal transportation system and policies that articulate how those standards will be achieved. The standards are for planning purposes, not for regulating the timing or approval of development. A Mobility Plan or projects identified in a municipality's adopted Transportation Plan or in its Comprehensive Plan serve as the basis for the types of mobility projects to be provided within a municipality.

Miami Beach Transportation Mitigation Overview: 1999 Municipal Mobility Plan (MMP)
In 2000, the City adopted a concurrency fee Ordinance to assess and mitigate the transportation impacts of private developments on the City's roadway network. At that time, the concurrency fee ordinance was premised on the City's adopted 1999 MMP.

The City's concurrency fee is in essence a fee based on the cost of all capacity improvements recommended in the 1999 MMP divided by the number of additional vehicular trips that could be accommodated by the recommended capacity improvements in the MMP, if implemented. Proposed development is required to pay the City a concurrency fee calculated as the product of the City's established cost per trip and the number of trips anticipated to be generated by the proposed development. Concurrency fee revenues are then used by the City to fund new capacity improvement projects to mitigate the transportation impacts of new developments.

It is important to note that the City's concurrency fee was and still is based on a vehicular-trip methodology as opposed to a multimodal or person-trip methodology. Also, the existing concurrency fee ordinance does not provide for CPI increases to the fee to adjust for inflation over time. Further, the vast majority of projects recommended in the 1999 MMP project bank (found feasible) have been implemented over the past 18 years.

Recent History: 2016 Transportation Master Plan (TMP)

In April 2016, the City Commission took a bold step by adopting the City's 2016 TMP. The City's TMP project bank is based on the City's adopted modal prioritization strategy consisting of: pedestrians first; bicycles, transit, and freight second; and private vehicles third. As such, the City's TMP recommends over 150 multimodal projects intended to transition the City from a vehicular-based transportation system to a multimodal transportation system that focuses on pedestrian, bicycle, and transit trips to maximize the capacity of the roadway network and, ultimately, person through-put. The TMP is based on a 20-year horizon. Since the current TMP focuses on multimodal solutions, a traditional automobile/vehicle-based concurrency system is not the optimal solution. A mobility fee is more representative of all forms of transportation. State law allows counties and municipalities to charge and collect a concurrency fee to mitigate the transportation impacts of new developments, however state law requires that there be a rational nexus between the concurrency fee being charged, the impacts of the new developments on the roadway network, and the implementation of improvements to mitigate the transportation impacts of the additional trips generated by new developments. In order to continue charging a Concurrency Fee and prove rational nexus as required by State law, the City would need to update its existing concurrency fee to one that is based on the Adopted 2016 TMP.

More progressive cities have implemented or are moving towards a new transportation approach that assesses impacts of vehicular trips generated by proposed developments based on both the length of the trips (vehicle miles traveled) and type of trip (local vs regional), rather than only on the number of vehicular trips anticipated to be generated by a development. This more progressive approach to transportation concurrency is referred to as a mobility fee program. Several local governments in Florida have already adopted these types of programs, including but not limited to; Broward County, Hillsborough County, the City of Gainesville, the City of Jacksonville, the City of Orlando, and the City of Tampa, the City of Sarasota. Locally, Miami Lakes has adopted a mobility fee and Miami-Dade County is also considering moving in this direction.

On September 14, 2018, the Administration presented the proposed Mobility Fee Program to the Finance and Citywide Projects Committee (FCWPC). After some discussion, the Committee requested that the Administration complete the following tasks and return to the FCWPC for further discussion and direction:

1. Reach out to the business community regarding the proposed mobility fee.

2. Provide a range of scenarios showing how the proposed mobility fee would impact various land uses.

3. Consider a discounted fee for North Beach.

At the November 30, 2018 FCWPC meeting, the Committee supported the mobility fee model. A comparison of Miami Beach impact fees with other municipalities was requested. A potential fee waiver for targeted areas of Miami Beach was also discussed. Lastly, the Committee recommended close coordination between TMP projects and G.O. Bond Program projects.

At the February 22, 2019 FCWPC meeting, the Committee restated its support of the mobility fee model. The impact fee comparison with other Miami-Dade County municipalities was presented by the Administration and reviewed by the Committee, and the Committee concurred

that the proposed Miami Beach fees were generally in-line with those of neighboring municipalities. The Committee agreed to forward the item to the City Commission for review by the Planning Board, and to include in the Planning Board review: 1) the feasibility of building into the mobility fee incentives for affordable housing; 2) a reassessment of the restaurant mobility fee; and 3) a potential graduated mobility fee phase-in for North Beach.

An overview of the process and approach to developing the proposed mobility fee for Miami Beach is described below, and also included in the attached presentation (Attachment A).

Mobility Fee Development Approach

Transportation in the City of Miami Beach has unique characteristics compared to other cities in Florida. Travel in Miami Beach is characterized by a high percentage of tourists, shorter trips, convenient public transportation, shuttle services, high availability of taxis, carpools, and ride share vehicles, higher propensity for biking and walking, availability of a robust bike sharing program, and limited to no free public parking - all factors that reduce the dependency on the private automobile and promote alternative modes of travel. Furthermore, City policies regarding prioritizing non-vehicular modes, creating pedestrian priority zones, and investing in greenways, shared-use paths, and protected bike lanes will help further reduce the reliance on the private vehicle for short trips.

Given the factors listed above, the proposed mobility fee program was tailored to Miami Beach. First, travel demand growth was estimated using person-trips rather than only private vehicle trips. Second, the mobility fee share for each project listed in the TMP project bank was estimated based on whether the project is located on a state, county, or local roadway and the potential for other funding sources. Finally, a mobility fee schedule was proposed for each land use category.

It is important to note that through the proposed mobility fee structure, neighborhood-supportive land uses generally associated with localized trips are incentivized, while land uses that induce regional trips, generally associated with large scale commercial developments, are disincentivized. Since large scale developments typically result in longer trips and greater impact to the transportation network, the assessment for regional trips is larger than that assessed for local trips. For example, trips to a restaurant tend to come from a greater distance than trips to a retail establishment. Therefore, restaurant fees are higher than retail fees.

Proposed Mobility Fee Schedule

A table of the proposed mobility fee schedule for each land use category is included in page 8 of the attached presentation. As shown in the table, the fees would apply citywide. The developed mobility fees were reviewed for reasonableness in the context of the existing concurrency fee schedule (see attachment D for the current fee schedule).

A table comparing the existing concurrency fee charges with the proposed mobility fee charges is included in page 9 of the attached presentation. This table also calculated what the concurrency fee would be at the present time, if adjusted by the CPI. Similar to the existing concurrency fee program, mobility fees would be charged for new developments and changes of use. In the case of changes of use, credits would be applied for the existing uses.

An important distinction to make is that under the City's existing concurrency fee program, single family homes are exempted. However, under the proposed mobility fee program, some single-family homes would be charged a one-time fee for additions/expansions given that the

increase in square footage would have an impact on local trips. Since larger homes tend to generate more traffic due to maintenance and housekeeping staff, as well as larger families. A single-family home would not be charged a mobility fee unless the overall square footage of the home, including the expansion, exceeds 3,500 SF. Beyond that, a tiered fee structure would apply wherein fees would be charged for homes that are expanded to exceed 3,500 SF up to 7,000 SF; a higher fee would be charged for homes expanded above 7,000 SF. In both tiers, the mobility fee would apply only to the square footage increase of the home (i.e. a credit would be applied to the existing square footage of the single-family home).

In total, the new mobility fee is estimated to generate approximately $126,878,500 in revenues over a 20-year period. The revenues would be used by the City to implement multimodal projects recommended in the adopted 2016 Transportation Master Plan over a 20-year horizon. The total cost of all projects in the TMP project bank is approximately $902 million, thus, the plan over a 20-year horizon. The total cost of all projects in the TMP project bank is approximately $902 million, thus, the revenues generated by the mobility fee over a 20-year period are anticipated to cover approximately 14.1% of the total project costs of all Priority I, II, and III projects in the Transportation Master Plan project bank. The balance of the project costs would be funded through federal, state, and/or county sources, grants, and other city sources.

Mobility Fee Uses

The mobility fee funds would be used by the City to plan, design, and construct numerous transportation improvement projects, including shared-use paths, bicycle lanes, transit lanes, intermodal facilities, pedestrian safety and connectivity enhancements, neighborhood greenways, pedestrian priority zones, complete streets, traffic signalization improvements, and various intersection/roadway improvements to improve traffic safety and increase capacity. The concurrency fee funding was tied to the projects in the 1999 MMP.

Update Provided at the November 30, 2018 FCWPC Meeting

Pursuant to FCWPC's request, Planning and Transportation Department staff have reached out to the Miami Beach Chamber of Commerce, the Miami Beach LGBTQ Advisory Committee, the Miami Beach Latin Chamber of Commerce, and the Greater Miami and the Beaches Hotel Association. On September 24 and 25, 2018 Planning and Transportation staff met with representatives of the Miami Beach Chamber of Commerce to review the proposed mobility fee. Backup information was provided to the Chamber members to address their questions. Subsequently, on November 6, Planning and Transportation staff made a presentation to the Board of Directors of the Miami Beach Chamber of Commerce to provide them with further information on the proposed mobility fee. At the meeting, the chamber expressed concerns with the City assessing any type of transportation impact fee. Although it was explained to the Chamber that since 2000, all new developments and changes of use are assessed a transportation concurrency fee by the City, the chamber advised that it would not support the proposed Mobility Fee Program.

On October 9, 2018, an overview of the proposed mobility fee was presented to the Miami Beach LGBTQ Advisory Committee. Background information regarding the proposed mobility fee was also shared with the Miami Beach Latin Chamber of Commerce and the Greater Miami and the Beaches Hotel Association via telephone and e-mail. Both the Miami Beach Latin Chamber of Commerce and the Greater Miami and the Beaches Hotel Association were invited to the November 6, 2018 presentation to the Board of Directors of the Miami Beach Chamber of Commerce. Most of the organizations understood that the mobility fee was the successor to the concurrency program, and that action was needed now that the TMP had been adopted. The

Miami Beach Chamber of Commerce was not supportive of fees for businesses.

Additionally, pursuant to FCWPC's request, staff has provided a range of scenarios to illustrate how the proposed mobility fee would impact a wide range of land uses. Those scenarios are included in the updated mobility fee program presentation (attachment A). Based on the limited scenarios prepared, in North Beach, the median increase from the current fee with CPI adjustment would be approximately 61%. In Middle Beach, the median increase from the current fee with CPI adjustment would be approximately -6%. In South Beach, the median increase from the current fee with CPI adjustment would be approximately 66%.

Lastly, pursuant to FCWPC's request, staff has studied and provided options for providing a discounted mobility fee structure intended to promote future redevelopment in North Beach. One option would be to consider a 60% reduction in the fee for North Beach, which could sunset after a period of time - perhaps 3 or 5 years. A decrease of 60% is suggested for North Beach because the median increase from the current fee with CPI adjustment would be a comparable 61%. Another option would be to phase-in the fee for North Beach over time. For example, North Beach development projects could pay 50% of the fee for the first two years, 75% of the fee for years 3 and 4, and the full fee at year 5. The impact of the fee reductions for North Beach is that it would result in a decrease of mobility fee funding available to fund the implementation of projects recommended in the City's adopted 2016 Transportation Master Plan.

Attachment B includes the mobility fee technical analysis report completed by Keith and Schnars.

Update Since the November 30, 2018 FCWPC Meeting

At the November 30, 2018 FCWPC meeting, the FCWPC committee concluded that the Mobility Fee model was appropriate for Miami Beach. However, concerns were raised about the amount of the fee and the impact of the fee on redeveloping areas such as North Beach.

Additionally, an analysis was requested to compare Miami Beach fees with fees of neighboring communities. The fee analysis prepared by staff is depicted in Attachment C. In general, the proposed Miami Beach mobility fees are comparable with that of neighboring communities which include unincorporated Miami-Dade County, Miami Lakes, Miami downtown, and Coral Gables. The analysis includes County road impact fees which are uniformly assessed on new developments countywide, even within incorporated municipalities, and collected by districts. However, the funds generated by the collection of these fees can only be used by the County for the purpose of funding roadway capacity improvement projects within the districts in which they were collected. Transportation enhancement projects such as bicycle lanes, shared-use paths, neighborhood greenways, traffic calming, and pedestrian safety improvements are not eligible to use County road impact fees as these projects do not generally increase the capacity of an existing roadway facility.

Specifically, the analysis shows that the proposed mobility fee, in conjunction with Miami Beach park concurrency fee, is lower than the impact fees for unincorporated Miami-Dade County, Miami Lakes, and Coral Gables. The fee for Miami is only slightly lower than the fee proposed for Miami Beach.

Finally, the Committee requested that the Administration leverage the G.O. Bond funds

allocated for above-ground improvements to fund the implementation of associated TMP projects. While the City's initial G.O. Bond funding request for mobility enhancements was approximately $41 million, the approved G.O. Bond Program budget provides for only $7 million of transportation-related improvements as follows:

- Neighborhood Traffic Calming and Pedestrian Friendly Streets (Project No. 42): $2 million.
- Protected Bicycle Lanes and Shared Bike/Pedestrian Paths (Project No. 43): $5 million

Potentially, on a case-by-case basis, portions of the TMP projects could be included, funded, and implemented as part of above-ground improvements through the G.O. Bond program. Specifically, the G.O. Bond program budget includes:

- Neighborhood Above Ground Improvements (Project No. 34): $43 million
- Sidewalk Improvement Program (Project No. 37): $13 million
- Street Pavement Program (Project No. 38): $30 million

In addition to meeting the requirements of state law, implementing a new and more progressive mobility fee program to replace the City's existing concurrency fee program will better assess the transportation impacts of new developments and provide funding for the implementation of the TMP Multimodal Project Bank over a 20-year horizon. Further, it will help the City achieve its future mode share goals of being less car centric and increasing pedestrian, bicycle, and transit trips, thereby improving mobility for all modes of transportation citywide.

The mobility fee is anticipated to generate approximately 14.1% of the total cost of all recommended projects in the adopted TMP.

Pursuant to the FCWPC's request, a phased-in option for North Beach is being recommended. Consistent with the North Beach Town Center Ordinance Public Benefit Fee Incentives, a 50% reduction is recommended until August 24, 2020, and a 25% reduction is recommended between August 24, 2020 and August 24, 2025.

Since Middle Beach and North Beach are established areas of the City where development does not need to be incentivized, no fee reductions are proposed for these areas.

Please keep in mind that state law requires a 90-day enactment period prior to implementing any change to an existing impact fee or adopting new impact fees.

SUMMARY

As encouraged by the State of Florida Community Planning Act, the proposed Comprehensive Plan amendment would repeal goals, objectives, and policies related to the existing Concurrency Management System, which is based on vehicular levels of service. These provisions would be replaced with goals, objectives, and policies which would authorize a mobility fee to be implemented through the Land Development Regulations.

The actual mobility fees are adopted as part of the amendments to the Land Development Regulations, and removes provisions for transportation concurrency. It also clarifies requirements for other types of facilities that do require concurrency review, and that are more in line with the existing land development processes.

As part of the referral, the FCWPC requested that the Planning Board discuss the following items:

1) The feasibility of building into the Mobility Fee incentives for affordable housing;
2) A reassessment of the restaurant Mobility Fee; and
3) A potential graduated Mobility Fee phase-in for North Beach.

In regard to item #1, the proposed fee schedule includes a fee that is half that of what is charged for a conventional multifamily apartment unit. A conventional multifamily unit would be charged $1,515 whereas affordable, workforce, and micro apartments would be charged $758.

In regard to item #2, the proposed fee for restaurants is $877/seat. The current fees are approximately $454.61/seat for South Beach, $627.57/seat for Middle Beach, and $415.15/seat for North Beach. The average price is $499.11/seat, and if the consumer price index had been applied, the average would be $690.75/seat. The increase is due to the actual traffic impact of restaurants, where they are typically some of the largest traffic generators in the City. The phasing suggested in item #3 would temporarily provide for slightly lower fees for the North Beach area than what are currently assessed.

In regard to item #3, section 122-12(c) of the proposed ordinance establishes "incentive areas" and provide for a phasing in of the fee for the North Beach area. The phasing provides for a 50% reduction of the fee until August 31, 2020 and a 25% reduction until August 31, 2025. This is consistent with the timeframe adopted for public benefits fee exemptions in the North Beach Town Center – Central Core (TC-C) ordinance last year.

RECOMMENDATION

In view of the foregoing analysis, staff recommends that the Planning Board provide:

1. Provide specific recommendations as to the feasibility of building into the mobility fee incentives for affordable housing, a reassessment of the restaurant mobility fee, and a potential graduated mobility fee phase-in for North Beach; and

2. Transmit the proposed amendments to the Comprehensive Plan and Land Development Regulations to the City Commission with a favorable recommendation.

MOBILITY FEES
COMPREHENSIVE PLAN AMENDMENT

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE CITY OF MIAMI BEACH YEAR 2025 COMPREHENSIVE PLAN, PURSUANT TO THE EXPEDITED STATE REVIEW PROCESS OF SECTION 163.3184(3), FLORIDA STATUTES, BY AMENDING CHAPTER 1, ENTITLED "FUTURE LAND USE ELEMENT," OBJECTIVE 6, ENTITLED "CONCURRENCY MANAGEMENT," TO BE RENAMED "CONCURRENCY MANAGEMENT AND MOBILITY FEES," TO ESTABLISH THAT ALL DEVELOPMENT AND REDEVELOPMENT ARE EXEMPT FROM TRANSPORTATION CONCURRENCY AND ARE SUBJECT TO THE ASSESMENT OF MOBILITY FEES, AND RELATED PROVISIONS; AMENDING CHAPTER 2, ENTITLED "TRANSPORTATION ELEMENT," OBJECTIVE 1, ENTITLED "LEVEL OF SERVICE," TO BE RENAMED "TRANSPORTATION CONCURRENCY EXCEPTION AREA AND MOBILITY FEES," TO ESTABLISH THE CITY AS A TRANSPORTATION CONCURRENCY EXCEPTION AREA, ESTABLISH A MOBILITY FEE AND RELATED PROVISIONS, AND REMOVING REQUIREMENTS RELATED TO TRANSPORTATION CONCURRENCY; OBJECTIVE 6, ENTITLED "MULTI-MODAL TRANSPORTATION," TO ENCOURAGE INFILL DEVELOPMENT THAT IS SUPPDRTIVE OF MOBILITY ALTERNATIVES, TO REQUIRE CERTAIN DEVELOPMENTS TO PROVIDE A MULTIMODAL TRANSPORTATION ANALYSIS AND MITIGATION PLAN, INCORPORATE PARKING STRATEGIES TO ENCOURAGE THE USE OF MULTIMODAL TRANSPORTATION, AND REPEALLING OBJECTIVE 9, ENTITLED "TRANSPORTATION CONCURRENCY MANAGEMENT AREAS (TCMA);" AMENDING CHAPTER 8, ENTITLED "CAPITAL IMPROVEMENTS PROGRAM ELEMENT," OBJECTIVE 5, ENTITLED "LEVEL OF SERVICE STANDARDS," TO DESIGNATE THE CITY AS A TRANSPORTATION CONCURRENCY EXCEPTION AREA; AND FURTHER AMENDING THE AFORESTATED PROVISIONS TO CLARIFY EXISTING REGULATIONS AND STATUTORY CITATIONS; PROVIDING FOR INCLUSION IN THE COMPREHENSIVE PLAN; TRANSMITTAL; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Miami Beach has the authority pursuant to Article VIII, Florida Constitution of 1968, F.S. Chapter 166; as amended, to adopt a transportation impact assessment program; and

WHEREAS, the City Commission of the City of Miami Beach is empowered pursuant to Article VIII of the Florida Constitution of 1968, F.S. Chapter 166; as amended, to adopt ordinances relating to budgeting and expenditure of City funds; and

WHEREAS, the City Commission of the City of Miami Beach is empowered pursuant to F.S. §166.021(1), the city has broad home rule powers to adopt ordinances to provide for and operate transportation systems, including roadways, transit facilities, and bicycle/pedestrian facilities within the city; and

WHEREAS, 1999 the City Commission adopted the 1999 Municipal Mobility Plan; and

WHEREAS, on April 12, 2000, the City Commission adopted Resolution 2000-23874 which adopted concurrency mitigation fees to fund projects in the 1999 Municipal Mobility Plan and administrative fees; and

WHEREAS, Section 163.318, Florida Statutes, entitled "Concurrency," authorizes local governments to repeal transportation concurrency and encourages them to adopt an alternative mobility funding system, including mobility fees; and

WHEREAS, the City of Miami Beach has conducted a mobility fee study as directed by Comprehensive Plan Policy 1.5 of the Transportation Element; and

WHEREAS, the proposed mobility fee-based funding system complies with the dual rational nexus test applicable to impact fees; and

WHEREAS, the City Commission of the City of Miami Beach has conducted public hearings relating to the passage of the Ordinance establishing a mobility fee program; and

WHEREAS, F.S. Chapter 163.3177 requires the comprehensive plan to contain a capital improvements element which shall, among other things, provide for standards to ensure the availability and adequacy of public facilities and projected revenues to fund the facilities; and

WHEREAS, on April 13, 2016, the City Commission approved Resolution No. 2016-29371, adopting the 2015 Miami Beach Transportation Master Plan, which replaced the 1999 Municipal Mobility Plan; and

WHEREAS, the revenue from the mobility fee will be used to implement the needs of the 2015 Miami Beach Transportation Master Plan, which serves as the basis for the fee; and

WHEREAS, the amendments set forth below are necessary to accomplish all of the above objectives and the vote of the electorate.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA:

SECTION 1. The following amendments to the City's 2025 Comprehensive Plan Future Land Use Element are hereby adopted:

FUTURE LAND USE ELEMENT

* * *

OBJECTIVE 6: CONCURRENCY MANAGEMENT AND MOBILITY FEES

Meet the concurrency management requirements of Section 163.3180, Florida Statutes ~~Ch. 9J-5.0055 *FAC*~~ and the LDR, and the land needs for utilities.

Policy 6.1

The City shall continue to participate in the Miami-Dade County impact fee ordinance program.

Policy 6.2

Land Development Regulations pertaining to concurrency management shall be amended to reflect Ch. 163.3180, Florida Statutes and this policy. No development permit shall be issued unless the applicable Mobility Fees and public facilities necessitated by the project (in order to meet level of service standards specified in the Policies of the ~~Transportation,~~ Recreation, Public Schools and Infrastructure Elements, and the Water Supply Plan) will be in place concurrent with the impacts of the development ~~or the permit is conditional to assure that they will be in place, but no later than the issuance of a certificate of occupancy or its functional equivalent,~~ pursuant to the regulations established in the Land Development Regulations. The requirement that no development permit shall be issued unless applicable mobility fees are paid and public facilities necessitated by the project are in place concurrent with the impacts of development shall be effective immediately:

Acceptable Level of Service Standards for public facilities in the City of Miami Beach are:

a. Recreation and Open Space – The National Recreation and Park Association's suggested minimum requirement for recreation and open space ten (10) acres of recreation and open space per one thousand (1,000) permanent and seasonal residents is established as the minimum Level of Service Standard for the entire system.

b. Potable Water Transmission Capacity
   - 140 Average gallons per capita per day;
   - 168 Peak gallons per capita per day
   - non-residential uses:
     - Hotel: 75 gallons per day per room
     - Office: 0.084 gallons per day per square foot
     - Retail: 0.18 gallons per day per square foot
     - Industrial: 0.084 gallons per day per square foot
     - Restaurant: 65 gallons per day per seat
     - School: 12 gallons per day per student

c. Sanitary Sewer Transmission Capacity – 140 Average gallons per capita per day

d. Storm Sewer Capacity – One-in-ten-year storm event.

e. Solid Waste Collection Capacity – 1.275 tons per capita per year

f. ~~Transportation Level of Service:~~ All development and redevelopment shall be exempt from Transportation Concurrency. The City of Miami Beach is a Transportation Concurrency Exception Area; as such, Mobility Fees shall be assessed to fund mobility improvements identified in the Transportation Master Plan and other transportation needs.
   - ~~Local roads – LOS Standard D~~
   - ~~Collector roads – LOS Standard D~~
   - ~~Arterial roads – LOS Standard D~~
   - ~~Limited access roads – LOS Standard D~~

g. Miami-Dade Public Schools - Beginning January 1, 2008, the adopted level of service (LOS) standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) Capacity (With Relocatable Classrooms). This

LOS standard shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by the Miami-Dade County Public Schools.

1. Measuring Conformance with the Level-of-Service

Public facility capacity availability shall be determined by the Concurrency Management User's Procedural Guide (a supplement to the land development code), which contains the formulas for calculating compliance.

◊ The capacity of new facilities may be counted only if one or more of the following can be demonstrated:

(A) For water, sewer, solid waste and drainage:

(1) Prior to approval of a building permit or its functional equivalent, the City shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the local government of a certificate of occupancy or its functional equivalent.

(2) The necessary facilities are in place and available at the time a certificate of occupancy is issued, or

(3) The new facilities are guaranteed in an enforceable development agreement to be in place when the impacts of development occur. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order pursuant to Chapter 380, Florida Statutes (the Development of Regional Impact authorization).

In the case of water, sewers, solid waste and recreation, the formulas must reflect the latest population vis a vis flows or park acreage.

Design capacity shall be determined as follows:

Sewage: the capacity of the County sewage treatment system.

Water: the capacity of the County water treatment and storage system.
Solid waste: the capacity of the County disposal system.

Drainage: The on-site detention capability and/or storm sewer capacity.

(B) For recreation:

(1) Parks and recreation facilities to serve new development shall be in place or under actual construction no later than 1

year after issuance of a certificate of occupancy or its functional equivalent.

(2) The new facilities are the subject of a binding executed contract for the construction of facilities to be completed within one year of the time the certificate of occupancy is issued, or

(3) A development agreement as outlined in (A) (3) above but requiring construction to begin within one year of certificate of occupancy issuance~~.~~

Recreation: Measurement shall be based on recreation data in the Comprehensive Plan plus the latest City population estimate with any necessary interpretation provided by the City manager or designee thereof.

~~(C) For traffic:~~

~~(1) Transportation facilities needed to serve new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted local government five-year schedule of capital improvements.~~

~~(2) No modification of public facility level-of-service standards established by this plan shall be made except by a duly enacted amendment to this plan. The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.~~

~~Roadways: The standard for measuring highway capacities shall be the Florida DOT Table of Generalized Two-Way Peak Hour Volumes for Urbanized Areas or other techniques that are compatible to the maximum extent feasible with FDOT standards and guidelines. The measurement of capacity may also be determined by engineering studies provided that analysis techniques are technically sound and acceptable to the City. The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.~~

~~Transit: the county Transit Agency bus schedules for routes within the City.~~

2. Concurrency Monitoring System

The manager or designee thereof shall be responsible for monitoring facility capacities and development activity to ensure that the concurrency management system data base is kept current, i.e., includes all existing and committed development. This data base shall be used to systematically update the formulas used to assess projects. An annual report shall be prepared.

3. Capacity Reservation

Any development permit application which includes a specific plan for development, including densities and intensities, shall require a concurrency review. Compliance will be finally calculated and capacity reserved at time of final action of ~~an approved final Design Review approval or~~ building permit, certificate of occupancy, business tax receipt, or similar permit, whichever comes first. ~~if no Design Review is required or enforceable developers agreement~~. Phasing of development is authorized ~~in accordance with Rule 9J-5.0055~~. Applications for development permits shall be chronologically logged upon approval to determine rights to available capacity. A capacity reservation shall be valid for a time to be specified in the land development code; if construction is not initiated during this period, the reservation shall be terminated.

4. Administration

The City manager (or designee thereof) shall be responsible for concurrency management. The land development code shall specify administrative procedures, including an appeals mechanism, exemptions, plan modifications, burden of proof, etc.

5. Project Impact or Demand Measurement

The ~~concurrency management user's procedural guide (a supplement to the~~ land development regulations ~~code)~~ will contain the formulas for calculating compliance plus tables which provide generation rates for water use, sewer use, solid waste and traffic, by land use category. Alternative methods acceptable to the Director may also be used by the applicant for levels of service subject to concurrency requirements. ~~For example, traffic generation may be based upon the Institute of Transportation Engineer's "Trip Generation" manual. Transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the local government approves a building permit or its functional equivalent.~~

SECTION 2. The following amendments to the City's 2025 Comprehensive Plan Transportation Element are hereby adopted:

TRANSPORTATION ELEMENT

* * *

OBJECTIVE 1: TRANSPORTATION CONCURRENCY EXCEPTION AREA AND MOBILITY FEES ~~LEVEL OF SERVICE (please see Glossary of terms)~~

To provide for a safe, convenient, balanced, efficient and effective multi-modal transportation system ~~with a Level of Service (LOS)~~ for multiple transportation modes.

Policy 1.1:

Due to the multimodal nature of the City's transportation system and adopted mode share goals, transportation concurrency is not an appropriate methodology for funding transportation improvements. As such, the City of Miami Beach is a transportation concurrency exception area (TCEA). Pursuant to section 163.3180 (j), Florida Statutes, the City adopts Mobility Fees as an alternative mobility funding system.

Policy 1.2:

The City shall establish Mobility Fees through the Land Development Regulations, in order to fund multi-modal mobility improvements that prioritize a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit and alternative modes of transportation, and consistent with the adopted Transportation Master Plan.

Policy 1.3:

The Land Development Regulations shall establish procedures for calculating fees and credits, timeframes for required payments, deposit of funds, vesting, exemptions, incentives, and other procedures necessary to administer the fee.

Policy 1.4:

In order to encourage infill development and redevelopment that is consistent with the goals, objectives, and policies of this element, the City Commission may authorize mobility fee reductions for specific designated areas through the Land Development Regulations.

Policy 1.5:

Mobility Fees are intended to fund mobility improvements. Mobility fee funding shall be prioritized for projects identified in the adopted Transportation Master Plan.

Policy 1.6

The City will continue to utilize and seek other funding mechanisms including, but not limited to, the Transportation Planning Organization (TPO) process, Citizens' Independent Transportation Trust process, and others to address transportation needs.

~~Policy 1.1 Roadway Basic Level of Service~~

~~The following minimum Level of Service standards shall apply to all State, County and local roads except for designated Federal Interstate Highway System (FIHS), Strategic Intermodal System (SIS), and Transportation Regional Incentive Program (TRIP) (please see Glossary of terms) funded facilities which shall be subject to the Florida Department of Transportation's (FDOT) Level of Service Standards.~~

- ~~Local roads – LOS Standard D~~
- ~~Collector roads – LOS Standard D~~
- ~~Arterial roads – LOS Standard D~~
- ~~Limited access roads – LOS Standard D~~

~~Policy 1.2: Roadway Level of Service for Transportation Concurrency Management Areas~~

~~The following level of service standards shall be established for roadways with certain characteristics as per this policy, and for roadways located within the City's Transportation Concurrency Management Areas (TCMA's):~~

~~a. Where no mass transit service exists, roadways shall operate at or above LOS D;~~

~~b. Where mass transit service having headways of 20 minutes or less is provided within ¼ mile distance, parallel roadways shall operate at no greater than 120 percent of LOS D; (please see glossary of terms)~~

~~c. Where extraordinary transit service classified as Local Circulator or express or peak hour limited stop bus service having headways of 10 minutes exists, parallel roadways within 1/4 mile, shall operate at no greater than 150 percent of LOS D (please see glossary of terms).~~

~~Policy 1.3: Adhering to Level of Service~~

~~The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable area wide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas. However, City Commission may exempt publicly owned facilities and Transit Facilities through the Land Development regulations.~~

~~Policy 1.4: Modification of Functional Classification~~

~~The City shall consider the impacts of any future modification of the functional classification of various roadways on the allowable service volumes on specific roadways.~~

~~Policy 1.5: Multi-Modal Level of Service~~ ~~(please see Glossary of terms)~~

~~Roadway level of service is insufficient as a measure of multi-modal mobility in a mature city with land use intensities, mixed uses and the economic vitality such as Miami Beach. The City shall~~

~~undertake an examination of total mobility completed in 2016 to shift from roadway capacity and level of service to an overall mobility system capacity and level of service. The City's adopted 2015 Transportation Master Plan and adopted modal prioritization reflects the prioritization of transit through the development of exclusive transit lanes in the long term, while at the same time prioritizing bicycles and pedestrians (depending on the corridors) to promote the safety of these alternative modes and the health of the community. The mode hierarchy of the City is 1 – pedestrians, 2 – transit, bicycles, freight (depending on the corridor), and 3 – private vehicles.~~

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OBJECTIVE 6: MULTI-MODAL TRANSPORTATION

* * *

Policy 6.12: ~~Reserved~~ Multimodal Transportation

Infill and redevelopment shall be encouraged which is supportive of mobility alternatives including walking, bicycling and use of transit, as defined in 2016 Transportation Master Plan.

Policy 6.13: ~~Reserved~~ Multimodal Transportation Analysis and Mitigation Plan

The City shall require all commercial and mixed-use developments over 5,000 gross square feet and multi-family projects with more than four (4) units or 15,000 gross square feet, to submit a transportation analysis and mitigation plan, prepared by a professional traffic engineer, licensed and registered in the State of Florida. The analysis and plan shall at a minimum provide the following:

a. Details the impact of projected traffic on the adjacent corridors, intersections, and areas to be determined by the City.
b. The analysis and plan will include strategies to mitigate the impact of the proposed development on the adjacent transportation network to the maximum extent feasible in a manner consistent with the adopted Transportation Master Plan and adopted mode share goals.
c. Whenever possible, driveways shall be minimized and use common access points to reduce potential turn movements and conflict points with pedestrians.
d. Applicable treatments may include, but not be limited to TDM strategies included in Policy 6.2 and TSM policies included in Policy 6.1 of the Transportation Element.
e. Additional requirements analyses and mitigation strategies, as may be required by the Transportation Department and Land Development Regulations.
f. The Land Development Regulations may establish additional requirements for traffic mitigation for Conditional Uses.

* * *

Policy 6.17: ~~Reserved~~ Parking Strategies

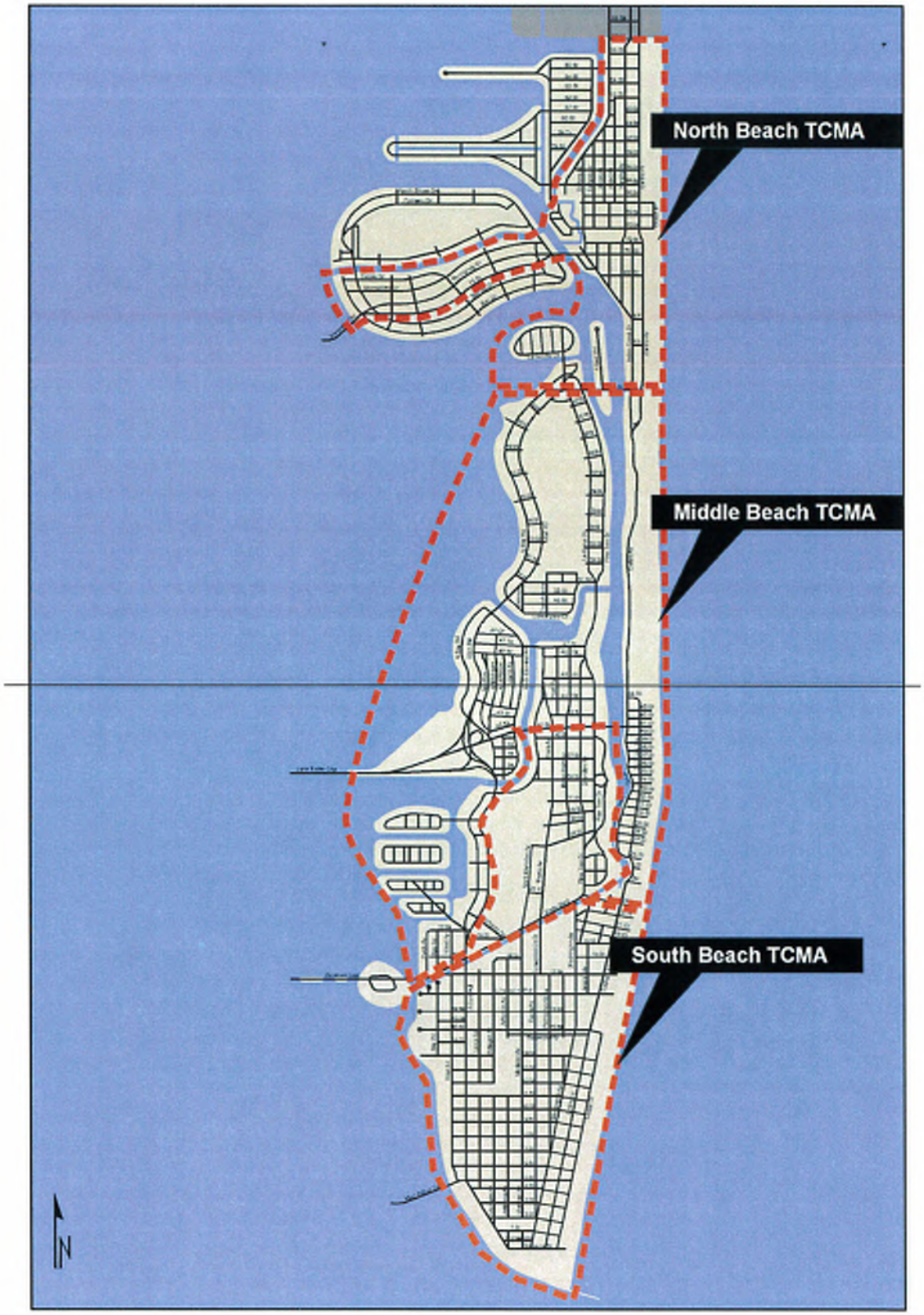
The City shall implement the recommendations included in the City's parking management study. The process shall evaluate:

a. Placement of future public and private parking facilities related to the support of alternative modes of transportation;

b. Reduction of on-site parking requirements within the City's land development regulations in order to encourage multi-modal use;

c. Commercial delivery issues including the provision of loading zones within alleys to improve street flow and emergency vehicle access.

* * *



~~Map 9.1 City of Miami Beach TCMAs 1~~

~~OBJECTIVE 9: TRANSPORTATION CONCURRENCY MANAGEMENT AREAS (TCMA)~~
~~The City shall maintain the North Beach, Middle Beach and South Beach Transportation Concurrency Management Areas (TCMA's) within its boundaries. The boundaries of these TCMA's shall be depicted on Map 9.1. Within these areas, increased multi-modal mobility options will be pursued and redevelopment efforts will be focused.~~

~~Policy 9.1: Calculating Remaining Capacity~~

~~Transportation Concurrency Management Areas (TCMA) rely on the measurement of capacity on an Areawide basis. As such the following facilities will have their service volumes averaged at the approved Level of Service, as the calculation of Areawide capacity.~~

~~South Beach TCMA -- Facilities to be averaged~~

~~Roadway~~	~~Function~~	~~Direction~~	~~From~~	~~To~~	~~TCMA LOS~~	~~Service Volume~~
~~Alton Road~~	~~Arterial~~	~~N/S~~	~~Dade Blvd.~~	~~5th St.~~	~~D+20~~	~~3150~~
~~Washington Avenue~~	~~Collector~~	~~N/S~~	~~Dade Blvd.~~	~~5th St.~~	~~D+50~~	~~3100~~
~~*SUBTOTAL*~~						~~*6250*~~
~~Collins Avenue~~	~~Arterial~~	~~N/S~~	~~23rd Street~~	~~5th Street~~	~~D+50~~	~~1450~~
~~Meridian Road~~	~~Collector~~	~~N/S~~	~~Dade Blvd.~~	~~5th Street~~	~~D+20~~	~~1150~~
~~West Avenue~~	~~Collector~~	~~N/S~~	~~Dade Blvd.~~	~~5th Street~~	~~D+20~~	~~1150~~
~~*SUBTOTAL*~~						~~*3750*~~
~~Alton Road~~	~~Collector~~	~~N/S~~	~~5th Street~~	~~Biscayne~~	~~D+50~~	~~3100~~
~~Washington Avenue~~	~~Collector~~	~~N/S~~	~~5th Street~~	~~Biscayne~~	~~D+50~~	~~3100~~
~~*SUBTOTAL*~~						~~*6200*~~
~~5th Street~~	~~Arterial~~	~~E/W~~	~~Alton Road~~	~~Washington~~	~~D+50~~	~~6350~~
~~17th Street~~	~~Arterial~~	~~E/W~~	~~Dade Blvd.~~	~~Collins Ave~~	~~D+50~~	~~3900~~
~~Dade Boulevard (share)~~	~~Arterial~~	~~E/W~~	~~Venetian~~	~~Pine Tree Dr.~~	~~D+50~~	~~4200~~
~~*SUBTOTAL*~~						~~*14450*~~

~~Middle Beach TCMA -- Facilities to be averaged~~

~~Roadway~~	~~Function~~	~~Direction~~	~~From~~	~~To~~	~~TCMA LOS~~	~~Service Volume~~
~~Alton Road~~	~~Arterial~~	~~N/S~~	~~63rd Street~~	~~Dade Blvd~~	~~D~~	~~3400~~
~~Collins\Indian Creek~~	~~Arterial~~	~~N/S~~	~~63rd Street~~	~~23rd Street~~	~~D+20~~	~~3800~~
~~*SUBTOTAL*~~						~~*7200*~~
~~41st Street~~	~~Arterial~~	~~E/W~~	~~Alton Road~~	~~Indian Creek~~	~~D+20~~	~~3300~~
~~Dade Boulevard (share)~~	~~Arterial~~	~~E/W~~	~~Venetian~~	~~Pine Tree Dr.~~	~~D+50~~	~~4200~~
~~63rd Street (share)~~	~~Arterial~~	~~E/W~~	~~Alton Road~~	~~Indian Creek~~	~~D+20~~	~~3150~~
~~*SUBTOTAL*~~						~~*10650*~~

~~North Beach TCMA -- Facilities to be averaged~~

~~Roadway~~	~~Function~~	~~Direction~~	~~From~~	~~To~~	~~TCMA LOS~~	~~Service Volume~~
~~Collins Avenue -- one way~~	~~Arterial~~	~~N/S~~	~~City Limit~~	~~63rd Street~~	~~D+20~~	~~2800~~

~~Harding/Abbott Ave. one way pair~~	~~Arterial~~	~~N/S~~	~~City Limit~~	~~Indian Creek Dr~~	~~D+20~~	~~2800~~
~~Indian Creek Drive~~	~~Arterial~~	~~N/S~~	~~71st Street~~	~~63rd Street~~	~~D+20~~	~~3300~~
~~*SUBTOTAL*~~						~~*8900*~~
~~71st Street/Normandy Dr.~~	~~Arterial~~	~~E/W~~	~~City Limit~~	~~Indian Creek~~	~~D+20~~	~~3150~~
~~63rd Street (share)~~	~~Arterial~~	~~E/W~~	~~Alton Road~~	~~Indian Creek~~	~~D+20~~	~~3150~~
~~*SUBTOTAL*~~						~~*6300*~~

~~**Policy 9.2: Growth Management**~~

~~The City shall review all proposed developments for their impact upon the adopted LOS standards. Each development will be subject to the City's Concurrency Management System. The City will continue to monitor the existing Transportation Concurrency Management Areas and continue to implement multimodal opportunities pursuant to the Florida Administrative Code, (F.A.C. sec, 9J-5).~~

~~**Policy 9.3: Proportionate Fair Share Mitigation for Non Deficient Areas**~~

~~The City shall have the ability to mitigate the impact of a proposed development on individual roadways, segments of roadways, or areas as a whole within a Transportation Concurrency Management Areas, even if Areawide service volumes are not surpassed, by collecting a proportionate fair share contribution from a developer in accordance with applicable sections of Florida Statutes.~~

~~Policy 9.4: Proportionate Fair-Share Mitigation for Deficient Areas~~

~~When areas are deficient in capacity, the City may issue development orders when transportation concurrency requirements are satisfied by a proportionate fair share contribution from a developer in accordance with applicable sections of Florida Statutes. Regardless of concurrency or mitigation, the City maintains the right to reject development for non compliance with any other aspect of the Comprehensive Plan or Land Development Regulations.~~

~~**Policy 9.5: Multimodal Transportation**~~

~~Within each Transportation Concurrency Management Area, i Infill and redevelopment shall be encouraged which is supportive of mobility alternatives including walking, bicycling and use of transit, particularly those associated with the completion of the Beachwalk and Baywalk projects.~~

~~**Policy 9.6: Parking Within the TCMA's**~~

~~The City shall implement the recommendations included in the City's parking management study within the City's TCMA's. The process shall evaluate:~~

~~d. Placement of future public and private parking facilities related to the support of alternative modes of transportation;~~

e. Reduction of on-site parking requirements within the City's land development regulations in order to encourage multi-modal use;

f. Commercial delivery issues including the provision of loading zones within alleys to improve street flow and emergency vehicle access.

Policy 9.7: Concurrency Mitigation Fees

Concurrency mitigation fees within the City's TCMA's shall be used where appropriate to support multi-modal options. This process shall address:

a. Contribution towards the construction of park and ride facilities to be served by transit;

b. The construction of enhanced pedestrian amenities that create a pedestrian friendly environment, such as:

- narrower traffic lanes,
- median refuges, curb extensions ("bulb-outs"),
- count-down pedestrian signals,
- use of geometric designs that minimize crossing distances and increase visibility between pedestrians and motorists,
- timing signals to minimize pedestrian delay & conflicts;

c. The construction of bicycle facilities and/or the evaluation of reclaiming street space for other uses through the use of complete streets concepts.

Policy 9.8: Provision of Multimodal Amenities

Within the City's TCMA's, the City shall require all new major developments, (those projects over 50,000 gross square feet, and/or projects that increase the number of trips over 100 peak hour trips), to submit a Transportation Mitigation Plan which will include strategies to mitigate the traffic generated by the site, and will encourage the use of alternative modes of transportation. The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of all new major developments so that the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right of way. Applicable treatments may include, but not be limited to TDM strategies included in Policy 6.2 and TSM policies included in Policy 6.1.

Policy 9.9: Projects within the TCMA's

The City will continue to utilize funding mechanisms the MPO planning process, and continual updating of a concurrency mitigation bank to support the projects contained within the City's long term planning documents which address mobility options. Those projects located within the City's TCMA's and which are alternative modes should receive funding priority.

Policy 9.10: Concurrency Management

~~Transportation concurrency within the South Beach, Middle Beach and North Beach TCMA's will be maintained and tracked by the Transportation and Concurrency Management Section located within the Public Works Department.~~

~~**Policy 9.11: Updating the Concurrency Management System**~~

~~The City shall update the traffic counts in the Concurrency Management System every two years. This data shall be used as part of the update of the long-range transportation master planning process.~~

SECTION 3. The following amendments to the City's 2025 Comprehensive Plan Capital Improvements Program Element are hereby adopted:

CAPITAL IMPROVEMENTS PROGRAM ELEMENT

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OBJECTIVE 5: LEVEL OF SERVICE STANDARDS

Continue the established level of service standards for capital facilities for which the City has financial responsibility.

Policy 5.1

Level of service standards established in the elements of this comprehensive plan and which are also contained here in the capital improvements element shall be, upon adoption of the comprehensive plan by the City Commission, the level of service standards for the designated capital improvements.

Policy 5.2

The City of Miami Beach is a Transportation Concurrency Exception Area; as such, Mobility Fees shall be assessed to fund mobility improvements. The Land Development Regulations shall establish procedures to grandfather projects approved prior to the adoption of Mobility Fees under the previous concurrency mitigation system.

~~The peak hour level of service standards for roads shall be:~~

~~Local Roads~~	~~LOS Standard D~~
~~Collector Roads~~	~~LOS Standard D~~
~~Minor Arterial~~	~~LOS Standard D~~
~~Minor Arterial~~	~~LOS Standard D~~
~~Principal Arterial~~	~~LOS Standard D~~

~~**Policy 5.2A**~~

~~The following level of service standards shall be established for the roadways identified below and located within the City's Transportation Concurrency Management Areas (TCMAs):~~

~~(a) Where no mass transit service exists, roadways shall operate at or above LOS D;~~
~~(b) Where mass transit service having headways of 20 minutes or less is provided within ¼ distance, parallel roadways shall operate at no greater than 120 percent of LOS D;~~
~~(c) Where extraordinary transit service classified as the Electrowave shuttle or express or peak-hour limited stop bus service exists, parallel roadways within ¼ mile shall operate at no greater than 150 percent of LOS D.~~

~~South Beach TCMA – Facilities to be averaged~~

~~Roadway~~	~~Function~~	~~Directi~~	~~From~~	~~To~~	~~TCMA~~	~~Service~~
~~Alton Road~~	~~Arterial~~	~~N/S~~	~~Dade Blvd.~~	~~5th St.~~	~~D+20~~	~~3150~~
~~Washington Avenue~~	~~Collector~~	~~N/S~~	~~Dade Blvd.~~	~~5th St.~~	~~D+50~~	~~3100~~
~~*SUBTO*~~						~~*6250*~~
~~Collins Avenue~~	~~Arterial~~	~~N/S~~	~~23rd Street~~	~~5th Street~~	~~D+50~~	~~1450~~
~~Meridian Road~~	~~Collector~~	~~N/S~~	~~Dade Blvd.~~	~~5th Street~~	~~D+20~~	~~1150~~
~~West Avenue~~	~~Collector~~	~~N/S~~	~~Dade Blvd.~~	~~5th Street~~	~~D+20~~	~~1150~~
~~*SUBTO*~~						~~*3750*~~
~~Alton Road~~	~~Collector~~	~~N/S~~	~~5th Street~~	~~Biscayne~~	~~D+50~~	~~3100~~
~~Washington Avenue~~	~~Collector~~	~~N/S~~	~~5th Street~~	~~Biscayne~~	~~D+50~~	~~3100~~
~~*SUBTO*~~						~~*6200*~~
~~5th Street~~	~~Arterial~~	~~E/W~~	~~Alton Road~~	~~Washington~~	~~D+50~~	~~6350~~
~~17th Street~~	~~Arterial~~	~~E/W~~	~~Dade Blvd.~~	~~Collins Ave~~	~~D+50~~	~~3900~~
~~Dade Boulevard~~	~~Arterial~~	~~E/W~~	~~Venetian~~	~~Pine Tree~~	~~D+50~~	~~4200~~
~~*SUBTO*~~						~~*14450*~~

~~Middle Beach TCMA – Facilities to be averaged~~

~~Roadway~~	~~Function~~	~~Direction~~	~~From~~	~~To~~	~~TCMA~~	~~Service Volume~~
~~Alton Road~~	~~Arterial~~	~~N/S~~	~~63rd~~	~~Dade Blvd~~	~~D~~	~~3400~~
~~Collins\Indian Creek~~	~~Arterial~~	~~N/S~~	~~63rd~~	~~23rd Street~~	~~D+20~~	~~3800~~
~~*SUBTOT*~~						~~*7200*~~
~~41st Street~~	~~Arterial~~	~~E/W~~	~~Alton~~	~~Indian~~	~~D+20~~	~~3300~~
~~Dade Boulevard~~	~~Arterial~~	~~E/W~~	~~Vene~~	~~Pine Tree~~	~~D+50~~	~~4200~~
~~63rd Street (share)~~	~~Arterial~~	~~E/W~~	~~Alton~~	~~Indian~~	~~D+20~~	~~3150~~
~~*SUBTOT*~~						~~*10650*~~

~~North Beach TCMA – Facilities to be averaged~~

~~Roadway~~	~~Function~~	~~Direction~~	~~From~~	~~To~~	~~TCMA~~	~~Service Volume~~
~~Collins Avenue one~~	~~Arterial~~	~~N/S~~	~~City Limit~~	~~63rd Street~~	~~D+20~~	~~2800~~
~~Harding/Abbott Ave.~~	~~Arterial~~	~~N/S~~	~~City Limit~~	~~Indian~~	~~D+20~~	~~2800~~
~~Indian Creek Drive~~	~~Arterial~~	~~N/S~~	~~71st~~	~~63rd Street~~	~~D+20~~	~~3300~~
~~*SUBTOT*~~						~~*8900*~~
~~71st Street/Normandy~~	~~Arterial~~	~~E/W~~	~~City Limit~~	~~Indian~~	~~D+20~~	~~3150~~
~~63rd Street (share)~~	~~Arterial~~	~~E/W~~	~~Alton~~	~~Indian~~	~~D+20~~	~~3150~~
~~*SUBTOT*~~						~~*6300*~~

SECTION 4. REPEALER.

All Ordinances or parts of Ordinances in conflict herewith be and the same are hereby repealed.

SECTION 5. SEVERABILITY.

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

SECTION 6. COOIFICATION.

It is the intention of the City Commission that this Ordinance be entered into the Comprehensive Plan, and it is hereby ordained that the sections of this Ordinance may be renumbered or re-lettered to accomplish such intention; and that the word "ordinance" may be changed to "section" or other appropriate word. The Exhibits to this Ordinance shall not be codified, but shall be kept on file with this Ordinance in the City Clerk's Office.

SECTION 7. TRANSMITTAL.

The Planning Director is hereby directed to transmit this ordinance to the appropriate state, regional and county agencies as required by applicable law.

SECTION 8. EFFECTIVE DATE.

This ordinance shall take effect 31 days after the state land planning agency notifies the City that the plan amendment package is complete pursuant to Section 163.3184(3), Florida Statutes.

PASSEO and ADOPTED this ____ day of _____, 2018.

ATTEST:

_____
Dan Gelber, Mayor

_____
Rafael E. Granado City Clerk

First Reading: May __, 2019
Second Reading: July __, 2019

(Sponsor: Commissioner John Elizabeth Aleman)

Verified By: _____
Thomas R. Mooney, AICP
Planning Director

MDBILITY FEES
LAND DEVELDPMENT REGULATIDNS

ORDINANCE NO. _____

AN ORDINANCE OF THE MAYOR AND CITY CDMMISSIDN OF THE CITY OF MIAMI BEACH, FLDRIDA, AMENDING SUBPART B DF THE LAND DEVELOPMENT REGULATIDNS BY AMENDING CHAPTER 118, ENTITLED "ADMINISTRATIDN REVIEW PROCEDURES," ARTICLE VI, ENTITLED "DESIGN REVIEW PROCEDURES," AT SECTIDN 118-253, ENTITLED "APPLICATION FOR DESIGN REVIEW," AND CHAPTER 118, ENTITLED "ADMINISTRATION AND REVIEW PROCEDURES," ARTICLE X, ENTITLED "HISTORIC PRESERVATION," DIVISIDN 3, ENTITLED "ISSUANCE OF CERTIFICATE OF APPROPRIATENESS/CERTIFICATE TO DIG/CERTIFICATE OF APPROPRIATENESS FOR DEMOLITION," AT SECTION 118-562, ENTITLED "APPLICATIDN," TO MODIFY REQUIREMENTS FOR TRAFFIC STUDIES CONSISTENT WITH REVISED CONCURRENCY STANDARDS; AMENDING CHAPTER 122, ENTITLED "CONCURRENCY MANAGEMENT," TO BE RENAMED "CONCURRENCY MANAGEMENT AND MOBILITY FEES;" DELETING SECTIDNS 122-1 TO 122-10; ESTABLISHING ARTICLE 1, ENTITLED "PURPDSE AND GENERAL PRDVISIONS," SECTIDN 122-1, ENTITLED "PURPOSE," TD STATE THE PURPDSE FOR THE ESTABLISHMENT DF CDNCURRENCY AND MDBILITY FEES; SECTIDN 122-2, ENTITLED "DEFINITIONS," TO ESTABLISH DEFINITIONS RELATED TO CONCURRENCY AND MOBILITY FEES; SECTIDN 122-3, ENTITLED "CONCURRENCY MITIGATION AND MDBILITY FEE REQUIRED," TO ESTABLISH REQUIREMENTS FOR WHEN CONCURRENCY REVIEW AND MDBILITY FEE PAYMENT IS REQUIRED; SECTION 122-4, ENTITLED "EXEMPTIONS FROM CONCURRENCY AND MOBILITY FEES," TO PROVIDE EXEMPTIONS FROM CONCURRENCY REVIEW AND MOBILITY FEE PAYMENT TO INCENTIVIZE DEVELOPMENT IN SPECIFIC CIRCUMSTANCES; SECTION 122-5, ENTITLED "RESPONSIBILITY OF CONCURRENCY MITIGATION AND MOBILITY FEE REVIEW," TO ESTABLISH DEPARTMENTAL AND AGENCY RESPONSIBILITY FOR REVIEW OF SPECIFIC CONCURRENCY AND MDBILITY FEE REQUIREMENTS; SECTION 122-6, ENTITLED "APPLICATIDN FDR ESTIMATE OF CONCURRENCY MITIGATION AND MDBILITY FEES," TD ESTABLISH PROCEDURES FOR DETERMINING CONCURRENCY MITIGATION AND MDBILITY FEE REQUIREMENTS; ESTABLISHING ARTICLE 2, ENTITLED "CDNCURRENCY," SECTIDN 122-7, ENTITLED "LEVEL OF SERVICE STANDARDS," TD ESTABLISH LEVELS OF SERVICE FOR INFRASTRUCTURE CONSISTENT WITH THE COMPREHENSIVE PLAN; SECTION 122-8, ENTITLED "DETERMINATION OF CONCURRENCY," TO ESTABLISH PROCEDURES FOR THE CALCULATIDN DF CONCURRENCY REQUIREMENTS AND CAPACITY CREDIT; ESTABLISHING ARTICLE 3, ENTITLED "MOBILITY FEES," SECTION 122-9, ENTITLED "LEGISLATIVE INTENT," TD PRDVIDE THE LEGISLATIVE AUTHORIZATIDN AND INTENT OF THE MOBILITY FEE PROGRAM; SECTION 122-10, "ADOPTION OF A MOBILITY FEE STUDY," TO INCORPORATE THE MOBILITY FEE TECHNICAL ANALYSIS DATED AUGUST 2018 BY REFERENCE; SECTION

122-11, "MOBILITY FEE IMPOSITION AND COLLECTION," TO ESTABLISH REQUIREMENTS FOR WHEN A MOBILITY FEE IS TO BE ASSESSED; SECTION 122-12, "CALCULATION OF MOBILITY FEE," TO ESTABLISH MOBILITY FEES AND THE METHODOLOGY FOR THE CALCULATION OF MOBILITY FEES; SECTION 122-13, "ALTERNATIVE INDEPENDENT MOBILITY FEE STUDY," TO ESTABLISH ALTERNATIVE STUDY PROCEDURES FOR DETERMINING THE IMPACT AND MOBILITY FEES FOR UNDEFINED USES; SECTION 122-14, ENTITLED "ENFORCEMENT OF MOBILITY FEE," TO ESTABLISH ENFORCEMENT PROCEDURES AND PENALTIES; SECTION 122-15, ENTITLED "MOBILITY FEE LAND USES," TO ESTABLISH A LAND USE SCHEDULE FOR MOBILITY FEES; SECTION 122-16, ENTITLED "MOBILITY FEE BENEFIT DISTRICT," TO ESTABLISH A CITYWIDE MOBILITY FEE BENEFIT DISTRICT; SECTION 122-17, ENTITLED "ESTABLISHMENT OF MOBILITY FEE FUNDS," TO ESTABLISH A MOBILITY FEE FUND; SECTION 122-18, ENTITLED "USE OF MOBILITY FEE FUNDS," TO ESTABLISH THE USES OF FUNDS DEPOSITED IN THE MOBILITY FEE FUND; AMENDING "APPENDIX A – FEE SCHEDULE," TO PROVIDE ADMINISTRATIVE FEES FOR CONCURRENCY AND MOBILITY FEE REVIEW; AND PROVIDING FOR APPLICABILITY, REPEALER, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Miami Beach has the authority pursuant to Article VIII, Florida Constitution of 1968, F.S. Chapter 166; as amended, to adopt a transportation impact assessment program; and

WHEREAS, the City Commission of the City of Miami Beach is empowered pursuant to Article VIII of the Florida Constitution of 1968, F.S. Chapter 166; as amended, to adopt ordinances relating to budgeting and expenditure of City funds; and

WHEREAS, the City Commission of the City of Miami Beach is empowered pursuant to F.S. §166.021(1), the city has broad home rule powers to adopt ordinances to provide for and operate transportation systems, including roadways, transit facilities, and bicycle/pedestrian facilities within the city; and

WHEREAS, 1999 the City Commission adopted the 1999 Municipal Mobility Plan; and

WHEREAS, on April 12, 2000, the City Commission adopted Resolution 2000-23874 which adopted concurrency mitigation fees to fund projects in the 1999 Municipal Mobility Plan and administrative fees; and

WHEREAS, Section 163.318, Florida Statutes, entitled "Concurrency," authorizes local governments to repeal transportation concurrency and encourages them to adopt an alternative mobility funding system, including mobility fees; and

WHEREAS, the City of Miami Beach has conducted a mobility fee study as directed by Comprehensive Plan Policy 1.5 of the Transportation Element; and

WHEREAS, the proposed mobility fee-based funding system complies with the dual rational nexus test applicable to impact fees; and

WHEREAS, the City Commission of the City of Miami Beach has conducted public hearings relating to the passage of the Ordinance establishing a mobility fee program; and

WHEREAS, F.S. Chapter 163.3177 requires the comprehensive plan to contain a capital improvements element which shall, among other things, provide for standards to ensure the availability and adequacy of public facilities and projected revenues to fund the facilities; and

WHEREAS, on April 13, 2016, the City Commission approved Resolution No. 2016-29371, adopting the 2015 Miami Beach Transportation Master Plan; and

WHEREAS, the revenue from the mobility fee will be used to implement the needs of the 2015 Miami Beach Transportation Master Plan, which serves as the basis for the fee; and

WHEREAS, the amendments set forth below are necessary to accomplish all of the above objectives and the vote of the electorate.

NOW THEREFORE BE IT ORDAINED BY MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH FLORIDA THAT:

SECTION 1. Chapter 118, entitled "Administration and Review Procedures," Article VI, entitled "Design Review Procedures," at Section 118-253, entitled "Application for Design Review," is amended as follows:

Sec. 118 -253 Application for Design Review

* * *

(a) All applications involving demolition, new building construction, alteration, rehabilitation, renovation, restoration or any other physical modification of any building, structure, improvement, landscape feature, public interior or site in accordance with section 118-252 of the Miami Beach Code shall be on a form provided by the planning department and shall include such information and attached exhibits as the board and the planning department determine are needed to allow for complete evaluation of the proposed demolition, construction and other physical improvements, alterations or modifications including, but not limited to, the following:

* * *

(9) ~~Provided certain minimum criteria as to gross square footage or floor area are triggered as delineated under subsection a., below.~~ Commercial and mixed-use developments over 5,000 gross square feet and multi-family projects with more than four (4) units or 15,000 gross square feet shall submit a transportation analysis and mitigation plan, prepared by a professional traffic engineer, licensed and registered in the State of Florida. The analysis and plan shall at a minimum provide the following:

A. Details the impact of projected traffic on the adjacent corridors, intersections, and areas to be determined by the City.

B. The analysis and plan will include strategies to mitigate the impact of the proposed development on the adjacent transportation network to the maximum extent feasible in a manner consistent with the adopted Transportation Master Plan and adopted mode share goals.

C. Whenever possible, driveways shall be minimized and use common access points to reduce potential turn movements and conflict points with pedestrians.

D. Applicable treatments may include, but not be limited to transportation demand management strategies included in the Transportation Element of the Comprehensive Plan.

~~A traffic circulation analysis and plan, prepared by a professional traffic engineer, licensed and registered in the State of Florida, which details the impact of projected traffic on the immediate neighborhood and how this impact is to be mitigated, shall be required in the following instances:~~

~~a. Within the City's Transportation Concurrency Management Areas (TCMA's), as amended from time to time, all new development projects exceeding 5,000 gross square feet.~~

~~b.~~ For ~~development projects~~ that propose ~~new floor area or~~ an increase in floor area~~, and are located within a half mile of any roadway segment with a level of service E or F, as defined by the Transportation Research Board's Highway Capacity Manual, as amended from time to time~~.

~~c. The following shall be excluded from performing a transportation study and mitigation plan to:~~

~~1. Single-family homes; and~~

~~2. Multi-family projects (exclusive of mixed-use projects) with less than five units or 15,000 gross square feet.~~

SECTION 2. Chapter 118, entitled "Administration and Review Procedures," Article X, entitled "Historic Preservation," Division 3, entitled "Issuance of Certificate of Appropriateness/Certificate to Dig/Certificate of Appropriateness for Demolition," at Section 118-562, entitled "Application," is amended as follows:

Sec. 118-562. - Application.

* * *

(a) All applications involving demolition, new building construction, alteration, rehabilitation, renovation, restoration or any other physical modification of any building, structure, improvement, landscape feature, public interior or site individually designated in accordance with sections 118-591, 118-592 and 118-593, or located within an historic district shall be on a form provided by the planning department and shall include such information and attached exhibits as the board and the planning department determine are needed to allow for complete evaluation of the proposed demolition, construction and other physical improvements, alterations or modifications including, but not limited to, the following:

* * *

~~(9) A traffic transportation study and mitigation plan, which shall include strategies to mitigate traffic generated by the development, and shall encourage the use of alternative modes of transportation, in accordance with the following:~~ Commercial and mixed-use developments over 5,000 gross square feet and multi-family projects with more than four (4) units or 15,000 gross square feet shall submit a transportation analysis and mitigation plan, prepared by a professional traffic engineer, licensed and registered in the State of Florida. The analysis and plan shall at a minimum provide the following:

A. Details the impact of projected traffic on the adjacent corridors, intersections, and areas to be determined by the City.

B. The analysis and plan will include strategies to mitigate the impact of the proposed development on the adjacent transportation network to the maximum extent feasible in a manner consistent with the adopted Transportation Master Plan and adopted mode share goals.

C. Whenever possible, driveways shall be minimized and use common access points to reduce potential turn movements and conflict points with pedestrians.

D. Applicable treatments may include, but not be limited to transportation demand management strategies included in the Transportation Element of the Comprehensive Plan.

~~A traffic circulation analysis and plan, prepared by a professional traffic engineer, licensed and registered in the State of Florida, which details the impact of projected traffic on the immediate neighborhood and how this impact is to be mitigated, shall be required in the following instances:~~

~~a. Within the City's Transportation Concurrency Management Areas (TCMA's), as amended from time to time, all new development projects exceeding 5,000 gross square feet.~~

~~b. For development projects that propose new floor area or an increase in floor area, and are located within a half mile of any roadway segment with a level of service E or F, as defined by the Transportation Research Board's Highway Capacity Manual, as amended from time to time.~~

~~c. The following shall be excluded from performing a transportation study and mitigation plan to:~~

~~1. Single-family homes; and~~

~~2. Multi-family projects (exclusive of mixed-use projects) with less than five units or 15,000 gross square feet.~~

SECTION 3. Chapter 122, entitled "Concurrency Management," is amended as follows:

Chapter 122 - CONCURRENCY MANAGEMENT AND MOBILITY FEES

~~**Sec. 122-1. - Purpose.**~~

~~The purpose of this chapter is to ensure that all development which increases the demand for public facilities in the city will be served by adequate public facilities in accordance with the levels of service which are established in the capital improvements element of the comprehensive plan of the city and the city's municipal mobility plan.~~

~~**Sec. 122-2. - Definitions.**~~

~~As used in this chapter:~~

~~*Aggrieved person* means an applicant, a person who resides or owns property within 375 feet of property that is the subject of a preliminary concurrency determination, or any person who will suffer an adverse effect to an interest protected or furthered by the city's concurrency management system. The alleged adverse interest may be shared in common with other members of the community at large, but shall exceed in degree the general interest in community good shared by all persons.~~

~~*Available capacity* means public facility capacity less capacity used by existing development, final reservations of capacity made in connection with the payment of applicable fees and issuance of certificates of occupancy and short-term reservations of capacity made in connection with the issuance of approved development orders.~~

~~*Capacity credit* means a credit for certain existing or demolished improvements toward concurrency requirements for future development.~~

~~*Concurrency management system manual* means the technical administrative manual, adopted by reference in this chapter, which sets forth the details of administrative procedures and methodology for determinations of concurrency.~~

~~*Densities and intensities of development* means a numerical measurement of the size and scope of a proposed development based on the following units of measurement:~~

~~(1) *Nonresidential developments:* The number of square feet of gross floor area;~~

~~(2) *Residential developments:* The number of residents, and/or number of dwelling units;~~

~~(3) *Hospitals and clinics:* The number of beds, and/or number of employees, patients, and visitors;~~

~~(4) *Educational facilities:* The number of students, administrative and staff personnel, and visitors;~~

~~(5) *Hotels and motels:* The number of rooms and employees; and~~

~~(6) *Service stations:* The number of gasoline dispensing pumps and size of mini-mart.~~

~~*Development order* means, for the purposes of this chapter, any order, unless otherwise exempt from the provisions of this chapter, granting, denying or granting with conditions an application for zoning approval, division of lots, rezoning, conditional use, variance, certificate of use, occupational license, design approval, or any other official action having the effect of permitting the development of land which exceeds the intensity of development which exists on the property at the time of application.~~

~~*Final concurrency reservation certificate* means a written determination in accordance with section 122-8 that all required public facilities are available to serve a particular proposed development at a particular location at an adopted level of service.~~

~~*Final development order* means any permit or final approval authorizing construction of a new building, additional floor area, an increase in the number of dwelling units contained in an existing building, or modifications to an existing building or site to accommodate a change in the use for which a new certificate of use and occupancy will be required.~~

~~*Mitigation program* means an undertaking to provide, or cause to be provided, required public improvements, which undertaking is legally enforceable by the city and which ensures that needed public improvements will be timely constructed or that the adverse impacts of a diminution in level of service are substantially mitigated.~~

~~*Preliminary concurrency determination* means a determination by the concurrency management division of the city in accordance with section 22-7 that, upon issuance of a final concurrency reservation certificate, all required public facilities will be available to serve a particular proposed development at a particular location at adopted levels of service.~~

~~*Public facilities* means the facilities for which the city has adopted levels of service, including roads, transit, potable water, sanitary sewer, solid waste, flood protection, stormwater management and parks and recreational facilities.~~

~~*TAZ* means one or more geographic areas or zones within a TCMA defined by land use and other geographic variables for the purpose of analyzing the impact of a proposed development on the city's transportation system.~~

~~*TCMA* means a specific geographic area designated in the city's comprehensive plan in accordance with Florida law as a transportation concurrency management area where an area wide level of service (LOS) standard is applied.~~

~~Sec. 122-3. - Concurrency inquiry statement.~~

~~Any person may file an application for a concurrency inquiry statement prior to filing an application for a development order or at any other time in order to obtain information on the availability of public facilities for a parcel of land.~~

~~Sec. 122-4. - Concurrency required.~~

~~Unless exempt under the provisions of section 122-5 hereof:~~

~~(1) No development order shall be granted unless the applicant for development approval is the holder of a valid preliminary concurrency determination;~~

~~(2) No building permit shall be granted unless the applicant is the holder of a final concurrency reservation certificate; and~~

~~(3) No final concurrency reservation certificate shall be granted unless the applicant is the holder of a final development order and has paid applicable mitigation fees in accordance with this Code.~~

~~Sec. 122-5. - Exemptions from concurrency.~~

~~The following types of development are not required to obtain a preliminary concurrency determination or a final concurrency reservation certificate:~~

~~(1) Any development undertaken by the city that does not require a rezoning, does not increase in intensity, does not have an associated change of use or that increases the city's ability to provide essential services and facilities related to health and safety concerns (fire, police, etc.).~~

~~(2) An application requesting modification(s) of a previously approved development order where the concurrency management division has determined that the impacts on the prescribed levels of service imposed by the requested modification(s) will be no greater than the impacts imposed by the previously approved development order or the previously existing use.~~

~~(3) An application for the renovation of an historic structure, provided that the use of the historic structure is not intensified.~~

~~(4) An application to develop a parcel of land for single family purposes if no change in the zoning map is required to accommodate the development.~~

~~(5) An application for addition, renovation or reconstruction of a residential dwelling that does not increase the number of dwelling units existing or approved for the property.~~

~~(6) An application for the construction of, an addition to or renovation of a guest house, garage apartment or other similar accessory units on parcels zoned to permit such uses.~~

~~(7) An application for a development order for property which is subject to a valid development order approved as a development of regional impact prior to January 1, 2000, pursuant to F.S. ch. 380.~~

~~(8) A valid, unexpired final development order approved prior to the adoption of this chapter.~~

~~(9) Temporary uses in public rights-of-way, as determined by the city commission by resolution, specifying geographic areas, criteria, and duration of exemption, where such uses front on or are north of 63rd Street, on Washington Avenue from 6th Street to Lincoln Road, or in the Collins Park Arts District Overlay as defined in section 142-854.~~

~~(10) Uses at the North Shore Bandshell, the Ronald W. Shane Watersports Center, and the Miami Beach Botanical Garden, as determined by the city commission by resolution.~~

~~(11) Uses located on lots with a GU zoning designation fronting on Collins Avenue between 79th Street and 87th Street, as determined by the city commission, by resolution.~~

~~Sec. 122-6. - Level of service standards.~~

~~(a) A determination of concurrency shall be based on the levels of service established in the capital improvements element of the comprehensive plan of the city, at the time the proposed development is projected to generate a demand for services. A determination of concurrency shall be conducted in accordance with the methodology described in the city's concurrency management system manual and shall be based on the capacity of available public facilities less applicable capacity credits within the applicable TCMA and TAZ.~~

~~(b) For the purposes of a determination of concurrency, potable water, sanitary sewer, solid waste and storm water management facilities shall be deemed available if they are:~~

~~(1) In existence at the time of a determination of concurrency;~~

~~(2) Funded, programmed and scheduled to be available by the applicable city, state or other governmental agency at the time the proposed development is projected to generate a demand for services; or~~

~~(3) The subject of an enforceable mitigation program between the applicant and the city or other applicable governmental agency, approved in accordance with subsection 122-8(d), which will ensure that the facilities will be provided at the time the proposed development is projected to generate a demand for services.~~

~~(c) For the purposes of a determination of concurrency, parks and recreational facilities shall be deemed available if they are:~~

~~(1) In existence at the time of a determination of concurrency;~~

~~(2) Funded, programmed and scheduled to be available by the applicable city, state or other governmental agency at the time the proposed development is projected to generate a demand for services; or~~

~~(3) The subject of an enforceable mitigation program between the applicant and the city or other applicable governmental agency, approved in accordance with subsection 122-8(d), which will ensure that the facilities will be provided at the time the proposed development is projected to generate a demand for services; and~~

~~(4) Programmed or otherwise committed to be provided as soon as reasonably possible such that a substandard level of service does not exist for a period of more than one year after the proposed development is projected to generate a demand for services.~~

~~(d) For the purposes of a determination of concurrency, roads and transit facilities shall be deemed available if they are:~~

~~(1) In existence at the time of a determination of concurrency;~~

~~(2) Funded, programmed and scheduled to be available through the applicable city, state or other governmental agency at the time the proposed development is projected to generate a demand for services; or~~

~~(3) The subject of an enforceable mitigation program between the applicant and the city or other applicable governmental agency, approved in accordance with subsection 122-~~

~~8(d), which will ensure that the facilities will be provided at the time the proposed development is projected to generate a demand for services;~~

~~(4) Programmed or otherwise committed to be provided as soon as reasonably possible such that a substandard level of service does not exist for a period of more than three years after the proposed development is projected to generate a demand for services; and~~

~~(5) Programmed in the capital improvements element of the comprehensive plan for construction in or before year three of the city's adopted budget, Miami-Dade County's Transportation Improvement Program, the Florida Department of Transportation's Five Year Work Program, or the First Year Priority of the Miami-Dade County Long Range Plan.~~

~~Sec. 122-7. - Application for preliminary concurrency determination.~~

~~(a) An applicant for development approval may apply for a preliminary concurrency determination at any time by filing an application with the concurrency management division.~~

~~(b) An application for a preliminary concurrency determination shall include such information as required by the city's concurrency management manual and the following:~~

~~(1) Name of applicant;~~

~~(2) Location, size, legal description, folio number and existing use of the parcel proposed for development;~~

~~(3) A description of the use, density and intensity of use of existing and proposed development, with adequate supporting information and studies;~~

~~(4) An estimate of the demand for public facilities needed to serve the existing and proposed development;~~

~~(5) Development schedule and public facilities demand schedule;~~

~~(6) Description of any proposed on-site or off-site infrastructure improvements;~~

~~(7) The date of demolition permit; if applicable; and~~

~~(8) A fee sufficient to reimburse the city for the cost of review of the application for a preliminary concurrency determination.~~

~~(c) Within ten days after receipt of an application for a preliminary concurrency determination, the concurrency management division shall determine whether the application is complete. If the application is determined to be incomplete, the concurrency management division shall notify the applicant in writing that the application is incomplete and shall identify the additional information required to be submitted. If any application is determined to be incomplete, the concurrency management division shall take no further action in regard to the application until the required additional information has been received and the application is determined to be complete.~~

~~(d) Complete applications for preliminary concurrency determinations shall be placed in order of receipt. This placement is a "conditional place-in-line record" which reserves the order in which the project will be able to reserve capacity at the time of final development order approval. Receipt of a preliminary concurrency determination does not constitute a reservation of capacity.~~

~~**Sec. 122-8. - Determination of concurrency.**~~

~~(a) Within 30 days after a determination of completeness, the concurrency management division shall make a determination in accordance with section 122-6 as to whether required public facilities are or will be available when needed to serve the proposed development and determine the effective period during which such facilities will be available to serve the proposed development according to the development schedule in the application for preliminary concurrency determination.~~

~~(b) Capacity credits, in accordance with the methodology established in the city's concurrency management system manual, shall be given for:~~

~~(1) Properties that have received a demolition permit one year or less prior to the adoption of this chapter, provided that a certificate of occupancy is granted within one year of the date of issuance of the demolition credit; and~~

~~(2) Properties with existing improvements that are proposed to be renovated or demolished.~~

~~(c) Within five days after a determination of concurrency, the concurrency management division shall notify the applicant of the determination.~~

~~(d) In the event the determination is made that the required public facilities will not be available where needed to serve the proposed development within the applicable TAZ or the TCMA, an applicant for a preliminary concurrency determination may propose a mitigation program in order to avoid a negative determination of concurrency. The proposed mitigation program shall be based on the same methodology for determining concurrency, and the city municipal mobility plan, and shall include a specific delineation of responsibilities for providing the required public facilities improvements, adequate methods for securing performance of the mitigation program, payment of mitigation monies and a proposed recapture program for the provision of excess capacity, if applicable. Such mitigation program shall be reviewed and approved by the concurrency management division, other appropriate departments of the city and other agencies having jurisdiction. The applicant shall enter into a mitigation agreement, committing to the mitigation program, with the concurrency management division, which is hereby authorized to enter into such an agreement on behalf of the city, subject to the approval of the city attorney's office. The concurrency management division may grant up to 30 percent mitigation credit to individual projects with approved historic designation undergoing major rehabilitation. No credit will be granted to projects that have already been rehabilitated and are intensifying their existing land usage. The city commission may adopt by resolution programs and policies allowing for transportation concurrency exemptions, a sliding scale, and/or credits for small businesses operating within existing structures, which have been determined to have a minor impact to the existing roadway LOS.~~

~~(e) If the concurrency management division determines that the required public facilities are or will be available to serve the proposed development as provided in section 22-6, the concurrency management division shall issue a preliminary concurrency determination impact certificate which shall be effective for a period of one year from the date of the issuance of the determination, unless otherwise specified on the face of the preliminary concurrency determination. An extension of this one year period may be granted by the concurrency management division for an additional six months provided that an application for development approval is being diligently pursued through the city's development review process and provided that an extension is requested within the original one year period. In~~

~~the event the issuance of a preliminary concurrency determination is based on an approved mitigation program, such certificate shall be expressly conditioned upon compliance with such program.~~

~~(f) In the event a preliminary concurrency determination impact certificate is issued, upon issuance of the final development order for which the preliminary concurrency determination is based, and upon payment of applicable mitigation fees as provided for in this Code, a final reservation certificate shall be issued and the available capacity for the respective TCMA and TAZ for the applicable public facilities will be reduced by the projected demand for the project until the reservation of the capacity expires or becomes permanent. Upon issuance of a certificate of occupancy for the project, the reservation of the capacity of the applicable public facilities becomes permanent.~~

~~(g) A final concurrency reservation certificate will expire within one year of issuance unless a building permit is obtained. This one year period is a reservation of capacity which can be extended once for an additional year for good cause shown, provided that an application to the concurrency management division for an extension is made within the original one year period.~~

~~(h) If the concurrency management division determines that the required public facilities are not and will not be available to serve the proposed development and that an acceptable mitigation program has not been provided, the concurrency management division shall issue a notice of negative determination of concurrency and identify service areas experiencing deficiency, and the improvements necessary to allow the issuance of a preliminary concurrency determination. If a notice of negative determination is rendered, no further review of the development order shall be conducted until an appeal is resolved in favor of the applicant or a new or modified application of a preliminary concurrency determination is filed and a determination of concurrency is made.~~

~~Sec. 122-9. - Concurrency appeal committee.~~

~~(a) A concurrency appeal committee is hereby established to hear and decide appeals from preliminary concurrency determinations and negative determinations of concurrency.~~

~~(b) There shall be five members of the concurrency appeal committee: the director of planning, the director of public works, the director of parks and recreation, an assistant city manager designated by the city manager, and a member appointed from the city's transportation and parking committee.~~

~~(c) Meetings of the concurrency appeal committee shall be held as needed to hear any appeals under the provisions of section 122-10.~~

~~(d) The burden of showing compliance with the city's concurrency level of service requirements shall be upon the applicant. Applications for development approval shall provide sufficient information showing compliance with level of service standards.~~

~~Sec. 122-10. - Appeal of preliminary or negative determinations of concurrency.~~

~~(a) An aggrieved person may appeal a preliminary or negative determination of concurrency to the concurrency appeal committee by filing a notice of appeal with the committee within ten days of the determination of concurrency.~~

~~(b) A notice of appeal shall be accompanied by:~~

~~(1) A detailed statement of the grounds for appeal, demonstrating how the determination appealed from is not supported by substantial competent evidence or departs from the essential requirements of law; and~~

~~(2) Any supporting documentation.~~

~~Notices not accompanied by the above shall not be processed for review. Notices that do not include a statement showing a prima facie basis for relief, or are clearly advanced for frivolous purposes, may be dismissed by the concurrency appeals committee before the public meeting, which dismissal decision is subject to appeal as provided below.~~

~~(c) The appeal shall be considered and decided within 45 days of the filing of a notice of appeal. The appeal shall be on the record considered by the concurrency management division; however, the applicant or other aggrieved person may submit additional evidence not previously considered by the concurrency management division.~~

~~(d) The concurrency appeal committee shall publish notice of its meeting at least seven days prior to the public meeting on the appeal in a local newspaper of general circulation.~~

~~(e) Upon conclusion of the public meeting, the concurrency appeal committee shall grant the appeal, grant the appeal subject to conditions or deny the appeal. The committee shall grant the appeal if the concurrency appeal committee determines that the determination by concurrency management division is not supported by competent substantial evidence or departs from the essential requirements of law. If the appeal is granted, the concurrency appeal committee shall direct the concurrency management division to make a determination of concurrency and issue a preliminary concurrency determination consistent with the concurrency appeal committee's determination.~~

~~(f) The decision of the concurrency appeal committee may be appealed by the applicant or other aggrieved person to the circuit court appellate division by petition for writ of certiorari.~~

Article I. – PURPOSE AND GENERAL PROVISIONS.

Sec. 122-1. - Purpose.

The purpose of this chapter is to ensure that all development which increases the demand for public facilities in the city will be served by adequate public facilities in accordance with the levels of service which are established in the capital improvements element of the comprehensive plan of the city and the city's municipal mobility plan.

Sec. 122-2. - Definitions.

As used in this chapter:

Aggrieved person means an applicant, a person who resides or owns property within 375 feet of property that is the subject of an estimate of concurrency mitigation and mobility fee, or any person who will suffer an adverse effect to an interest protected or furthered by the city's concurrency management system. The alleged adverse interest may be shared in common with

other members of the community at large but shall exceed in degree the general interest in community good shared by all persons.

Applicable Review Department means the department or agency that is in charge of reviewing a particular level of service for the purposes of Concurrency review and mitigation calculation or calculating and collecting mobility fees.

Available capacity means public facility capacity less capacity used by existing development, final reservations of capacity made in connection with the payment of applicable fees and issuance of certificates of occupancy and short-term reservations of capacity made in connection with the issuance of approved development orders.

Capacity credit means a credit for certain existing or demolished improvements toward concurrency requirements for future development.

Densities and intensities of development means a numerical measurement of the size and scope of a proposed development based on the following units of measurement:

(1) *Nonresidential developments:* The number of square feet of gross floor area or seats, as applicable;

(2) *Residential developments:* The number of dwelling units, or the number of square feet of floor area, as applicable;

(3) *Hospitals and clinics:* The number of beds, and/or the number of square feet of gross floor area, as applicable;

(4) *Educational facilities:* The number of students, or floor area, as applicable

(5) *Hotels and motels:* The number of rooms; and

(6) *Service stations:* The number of gasoline dispensing pumps and size of mini-mart.

Development order means, for the purposes of this chapter, any order, unless otherwise exempt from the provisions of this chapter, granting, denying or granting with conditions an application for zoning approval, division of lots, rezoning, conditional use, variance, certificate of use, occupational license, design approval, or any other official action having the effect of permitting the development of land which exceeds the intensity of development which exists on the property at the time of application.

Final development order means any permit or final approval authorizing construction of a new building, additional floor area, an increase in the number of dwelling units contained in an existing building, or modifications to an existing building or site to accommodate a change in the use for which a new certificate of use and occupancy will be required.

Mitigation program means an undertaking to provide, or cause to be provided, required public improvements, which undertaking is legally enforceable by the city and which ensures that needed public improvements will be timely constructed or that the adverse impacts of a diminution in level of service are substantially mitigated.

Mobility Fee means an impact fee on new development and increases in density and/or intensity that are based on predicted vehicles miles traveled (VMT).

Multimodal transportation means surface transportation system that includes all motorized and non-motorized manners of travel.

Origin and Destination Adjustment Factor means a single origin trip from home to work that counts as one trip end (inclusive of the origin and destination) for the residence and one trip end for the work place, for a total of two trip ends. To avoid over-counting, the PMT for all uses have been divided by two.

Person Miles of Travel (PMT) means the number of miles traveled by each person on a trip.

Person Miles of Travel Rate means the unit cost per additional person-mile of travel used in developing the mobility fee schedule.

Person Trips means to calculate vehicle trips and multiply by an average vehicle occupancy.

Public facilities mean the facilities for which the city has adopted levels of service, including potable water, sanitary sewer, solid waste, flood protection, stormwater management and parks and recreational facilities.

Trip Generation means the maximum number of daily trips generated for the applicable land use type.

Vehicle Miles of Travel (VMT) means the movement of one privately operated vehicle for one mile, regardless of the number of people in the vehicle.

Sec. 122-3. – Concurrency mitigation and mobility fee required.

Concurrency mitigation is required for all projects that increase the density and/or intensity of the site including building and/or use. Unless exempt under the provisions of section 122-5 hereof:

(a) No development order shall be granted unless the applicant for development approval is the holder of a valid estimate of concurrency mitigation and mobility fee;

(b) No building permit, certificate of use, business tax receipt or other similar approval shall be issued unless the applicant has proof of payment for the applicable concurrency mitigation and mobility fee.

Sec. 122-4. - Exemptions from concurrency mitigation and mobility fees.

The following types of development are not required to undergo concurrency review or pay a mobility fee:

(a) Any development undertaken by the city that does not require a rezoning, does not increase in intensity, does not have an associated change of use or that increases the city's ability to provide essential services and facilities related to health and safety concerns (fire, police, etc.).

(b) Any applicant that does not increase intensity and/or density of the site.

(c) Temporary uses in public rights-of-way, as determined by the city commission by resolution, specifying geographic areas, criteria, and duration of exemption, where such uses front on or are north of 63rd Street, on Washington Avenue from 6th Street to Lincoln Road, or in the Collins Park Arts District Overlay as defined in section 142-854.

(d) Uses at the North Shore Bandshell, the Ronald W. Shane Watersports Center, and the Miami Beach Botanical Garden, as determined by the city commission by resolution.

(e) Uses located on lots with a GU zoning designation fronting on Collins Avenue between 79th Street and 87th Street, as determined by the city commission, by resolution.

Sec. 122-5. – Responsibility of Concurrency Mitigation and Mobility Fee Review.

Concurrency mitigation reviews and Mobility Fee calculations shall be provided once a request has been made to the Applicable Review Department. Departments that are not part of the City of Miami Beach may establish alternative review procedures. The "Applicable Review Department" is determined to be as follows:

(a) Potable water - Miami Dade County and Miami Beach Public Works Department, as applicable.

(b) Sanitary sewer – Miami Dade County and Miami Beach Public Works Department, as applicable.

(c) Solid waste – Miami Beach Public Works Department.

(d) Storm water – Miami Beach Public Works Department.

(e) Recreation and open space – Miami Beach Planning Department.

(f) Mobility fees – Miami Beach Planning Department.

(g) Public schools – Miami Dade County Public Schools.

Sec. 122-6. - Application for concurrency mitigation review and mobility fees.

(a) For those concurrency and mobility requirements for which the Miami Beach Planning Department is the "Applicable Review Department," any person may file an application for concurrency mitigation review and mobility fee calculations prior to filing an application for a development order, building permit, certificate of use, business tax receipt, or at any other time in order to obtain information on the availability of public facilities for a parcel of land. All other Applicable Review Departments may establish procedures that vary from those identified in this section.

(b) An application for an estimate of concurrency mitigation and mobility fee shall include such information as required by the city including but not limited to the following:

(1) Name of applicant;

(2) Location, size, legal description, folio number and existing use of the parcel or portion thereof proposed for development;

(3) A description of the use, density and intensity of use for existing and proposed development, with adequate supporting information and studies, which may include building permit application, certificate of occupancy, certificate of use, business tax receipts (BTRs), or other documentation, as applicable;

(4) Schedule for phased developments;

(5) Description of any proposed on-site or off-site infrastructure improvements;

(6) Any building permit documents that may be required by the Planning Department;

(7) The date of demolition permit; if applicable;

(8) Any other documents which may be requested by the Planning Department; and

(9) A fee as provided for in Appendix A for the cost of review of the application for an estimate of concurrency mitigation and mobility fees.

(c) Within ten days after receipt of an application for concurrency mitigation review and mobility fee, the Applicable Review Department shall determine whether the application is complete. If the application is determined to be incomplete, the Applicable Review Department shall notify the applicant in writing that the application is incomplete and shall identify the additional information required to be submitted. If any application is determined to be incomplete, the Applicable Review Department shall take no further action in regard to the application until the required additional information has been received and the application is determined to be complete.

ARTICLE 2. - CONCURRENCY

Sec. 122-7. - Level of service standards.

(a) A determination of concurrency for recreation and open space, potable water, sanitary sewer, solid waste, public schools, and storm water management facilities shall be based on the levels of service established in the capital improvements element of the comprehensive plan of the city, at the time the proposed development is projected to generate a demand for services. The City of Miami Beach is designated as a Transportation Concurrency Exception Area (TCEA), and as such all development and redevelopment is exempt from a obtaining a determination of transportation concurrency; however, development is subject to the payment of the mobility fee unless otherwise stated in this chapter.

(b) For the purposes of a determination of concurrency, potable water, sanitary sewer, solid waste and storm water management facilities shall be deemed available if they are:

(1) In existence at the time of a determination of concurrency;

(2) Funded, programmed and scheduled to be available by the applicable city, state or other governmental agency at the time the proposed development is projected to generate a demand for services; or

(3) The subject of an enforceable mitigation program between the applicant and the city or other applicable agency, which will ensure that the facilities will be provided at the time the proposed development is projected to generate a demand for services.

(c) For the purposes of a determination of concurrency, recreation and open space facilities shall be deemed available if they are:

(1) In existence at the time of a determination of concurrency.

(2) Funded, programmed and scheduled to be available by the applicable city, state or other governmental agency at the time the proposed development is projected to generate a demand for services; or

(3) The subject of an enforceable mitigation program between the applicant and the city or other applicable governmental agency, which will ensure that the facilities will be provided at the time the proposed development is projected to generate a demand for services; or

(4) Programmed or otherwise committed to be provided as soon as reasonably possible such that a substandard level of service does not exist for a period of more than one year after the proposed development is projected to generate a demand for services; or

(5) A proportionate fair-share concurrency mitigation fee is paid, which will allow the City to build the facilities for which there is a substandard level of service.

Sec. 122-8. - Determination of concurrency.

(a) As part of an application for a sidewalk café, building permit, business tax receipt, or similar approval that increases the density or intensity of a site, as applicable, the applicable department or agency shall make a determination of concurrency in accordance with section 122-7 as to whether required public facilities are or will be available when needed to serve the proposed development and determine the effective period during which such facilities will be available to serve the proposed development and issue an invoice for necessary concurrency mitigation fees or identify other mitigation measures.

(b) Capacity credits shall be given for legally established uses as follows:

(1) For existing structures that have an active use, the current use shall be used for capacity credit.

(2) For vacant structures or structures undergoing construction, the last active use shall be used for capacity credit.

(3) For vacant land, the last active use shall be used for capacity credit, provided the activity has not been inactive for over ten (10) years.

(c) In the event the determination is made that the required public facilities will not be available where needed to serve the proposed development, an applicant for concurrency mitigation may propose a mitigation program in order to avoid a negative determination of concurrency. The proposed mitigation program shall be based on the same methodology for determining concurrency and shall include a specific delineation of responsibilities for providing the required public facilities improvements, adequate methods for securing performance of the mitigation program, payment of mitigation monies and a proposed recapture program for the provision of excess capacity, if applicable. Such mitigation program shall be reviewed and approved by the "Applicable Review Department" of the city and other agencies having jurisdiction. The applicant shall enter into a mitigation agreement, committing to the mitigation program, with the city, subject to the approval of the city attorney's office.

(d) If the Applicable Review Department determines that the required public facilities are or will be available to serve the proposed development as provided in section 122-5, the Applicable Review Department shall issue a finding of concurrency mitigation which shall be effective for a period of one year from the date of the issuance of the determination, unless otherwise specified on the finding. An extension of this one-year period may be granted by the Applicable Review Department for an additional six months provided that an application for development approval is being diligently pursued through the city's development review process and provided that an extension is requested within the original one-year period. In the event the issuance of a concurrency mitigation is based on an approved mitigation program, such certificate shall be expressly conditioned upon compliance with such program.

(e) A determination of concurrency mitigation will expire within one year of issuance unless a building permit is obtained or a mitigation fee was paid. This one-year period for a reservation of capacity which can be extended once for an additional year for good cause shown, provided that an application to the Applicable Review Department for an extension is made within the original one-year period.

(f) If a mitigation fee is paid and the development does not receive a building permit, or the use does not become legally established, a refund can only be requested within a year of payment.

(g) If the Applicable Review Department determines that the required public facilities are not and will not be available to serve the proposed development and that an acceptable mitigation program has not been provided, the Applicable Review Department shall issue a notice of negative determination of concurrency and identify service areas experiencing deficiency, and the improvements or fair-share concurrency mitigation payment necessary to allow the development to proceed. If a notice of negative determination is rendered, no further review of the development order shall be conducted until an appeal is resolved in favor of the applicant or a new or modified application of an estimate of concurrency mitigation-and mobility fee is filed, and a determination of concurrency is made.

(h) Applicable Review Departments that are not part of the City of Miami Beach may utilize alternative procedures from those identified in this section to determine concurrency.

ARTICLE 3. – MOBILITY FEES.

Sec. 122- 9 Legislative Intent.

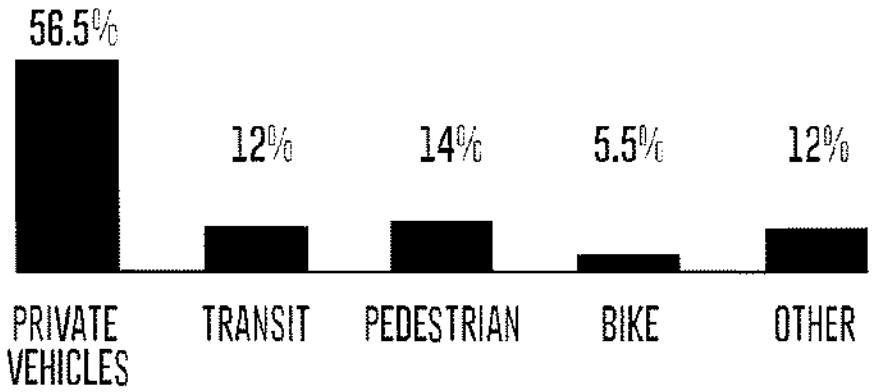
It is hereby ascertained, determined and declared:

(a) Pursuant to Article VIII, Section (1)(g) of the Florida Constitution and F.S. §166.021(1), the city has broad home rule powers to adopt ordinances to provide for and operate transportation systems, including roadways, transit facilities, and bicycle/pedestrian facilities within the city.

(b) The Community Planning Act F.S. §163.3180(5)(i), adopted in 2013 provides for mobility fees, based on an adopted transportation mobility plan, as an alternative means by which local governments may allow development consistent with an adopted Comprehensive Plan to equitably mitigate transportation impact.

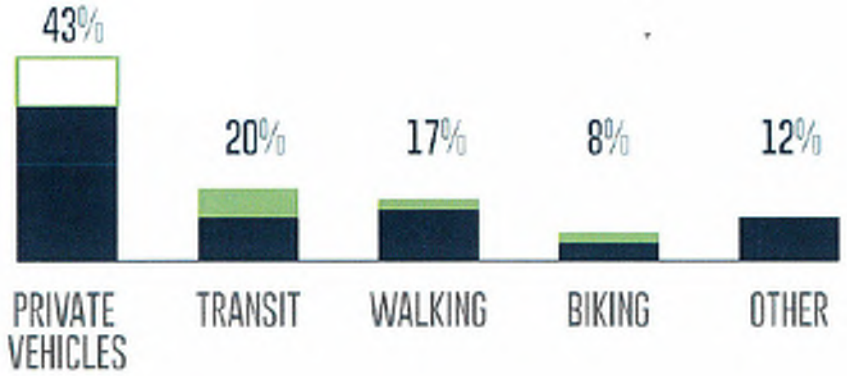
(c) The Florida Legislature has required that a mobility fee be based upon an adopted transportation mobility plan. The City of Miami Beach has adopted a Transportation Master Plan that serves as the basis for development of the mobility fee and identifies a prioritized list of multimodal improvements. The Master Plan provides an analysis of existing traffic conditions and travel characteristics. The existing Citywide mode share is as follows, based on the adopted City of Miami Beach Transportation Master Plan, as may be amended from time-to-time:

Existing Citywide Mode Share



(d) The City has established a Citywide mode share goal that seeks to reduce travel by motor vehicle and increase the share of travel made by riding transit, walking and riding a bicycle. The list of multimodal improvements established in the Transportation Master Plan are intended to address future citywide travel demand and achieve the Citywide mode share goals, as illustrated here:

2035 Mode Share Vision



(e) The mobility fee is effective ninety (90) days after the adoption of Ordinance _____, adopted on (date). Developments that have obtained a land use board approval, or a building permit process number are grandfathered under the previous concurrency fees.

Sec. 122-10 Adoption of a Mobility Fee Study.

The City Commission hereby adopts and incorporates the following by reference:

The mobility fee study entitled "City of Miami Beach Mobility Fee Technical Analysis (August 2018)", particularly the assumptions, conclusions and findings in such study as to the methodology for calculating the mobility fee and the trip generation rates assigned to various land use categories.

Sec. 122-11 Mobility Fee Imposition and Collection.

(a) Mobility fees shall be assessed upon the issuance of a building permit or change of use for any development within the city. Mobility fees shall be calculated in the manner set forth in section 122-14 hereof and the mobility fee study.

(1) Mobility fees assessed in connection with the issuance of a building permit or other similar approval shall be collected and paid prior to or concurrent with the issuance of a permit for the development. The mobility fee shall be computed at the rate established in the mobility fee schedule.

(2) Mobility fees assessed in connection with a change of use shall be collected and paid, prior to issuance of the certificate of use, business tax receipt, or other similar approval. The mobility fee shall be computed at the difference between the rate established in the mobility fee schedule for the proposed use and the rate established in the mobility fee schedule for the current use.

(b) Alterations and changes of use which do not result in a higher assessment under the mobility fee schedule shall be exempted from payment of the mobility fee.

(c) The City shall also require site-specific a multimodal transportation analysis and mitigation plan per the regulations in the land use board application procedures in Chapter 118.

Sec. 122-12 Calculation of Mobility Fee.

(a) The calculation of the mobility fee requires the adjustment of the Person Miles of Travel (PMT) per land use by the Origin and Destination Adjustment Factor (ODAF). The ODAF is equal to 0.50 and ensures that new development is only paying for its trips and not being double counted. The PMT per land use begins with the entering and exiting daily trips for each land use. The adjusted PMT is then multiplied by the PMT rate of $129.37 to determine the mobility fee rate per each land use on the mobility fee schedule.

The formulas for each step in the calculation of the mobility fee are as follows:

Person Trips (PT) per Land Use	=	**(TG x % NEW) x PMT Factor**
Person Trips (PT) by Mode	=	**PT x MS for each of the five modes of travel**
Person Mile of Travel (PMT) per Land Use	=	**SUM of (PT by Mode * TL by MODE)**
Person Mile of Travel (PMT) Rate	=	**$129.37 per PMT**
Mobility Fee (MF) per Land Use	=	**(PMT * ODAF) * PMT RT**
Where:		
PT	=	**Person Trips**
PMTF	=	**Person Miles of Travel Factor of 1.33 to account for multi-modal travel**
TG	=	**Daily Trip Generation during average weekday**
% NEW	=	**Percent of trips that are primary trips, as opposed to pass-by or diverted-link trips**
MS	=	**Mode Share Goals per Miami Beach Transportation Plan for each of the five modes of travel**
TL	=	**Average length of a trip by Mode and by Trip Purpose**
PMT	=	**Person Miles of Travel**
PMT RT	=	**Person Miles of Travel Rate = $129.37**
ODAF	=	**Origin and Destination Adjustment Factor of .50 to avoid double-counting trips for origin and destination**
MF	=	**Mobility Fee calculated by (PMT x .50) x PMT RT**

(b) The adopted Mobility Fees are per "Schedule A" below:

Schedule A – Mobility Fee

Mobility Fee Schedule Category/Land Use Type	Unit of Measure	Mobility Fee
Residential[1]		
Single Family less than 3,500 sq. ft. of floor area	Per Unit	$1,847
Single Family between 3,500 and 7,000 sq. ft. of floor area	Per Unit	$2,461
Single Family greater than 7,000 sq. ft. of floor area	Per Unit	$3,076
Multi Family Apartments	Per Unit	$1,515
Affordable / Workforce Housing / Micro Apartments	Per Unit	$758
Recreation & Entertainment		
Marina (Including dry storage)	Per Berth	$308
Golf Course	Per Hole	$3,881
Movie Theater	Per Screen	$22,823
Outdoor Commercial Recreation[2]	Per Acre	$1,829
Community Center / Civic / Gallery / Lodge / Museum	Per sq. ft.	$1.86
Indoor Commercial Recreation / Health Club / Fitness	Per sq. ft.	$4.54
Institutional		
Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living	Per Bed	$740
Private School (Pre K-12)	Per sq. ft.	$2.09
Place of Worship, including ancillary & accessory buildings	Per sq. ft.	$1.78
Day Care Center	Per sq. ft.	$3.87
Industrial		
Warehousing / Manufacturing / Industrial / Production (under roof)	Per sq. ft.	$1.53
Mini-Warehousing / Boat / RVs & Other Outdoor Storage[3]	Per sq. ft.	$0.46
Distribution / Fulfillment Center / Package Delivery Hub	Per sq. ft.	$2.14
Office		
General Office / Research / Higher Education / Financial / Bank	Per sq. ft.	$3.33
Medical / Dental / Clinic / Veterinary / Hospital	Per sq. ft.	$7.60

Service / Retail / Non-Residential		
Retail Sales / Personal and Business Services[4]	Per sq. ft.	$10.11
Pharmacy / Dispensary / Pain Management Clinic	Per sq. ft.	$15.40
Supermarket	Per sq. ft.	$16.37
Takeout Restaurant with no seating[5]	Per sq. ft.	$11.07
Restaurant with seating[5]	Per Seat	$877
Restaurant drive-thru[5]	Per drive-thru	$9,110
Bar / Night Club / Pub without food service[4]	Per sq. ft.	$26.12
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts	Per sq. ft.	$6.26
Hotel / Lodging [6]	Per Room	$1,721
Convenience Retail [7]	Per sq. ft.	$19.48
Motor Vehicle Fueling	Per Fuel Position	$6,413
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane[8]	Per drive thru lane and / or Per ATM	$12,170

[1] Floor area is based on heated and/or cooled area and areas determined by building official to be habitable

[2] The sq. ft. for any buildings or structure shall not be excluded from the acreage

[3] Acreage for any unenclosed material and vehicle storage shall be converted to sq. ft.

[4] Areas under canopy for seating, display, storage and sales shall be converted to sq.ft.

[5] Separate fees are associated with any drive-thru lane(s) associated with a restaurant.

[6] Restaurant / Bar / Night Club and/or retail sales, that are not exclusive to hotel guest only, shall be calculated based on the separate applicable Land Use Classification

[7] Convenience Retail rates are separate from the fee due for vehicle fueling positions. Rates per vehicle fueling position also apply to gas stations and service stations with fuel pumps. The fee for any restaurant square footage, seating or drive-thru in a convenience store will be based on the individual fee rate for the land use, not the convenience store rate

[8] Bank building square footage falls under office and is an additive fee beyond the fee due for bank/ATM drive-thru lanes or free standing ATM's. These rates are per drive-thru lane for the bank and per drive-thru lane with an ATM. The free standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store

NOTE: The list of uses in the Mobility Fee Schedule is subject to compliance with permitted uses in the city's Land Development Code.

Mobility fee rate. Except as otherwise provided in this subsection, the mobility fee rates established above in "Schedule A" shall be automatically adjusted in the future by applying the percent increase in "Consumer Price Index For All Urban Consumers (CPI-U), Not Seasonally Adjusted, U.S. city average for all items (1982-84=100)" (To be known as Annual CPI) from the prior year. For reference, the 2018 value is *251.107*. The CPI adjustment shall never be less than 0.0 percent. Adjustments shall take place on September 1 of each year, beginning in 2020. The adjustment calculation is below:

The change shall be calculated as follows:

("Annual CPI" for Prior Calendar Year minus "Annual CPI" for Calendar Year Two Years Prior)/(Annual CPI for the Calendar Year Two Years Prior) = "Change in CPI"

then

("Change in CPI" + 1) * (Fee Currently in Force) = (New Fee for Next Year).

If the "Change in CPI" is less than 0.0, then 0.0 shall replace the actual "Change in CPI" in the calculation for that 12-month period.

Schedule A may be adjusted administratively on an annual basis, pursuant to the formula above.

(c) *Incentive Areas.* In order to incentivize revitalization of targeted areas, the City Commission may designate certain areas of the City to receive specific Mobility Fee reductions for specified periods of time which shall be applied to the calculated Mobility Fee per subsection (a) above. The following areas shall receive Mobility Fee reductions as specified:

(1) For the area of the City located north of 63rd Street a Mobility Fee reduction of 50 percent shall be provided until August 31, 2020; between September 1, 2020 and August 31, 2025, a Mobility Fee reduction of 25 percent shall be provided.

(d) A 'Mobility Fee Administration Fee' in the amount identified in Appendix A shall be assessed with each mobility fee invoice, for the purposes of calculating and processing the mobility fee and payment, as well as to fund future mobility fee and concurrency studies.

Sec. 122-13 Alternative Independent Mobility Fee Study.

(a) The city manager is hereby authorized and directed to develop an administrative procedures manual for mobility fees addressing, among other things, standards and appeal procedures for independent mobility fee studies. The administrative procedures manual shall be presented to the board for approval by resolution on or prior to the date on which mobility fees apply to building permits and tenant occupancy permits.

(b) Any applicant whose land use is not listed in the mobility fee schedule shall have the option to provide an independent mobility fee study prepared in accordance with the administrative procedures manual.

(c) The city manager (or designee) is hereby authorized to reject any independent mobility fee study not meeting such standards. The applicant shall provide notice of its intent to provide an independent mobility fee study not later than sixty days following issuance of the building permit or approval for a change of use.

Upon submission of the independent mobility fee study, the applicant shall pay a review fee to the city in an amount to be established by resolution, which shall not exceed the actual cost of reviewing the independent mobility fee study. If the independent mobility fee study cannot be completed and a final determination of sufficiency made by the city manager (or

designee), including any appeals, prior to issuance of the certificate of occupancy for the development, the applicant shall pay the applicable mobility fee in the mobility fee schedule.

However, if the mobility fee study is subsequently accepted by the city manager (or designee) following issuance of the certificate of occupancy, a refund shall be made to the applicant to the extent the mobility fee paid was higher than the mobility fee determined in the independent mobility fee study.

Sec. 122-14 Enforcement of Mobility Fee

(a) Any person, firm, corporation, or partnership that violates any provision of this division may be subject to enforcement in accordance with the City's Code of Ordinances as outlined in Chapter 30 - Code Enforcement, Article III – Enforcement Procedure.

(b) Violations include but are not limited to failing, neglecting, or refusing to pay a mobility fee as required by this division and/or furnishing untrue, incomplete, false, or misleading information on any document, or to any city employee, concerning the calculation, exemption, or payment of a mobility fee or concerning the entitlement to a refund.

(c) The owner, tenant, or occupant of any land or part thereof for which a mobility fee is owed, and any architect, builder, contractor, agent, or other person who participates in, assists, directs, creates, or maintains any situation that is contrary to the requirements of this division, or who fails, neglects, or refuses to pay a mobility fee, or who furnishes any untrue, incomplete, false, or misleading information concerning the calculation, exemption, or payment of a mobility fee or concerning the entitlement to a refund, may be held responsible for the violation and be subject to the penalties and remedies provided for in this division.

(d) In addition to enforcement of this division through issuance of a citation in accordance with the city's code enforcement practices, the city may withhold issuance of the certificate of occupancy or change of use approval, and/or bring suit to restrain, enjoin, or otherwise prevent violation of this division in any court of competent jurisdiction, to recover costs incurred by the city in whole or in part because of violation of this division, and/or to compel payment of a mobility fee pursuant to this division. Issuance of and/or payment of a citation for violation of this division does not preclude the city from filing such a suit. Payment of any penalties imposed does not release a person or entity from payment of the mobility fee due but shall be payable in addition to the mobility fee.

(e) Failure to pay a mobility fee required by this division is a violation that is continuous with respect to time, and each day the violation continues, or the mobility fee remains unpaid, is hereby declared to be a separate offense.

(f) The provisions of this section are supplemental to any other remedy or enforcement procedure provided for or recognized by ordinance, statutory law, common law, case law or the Florida Constitution and shall not be construed as an exclusive remedy or procedure available for enforcement of the codes and ordinances of the city. Nothing contained herein shall prohibit the City Commission from enforcing its codes by any other means.

Sec. 122-15 Mobility Fee Land Uses

A land use schedule was established that best meets the needs of the City. All are measured per square foot, unless noted.

(a) Residential – Per Unit

(1) Single Family less than 3,500 sq. ft. of floor area

(2) Single Family between 3,500 and 7,000 sq. ft. of floor area

(3) Single Family greater than 7,000 sq. ft. of floor area

(4) Multi Family Apartments (market rate)'

(5) Affordable /Workforce Housing /Micro Apartments

(b) Recreation and Entertainment

(1) Marina (Including dry storage) – Per Berth

(2) Golf Course – Per Hole

(3) Movie Theater – Per Screen

(4) Outdoor Commercial Recreation – Per Acre

(5) Community Center/Civic/Gallery/Lodge/Museum

(6) Indoor Commercial Recreation/Health Club/Fitness

(c) Institutional

(1) Continuing Care Facility/ Nursing Home/ Memory Care/ Congregate Care Facility/ Assisted/ Independent Living – Per Bed

(2) Private School (Pre-K-12)

(3) Place of Worship, including ancillary & accessory buildings

(4) Day Care Center

(d) Industrial

(1) Warehousing/Manufacturing/Industrial/Production

(2) Mini-Warehousing/Boat/RVs & Other Outdoor Storage

(3) Distribution/Fulfillment Center/Package Delivery Hub

(e) Office

(1) General Office/Research/Higher Education/Financial/Bank

(2) Medical/Dental/Clinic/Veterinary/Hospitals

(f) Service / Retail / Non-Residential

(1) Retail Sales / Personal and Business Services

(2) Pharmacy / Medical Cannabis Treatment Center/ Pain Management Clinic

(3) Supermarket

(4) Takeout Restaurant with no seating

(5) Restaurant with seating – Per Seat

(6) Restaurant drive-thru – Per drive-thru

(7) Bar/ Night Club / Pub without food service

(8) Motor Vehicle & Boat Sales / Service/ Repair / Cleaning / Parts

(9) Hotel / Lodging – Per Room

(10) Convenience Retail

(11) Motor Vehicle Fueling – Per Fuel Position

(12) Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane – Per Drive Thru Lane and /or Per ATM. A bank without drive-thru lanes or a drive-thru ATM would just be charged a mobility fee based on the office rate. A convenience store without gas pumps would just pay the mobility fee rate per the square footage of the convenience store. Any restaurant that has a drive thru lane will also pay a separate mobility fee per drive-thru lane.

Sec. 122-16 Mobility Fee Benefit District

Miami Beach shall have a single Citywide Mobility Fee Benefit District.

Sec. 122-17 Establishment of Mobility Fee Funds

There is hereby established a Mobility Fee Fund for the Mobility Fee Benefit District established in Section 122-16 hereof. For accounting purposes, the mobility fee funds shall be considered special revenue funds. Transportation concurrency mitigation funds collected prior to or subsequent to the adoption of the Mobility Fee shall be deposited into the Mobility Fee Fund and authorized to be used for the purposes established in section 122-18.

Sec. 122-18 Use of Mobility Fee Funds

(a) The mobility fee fund shall be used by the city for the capital expenses of transportation facilities, or portions thereof, that are located in the city, included in the city's adopted capital improvement plan, transportation master plan, or comprehensive plan and benefit new development located within the city.

(b) The funds may be used to further the goals of the city to reduce the dependence on single-occupant vehicle trips, and encourage use of bicycle, pedestrian and transit modes as a means of commuting and recreational mobility. These may include, but are not limited to:

(1) Carpools,
(2) Van pools,
(3) Demand response service,
(4) Paratransit services (for special needs population),
(5) Public/private provision of transit service, bike sharing, or shared car initiatives,
(6) Provision of short term and long-term bicycle parking, showers, and changing facilities,
(7) Provision of parking for carpools,

(8) Alternative hours of travel, including flexible work hours, staggered work shifts, compressed work weeks and telecommuting options,
(9) Subsidy of transit fares,
(10) Use of long-term parking to be developed at City's entry points,
(11) Shared vehicular and pedestrian access for compatible land uses, where possible,
(12) Shared parking agreements for compatible land uses, where possible,
(13) Provision of transit amenities,
(14) Car share vehicle parking,
(15) Traffic management and traffic monitoring programs,
(16) Incident management,
(17) Congestion management,
(18) Access management,
(19) Parking policies which discourage single-occupancy vehicles,
(20) The encouragement of carpools, vanpools, or ridesharing,
(21) Programs or projects that improve traffic flow, including projects to improve signalization,
(22) On road bicycle lanes, bicycle parking, and bicycle amenities at commercial and residential uses,
(23) Improve intersections, and implement Intelligent Transportation Systems (ITS) strategies, including pedestrian oriented intersection design strategies,
(24) Pedestrian countdown signals,
(25) Medians for pedestrian refuge and curb extensions,
(26) Timing signals to minimize pedestrian delay and conflicts.

(c) If the capital expenses of a transportation facility will be fully paid from the mobility fee fund, the city manager shall make a written determination that (a) the demand for the transportation facility is reasonably attributable to new development in the city, and (b) the transportation facility is not intended to alleviate an existing deficiency in the city's transportation network.

(d) If a portion of the demand for the transportation facility is reasonably attributable to new development in the city and a portion of the transportation facility will alleviate an existing deficiency in the city's transportation network, the city manager shall make a written determination of the percentage of the transportation facility attributable to new development and that percentage of the capital expenses (but not the deficiency portion) may be paid from the mobility fee fund.

(e) Any expenditure from a mobility fee fund not specifically authorized by this division shall be repaid to the mobility fee fund from lawfully available revenue of the city.

SECTION 5. Appendix A - Fee Schedule of the Code of the City of Miami Beach is hereby amended as follow:

APPENDIX A – FEE SCHEDULE

FEE SCHEDULE

This appendix includes all fees and charges established by the city commission that are referred to in the indicated sections of the Code of Ordinances:

* * *

Section this Code	Description	Amount
	Subpart B. Land Development Regulations	
	* * *	
	Chapter 122. Concurrency and Mobility Fees	
122-12	Mobility Fee Administration Fee	400.00
122-12	Review of Estimate of Concurrency Mitigation and Mobility Fee	200.00

SECTION 6. APPLICABILITY.

This Ordinance shall not apply to developments that have an approved Order from the Board of Adjustment, Design Review Board, Historic Preservation Board, or Planning Board issued prior to the effective date of this Ordinance, or to developments that have been issued a building permit process number prior to the effective date of this Ordinance.

SECTION 7. REPEALER.

All ordinances or parts of ordinances and all section and parts of sections in conflict herewith are hereby repealed.

SECTION 8. CODIFICATION.

It is the intention of the City Commission, and it is hereby ordained, that the provisions of this Ordinance shall become and be made part of the Code of the City of Miami Beach, as amended; that the sections of this Ordinance may be re-numbered or re-lettered to accomplish such intention; and that the word "ordinance" may be changed to "section" or other appropriate word.

SECTION 9. SEVERABILITY.

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

SECTION 10. EFFECTIVE DATE.

This Ordinance shall take effect 90 days following adoption.

PASSED and **ADOPTED** this _____ day of _____, 2019.

ATTEST:

_____
Dan Gelber
Mayor

_____
Rafael E. Granado
City Clerk
First Reading: _____, 2019
Second Reading: _____, 2019

Verified By: _____
Thomas R. Mooney, AICP
Planning Director

Attachment A

Mobility Fee

MIAMIBEACH

General Mobility Fee and Plan Elements

- Authorized Florida House Bill 319 – "Community Planning Act"
- Replace Transportation Concurrency and Concurrency Fees.
- Review Existing Multi-Modal Criteria.
- Review Adopted 2016 Transportation Master Plan
- Evaluate future traffic demands based on land uses or travel demand model.
- Identify planned Multi-Modal Projects with cost.
- Calculate land use impact.
- Calculate Mobility Fee Rate.
- Create Mobility Fee as a one-time "pay & go" mitigation strategy.

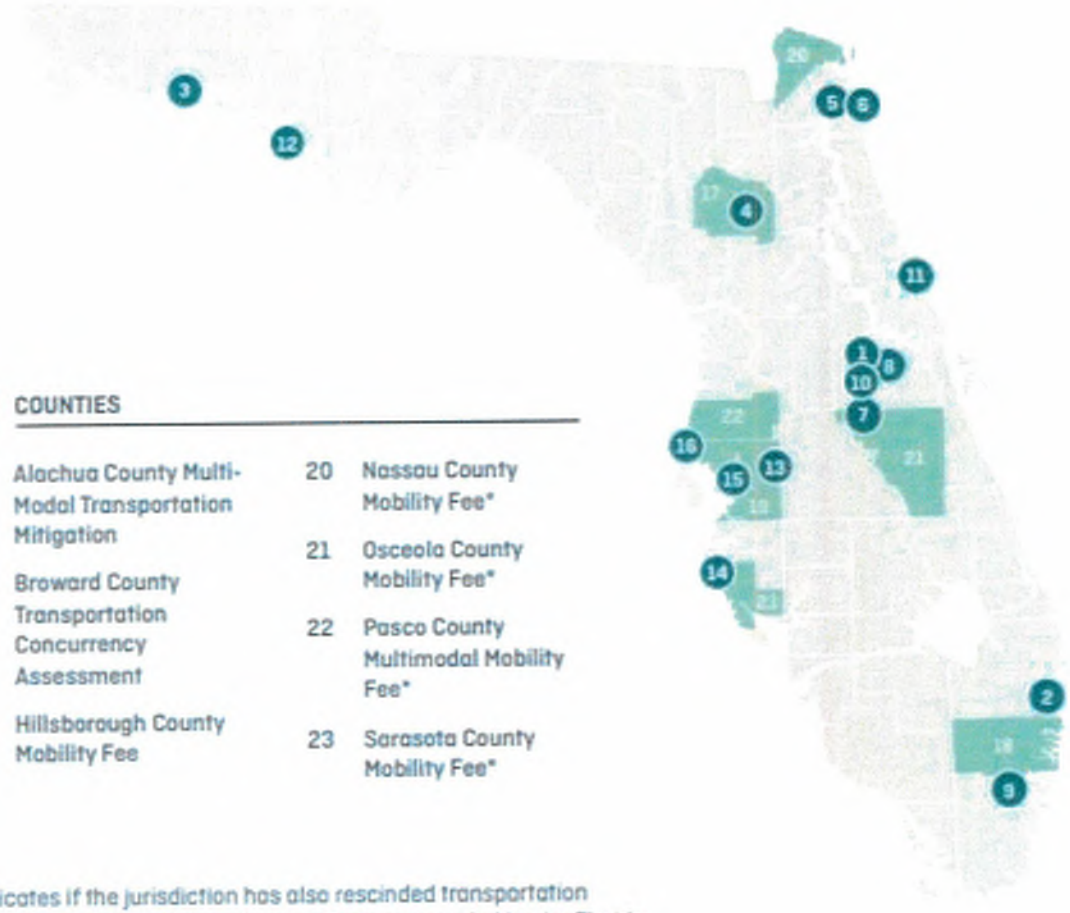
Municipalities with Mobility Fees

CITIES

1 Altamonte Springs Mobility Fee
2 Boca Raton Planned Mobility Developments
3 Destin Multimodal Transportation District (MMTD)
4 Gainesville Transportation Mobility Program*
5 Jacksonville Mobility Fee
6 Jacksonville Beach Mobility Fee*
7 Kissimmee Mobility Fee*
8 Maitland Mobility Fee*
9 Miami Lakes Mobility Fee
10 Orlando Multimodal Transportation Impact Fee
11 Ormond Beach Mobility Fee
12 Panama City Mobility Fee
13 Plant City Transportation Mobility Fee*
14 Sarasota Multimodal Fee
15 Tampa Multimodal Impact Fee
16 Tarpon Springs MMTD

COUNTIES

17 Alachua County Multi-Modal Transportation Mitigation
18 Broward County Transportation Concurrency Assessment
19 Hillsborough County Mobility Fee
20 Nassau County Mobility Fee*
21 Osceola County Mobility Fee*
22 Pasco County Multimodal Mobility Fee*
23 Sarasota County Mobility Fee*



* indicates if the jurisdiction has also rescinded transportation concurrency in their Comprehensive Plan, as provided by the Florida Department of Economic Opportunity (4/2016)

Miami-Dade County is issuing a solicitation for consultants to undertake a Mobility Fee Study this year.

General Mobility Fee Benefits

- Eliminate Concurrency Fees & Uncertainty in Calculation
  - Proposal relates fee to BTR Categories for Transparency
- One-Time Transparent Mitigation Strategy
- Proposed Unified Fee District for Increased Flexibility
- Allows for Funds to be spent on:
  - Sidewalks & Trails
  - Bike Lanes
  - Transit Capital
  - Roadway Improvements
- Anticipated to cover 13.5% of Priority I, II, and III Projects in Transportation Master Plan Projects ($121,795,400)
- Goes hand-in-hand with providing mobility in-light of reduced parking requirements and single-occupancy vehicle use.

Current Concurrency Fee

- Concurrency Fee is based on Trips generated by new development or change of use.
  - Credit is provided for Trips generated by previous use
  - Fee is based on the ***City of Miami Beach 1999 Municipal Mobility Plan***
    - If Mobility Fee is not updated, the Concurrency Fee must be updated since the 1999 Plan has been replaced by the ***2016 Transportation Master Plan***.
  - Set by the City Commission on April 12, 2000 (Resolution No. 2000-23874)
    - **North Beach** - *$1,841.54 / Trip*
    - **Middle Beach** - *$2,783.30 / Trip*
    - **South Beach** - *$2,015.16 / Trip*
  - **Contains NO Consumer Price Index (CPI) Adjustment**
- Trips are calculated pursuant to the ***Institute of Traffic Engineers – Trip Generation Handbook***.

Proposed Mobility Fee

Mobility Fee Schedule Category/Land Use Type	Unit of Measure	Mobility Fee
Residential[1]		
Single Family less than 3,500 sq. ft. of floor area	Per Unit	$1,847
Single Family between 3,500 and 7,000 sq. ft. of floor area	Per Unit	$2,461
Single Family greater than 7,000 sq. ft. of floor area	Per Unit	$3,076
Multi Family Apartments	Per Unit	$1,515
Affordable / Workforce Housing / Micro Apartments	Per Unit	$758
Recreation & Entertainment		
Marina (Including dry storage)	Per Berth	$308
Golf Course	Per Hole	$3,881
Movie Theater	Per Screen	$22,823
Outdoor Commercial Recreation[2]	Per Acre	$1,829
Community Center / Civic / Gallery / Lodge / Museum	Per sq. ft.	$1.86
Indoor Commercial Recreation / Health Club / Fitness	Per sq. ft.	$4.54
Institutional		
Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living	Per Bed	$740
Private School (Pre K-12)	Per sq. ft.	$2.09
Place of Worship, including ancillary & accessory buildings	Per sq. ft.	$1.78
Day Care Center	Per sq. ft.	$3.87
Industrial		
Warehousing / Manufacturing / Industrial / Production (under roof)	Per sq. ft.	$1.53
Mini-Warehousing / Boat / RVs & Other Outdoor Storage[3]	Per sq. ft.	$0.46
Distribution / Fulfillment Center / Package Delivery Hub	Per sq. ft.	$2.14
Office		
General Office / Research / Higher Education / Financial / Bank	Per sq. ft.	$3.33
Medical / Dental / Clinic / Veterinary / Hospital	Per sq. ft.	$7.60

Service / Retail / Non-Residential		
Retail Sales / Personal and Business Services[4]	Per sq. ft.	$10.11
Pharmacy / Dispensary / Pain Management Clinic	Per sq. ft.	$15.40
Supermarket	Per sq. ft.	$16.37
Takeout Restaurant with no seating[5]	Per sq. ft.	$11.07
Restaurant with seating[5]	Per Seat	$877
Restaurant drive-thru[5]	Per drive-thru	$9,110
Bar / Night Club / Pub without food service[4]	Per sq. ft.	$26.12
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts	Per sq. ft.	$6.26
Hotel / Lodging [6]	Per Room	$1,721
Convenience Retail [7]	Per sq. ft.	$19.48
Motor Vehicle Fueling	Per Fuel Position	$6,413
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane[8]	Per drive thru lane and / or Per ATM	$12,170

[1] Floor area is based on heated and/or cooled area and areas determined by building official to be habitable

[2] The sq. ft. for any buildings or structure shall not be excluded from the acreage

[3] Acreage for any unenclosed material and vehicle storage shall be converted to sq. ft.

[4] Areas under canopy for seating, display, storage and sales shall be converted to sq.ft.

[5] Separate fees are associated with any drive-thru lane(s) associated with a restaurant.

[6] Restaurant / Bar / Night Club and/or retail sales, that are not exclusive to hotel guest only, shall be calculated based on the separate applicable Land Use Classification

[7] Convenience Retail rates are separate from the fee due for vehicle fueling positions. Rates per vehicle fueling position also apply to gas stations and service stations with fuel pumps. The fee for any restaurant square footage, seating or drive-thru in a convenience store will be based on the individual fee rate for the land use, not the convenience store rate

[8] Bank building square footage falls under office and is an additive fee beyond the fee due for bank/ATM drive-thru lanes or free standing ATM's. These rates are per drive-thru lane for the bank and per drive-thru lane with an ATM. The free standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store

Concurrency Fee vs. Mobility Fee

Comparison of Like Uses

		Current Transportation Concurrency Fees (Set in 2001)					
Use	Units	South Beach	Mid Beach	North Beach	Average	Average IF CPI increase had been applied since 2001	Proposed Mobility Fee
Single Family Homes <3,500 SF	Unit	$ -	$ -	$ -	$ -	$ -	$ 1,847.00
Single Family Homes >3,000 SF<7,000 SF	Unit	$ -	$ -	$ -	$ -	$ -	$ 2,461.00
Single Family Homes >7,000 SF	Unit	$ -	$ -	$ -	$ -	$ -	$ 3,076.00
Multifamily Residential	Unit	$ 864.86	$ 1,193.91	$ 789.79	$ 949.52	$ 1,314.10	$ 1,515.00
Hotel	Room	$ 820.51	$ 1,132.68	$ 749.29	$ 900.83	$ 1,246.71	$ 1,721.00
Restaurant	Seats	$ 454.61	$ 627.57	$ 415.15	$ 499.11	$ 690.75	$ 877.00
Retail	SF	$ 5.57	$ 7.68	$ 5.08	$ 6.11	$ 8.46	$ 10.11
General Office	SF	$ 1.65	$ 2.28	$ 1.51	$ 1.81	$ 2.51	$ 3.33
Medical Office	SF	$ 4.73	$ 6.54	$ 4.32	$ 5.20	$ 7.19	$ 7.60
Storage Warehouse	SF	$ 0.32	$ 0.44	$ 0.29	$ 0.35	$ 0.48	$ 0.46
Supermarket	SF	$ 9.28	$ 12.81	$ 8.48	$ 10.19	$ 14.10	$ 15.69
Bar	SF	$ 17.18	$ 23.71	$ 15.68	$ 18.86	$ 26.10	$ 26.12
College	SF	$ 2.93	$ 4.04	$ 2.67	$ 3.21	$ 4.45	$ 3.33
Health Club	SF	$ 4.50	$ 6.21	$ 4.11	$ 4.94	$ 6.84	$ 5.54
Day Care	SF	$ 15.25	$ 21.05	$ 13.92	$ 16.74	$ 23.17	$ 3.87
ALF	Bed	$ 410.26	$ 566.34	$ 374.64	$ 450.41	$ 623.36	$ 740.00
Gas Station	Pump	$ 16,099.78	$ 22,225.04	$ 14,702.23	$ 17,675.68	$ 24,462.51	$ 6,413.00
Synagogue	SF	$ 1.87	$ 2.59	$ 1.71	$ 2.06	$ 2.85	$ 1.78
Museum	SF	$ 0.20	$ 0.28	$ 0.18	$ 0.22	$ 0.30	$ 1.86
Auto Care	SF	$ 3.89	$ 5.37	$ 3.55	$ 4.27	$ 5.91	$ 6.26

Sample Calculation

- **5,383 SF of Retail** to **218 Seat Restaurant** on *41 Street*

  - **Current Concurrency Fee:**
    - *New Use*: 218 Seat Restaurant @ 0.41 PH Trips/Seat = **89.38 PH Trips**
    - *Current Use*: 5,383 SF Retail @ 5.02 PH Trips/1,000 SF = **27.02 PH Trips**
    - *Additional Trips: 89.38 PH Trips – 27.02 PH Trips = 62.36 PH Trips*
      - *Reduction for Proximity to Transit = 15%*
      - *Reduction for Pass-By Trips = 30%*
      - *Total Reduction = 45%*
      - *Net New PH Trips Generated = 34.30 PH Trips*
    - ***Total Fee:*** *34.30 PH Trips x $2,783/Trip =* ***$95,447.26***
    - ***Total Fee IF there were CPI Adjustments: $95,447.26 + 38.40% (CPI since 2001) = $132,095.56***

  - **Proposed Mobility Fee:**
    - *New Use:* 218 Seat Restaurant @ $877/Seat = **$191,186.00**
    - *Existing Use:* 5,383 SF Retail @ $9.69/SF = **$54,422.13**
    - ***Total Fee:*** *$183,338.00 - $52,161.27 =* ***$136,763.87***

North Beach Examples

Restaurant	Existing Use / Credit	Proposed Units
Retail in SF	1,087	-
Restaurant Seats	16	30
Mobility Fee	$1,288.43	% Increase
Current fee	$286.81	349%
Current fee W/ CPI	$408.23	216%

Mixed use	Existing Use / Credit	Proposed Units
Retail in SF	2,600	1165
Restaurant Seats	-	30
Mobility Fee	$11,802.15	% Increase
Current fee	$5,160.26	129%
Current fee W/ CPI	$7,344.83	61%

Condo Building	Existing Use / Credit	Proposed Units
Residential	3	16
Mobility Fee	$19,695.00	% Increase
Current fee	$10,267.26	92%
Current fee W/ CPI	$14,613.85	35%

Hypothetical Mixed Use Building	Existing Use / Credit	Proposed Units
Hotel	27	-
Residential	-	188
Office	13,000	24,676
Retail in SF	2,000	26,690
Restaurant Seats	215	-
Mobility Fee	$338,294.98	% Increase
Current fee	$148,102.87	128%
Current fee W/ CPI	$210,801.47	60%

The Median increase from the current fee with CPI adjustment is 61%

Middle Beach Examples

Restaurant	Existing Use / Credit	Proposed Units
Restaurant Seats	100	140
Mobility Fee	$35,080.00	% Increase
Current fee	$25,102.66	40%
Current fee W/ CPI	$35,729.74	-2%

Mixed Use	Existing Use / Credit	Proposed Units
Retail in SF	-	436
Office in SF	436	-
Mobility Fee	$2,956.08	% Increase
Current fee	$2,355.79	25%
Current fee W/ CPI	$3,353.10	-12%

Mixed Use	Existing Use / Credit	Proposed Units
Retail in SF	35,619	31,765
Restaurant Seats	-	60
Mobility Fee	$13,656.06	% Increase
Current fee	$8,040.80	70%
Current fee W/ CPI	$11,444.23	19%

Hypothetical Building	Credit Units	Proposed Units
Retail in SF	35,619	31,765
Restaurant Seats	-	60
Mobility Fee	$74,235.00	% Increase
Current fee	$58,501.44	27%
Current fee W/ CPI	$83,267.73	-11%

The Median change from the current fee with CPI adjustment is -6%

South Beach Examples

Hotel w/ Restaurant	Existing Use / Credit	Proposed Units
Hotel	35	44
Restaurant Seats	40	54
Mobility Fee	$27,767.00	% Increase
Current fee	$11,249.28	147%
Current fee W/ CPI	$16,011.61	73%

Mixed use Condo Building	Existing Use / Credit	Proposed Units
Residential	-	10
Office in SF	-	10,375
Retail in SF	-	10,234
Mobility Fee	$153,164.49	% Increase
Current fee	$67,707.45	126%
Current fee W/ CPI	$96,371.06	59%

Mixed use Hotel	Existing Use / Credit	Proposed Units
Hotel	-	267
Retail in SF	35,387	45,053
Restaurant Seats	374	339
Mobility Fee	$526,535.26	% Increase
Current fee	$137,860.87	282%
Current fee W/ CPI	$196,223.57	168%

Hypothetical Mixed Use Building	Existing Use / Credit	Proposed Units
Hotel	27	-
Residential	-	188
Office	13,000	24,676
Retail in SF	2,000	26,690
Restaurant Seats	215	-
Mobility Fee	$338,294.98	% Increase
Current fee	$162,181.09	109%
Current fee W/ CPI	$230,839.64	47%

The Median increase from the current fee with CPI adjustment is 66%

Works with Parking Reductions

- Hypothetical North Beach Project
  - 188 Residential Units @ 550 SF
  - 24,676 SF of Retail
  - 26,690 SF of Office
  - Estimated cost of building parking is $40,000/space
- Previous North Beach Parking District 4
  - 373 Spaces Required
  - Estimated cost to develop ***$14,920,000***
- **New** North Beach Parking District 8 (per **TC-C** Regulations)
  - 94 Spaces Required
  - Estimated cost to develop ***$3,760,000***
- **Savings** with new reductions is estimated at ***$11,160,000***

Incentives

Phase-in North Beach fee 50%, 75%, 100%

- Follow schedule for TC-C Public Benefits

Attachment B

CITY OF MIAMI BEACH MOBILITY FEE TECHNICAL ANALYSIS

MIAMIBEACH

Prepared for the City of Miami Beach

By
Keith & Schnars
NUE Urban Concepts

August 2018

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SECTION 1 - BACKGROUND

Mobility Fee Legislative Overview

The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida to adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be provided "concurrent" with the impacts of new development. State mandated "concurrency" was adopted to ensure the health, safety and general welfare of the public. The introduction of "transportation concurrency" focused on accommodating the travel demand from new development by adding roadway capacity through construction of new roads and the widening of existing roads. Transportation concurrency, while well intended, had the unintended consequence of driving development away from urban areas, where road capacity was unavailable or cost prohibitive to provide, to suburban and rural areas where road capacity was readily available or cheaper to construct.

In the late 1990's, as the negative impacts of transportation concurrency became more apparent, the Florida Legislature adopted statutes to provide urban areas with alternative means to address the impact of new development with the introduction of Transportation Concurrency Exception Areas (TCEA) whereby local governments could identify alternative solutions to provide mobility. In the mid 2000's, Florida experienced phenomenal growth that strained local governments' ability to provide the necessary roadway infrastructure. Many communities across the State started to deny new developments or require those developments to make substantial transportation improvements to meet concurrency. Between 2005 and 2009 the Legislature enacted several laws related to proportionate share that allowed new development to mitigate its share of road capacity improvements and prohibited local governments from charging new development for over capacity "backlogged" roads.

In 2009, the Legislature declared Dense Urban Land Areas (DULA), communities with a population greater than 1,000 persons per square mile, as TCEA's and it also introduced

the ideas of mobility fees as an alternative to concurrency, proportionate share and road impact fees. The Legislature during the 2011 session repealed state mandated transportation concurrency and enacted further restrictions on local governments to implement transportation concurrency, calculate proportionate share and address over capacity roadways.

House Bill 319, otherwise known as the "Community Planning Act," was adopted by the Florida Legislature is 2013, and among many other changes, established mobility fees, based on an adopted transportation mobility plan, as an alternative means by which local governments may allow development consistent with an adopted Comprehensive Plan to equitably mitigate its transportation impact. The intent of mobility fees is to eliminate transportation concurrency, proportionate share and impact fees and enact a streamlined, simplified mitigation mechanism whereby a development can mitigate its impact through a one-time payment.

The Community Planning Act provides the following guidance for local governments that elect to repeal transportation concurrency and adopt an alternative mobility funding system using one or more of the tools and techniques identified in Florida Statutes 163.3180(5)(f) such as:

1. *Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity and density.*

2. *Adoption of an area wide level of service not dependent on any single road segment function.*

3. *Exempting or discounting impacts of locally desired development.*

4. *Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.*

5. *Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.*

6. *Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.*

Mobility Fee Legal Basis

The Florida Legislature has elected to largely defer to established case law to guide the development and implementation of impact fees and mobility fees. The Community Planning Act provides the following guidance to local governments considering an alternative to transportation concurrency through Florida Statute 163.3180 (5) (i), which states:

"If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. A mobility fee-based funding system must comply with the dual rational nexus test applicable to impact fees. An alternative system that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h)."

The "dual rational nexus test" is a legal precedent established by the Supreme Court in the Nollan v. California Coastal Commission and the Dolan v. Tigard cases that establishes a two-prong test required of any fee or exaction by local government:

"Needs Prong:" That a rational nexus exists between an increase in demand from new development and the need for improvements; and

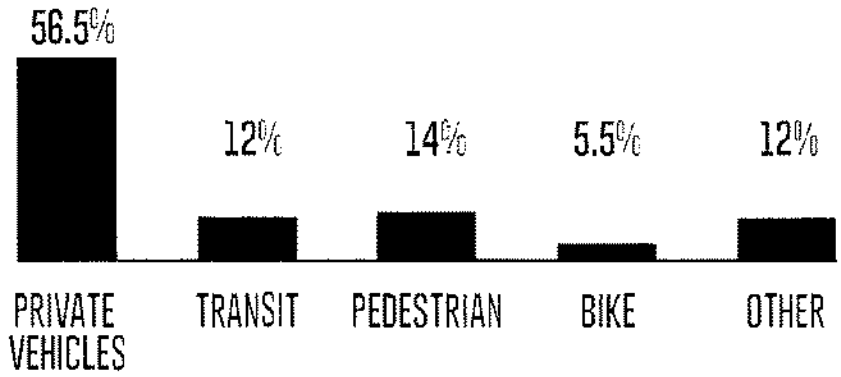
"Benefits Prong:" That a rational nexus exists between the payment of fees by new development and the benefit that new development receives from the expenditure of those fees.

In addition to the "dual rational nexus test", the U.S. Supreme Court in Dolan v. Tigard also established a "rough proportionality" test to address the relationship between the amount of a fee imposed on a new development and the impact of the new development. The "rough proportionality" test requires that there be a reasonable relationship between the fee and the impact of new development based upon the applicable unit of measure for residential and non-residential uses and that the variables used to calculate a fee are reasonably assignable and attributable to the impact of each new development.

Mobility Fee Basis

The Legislature has required that a mobility fee be based upon an adopted transportation mobility plan. The City of Miami Beach has adopted a Transportation Master Plan that serves as the basis for development of the mobility fee and identifies a prioritized list of multimodal improvements. The Master Plan provides an analysis of existing traffic conditions and travel characteristics. **Figure 1** illustrates the existing Citywide mode share.

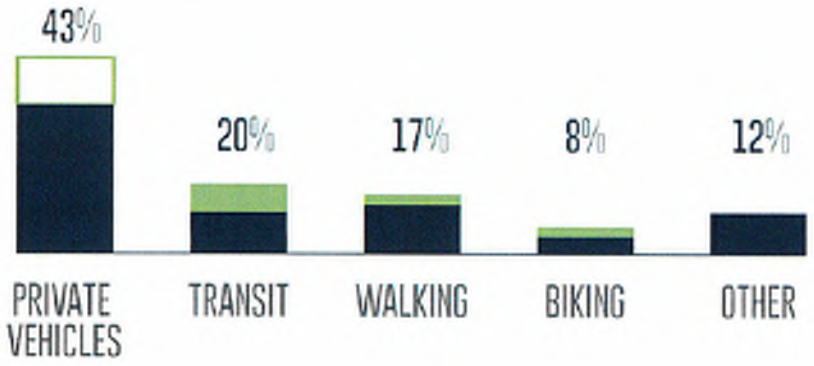
Figure 1 - Existing Citywide Mode Share



Source: City of Miami Beach Transportation Master Plan (P. 76)

The City has established a Citywide mode share goal that seeks to reduce travel by motor vehicle and increase the share of travel made by riding transit, walking and riding a bicycle. The list of multimodal improvements established in the Transportation Master Plan are intended to address future citywide travel demand and achieve the Citywide mode share goals, as illustrated in **Figure 2.**

Figure 2 - 2035 Mode Share Vision



Source: City of Miami Beach Transportation Master Plan (P. 76)

Mobility Fee Technical Analysis

Mobility fees provide a greater flexibility in funding multimodal projects and supportive infrastructure compared to road impact fees. They are also better suited to achieve the City's adopted transportation objectives. This memorandum describes the technical approach developed specifically for Miami Beach to evaluate projected growth in trips related to future projects and the procedure to relate increased trips with programmed improvements to estimate the mobility fee per person-mile of travel. The analysis steps and results are documented in this memorandum. The calculated mobility fee or cost per person-mile of travel provides the basis for developing mobility fee schedules for future projects based on their land use, trip generation, trip purpose, trip internalization, trip length and travel modes characteristics.

SECTION 2 - ESTABLISHMENT OF MOBILITY FEE DISTRICTS

Assessment Areas

The City's current transportation concurrency system divides the City into three different assessment areas with varying transportation mitigation rates. The three assessment areas include: (1) South Beach, (2) Mid Beach, and (3) North Beach. Assessment areas recognize differences in travel demand characteristics and the need for transportation mobility improvements. The current transportation concurrency system charges the highest rates in Mid Beach, followed by lower rates in South Beach and the lowest rates in North Beach. Keeping the three assessment areas was evaluated in the development of the mobility fee, as was establishing varying fees for mixed-use development. Since the basis for the mobility fee is the Citywide Transportation Master Plan and the Master Plan is based on achieving a Citywide mode share goal, it was determined that the best approach was to have a uniform Citywide assessment area. Further, the Future Land Use Element of the Comprehensive Plan seeks to encourage a mixture of multi-modal supportive land uses Citywide. Thus, it was also determined that there would not be separate assessment areas based upon a type of development pattern such as mixed-use or transit oriented development as the entire city seeks to feature mixed-use at densities and intensities that support transit, walking and bicycling. The mobility fee per each land use in the mobility fee schedule will be assessed uniformly to new development and redevelopment which results in an increase in travel demand over the existing use.

Benefit Districts

The City's current transportation concurrency system divides the City into three benefit districts whereby mitigation payments to the City must be spent to construct improvements within the district in which they were collected. The three benefit districts include: (1) South Beach, (2) Mid Beach, and (3) North Beach. The Florida Supreme Court found in the case of Contractors and Builders Association of Pinellas County v. City of Dunedin that local governments are required to keep separate accounts for the

collection of any exaction or fee and to earmark those funds specifically for expenditure on improvements that served as the basis of the exaction or fee.

Establishment of a benefit district meets the second prong of the dual rational nexus test. Keeping three separate benefit districts was evaluated in the development of the mobility fee. Like the findings with assessment areas, since the basis for the mobility fee is the Citywide Transportation Master Plan and the Master Plan is based on achieving a Citywide mode share goal, it was determined that the best approach was to have a single Citywide benefit district.

In the evaluation of trip lengths and model travel demand data, it was found that residents and business travel throughout the City of Miami Beach, regardless of whether they live in North, South or Mid Beach. To ensure that adequate revenues are available to construct multimodal improvements, it was determined that a single Citywide benefit district should be established.

SECTION 3 - EXISTING CONDITIONS & LAND USES

Miami Beach Transportation Characteristics

Transportation mobility in the City of Miami Beach has unique characteristics compared to other cities in Florida. Travel in Miami Beach is characterized by a high percent of tourists, shorter trips, convenient public transportation and taxi/Uber/Lyft system, greater reliance on bike and walking modes, availability of a bike sharing program and limited free public parking that promotes alternative modes of travel. Furthermore, City policies regarding prioritizing non-vehicular modes, creating pedestrian priority zones, and investing in greenways and protected bike lanes help further reduce the reliance on the private vehicle for short trips.

Mobility Fee Land Uses

An extensive review of the Future Land Use Element, existing land development patterns and the City's business tax categories was undertaken to develop three (3) alternative mobility fee schedules for review by City Staff. Affer several iterations, a final land use schedule was established that best meets the needs of the City. The categories for single family (attached and detached) dwellings divided into thresholds based upon square footage and projected vehicle ownership rates. Establishing thresholds allows for establishing lower fees for smaller square foot residence to address affordability issues;; with the travel impact and the mobility fee increasing as the square footage thresholds increases. Multi family was separated into two land uses: (1) market rate, and (2) affordable / workforce / micro apartments. Recreation and institutional land uses were established based upon the most common land use per category. Office uses have been streamlined into a single category with the same per square foot rate, regardless of the size of the development as office uses provide employment opportunities. Medical and dental offices, hospitals and walk-in clinics have been consolidated into a signal category to ease implementation and encourage employment based uses. Industrial uses have been consolidated to ease implementation, except for e-commerce distribution centers and mini-storage which have separate mobility fees rates to reflect their unique trip generation characteristics.

Retail, personal service and restaurant uses have been established to reflect unique travel demand impacts. In addition, the higher travel demand generating components of certain land uses such as bank drive-thru lanes, gas pumps and drive-thru lanes for fast food restaurants have been separated into their own land use category. Thus, a bank without drive-thru lanes or a drive-thru ATM would just be charged a mobility fee based on the office rate. A convenience store without gas pumps would just pay the mobility fee rate per the square footage of the convenience store. All restaurants will pay per seat. In addition, any restaurant that has a drive thru lane will also pay a separate mobility fee per drive-thru lane. The mobility fee was designed to reflect the travel demand impact from each development. To assist with implementation of the mobility fee, a crosswalk table has been developed based upon the City's business tax categories (**Attachment A**). The crosswalk table includes the applicable mobility fee land use for each category. The mobility fee ordinance will also include definitions for each land use on the mobility fee schedule.

SECTION 4 - APPROACH TO MOBILITY FEE

Mobility Fee Approach

The traditional mobility fee analysis is heavily tilted towards the trips made by private cars as they typically represent over 95% of the total trips. Non-vehicular trips for most cities in Florida represent a small percentage of the overall trips. At the core of the traditional procedure is the growth in vehicular trips obtained from the transportation regional model compared to the additional capacity gained by programmed transportation improvements. This traditional procedure is not applicable to Miami Beach because the regional transportation model (SERPM) shows a very small rate of increase in vehicle-mile traveled over the next 20 years, at less than a third of the projected growth rate of residential and employment developments. Therefore, the use of vehicle-miles traveled (VMT) does not reflect the amount of growth anticipated in the City. This is due to the unique characteristics of Miami Beach mentioned above coupled with a well-developed transit system and a proactive City policy to increase the modal share of bike and walk modes from 15% to 27% as well as enhancing transit including planning a new trolley route. Whereas the increase in highway capacity is easily calculated, the increase in person-mile capacity gained by improving bike and walk modes is more difficult to estimate in order to create a direct correlation between cost and benefit.

For these reasons, a mobility fee procedure specific to Miami Beach was developed consisting of a direct comparison of the trips generated by new developments (using City specific data) to the unfunded cost of planned transportation improvements. The projected new developments for residential, employment and hotels were obtained from the ZDATA files of the MPO's adopted regional transportation model (SERPM). The land use categories were developed in coordination with City staff to maintain consistency with previous fee schedules while incorporating new land use categories approved by City officials. The trip generation is based on the Institute of Transportation Engineers (ITE) Trip Generation documents in addition to other sources

from previous studies. The trip lengths per trip purpose were derived from the National Household Travel Survey (NHTS) database and analyzing all the individual survey records specific to Miami Beach (special access to the data was granted to conduct this analysis). The multimodal transportation improvements and their associated costs were obtained from the Priority 1, 2 and 3 transportation improvement lists provided in the City's Transportation Master Plan. The percent of unfunded cost was estimated for each programmed project in coordination with City staff considering the type of project, facility type and overall cost.

Mobility Fee

The calculation of the mobility fee requires the adjustment of the PMT per land use by the origin and destination adjustment factor. The factor is equal to .5 and ensures that new development is only paying for its trips and not being double counted. The PMT per land use begins with the entering and exiting daily trips for each land use. The adjusted PMT is then multiplied by the PMT rate of $129.37 to determine the mobility fee rate per each land use on the mobility fee schedule (**Attachment J**). The formulas for each step in the calculation of the mobility fee have been documented for inclusion in the mobility fee ordinance (**Attachment K**).

SECTION 5 - TECHNICAL ANALYSIS

Technical Analysis

The mobility fee analysis procedure specific to Miami Beach is illustrated in **Figure 3**. The technical analysis tasks performed for this project are the following:

1. **Estimating Growth in Traffic, Residential and Employment**: projected growth in traffic volumes, residential units, employment and hotel rooms were obtained from the MPO's adopted SERPM regional transportation model. The projected increase in total traffic volumes on major roads within the City of Miami Beach between 2018 and 2035 is 5.5% over 17 years which is equivalent to 0.32% annual growth as shown in **Table 1**. In comparison, the projected increase in residential units over the same period is 17% or 0.92% per year as depicted in **Table 2**. For employments, the projected increase in residential units over the same period is even greater at 19% or 1.05% per year as depicted in **Table 3**. **Table 4** shows the projected increase in hotel rooms over the same period at 7% or 0.41% per year. Considering projected traffic growth rate obtained from the regional model is significantly less than the projected growth rate for residential and employment land uses, it was determined that traffic growth resulting from new projects should not be based on the regional model but directly calculated from the new projects' trip generation, trip length and modal split characteristics. This approach also better account for non-vehicular trips such as biking and walking.

2. **Estimating Trips Generated by New Projects**: The trips generated by residential, employment and hotels were estimated using the Institute of Transportation Engineers (ITE) 9th Edition "Trip Generation". The Residential trip rate was calculated at 7.33 trips per unit as an average of land uses 210 (Single Family), 220 (Apartment) and 230 (Condominium/Townhouse). The Employment trip rate was calculated at 15.08 trips per employee by averaging trip rates of land uses 710 (General Office, 720 (Medical-Dental Office), 730 (Government Office), 815 (Discount store) and 826 (Specialty Retail). The Hotel trip rate was calculated at 10.27 trips per room as an

average for land uses 310 (Hotel) and 330 (Resort Hotel). The total trips generated by new Residential, Employment and Hotel land uses are provided in **Tables 2, 3 and 4**; respectively. A 15% internalization rate was applied when combining trips all uses considering it includes both production and attraction land uses.

3. **Converting New Trips to Person-Miles of Travel (PMT):** converting new trips to person-miles of travel requires two steps. First, vehicle-miles of travel (VMT) are estimated using the average trip length per travel mode, and second, PMT are calculated using the average vehicle occupancy for each travel mode. The average trip length was developed specific to Miami Beach using the National Household Travel Survey (NHTS) database and extracting the records where trip origins and/or destinations are within the City of Miami Beach. A special access to the individual survey forms was granted for this project. The trip length summaries based on the NHTS records are provided in **Attachment L**. The modal share of various travel modes is based on the City of Miami Beach's Transportation and Bike/Pedestrian Master Plans; and consists of 43% cars, 20% transit, 8% bike, 17% walk, and 12% others (Uber/Lift/etc.) The VMT was converted to person-miles traveled (PMT) using a vehicle occupancy factor (VOC) specific to Miami Beach calculated as a weighted average VOC of various trip purposes and travel modes. The total VMT and PMT calculations are provided in **Table 5**. The total PMT after internalization is 980,737 person-miles.

4. **Estimating Mobility Fee Share of Transportation Budget:** The cost share of transportation improvements attributed to the mobility fee was calculated by estimating for each planned project the percent of cost that is not funded by federal, state, county or developer funds. The planned projects are grouped into Categories I, II and III and are provided in **Attachment M**. The total cost of the planned projects is $902,092,181 and the Mobility Fee share is $126,878,500 or approximately 14.1% of the total cost.

5. **Estimating Cost per Additional Person-Mile of Travel (PMT)**: The unit cost per person-mile of travel (PMT) was estimated by dividing the mobility fee share of the improvement costs by the total increase in PMT.

6. **Developing Mobility Fee Schedule**: After land use categories were established in coordination with City staff, a mobility fee for each land use category was calculated considering the net external trips based on ITE Trip Generation rates (or rates from other relevant studies), the average trip length per trip purpose derived from the NHTS database specific to Miami Beach, and the travel modes (modal split) and vehicle occupancy rates obtained from the Miami Beach Transportation Plan. This part of the analysis was performed by NUE Urban Concepts and is documented in a separate report.

Mobility Fee Per Additional Person - Mile of Travel

The analysis results show a 'mobility fee' cost of $129.37 per additional person-mile of travel. This unit cost is used in developing the mobility fee schedule for new projects in coordination with City staff.

Trip Generation

The mobility fee is required to be roughly proportional to the impact of new development. To determine impact, a person trip rate is developed for each land use included in the mobility fee schedule. The Institute of Transpiration Engineers (ITE) Trip Generation Manual – 10th Edition was used to generate the trip generation rate for each land use. Since the mobility fee land use schedule is designed to reflect the unique needs of the City, and not just reproduce the ITE Trip Generation Manual, adjustments were needed to the trip generation rates.

The trip generation rate for many of the land uses on the mobility fee schedule involved the averaging of daily trip rates for multiple land uses based on the ITE trip generation rates. Other land uses required further adjustments to the trip generation data to reflect unique land uses that are not distinctly identified in the ITE trip generation manual. Some land uses

required the conversion of peak hour trips to daily trips. The ITE Land Use codes for each land use have been documented as well as any adjustments made to the trip generation rate (**Attachment B**). The final trip generation rate used for each land use has been calculated and included on a table, along with the percentage of new trips and the person miles of travel factor (**Attachment C**).

Percent of New Trips

The ITE Trip Generation Handbook – 3rd edition was also evaluated to develop the percentage of new trips, commonly referred to as pass-by trips. The ITE Handbook was used as a guide. However, professional judgment and experience gained through development review, creation of impact fee and mobility fee technical reports and implementing ordinances and both the review of and development of over 2,000 traffic impact analysis was also utilized to derive appropriate new trips percentages above and beyond those provided in the ITE Handbook. For instance, the ITE Handbook does not provide pass-by rates for any non-retail land uses. Experience has shown that except for residential land uses and a limited number of non-residential land uses, most land uses have some level of pass-by trips associated with travel demand impacts. The percentage of new trips has been documented for each land use on the mobility fee schedule (**Attachment C**).

Person Trips

To convert vehicle trips to person trips requires the development of a conversion factor, referred to as the Person Miles of Travel (PMT) Factor. The Transportation Master Plan identifies a vehicle occupancy factor of 1.6 based on the 2009 National Household Travel Survey (NHTS) for vehicle trips. The Master Plan establishes a 12% mode share goal for other travel. For purposes of the mobility fee, other travel is considered "future mobility" to address new services and technologies. The occupancy factor for "future mobility" was also assumed to be 1.6. For transit, walking and bicycling travel, an occupancy factor of one (1) was used. The occupancy factors were multiplied by the mode share goal to derive a PMT factor of 1.33 (**Attachment D**). The calculation of person trips per land use is based on a two-step process. The first step is to multiply the daily trip generation rate by the percentage

of new trips. The second step is to multiply the adjusted trip generation rate by the person miles of travel factor to derive the person trips (**Attachment D**).

Mode Share

To calculated mobility fee takes a unique approach to deriving a person miles of travel rate per land use based upon the Citywide mode share goals. Most mobility fee calculations convert vehicle miles of travel by multiplying vehicle trips by percentage of new trips and average trip length to derive a Vehicle Miles of Travel (VMT). The VMT is then multiplied by a PMT factor calculated for the specific local government to derive a PMT rate per land use. The City of Miami Beach's Mobility Fee is unique in that it is based on the Transportation Master Plans Citywide mode share goals. The mode share goals for purposes of the mobility fee calculation are as follows: (1) Vehicle: 43%, (2) Transit: 20%, (3) Walking: 17%, (4) Bicycling: 8%, and (5) Future Mobility (aka other): 12%.

In order to derive a person trip by mode share, the person trip per land use was multiplied by each of the five mode share goals (**Attachment E**). To derive a person mile of travel by mode share required a multi-step process. The first step was to calculate a trip length for residential land uses based on six trip purposes, multiplied by the percent of person trips from the NHTS data (**Attachment F**). The second step required the establishment of trip length by mode share for seven different trip purposes (**Attachment G**). The final step involved the assignment of a trip purpose and a trip length by mode for each land use on the mobility fee schedule (**Attachment H**).

Person Miles of Travel (PMT)

To calculate a PMT for each land use on the mobility fee schedule requires multiplying the person trip by mode share by the trip length by mode share. The PMT for the land use is derived by summing the PMT by mode share (**Attachment I**).

Figure 3 - Mobility Fee Analysis Process for Miami Beach

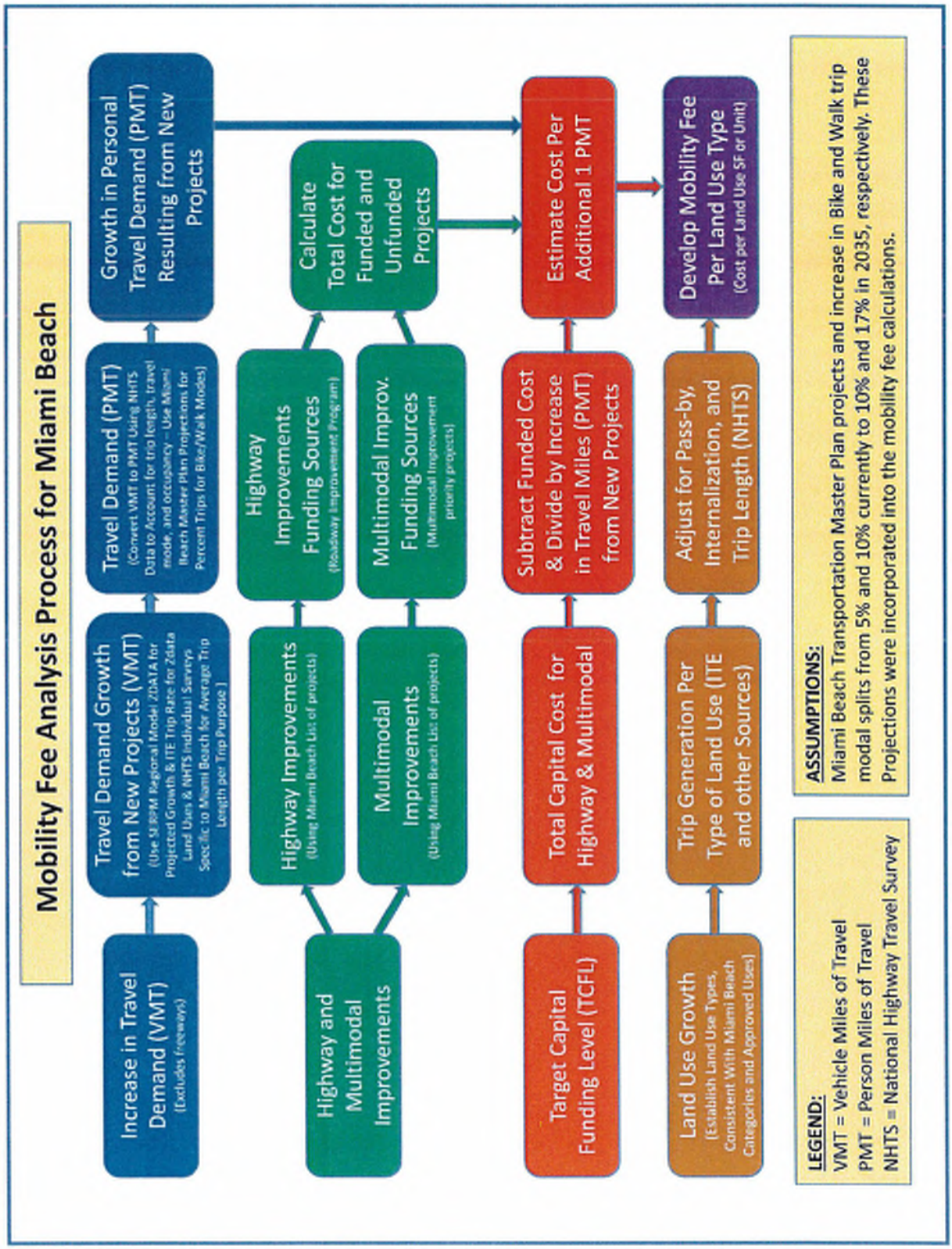


Table 1 - Daily VMT for 2010 & 2040 from SERPM 7

STREET	ZONE	FROM	TO	2010 Volume	2010 Length	2040 Volume	2040 Length	VEHICLE MILE TRAVELED (VMT) 2010	2018	2035	2040	2018-2035 % Growth	Annual Growth
W 63 Street	N	Alton Road	La Gorce Drive	21,660	0.371	23,860	0.371	8,038	8,256	8,720	8,856	5.6%	0.32%
	N	La Gorce Drive	Pine Tree Dr	26,760	0.059	31,480	0.059	1,590	1,664	1,823	1,869	9.5%	0.54%
	N	Pine Tree Dr	Indian Creek Dr	28,320	0.260	34,730	0.260	7,366	7,810	8,754	9,031	12.1%	0.68%
	N	Indian Creek Dr	Collins Ave	17,170	0.048	20,800	0.048	819	865	963	992	11.3%	0.64%
W 51 St	N	Alton Road	Pine Tree Dr	4,500	0.384	6,680	0.384	1,729	1,952	2,427	2,566	24.3%	1.32%
W 47 St	N	Alton Road	Pine Tree Dr	7,110	0.608	8,740	0.608	4,325	4,588	5,147	5,311	12.2%	0.69%
Arthur Godfrey Road	C	Causeway	Alton Rd	73,550	0.273	83,850	0.275	20,059	20,860	22,561	23,061	8.2%	0.47%
	C	Alton Rd	Pine Tree Rd	42,560	0.559	48,010	0.559	23,777	24,588	26,310	26,817	7.0%	0.40%
	C	Pine Tree Rd	Indian Creek Dr	31,960	0.178	39,280	0.178	5,702	6,050	6,790	7,007	12.2%	0.69%
	C	Indian Creek Dr	Collins Ave	12,790	0.068	15,100	0.068	867	909	998	1,024	9.8%	0.56%
Dade Blvd	C	17 St	Alton Road	4,330	0.251	5,310	0.251	1,088	1,154	1,294	1,335	12.1%	0.68%
	C	Alton Road	N Michigan Ave	16,140	0.170	19,010	0.170	2,741	2,871	3,148	3,229	9.6%	0.55%
	C	N Michigan Ave	Convention Ctr Dr	15,930	0.288	18,420	0.288	4,594	4,785	5,192	5,312	8.5%	0.49%
	C	Convention Ctr Dr	Washington Ave	13,850	0.206	15,460	0.206	2,848	2,936	3,123	3,178	6.4%	0.37%
	C	Washington Ave	Pine Tree Dr	19,770	0.141	19,760	0.141	2,784	2,783	2,782	2,782	0.0%	0.00%
17 Street	C	Bay Drive	Alton Road	7,440	0.221	6,750	0.221	1,648	1,607	1,519	1,493	-5.5%	-0.33%
	C	Alton Road	Michigan Ave	16,890	0.155	19,080	0.155	2,612	2,702	2,895	2,951	7.1%	0.41%
	C	Michigan Ave	Convention Ctr Dr	18,230	0.249	20,070	0.249	4,532	4,654	4,913	4,989	5.6%	0.32%
	C	Convention Ctr Dr	Washington Ave	13,040	0.181	15,440	0.181	2,359	2,474	2,719	2,791	9.9%	0.56%
	C	Washington Ave	Collins Ave	3,110	0.139	3,880	0.139	434	462	522	540	13.0%	0.73%
Lincoln Road	C	Washington Ave	Collins Ave	8,860	0.123	9,510	0.123	1,091	1,112	1,157	1,170	4.0%	0.23%
15 Street	S	Alton Road	Meridian Avenue	7,100	0.289	7,390	0.289	2,056	2,078	2,126	2,140	2.3%	0.13%
	S	Meridian Avenue	Washington St	4,830	0.288	4,980	0.288	1,389	1,401	1,427	1,434	1.8%	0.11%
11 Street	S	Alton Road	Michigan Ave	6,570	0.146	6,640	0.146	959	962	967	969	0.6%	0.03%
	S	Michigan Ave	Washington St	6,540	0.374	6,560	0.374	2,448	2,450	2,455	2,456	0.2%	0.01%
5 Street	S	Alton Road	Michigan Ave	34,290	0.146	37,280	0.146	4,994	5,110	5,357	5,430	4.8%	0.28%
	S	Michigan Ave	Washington St	31,160	0.270	33,730	0.270	8,416	8,602	8,997	9,113	4.6%	0.27%
	S	Washington St	Collins Ave	20,600	0.062	20,950	0.062	1,270	1,276	1,288	1,292	1.0%	0.06%
5 Pointe Dr	S	Alton Road	Collins Ave	23,190	0.156	22,710	0.156	3,615	3,595	3,553	3,540	-1.2%	-0.07%
SUBTOTAL E/W					6.663		6.665	126,150	130,557	139,923	142,678	7.2%	0.41%
Alton Road	N	W 63 Street	W 51 Street	21,660	0.936	23,870	0.936	20,269	20,821	21,994	22,339	5.6%	0.32%
	N	W 51 Street	W 47 Street	26,160	0.402	30,550	0.402	10,519	10,990	11,991	12,285	9.1%	0.52%
	N	W 47 Street	N Bay Dr	27,290	0.550	32,680	0.551	15,006	15,807	17,509	18,010	10.8%	0.61%
	N	N Bay Dr	Arthur Godfrey Rd	24,600	0.185	26,310	0.185	4,557	4,639	4,813	4,864	3.8%	0.22%
	C	Arthur Godfrey Rd	Chase Ave	3,060	0.226	3,460	0.228	693	718	772	788	7.5%	0.43%
	C	Chase Ave	W 29 Street	40,450	0.337	42,600	0.336	13,622	13,802	14,184	14,296	2.8%	0.16%
	C	W 29 Street	W 23 Street	34,010	0.258	37,350	0.258	8,757	8,987	9,475	9,618	5.4%	0.31%
	C	W 23 Street	19 Street	34,010	0.534	37,350	0.534	18,164	18,640	19,652	19,949	5.4%	0.31%
	C	19 Street	Dade Blvd	37,050	0.101	40,780	0.101	3,738	3,838	4,051	4,113	5.5%	0.32%
	C	Dade Blvd	17 Street	45,990	0.095	49,870	0.095	4,387	4,486	4,698	4,760	4.7%	0.27%
	C	17 Street	15 Street	37,260	0.325	38,610	0.325	12,110	12,226	12,473	12,546	2.0%	0.12%
	S	15 Street	11 Street	34,590	0.379	36,360	0.379	13,117	13,295	13,675	13,786	2.9%	0.17%
	S	11 Street	5 Street	35,100	0.489	37,220	0.489	17,174	17,451	18,039	18,212	3.4%	0.20%
	S	5 Street	2 Street	29,860	0.299	29,990	0.299	8,943	8,953	8,974	8,980	0.2%	0.01%
	S	2 Street	5 Pointe Dr	23,190	0.182	22,710	0.182	4,211	4,188	4,138	4,123	-1.2%	-0.07%
La Gorce Dr	N	W 63 Street	W 51 Street	6,150	1.124	8,560	1.124	6,916	7,638	9,172	9,623	20.1%	1.11%
Pine Tree Dr	N	W 63 Street	W 51 Street	7,700	1.142	10,450	1.142	8,794	9,633	11,416	11,940	18.5%	1.02%
	N	W 51 Street	W 47 Street	11,140	0.389	13,920	0.389	4,334	4,623	5,237	5,417	13.3%	0.75%
	N	W 47 Street	Arthur Godfrey Rd	11,330	0.577	15,380	0.577	6,535	7,158	8,481	8,870	18.5%	1.02%
	C	Arthur Godfrey Rd	W 28 Street	26,450	0.636	25,540	0.636	16,810	16,655	16,327	16,230	-2.0%	-0.12%
	C	W 28 Street	Washington Ave	18,550	0.511	18,470	0.511	9,470	9,460	9,439	9,433	-0.2%	-0.01%
Washington Av	C	Dade Blvd	17 Street	9,670	0.401	8,360	0.401	3,873	3,733	3,435	3,347	-8.0%	-0.49%
	C	17 Street	Lincoln Road	14,040	0.108	15,080	0.108	1,511	1,541	1,604	1,622	4.1%	0.24%
	C	Lincoln Road	15 Street	7,370	0.214	8,030	0.214	1,576	1,614	1,694	1,717	5.0%	0.29%
	S	15 Street	Espanola Way	8,680	0.045	9,520	0.045	393	403	425	431	5.3%	0.31%
	S	Espanola Way	11 Street	13,460	0.350	14,460	0.350	4,715	4,808	5,007	5,065	4.1%	0.24%
	S	11 Street	5 Street	16,250	0.494	17,600	0.494	8,022	8,200	8,579	8,690	4.6%	0.27%
Collins Avenue	N	W 63 Street	Indian Creek Dr	13,680	0.188	14,930	0.188	2,568	2,631	2,764	2,803	5.1%	0.29%
	N	Indian Creek Dr	W 63 Street NB	15,280	0.197	16,730	0.197	3,014	3,090	3,252	3,300	5.2%	0.30%
	N	Indian Creek Dr	W 47 Street	30,990	0.959	34,260	0.959	29,717	30,552	32,325	32,847	5.8%	0.33%
	N	W 47 Street	Indian Creek Dr	35,400	0.786	41,160	0.786	27,824	29,030	31,594	32,348	8.8%	0.50%
	N	Indian Creek Dr	W 41 Street	12,510	0.242	13,280	0.242	3,030	3,079	3,184	3,215	3.4%	0.20%
	N	W 41 Street	31 Street	18,650	0.279	19,710	0.279	5,193	5,272	5,440	5,489	3.2%	0.18%
	N	31 Street	26 Street	16,890	0.506	17,450	0.506	8,547	8,622	8,782	8,829	1.9%	0.11%
	C	26 Street	23 Street	29,680	0.281	30,050	0.281	8,340	8,368	8,428	8,445	0.7%	0.04%
	C	23 Street	17 Street	22,180	0.428	22,110	0.428	9,486	9,477	9,459	9,454	-0.2%	-0.01%
	C	17 Street	Lincoln Road	18,500	0.114	18,010	0.114	2,108	2,093	2,062	2,053	-1.5%	-0.09%
	C	Lincoln Road	Espanola Way	18,750	0.261	19,100	0.261	4,892	4,917	4,969	4,984	1.1%	0.06%
	S	Espanola Way	11 Street	12,400	0.357	12,930	0.357	4,424	4,475	4,582	4,614	2.4%	0.14%
	S	11 Street	5 Street	12,550	0.504	13,230	0.504	6,333	6,423	6,616	6,672	3.0%	0.17%
	S	5 Street	5 Pointe Dr	13,530	0.448	13,230	0.448	6,057	6,021	5,945	5,923	-1.3%	-0.07%
Indian Creek Dr	C	W 44 Street	41 Street	26,910	0.232	32,900	0.232	6,242	6,612	7,399	7,630	11.9%	0.67%
	C	41 Street	Collins Ave	18,820	0.802	19,100	0.802	15,097	15,156	15,280	15,317	0.8%	0.05%
SUBTOTAL N/S					17.87		17.87	371,780	380,633	399,444	404,977	4.9%	0.29%
TOTAL					24.53		24.54	497,900	511,200	539,400	547,700	5.5%	0.32%
INCREASE IN VMT VERSUS 2018									Base	28,200	36,500		

Table 2 - Residential Growth

TAZ	Location	Zone	Residential Units						2018 to 2035	
			2010	2015	2018	2025	2035	2040	Diff.	Gr./Yr
3520	Beach	N	3,094	3,160	3,199	3,292	3,423	3,489	224	0.40%
3526	Beach	N	2,172	2,363	2,478	2,746	3,129	3,320	651	1.38%
3527	Beach	N	2,925	3,089	3,187	3,416	3,743	3,906	556	0.95%
3531	Beach	N	1,109	1,167	1,202	1,284	1,401	1,459	198	0.90%
3532	Beach	N	180	217	239	291	365	402	126	2.52%
3533	Beach	C	1,201	1,246	1,274	1,337	1,428	1,473	154	0.67%
3535	Beach	C	1,664	1,742	1,788	1,897	2,052	2,130	264	0.81%
3544	Beach	C	927	1,081	1,173	1,388	1,695	1,848	522	2.19%
3545	Beach	S	269	342	386	489	636	709	249	2.97%
3555	Beach	S	399	535	616	807	1,078	1,214	462	3.34%
3556	Beach	S	796	831	851	900	969	1,004	118	0.77%
3559	Beach	S	235	270	291	341	411	446	120	2.04%
3560	Beach	S	452	475	489	521	566	589	78	0.87%
3521	North	N	1,635	1,648	1,656	1,675	1,701	1,714	45	0.16%
3522	North	N	2,168	2,244	2,290	2,397	2,549	2,625	259	0.63%
3523	North	N	2,075	2,126	2,157	2,229	2,331	2,382	174	0.46%
3525	North	N	1,818	1,892	1,936	2,040	2,187	2,261	251	0.72%
3528	North	N	962	972	978	992	1,011	1,021	33	0.20%
3529	North	C	878	936	971	1,052	1,167	1,225	197	1.09%
3530	North	C	926	1,053	1,129	1,307	1,561	1,688	432	1.92%
3534	Central S	C	1,056	1,087	1,106	1,150	1,213	1,244	107	0.54%
3539	Central W	C	856	913	947	1,027	1,141	1,198	194	1.10%
3538	Central S	C	385	399	407	426	453	467	46	0.64%
3537	Central S	C	0	0	0	0	0	0	0	0.00%
3542	Central S	S	879	979	1,039	1,179	1,378	1,478	339	1.68%
3542	Central SW	S	879	979	1,039	1,179	1,378	1,478	339	1.68%
3543	Central SE	S	1,008	1,124	1,194	1,357	1,590	1,706	396	1.70%
3548	South NW	S	1,813	1,867	1,899	1,975	2,083	2,137	184	0.54%
3547	South NC	S	753	791	814	867	942	980	129	0.87%
3546	South NE	S	1,684	1,734	1,763	1,833	1,932	1,982	169	0.54%
3549	South W	S	1,378	1,424	1,451	1,515	1,606	1,651	155	0.60%
3553	South C	S	1,838	1,868	1,886	1,928	1,988	2,018	102	0.31%
3554	South E	S	1,660	1,688	1,705	1,745	1,801	1,829	96	0.32%
3552	South W	S	418	473	506	584	694	749	188	1.87%
3551	South C	S	803	822	834	861	899	918	65	0.44%
3558	South	S	515	528	535	553	578	591	43	0.46%
Subtotal	Beach North	B	**9,480**	9,996	10,306	11,028	12,060	**12,576**	**1,754**	**0.93%**
Subtotal	Beach Central	B	**3,792**	4,069	4,234	4,622	5,175	**5,451**	**940**	**1.19%**
Subtotal	Beach South	B	**2,151**	2,453	2,634	3,057	3,660	**3,962**	**1,026**	**1.95%**
Subtotal	Beach	B	**15,423**	16,517	17,174	18,706	20,895	**21,989**	**3,721**	**1.16%**
Subtotal	North	N	**10,462**	10,871	11,116	11,689	12,507	**12,916**	**1,391**	**0.70%**
Subtotal	Central	C	**5,063**	5,481	5,732	6,317	7,153	**7,571**	**1,421**	**1.31%**
Subtotal	South	S	**10,862**	11,194	11,393	11,859	12,523	**12,855**	**1,129**	**0.56%**
Total	**All**	**A**	**41,810**	**44,064**	**45,416**	**48,571**	**53,078**	**55,331**	**7,662**	**0.92%**
RESIDENTIAL GROWTH (vs. 2010):				**2,254**	**3,606**	**6,761**	**11,268**	**13,521**	**17%**	**0.92%**

Notes:

Residential data for 2018 and 2035 was interpolated from SERPM7 2010 and 2040 adopted models. Residential units growth from 2018 to 2035: 7,662 Units

Average daily trips per unit (ITE 9th Edition - #210 #220 #230): 7.33 trips/unit

Total New Residential Trips: 56,162 trips

Table 3 - Employment Growth

TAZ	Location	Zone	Employment						2018 to 2035	
			2010	2015	2018	2025	2035	2040	Diff.	Gr./Yr
3520	Beach	N	2,957	3,094	3,176	3,368	3,641	3,778	465	0.81%
3526	Beach	N	2,272	2,452	2,559	2,811	3,170	3,349	610	1.27%
3527	Beach	N	3,162	3,401	3,545	3,880	4,359	4,598	814	1.22%
3531	Beach	N	1,291	1,310	1,321	1,348	1,385	1,404	64	0.28%
3532	Beach	N	278	316	338	391	466	504	128	1.91%
3533	Beach	C	1,014	1,057	1,083	1,144	1,230	1,273	147	0.75%
3535	Beach	C	1,958	2,059	2,119	2,260	2,461	2,561	342	0.88%
3544	Beach	C	927	1,111	1,222	1,480	1,848	2,032	626	2.46%
3545	Beach	S	297	386	440	565	743	832	303	3.13%
3555	Beach	S	155	271	341	504	737	853	396	4.63%
3556	Beach	S	582	649	690	784	919	986	229	1.70%
3559	Beach	S	165	201	222	273	344	380	122	2.60%
3560	Beach	S	645	664	675	701	738	756	63	0.53%
3521	North	N	2,535	2,515	2,504	2,476	2,437	2,417	-67	-0.16%
3522	North	N	2,310	2,443	2,523	2,710	2,977	3,110	453	0.98%
3523	North	N	2,176	2,267	2,322	2,449	2,631	2,722	309	0.74%
3525	North	N	2,016	2,142	2,218	2,395	2,647	2,773	429	1.05%
3528	North	N	1,350	1,415	1,454	1,545	1,674	1,739	220	0.83%
3529	North	C	1,590	1,630	1,654	1,711	1,791	1,831	137	0.47%
3530	North	C	1,463	1,598	1,679	1,869	2,139	2,274	460	1.43%
3534	Central S	C	1,553	1,591	1,614	1,667	1,743	1,781	129	0.45%
3539	Central W	C	1,328	1,410	1,460	1,575	1,740	1,822	280	1.04%
3538	Central S	C	336	351	361	382	413	428	52	0.80%
3537	Central S	C	0	0	0	0	0	0	0	0.00%
3542	Central S	S	890	997	1,061	1,212	1,426	1,533	364	1.75%
3542	Central SW	S	890	997	1,061	1,212	1,426	1,533	364	1.75%
3543	Central SE	S	895	1,030	1,111	1,301	1,571	1,706	460	2.06%
3548	South NW	S	1,984	2,053	2,094	2,191	2,328	2,397	234	0.63%
3547	South NC	S	861	913	943	1,016	1,119	1,170	175	1.01%
3546	South NE	S	1,685	1,761	1,807	1,914	2,066	2,142	259	0.79%
3549	South W	S	1,466	1,527	1,563	1,648	1,769	1,829	206	0.73%
3553	South C	S	1,593	1,652	1,688	1,771	1,890	1,949	202	0.67%
3554	South E	S	1,344	1,429	1,480	1,599	1,769	1,854	289	1.05%
3552	South W	S	397	424	441	479	534	561	93	1.13%
3551	South C	S	830	876	903	968	1,059	1,105	156	0.94%
3558	South	S	550	557	562	572	587	594	25	0.26%
Subtotal	Beach North	B	9,960	10,572	10,939	11,797	13,021	13,633	**2,081**	**1.03%**
Subtotal	Beach Central	B	3,899	4,227	4,424	4,883	5,538	5,866	**1,115**	**1.33%**
Subtotal	Beach South	B	1,844	2,171	2,367	2,826	3,480	3,807	**1,112**	**2.29%**
Subtotal	Beach	B	15,703	16,970	17,730	19,505	22,039	23,306	**4,308**	**1.29%**
Subtotal	North	N	13,440	14,011	14,354	15,153	16,295	16,866	**1,941**	**0.75%**
Subtotal	Central	C	5,892	6,377	6,668	7,348	8,318	8,803	**1,650**	**1.31%**
Subtotal	South	S	10,710	11,192	11,481	12,156	13,119	13,601	**1,638**	**0.79%**
Total	**All**	**A**	**45,745**	**48,550**	**50,233**	**54,161**	**59,771**	**62,576**	9,538	1.03%
EMPLOYMENT GROWTH (vs. 2010):				**2,805**	**4,488**	**8,416**	**14,026**	**16,831**	19%	1.03%

Notes:

Employment data for 2018 and 2035 was interpolated from SERPM7 2010 and 2040 models.

Employment growth from 2018 to 2035: 9,538 employees

Average daily trips/employee (ITE 9th Ed· #710 #720 #730 #815 #826): 15.08 trips/employee

Total new employee trips: 143,827 trips

Table 4 - Hotel Growth

TAZ	Location	Zone	HOTEL 2010	2015	2018	2025	2035	2040	2018 to 2035 Diff.	Gr./Yr
3520	Beach	N	443	452	457	470	487	496	30	0.38%
3526	Beach	N	979	979	979	979	979	979	0	0.00%
3527	Beach	N	665	679	687	707	734	748	47	0.39%
3531	Beach	N	1,486	1,486	1,486	1,486	1,486	1,486	0	0.00%
3532	Beach	N	1,373	1,387	1,396	1,416	1,444	1,458	48	0.20%
3533	Beach	C	1,156	1,160	1,163	1,169	1,177	1,181	14	0.07%
3535	Beach	C	399	399	399	399	399	399	0	0.00%
3544	Beach	C	3,719	3,764	3,792	3,855	3,946	3,991	154	0.23%
3545	Beach	S	1,108	1,131	1,145	1,178	1,225	1,248	79	0.39%
3555	Beach	S	1,326	1,352	1,367	1,403	1,454	1,480	87	0.36%
3556	Beach	S	283	283	283	283	283	283	0	0.00%
3559	Beach	S	440	443	444	448	453	456	9	0.12%
3560	Beach	S	0	0	0	0	0	0	0	0.00%
3521	North	N	0	0	0	0	0	0	0	0.00%
3522	North	N	22	22	22	22	22	22	0	0.00%
3523	North	N	71	71	71	71	71	71	0	0.00%
3525	North	N	0	0	0	0	0	0	0	0.00%
3528	North	N	0	0	0	0	0	0	0	0.00%
3529	North	C	0	0	0	0	0	0	0	0.00%
3530	North	C	0	0	0	0	0	0	0	0.00%
3534	Central S	C	0	0	0	0	0	0	0	0.00%
3539	Central W	C	0	0	0	0	0	0	0	0.00%
3538	Central S	C	0	5	7	14	23	28	16	6.93%
3537	Central S	C	0	133	213	400	667	800	453	6.93%
3542	Central S	S	0	3	4	8	13	16	9	6.93%
3542	Central SW	S	0	3	4	8	13	16	9	6.93%
3543	Central SE	S	90	91	91	92	93	94	2	0.14%
3548	South NW	S	350	353	355	359	365	368	10	0.17%
3547	South NC	S	0	1	1	3	4	5	3	6.93%
3546	South NE	S	139	144	146	153	162	167	16	0.61%
3549	South W	S	0	2	4	7	12	14	8	6.93%
3553	South C	S	0	0	0	0	0	0	0	0.00%
3554	South E	S	204	226	239	269	312	334	74	1.59%
3552	South W	S	0	0	0	0	0	0	0	0.00%
3551	South C	S	0	0	0	0	0	0	0	0.00%
3558	South	S	48	48	48	48	48	48	0	0.00%
Subtotal	Beach North	B	4,946	4,983	5,005	5,057	5,130	5,167	**125**	**0.15%**
Subtotal	Beach Central	B	5,274	5,324	5,353	5,423	5,522	5,571	**168**	**0.18%**
Subtotal	Beach South	B	3,157	3,209	3,240	3,312	3,415	3,467	**176**	**0.31%**
Subtotal	Beach	B	13,377	13,515	13,598	13,791	14,067	14,205	**469**	**0.20%**
Subtotal	North	N	93	93	93	93	93	93	**0**	**0.00%**
Subtotal	Central	C	90	234	320	522	810	954	**490**	**5.61%**
Subtotal	South	S	741	774	793	839	904	936	**111**	**0.77%**
Total	**All**	**A**	**14,301**	**14,616**	**14,804**	**15,245**	**15,874**	**16,188**	1,069	0.41%
HOTEL ROOM GROWTH (vs. 2010):				**315**	**503**	**944**	**1,573**	**1,887**	7%	0.41%

Notes:

Hotel room data for 2015, 2025 and 2035 was interpolated from SERPM7 2010 and 2040 models.

Hotel room growth from 2015 to 2035: 1,069 Units

Average daily trips per room (ITE 9th Edition - #310 & #330): 10.27 trips/room

Total New Hotel Trips: 10,982 trips

Table 5 - VMT & PMT & Mobility Fee Cost Per PMT

RESIDENTIAL						
Travel Mode	%Split [1]	New Trips [2]	Trip Length [3]	VMT [4]	Occupancy [5]	PMT [6]
Vehicle	43%	24,150	4.11	99,257	1.6	158,811
Other	12%	6,739	4.11	27,697	1.6	44,315
Transit	20%	11,232	4.11	46,164	1	46,164
Bike	8%	4,493	2	8,986	1	8,986
Walk	17%	9,548	1	9,548	1	9,548
Sub-Total	**100%**	**56,162**	**3.42**	**191,652**	**4.77**	**267,824**

EMPLOYMENT						
Travel Mode	%Split	New Trips	Length (miles)	VMT	Occupancy	PMT
Vehicle	43%	61,846	5.1	315,415	1.6	504,664
Other	12%	17,259	5.1	88,021	1.6	140,834
Transit	20%	28,765	5.1	146,702	1	146,702
Bike	8%	11,506	2	23,012	1	23,012
Walk	17%	24,451	1	24,451	1	24,451
Sub-Total	**100%**	**143,827**	**4.16**	**597,601**	**5.84**	**839,663**

HOTEL						
Travel Mode	%Split	New Trips	Length (miles)	VMT	Occupancy	PMT
Vehicle	43%	4,722	3.6	16,999	1.6	27,198
Other	12%	1,318	3.6	4,745	1.6	7,592
Transit	20%	2,196	3.6	7,906	1	7,906
Bike	8%	879	2	1,758	1	1,758
Walk	17%	1,867	1	1,867	1	1,867
Sub-Total	**100%**	**10,982**	**3.04**	**33,275**	**4.22**	**46,321**

Total Trips		**210,971**	**3.91**	**822,528**	**5.47**	**1,153,808**
Total Trips (15% Internalization)		**179,325**	**3.91**	**699,149**	**5.47**	**980,737**

Priority I, II & III Projects Total Mobility Costs [7]	**$126,878,500**
Average Mobility Fee Cost per Person- Mile of Travel [8]	**$129.37**

Notes:

[1] Modal splits based on the City of Miami Beach Transportation and Pedestrian/Bike Master Plans.

[2] Total trips based on ITE trip rates and SERPM7 Zonal Data growth between 2018 and 2035.

[3] Average vehicular trip length based on NHTS database using records specific to Miami Beach.

[4] VMT = Vehicle-Mile of Travel. Bike & Walk Trip lengths assumed at 2 & 1 miles respectively.

[5] Vehicle occupancy consistent with the City's Master Plans.

[6] PMT = Person-Mile of Travel.

[7] The total estimated mobility cost is based on City's Master Plans.

[8] The average cost per person-mile is used to develop the Mobility Fee Schedule for various land uses.

SECTION 6 - Comprehensive Plan & LDR Review

Comprehensive Plan and Land Development Regulation Review

A thorough review of the City's current Comprehensive Plan and Land Development Regulations was performed. Both documents will require revisions; some that are minor, and others that are key to the objective of Mobility Fee implementation. There are many references in both documents to transportation concurrency under Florida Administrative Code Rule 9J-5, as well as the three TCMAs which will no longer be applicable upon adoption of a Mobility Fee ordinance.

Comprehensive Plan

The current Comprehensive Plan directed "an examination of total mobility" and identification of funding sources for the implementation and enhancement of alternative modes of travel. Now new and revised Goals, Objectives and Policies to support and implement the Mobility Fee should be inserted within the Plan.

In addition, there are references to the 2016 Transportation Master Plan which also has references to TCMAs and transportation concurrency; therefore the Master Plan may also need to be addressed once the Mobility Fee is adopted. Refer to **Attachment N** for the Comprehensive Plan Revisions Needed Table.

Land Development Regulations

Upon approval of an ordinance establishing a Mobility Fee, the Land Development Regulations need to be updated to codify the process. Aside from development of new regulations, in the existing LDRs, there are several references to other parts of the Chapter that may change and therefore careful attention should be taken where references are made for the new mobility fee. For example, there is currently a circular reference between Section 118-7, Section 130-132, and Appendix A which conflict when it refers to the dollar amount of the parking in-lieu fee.

Section 122, Concurrency Management, will require changes to all of the regulations. Some may be deleted entirely, and others may have to be revised to reference the Mobility Fee instead of concurrency.

The parking requirements were reviewed and suggestions were provided for revision in alignment with the concept of reducing travel by single occupant vehicles. Refer to **Attachment O** for the Land Development Regulations Revisions Needed Table.

Parking Reduction Strategies

Cities can utilize many strategies to reduce the need for parking spaces, and subsequently require less parking when new commercial and residential uses are approved or constructed. A list of strategies has been provided for consideration in Miami Beach (**Attachment P**). One of the strategies, a "fee in-lieu" is currently in place in the City, but can be revised for greater impact. The "Fee in lieu of parking program" and "Parking credit system", Articles V and VI, respectively, are in the current Land Development Regulations.

The entire Land Development Code Section 130, Off-Street Parking, should be carefully considered after determining the parking reduction strategies which the City would like to implement.

ATTACHMENTS

Attachment A - Mobility Fee Crosswalk Table
Attachment B - Trip Generation Documentation
Attachment C - Trip Generation Rates
Attachment D - Personal Miles of Travel (PMT) Factor
Attachment E - Personal Trips
Attachment F - Residential Trip Length
Attachment G - Trip Length by Trip Purpose
Attachment H - Land Use Trip Length by Trip Purpose
Attachment I - Person Miles of Travel by Land Use
Attachment J - Mobility Fee Schedule
Attachment K - Mobility Fee Formulas
Attachment L - National Household Travel Survey Summaries
Attachment M - Miami Beach Planned Transportation Projects
Attachment N - Comprehensive Plan Revisions Needed Table
Attachment O - Land Development Regulations Revisions Needed Table
Attachment P - Best Practices For Reducing Parking Requirements

Attachment A

Mobility Fee Crosswalk Table

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95015600	Printing. copying service	Business Service	Copy/Print	Retail Sales / Personal and Business Services
95015601	Laser photo printing service	Business Service	Copy/Print	Retail Sales / Personal and Business Services
95015602	Printing, copying service, As accessory to main occupation	Business Service	Copy/Print	Retail Sales / Personal and Business Services
95018701	Fax service	Business Service	Copy/Print	Retail Sales / Personal and Business Services
95010500	Janitorial and maid service (bond required)	Business Service	Janitorial	Warehousing / Manufacturing / Industrial / Production
95020000	Towel and linen supply service	Business Service	Janitorial	Warehousing / Manufacturing / Industrial / Production
95021300	Window cleaning and janitorial service: bond required	Business Service	Janitorial	Warehousing / Manufacturing / Industrial / Production
95011200	Landscape maintenance	Business Service	Maintenance	Warehousing / Manufacturing / Industrial / Production
95020400	Typing. word processing. resume. letter writing service	Business Service	Secretarial	General Office / Research / Higher Education / Financial / Bank
95020410	Typing, word processing, resume, letter writing service: Agency (done off-premises)	Business Service	Secretarial	General Office / Research / Higher Education / Financial / Bank
95006150	Guard. watchman. patrol agency; state license required	Business Service	Security	General Office / Research / Higher Education / Financial / Bank
95008001	Gallery	Civic/Institutional	Art	Community Center / Civic / Gallery / Lodge / Museum
95015700	Private schools, schools, tutorial services. colleges or other educational or training institutions operating for profit, for each place of business	Civic/Institutional	Education	Private School (Pre K-12)
95015701	Day care center, nursery school HRS state license required	Civic/Institutional	Day Care	Day Care Center
95009100	Health club. gym (a letter of approval or exemption from state department of agriculture and consumer services required)	Civic/Institutional	Fitness	Indoor Commercial Recreation / Health Club / Fitness
95018550	Swimming pools (concessions)	Civic/Institutional	Fitness	Outdoor Commercial Recreation
95019500	Tennis court	Civic/Institutional	Fitness	Outdoor Commercial Recreation
95018500	Tag collection agencies. includes auto tags. drivers license, hunting and fishing licenses, boat registration. etc.):	Civic/Institutional	Government	General Office / Research / Higher Education / Financial / Bank
95018510	Tag collection agencies, includes auto tags, drivers license, hunting and fishing licenses, boat registration, etc.): As an accessory to main occupation	Civic/Institutional	Government	General Office / Research / Higher Education / Financial / Bank
95006209	Social worker (LCSW); state license required	Civic/Institutional		General Office / Research / Higher Education / Financial / Bank
95901000	Adult entertainment establishments: must be 300 ft. from schools and churches	Entertainment	Adult Entertainment	Bar / Night Club / Pub without food service
95005800	1. Dance hall/entertainment establishment without alcohol (see Sec. 142-1362(b) for after hours dance halls)	Entertainment	Dancing	Bar / Night Club / Pub without food service
95005805	2. Dance hall/entertainment establishment with alcohol	Entertainment	Dancing	Bar / Night Club / Pub without food service

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95001100	Arcade	Entertainment	Games	Indoor Commercial Recreation / Health Club / Fitness
95002900	Billiards, pool tables (each table)	Entertainment	Games	Indoor Commercial Recreation / Health Club / Fitness
95003800	Cardrooms, including but not limited to bridge	Entertainment	Games	Indoor Commercial Recreation / Health Club / Fitness
95011801	Arcade, Each coin machine (game/jukebox)	Entertainment	Games	Indoor Commercial Recreation / Health Club / Fitness
95011802	Machine and games. mechanical photographs, consoles, jukeboxes, picture-taking, record-making. or other similar machines: Each machine	Entertainment	Games	Indoor Commercial Recreation / Health Club / Fitness
95240029	Entertainment establishments without dance hall	Entertainment	General Entertainment	Indoor Commercial Recreation / Health Club / Fitness
95003550	Bowling alley, per alley	Entertainment	Sports	Indoor Commercial Recreation / Health Club / Fitness
95016650	Rink. skating, bike or others. owners or persons maintaining same; need commission approval	Entertainment	Sports	Indoor Commercial Recreation / Health Club / Fitness
95012900	Movie theater: One screen	Entertainment	Theatre	Movie Theater
95012901	Movie theater: Each additional screen	Entertainment	Theatre	Movie Theater
95012902	Theaters; live shows:	Entertainment	Theatre	Movie Theater
95008801	Golf miniature courses	Golf	Sports	Outdoor Commercial Recreation
95008802	Golf driving courses	Golf	Sports	Golf Course
95008100	Fuel oil dealer	Industrial	Industrial	Warehousing / Manufacturing / Industrial
95008101	Fuel bottled gas dealer	Industrial	Industrial	Warehousing / Manufacturing / Industrial
95008120	Wood yard dealer	Industrial	Industrial	Warehousing / Manufacturing / Industrial
95008400	Garbage, waste contractor insurance required; see Chapter 90. Article IV for all requirements; state license required, Roll off	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008401	Garbage, waste contractor insurance required; see Chapter 90, Article IV for all requirements: state license required, Franchise	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008402	Garbage, waste contractor insurance required; see Chapter 90, Article IV for all requirements; state license required. Recycling (DERM permit)	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008403	Garbage. waste contractor insurance required: see Chapter 90. Article IV for all requirements; state license required, Hazardous	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008404	Garbage, waste contractor insurance required; see Chapter 90, Article IV for all requirements; state license required. Biohazardous	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008500	Gas companies	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008550	Gasoline wholesale dealer	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008600	Gasoline wholesale dealer, Where only fuel oil not more volatile than diesel oil and (not exceeding 15.000 barrels in quantity is stored	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95240030	Heavy/industrial	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95006600	Electric light company	Industrial	Manufacturing	Warehousing / Manufacturing / Industrial / Production
95008000	Fruit. nut. packing, shipping. subject to the provisions of this chapter	Industrial	Manufacturing	Warehousing / Manufacturing / Industrial
95008002	Fruit, nut, packing. shipping, subject to the provisions of this chapter: As an accessory	Industrial	Manufacturing	Warehousing / Manufacturing / Industrial / Production
95011600	Manufacturers. all products; to include any assembling or processing operations otherwise mentioned in this section	Industrial	Manufacturing	Warehousing / Manufacturing / Industrial / Production
95014350	Paper hanger	Industrial	Manufacturing	Warehousing / Manufacturing / Industrial / Production
95021100	Warehouse or storage yard	Industrial	Warehouse	Warehousing / Manufacturing / Industrial / Production
95021101	Storage yard	Industrial	Warehouse	Warehousing / Manufacturing / Industrial / Production
95002750	Bed and breakfast inn: state license required	Lodging	Hotel/Motel	Hotel / Lodging
95003700	Cabanas (each)	Lodging	Hotel/Motel	Hotel / Lodging
95009500	Hotel: state license required	Lodging	Hotel/Motel	Hotel / Lodging
95016600	Roominghouses, lodginghouses, boardinghouses or hostels: state license required:	Lodging	Hotel/Motel	Hotel / Lodging
95000603	Boat. ship, watercraft, surfboards: insurance required, Dealer broker (used)	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95003200	Boat, ship. watercraft, surfboards; insurance required, Livery (renting) requires special approvals and insurance	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95003401	Boat. ship, watercraft. surfboards; insurance required. Sightseeing. excursion	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95003402	Boat. ship. watercraft. surfboards: insurance required, Commercial passenger boat (per boat)	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95003403	Boat, ship. watercraft, surfboards; insurance required, Charter (per boat)	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95003404	Boat, ship, watercraft, surfboards; insurance required, Towing and lightering	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95003406	Boat, ship. watercraft, surfboards; insurance required, Commercial docks	Marina	Marina	Marina (Including dry storage)
95003407	Boat. ship, watercraft, surfboards; insurance required, Boat slips	Marina	Marina	Marina (Including dry storage)
95003408	Boat. ship, watercraft. surfboards; insurance required. Docks (per linear foot)	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95003410	Boat, ship, watercraft. surfboards; insurance required, Dealer (new)	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95003412	12. Boat. ship. watercraft, surfboards: insurance required,	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95003415	Boat. ship. watercraft, surfboards: insurance required. Water taxi:	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95003416	Boat. ship, watercraft. surfboards; insurance required, Ferry terminal	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95003418	Boat, ship. watercraft, surfboards; insurance required, Storage bases and sheds	Marina	Marina	Marina (Including dry storage)
95009550	Boat, ship, watercraft, surfboards; insurance required, House barges	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
99003417	Boat. ship, watercraft. surfboards; insurance required. Boat or surfboard rentals, as an accessory use in hotels under current zoning ordinance (requires special approvals and insurance)	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
	Boat, ship. watercraft. surfboards; insurance required,	Marina	Marina	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95000400	Assisted living facility (ALF); requires state license	Medical	Assisted Living Facility	Affordable / Workforce Housing / Micro Apartments
95005900	Dentist; state license required	Medical	Dental	Medical / Dental / Clinic / Veterinary / Hospital
95005910	Dental hygienists; state license required	Medical	Dental	Medical / Dental / Clinic / Veterinary / Hospital
95240018	Orthodontist: state license required	Medical	Dental	Medical / Dental / Clinic / Veterinary / Hospital
95006300	Doctors, hospital staff: state license required	Medical	Hospital	Medical / Dental / Clinic / Veterinary / Hospital
95013600	Sanitarium or institution of like character	Medical	Hospital	Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living
95004850	Pharmacy: state license required	Medical	Medicine	Pharmacy / Dispensary / Pain Management Clinic
95009600	Hypnotist. hypnotherapist	Medical	Mental Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95017600	Sociologist or marriage counselor: state license required	Medical	Mental Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95019802	Counselor. marriage. etc.	Medical	Mental Health/Therapy	General Office / Research / Higher Education / Financial / Bank
95240019	Psychiatrist: state license required	Medical	Mental Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95013600	Nursing homes and private hospital: state license required	Medical	Nursing Home	Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living
95000300	Acupuncturist; requires state license	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95004500	Chiropractor	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95004800	Clinic. medical, dental	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95006100	Dietician: state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95006200	Doctors, physicians (all others); state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95006200	Homeopathic physicians; state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95006203	Therapist: state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95006400	Doctors, physicians assistant: state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95006700	Electrologists; state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95010900	Laboratory (chemical, dental. optical. x-ray. etc.) (independent); state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95010901	Laboratory technicians. including the taking of blood pressure	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95011999	Massage clinic; state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95012000	Massage therapist: state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95013900	Optician; state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95014000	Optometrist: state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95014200	Osteopath: state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95014700	Pathologist; all	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95015000	Phlebotomist: state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95015300	Physiotherapist: state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95015500	Podiatrist: state license required	Medical	Physical Health/Therapy	Medical / Dental / Clinic / Veterinary / Hospital
95006500	Dog grooming or small animal clinic	Medical	Veterinary	Medical / Dental / Clinic / Veterinary / Hospital
95300000	Veterinarian or veterinarian surgeon	Medical	Veterinary	Medical / Dental / Clinic / Veterinary / Hospital
95002100	Bail bonds	Misc	Financial	General Office / Research / Higher Education / Financial / Bank
95003600	Building and loan associations, mortgage companies. saving and loan associations. financial institutions (each branch thereof); state license required	Misc	Financial	General Office / Research / Higher Education / Financial / Bank
95003602	Auto teller machine (off premises of financial institution) (each machine)	Misc	Financial	Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane
95004200	Check cashing office	Misc	Financial	Retail Sales / Personal and Business Services
95012500	Money order agency	Misc	Financial	Retail Sales / Personal and Business Services
95018700	Telegraph companies. money wire	Misc	Financial	Retail Sales / Personal and Business Services
95000619	Home based business (plus occupation)	Misc	General Business	General Office / Research / Higher Education / Financial / Bank
95000657	Production company	Misc	General Business	General Office / Research / Higher Education / Financial / Bank

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95004705	Mail order business; bond required	Misc	General Business	General Office / Research / Higher Education / Financial / Bank
95007400	Fire prevention service	Misc	General Business	General Office / Research / Higher Education / Financial / Bank
95015550	Postal box rentals	Misc	General Business	General Office / Research / Higher Education / Financial / Bank
95015800	Process service	Misc	General Business	General Office / Research / Higher Education / Financial / Bank
95021500	Hall for hire	Misc	General Business	Retail Sales / Personal and Business Services
95050199	Promoter; bond required: Single event/single location (less than 150 permitted occupancy)	Misc	General Business	Retail Sales / Personal and Business Services
95050199	Promoter: bond required: Single event/single location (greater than 150 permitted occupancy)	Misc	General Business	Retail Sales / Personal and Business Services
95050200	Promoter; bond required: Multiple event/single location (less than 150 permitted occupancy)	Misc	General Business	Retail Sales / Personal and Business Services
95050200	Promoter: bond required: Multiple event/single location (greater than 150 permitted occupancy)	Misc	General Business	Retail Sales / Personal and Business Services
95050201	Promoter; bond required: Multiple event/multiple location (less than 150 permitted occupancy)	Misc	General Business	Retail Sales / Personal and Business Services
95050201	Promoter; bond required: Multiple event/multiple location (greater than 150 permitted occupancy)	Misc	General Business	Retail Sales / Personal and Business Services
95400000	Conditional use	Misc	General Business	General Office / Research / Higher Education / Financial / Bank
N/A	Charitable, etc. organizations; occasional sales, fundraising	Misc	General Business	Community Center / Civic / Gallery / Lodge / Museum
95017900	Sound recording operator	Misc	Recording	General Office / Research / Higher Education / Financial / Bank
95017905	Sound recording studio	Misc	Recording	General Office / Research / Higher Education / Financial / Bank
95000200	Accountant. auditor; requires state license	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95000201	Tax service	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95000610	Mortgage broker, all firms: state license required:	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95000610	Mortgage broker, all firms; state license required: Each additional broker connected therewith	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95000652	Mortgage broker, all firms; state license required: Salesman: state license required	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95001000	Appraiser	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95005200	Collection agency	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95009900	Income tax service	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95010400	Investment counselor: state license required	Office	Financial	General Office / Research / Higher Education / Financial / Bank

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95012400	Money broker	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95016800	Sales office. developers, temporary	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95018300	Stockbrokers (full service); state license required:	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95018305	Stockbrokers (full service); state license required: Sixteen to 20 employees	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95240028	Credit bureau	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95000500	Advertising. all kinds	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95000601	Agents, bureau. brokers. operators or dealers of all kinds, including commercial, insurance, loans. claims. transportation, manufacturer or any other kind of business or occupation except pawnbrokers, for each class of business handled. etc, unless covered elsewhere in this section: appropriate license required	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95000606	Insurance agency	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95000607	Real estate brokerage firm. corp.: state license required: Each broker with firm	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95000614	Theatrical agency	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95000616	Theatrical producer	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95000625	Model, talent agency: state license required	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95000649	Insurance agency. Insurance broker	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95000652	Real estate brokerage firm, corp.; state license required: Each salesman with firm	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95000659	Casting office	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95000659	Talent/modeling agency; state license required	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95000670	Real estate brokerage firm, corp.; state license required:	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95001200	Architect: state license required	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95001600	Attorneys: appropriate license required	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95004600	Consultant. advisor. practitioners	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95004700	Clerical office (mail order, requires bond)	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95005300	Convention service bureau	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95005500	Court reporter	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95006265	Professional association, corporation	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95006800	Employment agency (bond required)	Office	General Office	General Office / Research / Higher Education / Financial / Bank

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95006900	Engineers, all; state license required	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95009200	Health maintenance plan	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95009700	Immigration service	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95009800	Import and export dealer	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95010100	Insurance agency, Casualty and liability	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95010101	Insurance agency, Fire	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95010102	Insurance agency, Industrial	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95010103	Insurance agency. Life	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95010105	Insurance agency, Company	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95010200	Insurance agency, Adjuster	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95011000	Land development companies; state license required	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95011100	Landscape architects, contractors, nursery men, etc.	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95011700	Manufacturer representative	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95013800	Office, other than listed	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95014600	Party planner	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95015900	Property management, or the business of opening and closing of homes, or both	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95016000	Public relations	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95016100	Publisher	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95020300	Travel bureau: state certificate required	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95020302	Tour: Agency; state certificate required	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95020304	Tour: Service and information (sold elsewhere)	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95240008	Marine appraiser, surveyor, testing	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95240015	General business office uses	Office	General Office	General Office / Research / Higher Education / Financial / Bank
95008302	Auto/truck, Body shop/garage/storage	Personal Service	Auto Related	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95008303	Auto/truck, Painting	Personal Service	Auto Related	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95008305	Auto/truck. Wash and detailing, mobile	Personal Service	Auto Related	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95008307	Auto/truck, Wash and detailing and gas station. etc.	Personal Service	Auto Related	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
2002600	Beach front concession. Upland fee, per unit	Personal Service	Bar/Restaurant	Bar / Night Club / Pub without food service
95000700	Alcohol beverage establishments selling beer, wine and/or liquor for consumption on premises: Open after midnight, closing no later than 2:00 a.m.	Personal Service	Bar/Restaurant	Bar / Night Club / Pub without food service

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95000701	Alcohol beverage establishments selling beer. wine and/or liquor for consumption on premises: Open after 2:00 a.m., closing no later than 5:00 a.m.	Personal Service	Bar/Restaurant	Bar / Night Club / Pub without food service
95000702	Restaurant and bars: No sale of alcohol beverage for on-premises consumption	Personal Service	Bar/Restaurant	Bar / Night Club / Pub without food service
95002601	Beach front concession. Per equip, activity/location	Personal Service	Bar/Restaurant	Bar / Night Club / Pub without food service
95004101	Caterers operating mobile unit. designed and intended for the purpose of vending from such mobile unit sandwiches. pastries. candy, beverages, soft drinks and like items to workmen on construction sites, city shops. and yards. However. no such mobile unit shall be operated on any construction site unless a permit thereof is secured from the city manager, application therefore having been made at least 15 days prior to the granting of such permit. It is hereby made the duty of the city manager to investigate all applications thereof, and the city manager shall issue such permit only after finding that the public convenience and necessity requires the issuance of such permit and that the operation of such mobile unit shall not obstruct the public way or create hazardous condition thereon: provided, further that only one such permit shall be issued for each construction site; each unit; state license required.	Personal Service	Bar/Restaurant	Bar / Night Club / Pub without food service
95016400	Restaurants, drugstores or other establishments serving food permitting the operation of cafe. cafeteria. dining room, tearoom or restaurant takeout with chairs. or stools. each to count as one seat	Personal Service	Bar/Restaurant	Restaurant with seating
95016400	Bar (no restaurant): appropriate state licenses required. Restaurant, add occupancy code load. See "Nightclubs" for additional fees if applicable. See "Dance halls" for additional fees if applicable.	Personal Service	Bar/Restaurant	Bar / Night Club / Pub without food service
95016401	Restaurant and bars: Per chair 51 and up (not include sidewalk cafe area)	Personal Service	Bar/Restaurant	Bar / Night Club / Pub without food service
95017700	Soda fountain/ice cream parlor, provided that soda fountains operated in connection with regularly taxed restaurants do not require an additional business tax receipt. This tax receipt is restricted to soda, frozen yogurt and ice cream products. Any other item such as sandwiches. hot dogs, pastry. etc.. will require a restaurant business tax receipt. State license required.	Personal Service	Bar/Restaurant	Restaurant with seating
5012200	Messenger service (exclusive of telegrams)	Personal Service	Delivery	Retail Sales / Personal and Business Services

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95007250	Express mail service: P.O. box rentals. packing and sending: on-site copy. fax. money order, office supplies, stamps. money wire agent. notary, passport photos	Personal Service	Delivery	Retail Sales / Personal and Business Services
95007251	Express mail service: All of number 1. plus answering service (5 phones)	Personal Service	Delivery	Retail Sales / Personal and Business Services
95002800	Bicycle. rent and repair	Personal Service	General Service	Retail Sales / Personal and Business Services
95003900	Carpet and rug cleaning	Personal Service	General Service	Warehousing / Manufacturing / Industrial / Production
95004100	Caterers; state license required	Personal Service	General Service	Warehousing / Manufacturing / Industrial / Production
95006000	Private investigative agency; department of state license required	Personal Service	General Service	General Office / Research / Higher Education / Financial / Bank
95006255	Healers. magnetic	Personal Service	General Service	General Office / Research / Higher Education / Financial / Bank
95006801	Escort service (bond required)	Personal Service	General Service	Retail Sales / Personal and Business Services
95007300	Pest control; state license required	Personal Service	General Service	Warehousing / Manufacturing / Industrial / Production
95007900	Fortunetellers, palmists, clairvoyants, astrologers. phrenologists. physiognomist, numerologists, mind readers and others of a similar nature	Personal Service	General Service	Retail Sales / Personal and Business Services
95007950	Fortunetellers, palmists, clairvoyants, astrologers. phrenologists. physiognomist, numerologists, mind readers and others of a similar nature Where not gratuitous, not in a nightclub or accessory to main business, each individual	Personal Service	General Service	Retail Sales / Personal and Business Services
95008200	Funeral home	Personal Service	General Service	Warehousing / Manufacturing / Industrial / Production
95010000	Installers, floor covering, carpet. tiles. glass, etc.	Personal Service	General Service	Warehousing / Manufacturing / Industrial / Production
95010300	Interior decorators whose business is confined to furnishing curtains. draperies, hangings, furniture, etc., exclusively	Personal Service	General Service	Warehousing / Manufacturing / Industrial / Production
95010301	Interior designers; state license required	Personal Service	General Service	General Office / Research / Higher Education / Financial / Bank
95011400	Locksmith	Personal Service	General Service	Retail Sales / Personal and Business Services
95015100	Photography. studio, film developing/printing on-site	Personal Service	General Service	Retail Sales / Personal and Business Services
95015101	Photography. drop off developing only. not done on-site	Personal Service	General Service	Retail Sales / Personal and Business Services
95015400	Picture framing	Personal Service	General Service	Retail Sales / Personal and Business Services
95015702	Tutorial service	Personal Service	General Service	General Office / Research / Higher Education / Financial / Bank
95016300	Repair shops including upholstering, furniture repairing, knife and lawnmower sharpening/repair. etc, for each place of business	Personal Service	General Service	Warehousing / Manufacturing / Industrial / Production
95017200	Shoe repairing	Personal Service	General Service	Retail Sales / Personal and Business Services
95017500	Sign writers	Personal Service	General Service	Retail Sales / Personal and Business Services
95018405	Tailor/alterations:	Personal Service	General Service	Retail Sales / Personal and Business Services

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95011302	Laundry dry cleaners	Personal Service	Laundry	Retail Sales / Personal and Business Services
95011303	Laundry dry cleaners (remote location)	Personal Service	Laundry	Retail Sales / Personal and Business Services
95011304	Laundry coin operated location, each (includes accessory folding and hand ironing)	Personal Service	Laundry	Retail Sales / Personal and Business Services
95011305	Laundry (coin equipment distributor)	Personal Service	Laundry	Retail Sales / Personal and Business Services
95011307	Laundry, Each machine	Personal Service	Laundry	Retail Sales / Personal and Business Services
95011307	Laundry, coin operated equipment not licensed by one of the above listings, each machine	Personal Service	Laundry	Retail Sales / Personal and Business Services
95000665	Baths, Turkish, mineral. sun or similar	Personal Service	Personal Grooming	Retail Sales / Personal and Business Services
95002400	Barbershop (with or without manicurist and shoeshine stands, each shop); requires a state license; each barber needs to have his own business tax receipt:	Personal Service	Personal Grooming	Retail Sales / Personal / Business Services
95002401	Barber; requires state license	Personal Service	Personal Grooming	Retail Sales / Personal and Business Services
95002700	Beauty parlors, hairdressing, facial, nail shop, etc., each shop; state license required; each manicurist/beautician needs to have their own business tax receipt:	Personal Service	Personal Grooming	Retail Sales / Personal and Business Services
95002701	Beautician; state license required	Personal Service	Personal Grooming	Retail Sales / Personal and Business Services
95017800	Tanning salon/solarium	Personal Service	Personal Grooming	Retail Sales / Personal and Business Services
95006250	1. Tattoo establishment; state license required	Personal Service	Tattoo	Retail Sales / Personal and Business Services
95006250	2. Tattoo artist/body piercing (each person); state license required	Personal Service	Tattoo	Retail Sales / Personal and Business Services
95700000	Apartment buildings (rental), not including kitchens and bathrooms; (insurance and state license required)	Residential	Apartment	Multi Family Apartments
95003100	Boardinghouse (as defined in section 17-1 of this Code):	Residential	Boardinghouse	Residential
95800000	Condo (no state license required)	Residential	Condo	Residential
N/A	Apartment buildings (condominium); needs certificate of use only	Residential	Condo	Multi Family Apartments
95000630	Auto/truck, Broker (no vehicles on premises)	Retail	Auto Related	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001704	Auto/truck, Dealer	Retail	Auto Related	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95000550	Alterations/tailor, Each shop	Retail	General Retail	Retail Sales / Personal and Business Services
95000551	Alterations/tailor, In another shop	Retail	General Retail	Retail Sales / Personal and Business Services
95000627	Currency exchange	Retail	General Retail	Retail Sales / Personal and Business Services
95000800	Antique dealer, those who deal in pre owned merchandise are not required to obtained a secondhand dealer license	Retail	General Retail	Retail Sales / Personal and Business Services
95001400	Arms, ammo. pistols, knives, etc.	Retail	General Retail	Retail Sales / Personal and Business Services
95001401	Starting, tear gas and B.B. guns	Retail	General Retail	Retail Sales / Personal and Business Services
95001500	Artists, including, retouching. sketching, cartooning, crayon or ferrotype or other similar line	Retail	General Retail	General Office / Research / Higher Education / Financial / Bank
95001650	Auction business; state license required	Retail	General Retail	Retail Sales / Personal and Business Services

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95004900	Closing out sale: Good for 30 days	Retail	General Retail	Retail Sales / Personal and Business Services
95004901	Closing out sale: Additional 15-day periods	Retail	General Retail	Retail Sales / Personal and Business Services
95005000	Coin dealers	Retail	General Retail	Retail Sales / Personal and Business Services
95005101	Coin operated merchandise or service vending machines, except machines vending newspapers or drinking cups not otherwise provided for herein: 1 cent to 25 cent machines (each mach)	Retail	General Retail	Retail Sales / Personal / Business Services
95005102	Coin operated merchandise or service vending machines, except machines vending newspapers or drinking cups not otherwise provided for herein: 25 cent machines and over (each mach)	Retail	General Retail	Retail Sales / Personal and Business Services
95007100	Equipment rental	Retail	General Retail	Retail Sales / Personal and Business Services
95007104	Formal rental	Retail	General Retail	Retail Sales / Personal / Business Services
95007500	Florist	Retail	General Retail	Retail Sales / Personal and Business Services
95007600	Flower stand, selling cut or potted flowers or plants	Retail	General Retail	Retail Sales / Personal and Business Services
95008800	Golf pro	Retail	General Retail	Retail Sales / Personal and Business Services
95010600	Jewelers shall be required to pay merchant's business tax determined as follows; (based on cost of inventory): 1st $1,000 of value or less	Retail	General Retail	Retail Sales / Personal and Business Services
95010600	Jewelers shall be required to pay merchant's business tax determined as follows; (based on cost of inventory): Each additional $1,000—$99,999	Retail	General Retail	Retail Sales / Personal and Business Services
95010601	Jewelers shall be required to pay merchant's business tax determined as follows; (based on cost of inventory): From $100,000—$199,000	Retail	General Retail	Retail Sales / Personal and Business Services
95010601	Jewelers shall be required to pay merchant's business tax determined as follows; (based on cost of inventory): From $200,000—$499,000	Retail	General Retail	Retail Sales / Personal and Business Services
95010601	Jewelers shall be required to pay merchant's business tax determined as follows: (based on cost of inventory): From $500,000 and over	Retail	General Retail	Retail Sales / Personal and Business Services
95010700	Key machines	Retail	General Retail	Retail Sales / Personal and Business Services
95011305	Coin operated merchandise or service vending machines, except machines vending newspapers or drinking cups not otherwise provided for herein: Distributor, coin operated machine	Retail	General Retail	Retail Sales / Personal and Business Services
95012065	Merchant sales (based on cost of inventory):1st $1,000 of value or less	Retail	General Retail	Retail Sales / Personal and Business Services
95012065	Merchant sales (based on cost of inventory):Each additional $1,000—$99,999	Retail	General Retail	Retail Sales / Personal and Business Services

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95012065	Merchants. all persons engaged in the business of selling merchandise of any kind. sort or description. except as otherwise specifically provided by this section, shall be required to pay a merchant's business tax, determined as follows; based on cost of inventory: First $1,000 of value or less	Retail	General Retail	Retail Sales / Personal and Business Services
95012065	Merchants. all persons engaged in the business of selling merchandise of any kind. sort or description. except as otherwise specifically provided by this section, shall be required to pay a merchant's business tax, determined as follows; based on cost of inventory: Each additional $1,000—$99,999	Retail	General Retail	Retail Sales / Personal and Business Services
95012066	Merchant sales (based on cost of inventory):From $100,000—$199,000	Retail	General Retail	Retail Sales / Personal and Business Services
95012066	Merchant sales (based on cost of inventory):From $200.000—$499.000	Retail	General Retail	Retail Sales / Personal and Business Services
95012066	Merchants, all persons engaged in the business of selling merchandise of any kind, sort or description, except as otherwise specifically provided by this section. shall be required to pay a merchant's business tax, determined as follows; based on cost of inventory: From $100,000—$199.000	Retail	General Retail	Retail Sales / Personal and Business Services
95012066	Merchants, all persons engaged in the business of selling merchandise of any kind. sort or description. except as otherwise specifically provided by this section, shall be required to pay a merchant's business tax. determined as follows; based on cost of inventory: From $200,000—$499,000	Retail	General Retail	Retail Sales / Personal and Business Services
95012066	Merchants, all persons engaged in the business of selling merchandise of any kind, sort or description. except as otherwise specifically provided by this section. shall be required to pay a merchant's business tax. determined as follows; based on cost of inventory: From $500.000 and over	Retail	General Retail	Retail Sales / Personal and Business Services
95012550	Monogram. silkscreen, retail	Retail	General Retail	Retail Sales / Personal and Business Services
95012966	Merchant sales (based on cost of inventory):From $500.000 and over	Retail	General Retail	Retail Sales / Personal and Business Services
95013300	Newspapers or periodicals	Retail	General Retail	Retail Sales / Personal and Business Services
95017000	Dealers in pre-owned/secondhand merchandise: Goods other than wearing apparel	Retail	General Retail	Retail Sales / Personal and Business Services
95017001	Dealers in pre-owned/secondhand merchandise: Wearing apparel	Retail	General Retail	Retail Sales / Personal and Business Services

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95017001	Secondhand dealers/dealers in preowned merchandise:	Retail	General Retail	Retail Sales / Personal and Business Services
95017003	Pawnbroker. selling other than articles taken on pledge must also have a regular merchant's business tax receipt, no tax receipt issued to pawnbrokers shall be transferred from the person to whom it was issued	Retail	General Retail	Retail Sales / Personal and Business Services
95019000	Telephone: Sales office	Retail	General Retail	Retail Sales / Personal and Business Services
95019100	Television rental	Retail	General Retail	Retail Sales / Personal and Business Services
95019300	Tennis pro	Retail	General Retail	Retail Sales / Personal and Business Services
95019900	Ticket office	Retail	General Retail	Retail Sales / Personal and Business Services
95021000	Video rental (each location), includes accessory rental of tape players and camcorders:	Retail	General Retail	Retail Sales / Personal and Business Services
95021005	Video rental (each location), includes accessory rental of tape players and camcorders: As an accessory to main occupation	Retail	General Retail	Retail Sales / Personal and Business Services
95021200	Wholesale dealers	Retail	General Retail	Retail Sales / Personal and Business Services
	Merchants, all persons engaged in the business of selling merchandise of any kind, sort or description, except as otherwise specifically provided by this section, shall be required to pay a merchant's business tax, determined as follows: based on cost of inventory:	Retail	General Retail	Retail Sales / Personal and Business Services
95007700	Food sales (retail inventory) each business, if zoning permits. will be allowed to sell any retail food item; however. all items will be totaled in their inventory assessment; state license required:	Retail	Gorcery	Retail Sales / Personal and Business Services
95007701	Food sales (retail inventory) each business, if zoning permits, will be allowed to sell any retail food item; however, all items will be totaled in their inventory assessment: state license required: 1st $1.000 of value or less	Retail	Gorcery	Retail Sales / Personal and Business Services
95002200	Bakery, wholesale: state agricultural license required	Retail	Grocery	Retail Sales / Personal and Business Services
4007701	Liquor sales/merchant sales (based on cost of inventory)	Retail	Liquor Store	Retail Sales / Personal and Business Services
95001300	Armored car service	Transportation	Delivery	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001900	Auto/truck. Auto shipper (required bond)	Transportation	Delivery	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95002000	Baggage and transfer business. including moving companies	Transportation	Delivery	Warehousing / Manufacturing / Industrial / Production
95011800	Machine and games, mechanical photographs, consoles, jukeboxes, picture-taking, record-making. or other similar machines: Distributors	Transportation	Delivery	Retail Sales / Personal and Business Services
95020201	Transportation service (each vehicle), including but not limited to vans. cars. etc.; insurance required	Transportation	Delivery	Retail Sales / Personal and Business Services

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Reccomended Category
95001707	Auto/truck. Parking garage	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001707	Parking lot: Parking garage	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001708	Automobile for hire. limousines, except sightseeing busses, Each automobile	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95014500	Parking lot	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95014502	Parking lot: Provisional	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95014504	Parking lot: Self parking lot	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95014505	Parking lot: Parking valet lot only	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95014506	Parking lot: Temporary lot	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95014507	Parking lot: Under utilized	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
99020700	Parking lot: Valet parking (per location); insurance required. A letter of permission from the owner. lessee or operator of the business from which the valet service is operating must be submitted prior to the issuance of a valet parking business tax receipt.	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
99020700	Valet parking (see parking)	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001701	Auto/truck. Rental agency	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001703	Auto/truck, Sub rental agency (no cars on location)	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001705	Automobile for hire, limousines. except sightseeing busses. Limousine service	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001706	Automobile for hire, Each limousine (insurance required)	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001709	Automobile for hire, limousines, except sightseeing busses, Each private or nursery bus, per bus	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95012800	Motor scooter, motorcycle, rental agency; insurance required: 1 to 20 units	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95012800	Motor scooter. motorcycle. rental agency: insurance required: Each unit over 20	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95017100	Service station:	Transportation	Service Station	Motor Vehicle Fueling
95017400	Sightseeing buses (each bus); insurance required	Transportation	Touring	Retail Sales / Personal and Business Services
95020301	Tour: Operator; state certificate required	Transportation	Touring	Retail Sales / Personal and Business Services
95020100	Tow truck. wrecker associated with a service station (each truck). insurance required	Transportation	Towing	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95021400	Tow truck/wrecker service, each truck, insurance required	Transportation	Towing	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts

Attachment B

Trip Generation Documentation

Trip Generation Documentation	Unit of Measure	ITE Land Use Codes
Residential		
Single Family less than 3,500 sq. ft. of floor area	Per Unit	210, 220 [1]
Single Family between 3,500 and 7,000 sq. ft. of floor area	Per Unit	210, 220 [1]
Single Family greater than 7,000 sq. ft. of floor area	Per Unit	210, 220 [1]
Multi Family Apartments	Per Unit	220, 221, 222, 225 [1]
Affordable / Workforce Housing / Micro Apartments	Per Unit	220, 221, 222, 225 [1]
Recreation & Entertainment		
Marina (Including dry storage)	Per Berth	420
Golf Course	Per Hole	430
Movie Theater	Per Screen	444, 445 [2]
Outdoor Commercial Recreation	Per Acre	480, 488 & 491 [3]
Community Center / Civic / Gallery / Lodge / Museum	Per sq. ft.	495 & 580
Indoor Commercial Recreation / Health Club / Fitness	Per sq. ft.	492 & 493 [2]
Institutional		
Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living	Per Bed	253, 254, 255, 620
Private School (Pre K-12)	Per sq. ft.	534 & 536 [4]
Place of Worship, including ancillary & accessory buildings	Per sq. ft.	560
Day Care Center	Per sq. ft.	565
Industrial		
Warehousing / Manufacturing / Industrial / Production	Per sq. ft.	110, 130, 140, 150, 154, 157, 160, 170, 180
Mini-Warehousing / Boat / RVs & Other Outdoor Storage	Per sq. ft.	151
Distribution / Fulfillment Center / Package Delivery Hub	Per sq. ft.	155 &156
Office		
General Office / Research / Higher Education / Financial / Bank	Per sq. ft.	710, 712, 714, 715, 750, 760, 770
Medical / Dental / Clinic / Veterinary / Hospital	Per sq. ft.	610, 630, 640, 650, 720

Trip Generation Documentation	Unit of Measure	ITE Land Use Codes
Service / Retail / Non-Residential		
Retail Sales / Personal and Business Services	Per sq. ft.	813, 814, 815, 820, 875, 876, 879, 899
Pharmacy / Dispensary / Pain Management Clinic	Per sq. ft.	880, 881, 882
Supermarket	Per sq. ft.	850
Takeout Restaurant with no seating	Per sq. ft.	935, 937, 938 [5]
Restaurant with seating	Per Seat	931, 932, 933, 944
Restaurant drive-thru	Per drive-thru	934, 935 [6]
Bar / Night Club / Pub without food service	Per sq. ft.	925 [2]
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts	Per sq. ft.	840, 841, 843, 848, 849, 941, 943
Hotel / Lodging	Per Room	310, 311
Convenience Retail	Per sq. ft.	851
Motor Vehicle Fueling	Per Fuel Position	853, 944, 945, 960
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane	Per drive thru lane and / or Per ATM	912 [7]

[1] The single family land use assumes 1.5 vehicles per unit under 3,500 sq. ft., 2 vehicles per unit between 3,500 and 7,000 sq. ft. and 2.5 vehicles per unit greater than 7,000 sq. ft. Multi-Family assumes 1 vehicle per unit and affordable housing / micro units assumes 1 vehicle per two units

[2] Converted AM and PM Peak Hour Periods and applied a Peak to Daily Conversion of .1 (10% of daily traffic occurs during peak hours)

[3] Golf driving range converted to acreage at two tee positions per one acre, Soccer Complex fields converted to acres at ratio of 2 acres per 1 field, Racquet / Tennis Club assume 2 courts plus accessory buildings per acre, Utilized vehicle occupancy of 3 persons per vehicle

[4] Summation of AM & PM Peak Generator of Trips

[5] Average of ITE 935 land use trips - drive-thru trips + ITE 938 land use trips - ITE 937 land use trips - drive-thru trips

[6] The trip generation rate derived by subtracting the trip generation rate for fast food restaurants with and without drive-thru lanes

[7] The trip generation is based on the trip rate per drive-thru lane minus the trips associated with office uses since the bank square footage, which may or may not contain office space beyond that for tellers falls under the office land use category.

Note: Jonathan B. Paul, AICP, Principal of NUE Urban Concepts, LLC prepared the trip generation rates and consolidated land uses based on the ITE Trip Generation Manual. 10th Edition and professional judgement based upon 20 years serving as an Impact Fee Administrator for local governments, serving in a development review capacity for local governments, reviewing and conducting over 2,000 Traffic Impact Analysis, and updating and preparing Transportation Impact Fee and Mobility Fee Technical Reports and Implementing Ordinances for Local Governments through-out Florida.

Attachment C

Trip Generation Rates

Trip Generation Data Category/Land Use Type	Vehicle Trip Gen	% New Trips	Person Trip Gen
Residential			
Single Family less than 3,500 sq. ft. of floor area	6.29	1.00	8.37
Single Family between 3,500 and 7,000 sq. ft. of floor area	8.38	1.00	11.15
Single Family greater than 7,000 sq. ft. of floor area	10.48	1.00	13.94
Multi Family Apartments	5.16	1.00	6.86
Affordable / Workforce Housing / Micro Apartments	2.58	1.00	3.43
Recreation & Entertainment			
Marina (Including dry storage)	2.41	0.50	1.60
Golf Course	30.38	0.50	20.20
Movie Theater	178.65	0.50	118.80
Outdoor Commercial Recreation	14.32	0.50	9.52
Community Center / Civic / Gallery / Lodge / Museum	14.54	0.50	9.67
Indoor Commercial Recreation / Health Club / Fitness	35.53	0.50	23.62
Institutional			
Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living	2.52	1.00	3.35
Private School (Pre K-12)	13.58	0.50	9.03
Place of Worship, including ancillary & accessory buildings	6.95	1.00	9.24
Day Care Center	47.62	0.50	31.67
Industrial			
Warehousing / Manufacturing / Industrial / Production (under roof)	4.66	0.90	5.58
Mini-Warehousing / Boat / RVs & Other Outdoor Storage	1.51	1.00	2.01
Distribution / Fulfillment Center / Package Delivery Hub	7.97	1.00	10.60

Trip Generation Data Category/Land Use Type	Vehicle Trip Gen	% New Trips	Person Trip Gen
Office			
General Office / Research / Higher Education / Financial / Bank	11.41	0.80	12.14
Medical / Dental / Clinic / Veterinary / Hospital	26.02	0.80	27.69
Service / Retail / Non-Residential			
Retail Sales / Personal and Business Services	56.55	0.70	52.65
Pharmacy / Dispensary / Pain Management Clinic	150.65	0.40	80.15
Supermarket	106.78	0.60	85.21
Takeout Restaurant with no seating	433.06	0.20	115.19
Restaurant with seating	17.15	0.40	9.12
Restaurant drive-thru	356.54	0.20	94.84
Bar / Night Club / Pub without food service	113.60	0.90	135.98
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts	35.00	0.70	32.59
Hotel / Lodging	6.41	1.00	8.53
Convenience Retail	762.28	0.20	202.77
Motor Vehicle Fueling	250.98	0.20	66.76
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane	113.35	0.40	60.30

Attachment D

Person Miles of Travel (PMT) Factor

PERSON MILES OF TRAVEL (PMT) FACTOR	
Vehicle Occupancy	1.6
Future Mobility Occupancy	1.6
Non-Vehicle Occupancy	1
Vehicle Share of Trips	43%
Future Mobility Share of Trips	12%
Non-Vehicle Share of Trips	45%
Weighted Vehicle PMT	0.69
Weighted Future Mobility PMT	0.19
Weighted Non-Vehicle PMT	0.45
Person Miles of Travel Factor	1.33
Notes:	
Vehicle Occupancy from Miami Beach Transportation Plan	
Future Mobility (Other) Occupancy based on Vehicle Occupancy	
Non-Vehicle (Walk, Bike & Transit) based on single person trip	
Vehicle Mode Share from Miami Beach Transportation Plan	
Future Mobility (Other) Mode Share from Miami Beach Transportation Plan	
Non-Vehicle Mode Share from Miami Beach Transportation Plan	
Weighted Vehicle PMT derived by multiplying occupancy by % share of trips	
Weighted Future Mobility PMT derived by multiplying occupancy by % share of trips	
Weighted Non Vehicular PMT derived by multiplying occupancy by % share of trips	
Person Miles of Travel Factor is the summation of weighted PMT	

Attachment E

Person Trips

Trips by Mode Share Category/Land Use Type	Bike	Walk	Transit	Vehicle	Future Mobility	Person Trip Gen
Residential						
Single Family less than 3,500 sq. ft. of floor area	0.67	1.42	1.67	3.60	1.00	8.37
Single Family between 3,500 and 7,000 sq. ft. of floor area	0.89	1.89	2.23	4.79	1.34	11.15
Single Family greater than 7,000 sq. ft. of floor area	1.12	2.37	2.79	5.99	1.67	13.94
Multi Family Apartments	0.55	1.17	1.37	2.95	0.82	6.86
Affordable / Workforce Housing / Micro Apartments	0.27	0.58	0.69	1.48	0.41	3.43
Recreation & Entertainment						
Marina (Including dry storage)	0.13	0.27	0.32	0.69	0.19	1.60
Golf Course	1.62	3.43	4.04	8.69	2.42	20.20
Movie Theater	9.50	20.20	23.76	51.08	14.26	118.80
Outdoor Commercial Recreation	0.76	1.62	1.90	4.09	1.14	9.52
Community Center / Civic / Gallery / Lodge / Museum	0.77	1.64	1.93	4.16	1.16	9.67
Indoor Commercial Recreation / Health Club / Fitness	1.89	4.02	4.72	10.16	2.83	23.62
Institutional						
Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living	0.27	0.57	0.67	1.44	0.40	3.35
Private School (Pre K-12)	0.72	1.54	1.81	3.88	1.08	9.03
Place of Worship, including ancillary & accessory buildings	0.74	1.57	1.85	3.97	1.11	9.24
Day Care Center	2.53	5.38	6.33	13.62	3.80	31.67
Industrial						
Warehousing / Manufacturing / Industrial / Production (under roof)	0.45	0.95	1.12	2.40	0.67	5.58
Mini-Warehousing / Boat / RVs & Other Outdoor Storage	0.16	0.34	0.40	0.86	0.24	2.01
Distribution / Fulfillment Center / Package Delivery Hub	0.85	1.80	2.12	4.56	1.27	10.60
Office						
General Office / Research / Higher Education / Financial / Bank	0.97	2.06	2.43	5.22	1.46	12.14
Medical / Dental / Clinic / Veterinary / Hospital	2.21	4.71	5.54	11.90	3.32	27.69

Trips by Mode Share Category/Land Use Type	Bike	Walk	Transit	Vehicle	Future Mobility	Person Trip Gen
Service / Retail / Non-Residential						
Retail Sales / Personal and Business Services	4.21	8.95	10.53	22.64	6.32	52.65
Pharmacy / Dispensary / Pain Management Clinic	6.41	13.62	16.03	34.46	9.62	80.15
Supermarket	6.82	14.49	17.04	36.64	10.23	85.21
Takeout Restaurant with no seating	9.22	19.58	23.04	49.53	13.82	115.19
Restaurant with seating	0.73	1.55	1.82	3.92	1.09	9.12
Restaurant drive-thru	7.59	16.12	18.97	40.78	11.38	94.84
Bar / Night Club / Pub without food service	10.88	23.12	27.20	58.47	16.32	135.98
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts	2.61	5.54	6.52	14.01	3.91	32.59
Hotel / Lodging	0.68	1.45	1.71	3.67	1.02	8.53
Convenience Retail	16.22	34.47	40.55	87.19	24.33	202.77
Motor Vehicle Fueling	5.34	11.35	13.35	28.71	8.01	66.76
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane	4.82	10.25	12.06	25.93	7.24	60.30

The Mode Share % used to calculate the trips per mode are from the Miami Beach Transportation Plan. The mode share % are as follows: (1) Bike - 8%; (2) Walk - 17%; (3) Transit - 20%; (4) Vehicle - 43%; (5) Future Mobility (aka Other Modes) - 12%.

The person trip generation was determined based on multiplying the trip generation per land use by the % of new trips and then applying the Person Miles of Travel Factor.

Attachment F

Residential Trip Length

RESIDENTIAL TRIP LENGTH CALCULATION				
Trip Purpose	Person Trips (Millons)	Percent of Person Trips	Trip Length	Weighted Trip Length
To-From Work	61,214	16%	6.6	1.03
Work Related	11,943	3%	6.6	0.20
Family / Personal Errand	166,535	42%	3.4	1.44
School or Church	37,676	10%	4.4	0.42
Social / Recreation	107,722	27%	3.4	0.93
Other	6,933	2%	4.4	0.08
Total	392,023	100%		**4.11**
Notes:				
The residential trip length calculation is based upon the total person trips for all trip purposes				
The total weighted average trip length was used for the transit, vehicle, and future mobility mode share trip length calculations for residential land uses				
Trip Purpose from Miami Beach Transportation Plan and NHTS				
Person Trip by Trip Purpose from Miami Beach Transportation Plan and NHTS				
Percent of Person Trips was dervied by dividing person trips by trip purpose by total person trips				
Trip Length from Miami Beach NHTS Analysis from K&S				
Weighted Trip Length was derived by multiplying % of person trips by trip length				

Attachment G

Trip Length by Trip Purpose

RESIDENTIAL (HOME)		
	Mode Share %	Trip Length (miles)
Walk	0.17	1
Bike	0.08	2
Transit	0.2	4.11
Vehicle	0.43	4.11
Future Mobility	0.12	4.11
Mode Share percentage from Miami Beach Transportation Plan Mode Share Goals. Future Mobility term used in place of term other in Transportation Plan		
EMPLOYMENT / OFFICE (WORK)		
	Mode Share %	Trip Length (miles)*
Walk	0.17	1
Bike	0.08	2
Transit	0.2	5.1
Vehicle	0.43	5.1
Future Mobility	0.12	5.1
*Trip Length is the Average of Home Based Work (6.6) and Non-Home Base Trips (3.6) from the NHTS data for Miami Beach		
SOCIAL / RECREATION (SOC) / RETAIL (SHOP)		
	Mode Share %	Trip Length (miles)*
Walk	0.17	1
Bike	0.08	2
Transit	0.2	3.4
Vehicle	0.43	3.4
Future Mobility	0.12	3.4
*Trip Length for Home base Shopping and Home Based Social Recreation are both 3.4 from the NHTS data for Miami Beach		

DAY CARE (DC)		
	Mode Share %	Trip Length (miles)*
Walk	0.17	0.75
Bike	0.08	1.5
Transit	0.2	2.2
Vehicle	0.43	2.2
Future Mobility	0.12	2.2
* 1/2 of trip length for Home Based Other as Day Care is generally on the way to school / work. Home Based Other trip length from the NHTS data for Miami Beach.		
NON HOME BASED (NHB)		
	Mode Share %	Trip Length
Walk	0.17	1
Bike	0.08	2
Transit	0.2	3.6
Vehicle	0.43	3.6
Future Mobility	0.12	3.6
Trip length from the NHTS data for Miami Beach.		
HOME BASED OTHER (HBO)		
	Mode Share %	Trip Length
Walk	0.17	1
Bike	0.08	2
Transit	0.2	4.4
Vehicle	0.43	4.4
Future Mobility	0.12	4.4
Trip length from the NHTS data for Miami Beach.		

CONVENIENCE RETAIL (CR)		
	Mode Share %	Trip Length (miles)*
Walk	0.17	0.5
Bike	0.08	1
Transit	0.2	1.7
Vehicle	0.43	1.7
Future Mobility	0.12	1.7

*1/2 of trip length for Home Based Other as Convenience Retail is generally on the way to school / work / some other destination. Pass-by only accounts for trips already on the road, it does not account for shorther trip lenghts. Trip length from the NHTS data for Miami Beach.

Attachment H

Land Use Trip Length by Trip Purpose

Trip Length by Mode Category/Land Use Type	Bike	Walk	Transit	Vehicle	Future Mobility	Trip Purpose
Residential						
Single Family less than 3,500 sq. ft. of floor area	2.00	1.00	4.11	4.11	4.11	HOME
Single Family between 3,500 and 7,000 sq. ft. of floor area	2.00	1.00	4.11	4.11	4.11	HOME
Single Family greater than 7,000 sq. ft. of floor area	2.00	1.00	4.11	4.11	4.11	HOME
Multi Family Apartments	2.00	1.00	4.11	4.11	4.11	HOME
Affordable / Workforce Housing / Micro Apartments	2.00	1.00	4.11	4.11	4.11	HOME
Recreation & Entertainment						
Marina (Including dry storage)	2.00	1.00	3.40	3.40	3.40	SOC
Golf Course	2.00	1.00	3.40	3.40	3.40	SOC
Movie Theater	2.00	1.00	3.40	3.40	3.40	SOC
Outdoor Commercial Recreation	2.00	1.00	3.40	3.40	3.40	SOC
Community Center / Civic / Gallery / Lodge / Museum	2.00	1.00	3.40	3.40	3.40	SOC
Indoor Commercial Recreation / Health Club / Fitness	2.00	1.00	3.40	3.40	3.40	SOC
Institutional						
Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living	2.00	1.00	4.11	4.11	4.11	HOME
Private School (Pre K-12)	2.00	1.00	4.20	4.20	4.20	HBO
Place of Worship, including ancillary & accessory buildings	2.00	1.00	3.40	3.40	3.40	SOC
Day Care Center	1.00	0.75	2.10	2.10	2.10	DC
Industrial						
Warehousing / Manufacturing / Industrial / Production (under roof)	2.10	1.00	5.10	5.10	5.10	WORK
Mini-Warehousing / Boat / RVs & Other Outdoor Storage	2.00	1.00	4.20	4.20	4.20	HBO
Distribution / Fulfillment Center / Package Delivery Hub	2.00	1.00	3.60	3.60	3.60	NHB
Office						
General Office / Research / Higher Education / Financial / Bank	2.00	1.00	5.10	5.10	5.10	WORK
Medical / Dental / Clinic / Veterinary / Hospital	2.00	1.00	5.10	5.10	5.10	WORK

Trip Length by Mode Category/Land Use Type	Bike	Walk	Transit	Vehicle	Future Mobility	Trip Purpose
Service / Retail / Non-Residential						
Retail Sales / Personal and Business Services	2.00	1.00	3.40	3.40	3.40	SHOP
Pharmacy / Dispensary / Pain Management Clinic	2.00	1.00	3.40	3.40	3.40	SHOP
Supermarket	2.00	1.00	3.40	3.40	3.40	SHOP
Takeout Restaurant with no seating	1.00	0.50	1.70	1.70	1.70	CR
Restaurant with seating	1.00	0.50	1.70	1.70	1.70	CR
Restaurant drive-thru	1.00	0.50	1.70	1.70	1.70	CR
Bar / Night Club / Pub without food service	2.00	1.00	3.40	3.40	3.40	SOC
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts	2.00	1.00	3.40	3.40	3.40	SHOP
Hotel / Lodging	2.00	1.00	3.60	3.60	3.60	NHB
Convenience Retail	1.00	0.50	1.70	1.70	1.70	CR
Motor Vehicle Fueling	1.00	0.50	1.70	1.70	1.70	CR
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane	2.00	1.00	3.60	3.60	3.60	NHB

The Trip Lenghts by Mode are based upon the mode share goals from the Miami Beach Transportation Plan and the National Household Travel Survey Data for Miami Beach.

The abbreviated trip purpose is based upon the trip lenghts by trip purpose in Appendix G of the Technical Report.

Attachment I

Person Miles of Travel by Land Use

Person Miles of Travel (PMT) by Mode Category/Land Use Type	Bike	Walk	Transit	Vehicle	Future Mobility	Person Miles of Travel
Residential						
Single Family less than 3,500 sq. ft. of floor area	1.34	1.42	6.88	14.78	4.13	28.55
Single Family between 3,500 and 7,000 sq. ft. of floor area	1.78	1.89	9.16	19.70	5.50	38.03
Single Family greater than 7,000 sq. ft. of floor area	2.23	2.37	11.46	24.63	6.87	47.56
Multi Family Apartments	1.10	1.17	5.64	12.13	3.38	23.42
Affordable / Workforce Housing / Micro Apartments	0.55	0.58	2.82	6.06	1.69	11.71
Recreation & Entertainment						
Marina (Including dry storage)	0.13	0.54	1.09	2.34	0.65	4.76
Golf Course	1.62	6.87	13.74	29.54	8.24	60.00
Movie Theater	9.50	40.39	80.79	173.69	48.47	352.84
Outdoor Commercial Recreation	0.76	3.24	6.47	13.92	3.88	28.28
Community Center / Civic / Gallery / Lodge / Museum	0.77	3.29	6.57	14.14	3.94	28.72
Indoor Commercial Recreation / Health Club / Fitness	1.89	8.03	16.06	34.54	9.64	70.16
Institutional						
Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living	0.54	0.57	2.76	5.92	1.65	11.44
Private School (Pre K-12)	0.72	3.07	7.59	16.31	4.55	32.24
Place of Worship, including ancillary & accessory buildings	0.74	3.14	6.29	13.51	3.77	27.45
Day Care Center	1.90	8.08	13.30	28.60	7.98	59.85
Industrial						
Warehousing / Manufacturing / Industrial / Production (under roof)	0.45	1.90	5.69	12.23	3.41	23.68
Mini-Warehousing / Boat / RVs & Other Outdoor Storage	0.16	0.68	1.69	3.63	1.01	7.17
Distribution / Fulfillment Center / Package Delivery Hub	0.85	3.60	7.63	16.41	4.58	33.07
Office						
General Office / Research / Higher Education / Financial / Bank	0.97	4.13	12.38	26.62	7.43	51.54
Medical / Dental / Clinic / Veterinary / Hospital	2.21	9.41	28.24	60.71	16.94	117.52

Person Miles of Travel (PMT) by Mode Category/Land Use Type	Bike	Walk	Transit	Vehicle	Future Mobility	Person Miles of Travel
Service / Retail / Non-Residential						
Retail Sales / Personal and Business Services	4.21	17.90	35.80	76.97	21.48	156.36
Pharmacy / Dispensary / Pain Management Clinic	6.41	27.25	54.50	117.17	32.70	238.03
Supermarket	6.82	28.97	57.94	124.58	34.77	253.08
Takeout Restaurant with no seating	4.61	19.58	39.17	84.21	23.50	171.06
Restaurant with seating	0.36	1.55	3.10	6.67	1.86	13.55
Restaurant drive-thru	3.79	16.12	32.25	69.33	19.35	140.84
Bar / Night Club / Pub without food service	10.88	46.23	92.47	198.80	55.48	403.86
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts	2.61	11.08	22.16	47.64	13.29	96.78
Hotel / Lodging	0.68	2.90	6.14	13.20	3.68	26.60
Convenience Retail	8.11	34.47	68.94	148.22	41.36	301.11
Motor Vehicle Fueling	2.67	11.35	22.70	48.80	13.62	99.14
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane	4.82	20.50	43.42	93.35	26.05	188.14

The Person Miles of Travel by Mode is calculated based upon the Trips by Mode in Appendix E multiplied by the Trip Lenght by Mode in Appendix H of the Technical Report.

Attachment J

Mobility Fee Schedule

Mobility Fee Schedule Category/Land Use Type	Unit of Measure	Mobility Fee
Residential[1]		
Single Family less than 3,500 sq. ft. of floor area	Per Unit	$1,847
Single Family between 3,500 and 7,000 sq. ft. of floor area	Per Unit	$2,461
Single Family greater than 7,000 sq. ft. of floor area	Per Unit	$3,076
Multi Family Apartments	Per Unit	$1,515
Affordable / Workforce Housing / Micro Apartments	Per Unit	$758
Recreation & Entertainment		
Marina (Including dry storage)	Per Berth	$308
Golf Course	Per Hole	$3,881
Movie Theater	Per Screen	$22,823
Outdoor Commercial Recreation[2]	Per Acre	$1,829
Community Center / Civic / Gallery / Lodge / Museum	Per sq. ft.	$1.86
Indoor Commercial Recreation / Health Club / Fitness	Per sq. ft.	$4.54
Institutional		
Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living	Per Bed	$740
Private School (Pre K-12)	Per sq. ft.	$2.09
Place of Worship, including ancillary & accessory buildings	Per sq. ft.	$1.78
Day Care Center	Per sq. ft.	$3.87
Industrial		
Warehousing / Manufacturing / Industrial / Production (under roof)	Per sq. ft.	$1.53
Mini-Warehousing / Boat / RVs & Other Outdoor Storage[3]	Per sq. ft.	$0.46
Distribution / Fulfillment Center / Package Delivery Hub	Per sq. ft.	$2.14
Office		
General Office / Research / Higher Education / Financial / Bank	Per sq. ft.	$3.33
Medical / Dental / Clinic / Veterinary / Hospital	Per sq. ft.	$7.60

Service / Retail / Non-Residential		
Retail Sales / Personal and Business Services[4]	Per sq. ft.	$10.11
Pharmacy / Dispensary / Pain Management Clinic	Per sq. ft.	$15.40
Supermarket	Per sq. ft.	$16.37
Takeout Restaurant with no seating[5]	Per sq. ft.	$11.07
Restaurant with seating[5]	Per Seat	$877
Restaurant drive-thru[5]	Per drive-thru	$9,110
Bar / Night Club / Pub without food service[4]	Per sq. ft.	$26.12
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts	Per sq. ft.	$6.26
Hotel / Lodging [6]	Per Room	$1,721
Convenience Retail [7]	Per sq. ft.	$19.48
Motor Vehicle Fueling	Per Fuel Position	$6,413
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane[8]	Per drive thru lane and / or Per ATM	$12,170

[1] Floor area is based on heated and/or cooled area and areas determined by building official to be habitable

[2] The sq. ft. for any buildings or structure shall not be excluded from the acreage

[3] Acreage for any unenclosed material and vehicle storage shall be converted to sq. ft.

[4] Areas under canopy for seating, display, storage and sales shall be converted to sq.ft.

[5] Separate fees are associated with any drive-thru lane(s) associated with a restaurant.

[6] Restaurant / Bar / Night Club and/or retail sales, that are not exclusive to hotel guest only, shall be calculated based on the separate applicable Land Use Classification

[7] Convenience Retail rates are separate from the fee due for vehicle fueling positions. Rates per vehicle fueling position also apply to gas stations and service stations with fuel pumps. The fee for any restaurant square footage, seating or drive-thru in a convenience store will be based on the individual fee rate for the land use, not the convenience store rate

[8] Bank building square footage falls under office and is an additive fee beyond the fee due for bank/ATM drive-thru lanes or free standing ATM's. These rates are per drive-thru lane for the bank and per drive-thru lane with an ATM. The free standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store

Attachment K

Mobility Fee Formulas

Person Trips (PT) per Land Use	=	(TG x % NEW) x PMT Factor
Person Trips (PT) by Mode	=	PT x MS for each of the five modes of travel
Person Mile of Travel (PMT) per Land Use	=	SUM of (PT by Mode * TL by MODE)
Person Mile of Travel (PMT) Rate	=	$129.37 per PMT
Mobility Fee (MF) per Land Use	=	(PMT * ODAF) * PMT RT

Where:

PT	=	Person Trips
PMTF	=	Person Miles of Travel Factor of 1.33 to account for multi-modal travel
TG	=	Daily Trip Generation during average weekday
% NEW	=	Percent of trips that are primary trips, as opposed to pass-by or diverted-link trips
MS	=	Mode Share Goals per Miami Beach Transportation Plan for each of the five modes of travel
TL	=	Average length of a trip by Mode and by Trip Purpose
PMT	=	Person Miles of Travel
PMT RT	=	Person Miles of Travel Rate = $129.37
ODAF	=	Origin and Destination Adjustment Factor of .50 to avoid double-counting trips for origin and destination
MF	=	Mobility Fee calculated by (PMT x .50) x PMT RT

Attachment L

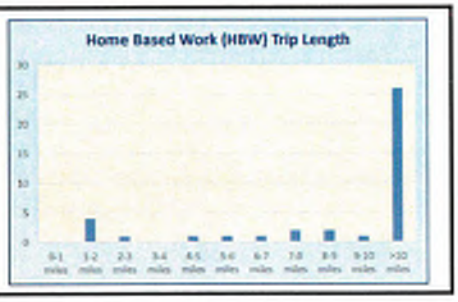
National Household Travel Survey Summaries

NATIONAL HOUSEHOLD TRAVEL SURVEY - 2009 - SUMMARY GRAPHS TRIP LENGTHS
CAPPED AT 5.5 MILES AS ASSUMED TO EXIT CITY ROADS

Home Based Work (HBW) Trip Length

DIST	TRIPS	AVE DIST	MILES
0-1 miles	0	0.50	0
1-2 miles	4	1.50	6
2-3 miles	1	2.50	2.5
3-4 miles	0	3.50	0
4-5 miles	1	4.50	4.5
> 5 miles	33	5.50	181.5
Total	39	5.0	194.5

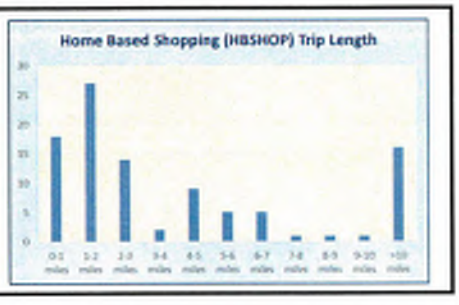
Weighted Average Trip Length (n 5.0



Home Based Shopping (HBSHOP) Trip Length

DIST	TRIPS	AVE DIST	MILES
0-1 miles	18	0.50	9
1-2 miles	27	1.50	40.5
2-3 miles	14	2.50	35
3-4 miles	2	3.50	7
4-5 miles	9	4.50	40.5
> 5 miles	29	5.50	159.5
Total	99	2.9	291.5

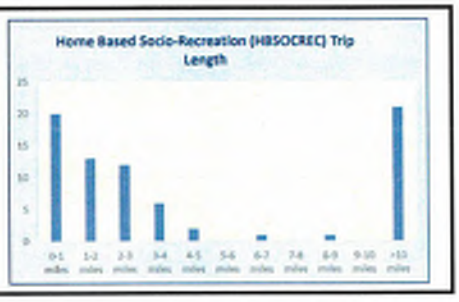
Weighted Average Trip Length (n 2.9



HBSOCREC Trip Length

DIST	TRIPS	AVE DIST	MILES
0-1 miles	20	0.50	10
1-2 miles	13	1.50	19.5
2-3 miles	12	2.50	30
3-4 miles	6	3.50	21
4-5 miles	2	4.50	9
> 5 miles	23	5.50	126.5
Total	76	2.8	216

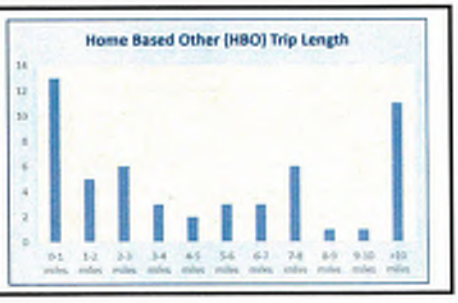
Weighted Average Trip Length (n 2.8



Home Based Other (HBO) Trip Length

DIST	TRIPS	AVE DIST	MILES
0-1 miles	13	0.50	6.5
1-2 miles	5	1.50	7.5
2-3 miles	6	2.50	15
3-4 miles	3	3.50	10.5
4-5 miles	2	4.50	9
> 5 miles	25	5.50	137.5
Total	54	3.4	186

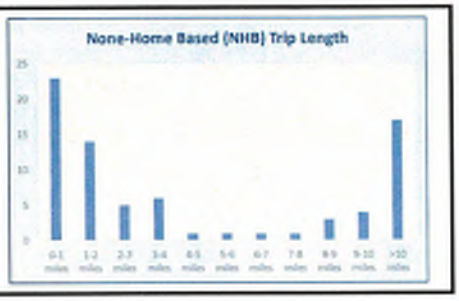
Weighted Average Trip Length (n 3.4



None-Home Based (NHB) Trip Length

DIST	TRIPS	AVE DIST	MILES
0-1 miles	23	0.50	11.5
1-2 miles	14	1.50	21
2-3 miles	5	2.50	12.5
3-4 miles	6	3.50	21
4-5 miles	1	4.50	4.5
> 5 miles	27	5.50	148.5
Total	76	2.9	219

Weighted Average Trip Length (n 2.9



NHTS Bike and Walk Trips for Miami Beach

TRIPS/WEEK	BIKE	WALK
HBW	5	28
HBSHOP	9	79
HBSOCREC	9	75
HBO	10	52
NHB	11	66
TOTAL	44	300

GIS PLOT OF HOME ADDRESS OF SURVEY RESPONDANTS

Note:
NHTS 2009 has 370 records for Miami Beach

Attachment M

Miami Beach Planned Transportation Projects

Priority 1 Improvement Projects

No	Priority 1 Project Names	Location	Type	From	To	Length	Description	Feasibility	Design	Construction	Total Cost	Note	%Mobility	$ Mobility
1a	SR A1A Complete Street Feasibility Study	South	Multimodal	Downtown	Collins Ave	3.80	Feasibility	$470,000			$470,000	City	100%	$470,000
1b	SR A1A Complete Street Feasibility Study	South	Multimodal	Downtown	Collins Ave	3.80	Design & construction		$2,700,000	$17,700,000	$20,400,000	Other Funds	13%	$2,550,000
2	Miami Beach Light Rail/Modern Street Car	South	Multimodal	SR A1A/5 St	Washington Ave	4.60	Exclusive Transit & Bike Lanes	$10,000,000		$240,000,000	$250,000,000	Light Rail	0%	$0
3	West Ave Protected Bike Lanes	South	Bike/Ped	6 St	20 St	1.30	Protected/buffered bike lanes (Lane repurposing) Enhanced crosswalks			$530,000	$530,000		100%	$530,000
4	One Way Protected Bike lanes - 73 St	North	Bike/Ped	Dickens Ave	Atlantic Trail	0.35	Protected/buffered bike lanes (Lane repurposing) Enhanced crosswalks	$139,000	$100,000	$3,820,000	$4,059,000	Large Proj	6%	$239,000
5	One Way Protected Bike lanes - 72 St	North	Bike/Ped	Dickens Ave	Collins Ave	0.28	Protected/buffered bike lanes (Lane repurposing) Enhanced crosswalks	$139,000	$100,000	$3,820,000	$4,059,000	Large Proj	6%	$239,000
6	Protected Bike Lane/Greenway - Byron Ave	North	Bike/Ped	73 St	Hawthorne Ave	0.56	Protected/buffered bike lanes (Lane repurposing) Crosswalks/Greenway	$50,000		$800,000	$850,000		100%	$850,000
7	Neighborhood Greenway - N Bay Road	Middle	Bike/Ped	Dade Blvd	La Gorce Dr	4.60	Neighborhood greenway/Traffic calming/Enhanced crosswalks	$100,000	$100,000	$3,750,000	$3,950,000	Greenway	50%	$1,975,000
8	Intersection Impr. SR 907/Alton Rd & 17 St	South	Bike/Ped	n/a	n/a	n/a	Review geometry to add left turn lane	$50,000	$330,000	$2,910,000	$3,290,000		13%	$411,300
9	51 St Green Bicycle Lanes	Middle	Bike/Ped	Alton Rd	Pine Tree Dr	0.40	Enhanced (green) bicycle Lanes	$10,000		$40,000	$50,000		100%	$50,000
10	63 St Feasibility study for bike alternatives	Middle	Multimodal	Alton Rd	Indian Creek Dr	0.40	Feasibility analysis for bike/transit alts consistent w/ Bike Master Plan	$100,000			$100,000		100%	$0
11	SR 907 Bike Alts Analysis & Implementation	Middle	Bike/Ped	Michigan Ave	Chase Ave	0.93	Analysis & Implementation of separated or protected bike facilities	$50,000		$368,000	$418,000		100%	$418,000
12	Dade Blvd shared use path & road diet	South	Bike/Ped	17 St	Pine Tree Dr	1.00	Feasibility study & implementation adjacent to Collins Canal	$207,000		$3,880,000	$4,087,000	Large Proj	80%	$3,269,600
13	Euclid Ave Protected Bike Lanes	South	Bike/Ped	2 Ave	16 St	1.15	Protected bike lanes & neighborhood greenway		$50,000	$420,000	$470,000		100%	$470,000
14	Meridian Ave Bike Facilities	South	Bike/Ped/Safety	16 St	Dade Blvd	0.47	Phase I feasibility analysis, Phase II implementation		$75,000	$3,320,000	$3,395,000	Large Proj	80%	$2,716,000
15	Shared Use Path - Meridian Ave & 28 St	Middle	Bike/Ped	Dade Blvd	Pine Tree Dr	0.90	Shared use path (lane repurposing) Enhanced crosswalks		$75,000	$343,000	$418,000		100%	$0
16	Protected bike lane-La Gorce Dr/Pine Tree Dr	Middle	Bike/Ped	51 St	La Gorce Cir	2.69	Protected/buffered bike lanes (Lane repurposing) BPMP Page 158		$1,068,000	$21,360,000	$22,428,000	Other Funds	50%	$11,214,000
17	6 St & Michigan Ave Bike Facilities Analysis	South	Bike/Ped	West Ave	SR A1A/2 St	0.50	Phase I Geometric analysis & feasibility, Phase II Implementation	$50,000			$50,000		100%	$50,000
18	Intersection Impr. SR A1A & SR 907/Alton Rd	South	Bike/Ped	n/a	n/a	n/a	Enhanced crosswalks & improved sidewalks	$50,000			$50,000		100%	$50,000
19	Dickens Ave & SR 934/71 St Geometric change	North	Roadway	n/a	n/a	n/a	Feasibility study for geometric modifications to add SB lane	$50,000			$50,000		100%	$0
20	SR A1A/MacArthur Cswy & SR A1S/5 St-ASC	South	Roadway	Fountain St	Washington Ave	2.00	Feasibility study of adaptive signal control	$15,000		$435,000	$450,000	Other Funds	70%	$315,000
21	SR 907/Alton Rd Feasibility study of ASC	South	Roadway	6 St	Michigan Ave	1.50	Feasibility study of adaptive signal control	$15,000		$685,000	$700,000	Other Funds	70%	$490,000
22	Complete Streets Feasibility Study - 23 St	South	Multimodal	Dade Blvd	SR A1A/Collins	0.30	Feasibility study for complete streets	$100,000	$250,000	$1,950,000	$2,300,000	Large Proj	80%	$0
23	SR A1A/Indian Creek Dr Bike/Ped/Safety Impr.	Middle	Roadway	26 St	SR 112/41 St	0.90	Safety Improvements		$15,000	$95,000	$110,000		100%	$110,000
24	SR A1A & 63 St & Abbott Ave Feasibility Study	North	Roadway	n/a	n/a	n/a	Feasibility Study of Intersection Improvement	$50,000			$50,000		100%	$0
25	SR 907/Alton Rd & 43 St feasibility Study	Middle	Roadway	n/a	n/a	n/a	Feasibility Study of Intersection Improvement	$50,000			$50,000		0%	$0
26	Safety Impr.-SR 934/71 St & Normandy Dr	North	Roadway	N Shore Dr	SR A1A/Collins	0.50	Safety Improvement	$50,000			$50,000		0%	$0
27	SR 112/Julia Tuttle Cswy feasibility study	Middle	Multimodal	US1/Biscayne	SR 907/Alton Rd	3.18	Feasibility study of shared path/protected bike lanes/exclusive bus lanes	$100,000	$110,000	$2,400,000	$2,610,000	Other Funds	50%	$1,305,000
28	Neighborhood Greenway - 85 St	North	Bike/Ped	Stillwater Dr	Atlantic Trail	0.50	Neighborhood greenway/Traffic calming/Enhanced crosswalks	$50,000	$75,000	$1,081,000	$1,206,000		50%	$603,000
29	Trolley-Alton Rd/SR 112/SR A1A/Dade Blvd	Middle	Transit	various	various	6.40	Trolley Route from Mt Sinai Medical Ctr to Mid and South Beach (oper?)				$5,300,000	Trolley	100%	$5,300,000
30	SR A1A & Indian Creek Dr Signal Optimization	North	Roadway	SR 907/63 ST	SR 934/71 St	0.79	Signal optimization feasibility study on SR A1A			$100,000	$100,000	Other Funds	10%	$10,000
31	SR 934/71 St feasibility study	North	Roadway	Carlyle	SR A1A/Collins	1.02	Feasibility study-removing left turns on 71 St & adding westbound lane	$199,000			$199,000	Other Funds	0%	$0
32	SR 112/41 St & SR 907/Alton Rd Auxiliary lane	Middle	Roadway	n/a	n/a	n/a	Feasibility study for axiliary lane / shoulder lane	$50,000	$100,000	$252,000	$402,000	City	0%	$0
33	Middle Beach Intermodal Station	Middle	Multimodal	n/a	n/a	n/a	Develop an intermodal station for multimodal transfer	$120,000	$360,000	$4,095,000	$4,575,000	Other Funds	50%	$2,287,500
34	SR 112/Julia Tuttle Cswy westbound ramp	Middle	Roadway	Mt Sinai Hos.	SR 112/Cswy	0.25	Westbound on ramp to SR 112/Julia Cswy from Mt Sinai Hospital	$50,000			$50,000	Other Funds	0%	$0
35	Neighborhood Greenway - 10 St/11 St	South	Bike/Ped	West Ave	SR A1A/Collins	0.52	Neighborhood greenway/Traffic calming/Enhanced crosswalks	$65,000	$165,000	$1,264,000	$1,494,000	Large Proj	80%	$1,195,200
36	Intersection Impr-SR 907/Alton & Michigan Ave	Middle	Bike/Ped	n/a	n/a	n/a	Provide enhanced crosswalks (FDOT project)			$2,600,000	$2,600,000	Other Funds	5%	$130,000
37	Middle Beach Recreational Corridor	Middle	Bike/Ped	SR A1A/Blk 4700	SR A1A/Blk 5400	0.80	Connect North & South existing beach walk segments		$533,520	$12,200,000	$12,733,520	Large Proj	30%	$3,820,100
38	SR A1A/Collins & SR 112/41 St Safety Study	Middle	Roadway	n/a	n/a	n/a	Intersection safety study & improvements	$50,000			$50,000	City	100%	$50,000
39	Neighborhood Greenway - 81 St	North	Bike/Ped	Crespi Blvd	Atlantic Trail	0.36	Neighborhood greenway/Traffic calming/Enhanced crosswalks	$0	$45,000	$875,000	$920,000	Greenway	70%	$644,000
40	Neighborhood Greenway - 77 St	North	Bike/Ped	Dickens Ave	Collins Ave	0.28	Neighborhood greenway/Traffic calming/Enhanced crosswalks	$0	$89,000	$685,000	$774,000	Greenway	70%	$541,800
41	Tatum Waterway Dr Neighborhood Greenway	North	Bike/Ped	77 St	81 St	0.34	Neighborhood greenway/Traffic calming/Enhanced crosswalks	$0		$830,000	$830,000	Greenway	70%	$581,000
42	Chase Ave shared use path feasibility study	Middle	Bike/Ped	Alton Rd	34 St	0.23	Phase I feasibility analysis, Phase II Implementation	$30,000	$45,000	$104,322	$179,322		100%	$179,300
43	Alton Rd/North Bay Rd Intersection bike impr.	Middle	Bike/Ped	n/a	n/a	n/a	Intersection safety improvements	$50,000			$50,000		100%	$0
44	16 St Bike Facility Improvements	South	Bike/Ped	Bay Rd	Collins Ave	0.83	Phase I paint bike lane green, Phase II Implement protected bike lane		$100,000	$827,000	$927,000		100%	$927,000
45	Enhanced Bike Lane - 47 St	Middle	Bike/Ped	N Bay Rd	Pine Tree Dr	0.66	Enhanced (green) bicycle Lane			$210,000	$210,000		100%	$0
46	Enhanced Bike Lane - 42 St	Middle	Bike/Ped	Prairie Ave	Pine Tree Dr	0.25	Enhanced (green) bicycle Lane			$150,000	$150,000		100%	$0
47	Neighborhood Greenway - Bay Drive	North	Bike/Ped	W 71 St	E 71 St	1.30	Neighborhood greenway/Traffic calming/Enhanced crosswalks	$100,000	$100,000	$3,200,000	$3,400,000	Greenway	100%	$3,400,000
48	Neighborhood Greenway - Royal Palm Ave	Middle	Bike/Ped	28 St	41 St	0.55	Neighborhood greenway/Traffic calming/Enhanced crosswalks	$50,000	$85,000	$850,000	$985,000	Greenway	100%	$985,000
49	Baywalk Shared Use Path	South	Bike/Ped	5 St	15 St	1.05	Feasibility study & implementation of a shared use path	$31,000	$41,000	$310,000	$382,000		100%	$382,000
50	South Beach Ped Priority Zones (PPZ)	South	Bike/Ped	n/a	n/a	n/a	Designation & formalization of Pedestrian Priority Zones (PPZ)	$300,000	$300,000	$1,500,000	$2,100,000	Large Proj	100%	$2,100,000
	Total Potential Cost for Priority 1 Projects							$12,990,000	$7,011,520	$339,759,322	$365,060,842		13.9%	$50,857,800
								Total Mobility Fee Cost for Priority I + II + III Projects:					34.1%	$126,878,500

Priority 2 & 3 Improvement Projects

No	Priority 2 Project Names	Location	Type	From	To	Length	Description	Feasibility	Design	Construction	Total Cost	Note	% Mobility	$ Mobility
1	Exclusive transit & protected bike lane-17 St	South	Transit/Bike/Ped	Washington Ave	Collins Ave	0.14	Exclusive transit and/or protected bike lane/Lane repurpose or widen	$116,230	$465,895	$1,162,300	$1,744,425	Other Funds	100%	$1,744,400
2	Exclusive transit & protected bike lane-SR A1A	South/Middle	Transit/Bike/Ped	17 St	44 St	2.76	Exclusive transit and/or protected bike lane/Lane repurpose or widen	$1,145,696	$9,184,771	$22,913,906	$33,244,373	Other Funds	13%	$4,155,500
3	Protected/Buffered Bike Lanes - Meridian Ave	South/Middle	Bike/Ped	16 St	28 St	1.04	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	$366,466	$955,997	$7,329,312	$8,651,775	Major Proj	20%	$1,730,400
4	Buffered Bike Lane - 69 St	North	Bike/Ped	Indian Creek Dr	Collins Ave	0.20	Buffered bike lane	$64,070	$183,846	$1,281,400	$1,529,316	Large Proj	100%	$1,529,300
5	Protected bike lane feasibility-21 St & 22 St	South	Bike/Ped	Washington Ave	Beachwalk	0.60	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	$264,553	$345,068	$2,645,526	$3,255,147	Large Proj	60%	$1,953,100
6	Protected/Buffered Bike Lanes - 63 St	Middle	Bike/Ped	N Bay Rd	SR A1A/Indian	0.47	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	$222,220	$1,116,646	$2,222,198	$3,561,064	Large Proj	60%	$2,136,600
7	Exclusive transit/bike-SR 934/71 St/Normandy	North	Bike/Ped	Bay Dr	SR A1A/Collins	2.60	Exclusive transit and/or protected bike lane/Lane repurpose or widen	$1,003,587	$7,335,939	$20,071,725	$28,411,251	Other Funds	20%	$5,682,300
8	Safety Study-SR 907/Alton Rd & SR 112/41 St	North	Bike/Ped	SR 907/Alton Rd	SR 112/41 St	n/a	Safety feasibility study	$95,796			$95,796	Other Funds	0%	$0
9	Safety Study-SR 112/41 St & Pine Tree Dr	North	Bike/Ped	SR 112/41 St	Pine Tree Dr	n/a	Safety feasibility study	$95,796			$95,796	Other Funds	0%	$0
10	Safety Study-44 St & SR A1A/Collins Ave	Middle	Bike/Ped	44 St	SR A1A/Collins	n/a	Safety feasibility study	$95,796			$95,796	Other Funds	0%	$0
11	Bicycle Greenway Analysis-Meridian Ave	South	Bike/Ped	1 St	16 St	1.00	Neighborhood greenway/Traffic calming/Enhanced crosswalks	$242,987	$316,938	$2,429,864	$2,989,789	Large Proj	50%	$1,494,900
12	Lincoln Rr Shared Space	South	Bike/Ped	Washington Ave	Collins Ave	0.12	Shared space with pavement changes & multimodal accomodations	$36,333	$315,932	$363,322	$715,587		100%	$715,600
13	Bicycle Connection/ Greeway - Lincoln Lane	South	Bike/Ped	Alton Rd	Washington Ave	0.57	Exploring typical section alts to create exclusive bike lane or greenways	$138,503	$180,655	$1,385,023	$1,704,181	Large Proj	50%	$852,100
14	Shared Use Path - Fairway Dr	North	Bike/Ped	Biarritz Dr	Bay Dr	1.10	Shared-use path adjacent to the golf course	$32,466	$42,346	$324,653	$399,465		100%	$399,500
	Total Potential Cost for Priority 3 Projects							**$3,920,499**	**$20,444,033**	**$62,129,229**	**$86,493,761**		**26%**	**$22,393,700**

No	Priority 3 Project Names	Location	Type	From	To	Length	Description	Feasibility	Design	Construction	Total Cost	Note	% Mobility	$ Mobility
1	Protected/buffered bike lanes-SR A1A/Collins	South	Bike/Ped	S Pointe Dr	17 St	1.68	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	$591,983	$1,544,303	$11,839,657	$13,975,943	Other Funds	13%	$1,747,000
2	Neighborhood Greenway - Prairie Ave	Middle	Bike/Ped	44 St	47 St	0.25	Neighborhood greenway/Sharrow markers/Enhanced crosswalks	$34,063	$44,430	$340,626	$419,119		80%	$335,300
3	Exclusive transit lanes - SR A1A/Collins Ave	Middle	Transit/Bike/Ped	44 St	SR A1A/Collins/In	2.00	Exclusive transit lanes (lane repurposing)	$338,945	$5,374,060	$6,778,900	$12,491,905	Other Funds	13%	$1,623,900
4	Exclusive Transit/Protected bike Lanes-SR A1A	Middle/North	Transit/Bike/Ped	SR A1A/Collins/In	SR 934/71 St	2.05	Exclusive transit and protected bike lanes (lane repurpose or widen)	$850,970	$7,452,308	$17,019,387	$25,322,465	Other Funds	10%	$2,532,200
5	Exclusive transit/protected bike-SR 934/79 st Cs	North	Transit/Bike/Ped	US1/Biscayne B	Bay Dr	2.67	Exclusive transit/shared use path/protected bike ln/repurpose or widen	$1,378,742	$7,126,692	$27,574,824	$36,080,258	Other Funds	13%	$4,510,000
6	Protected/buffered bike lane	North	Bike/ped	Indian creek Dr	SR 934/71 St	0.30	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	$105,712	$275,769	$2,114,225	$2,495,706	Large Proj	70%	$1,747,000
7	Shared path - 77 St	North	Bike/Ped	Normandy Ave	Dickens Ave	0.24	Shared use path (lane repurpose or widen). Enhanced crosswalks	$7,084	$9,240	$70,834	$87,158		100%	$87,200
8	Neighborhood Greenway - 77 St	North	Bike/Ped	Dickens Ave	Atlantic Way	0.34	Neighborhood greenway/Sharrow markers/Enhanced crosswalks	$23,163	$60,424	$463,251	$546,838		100%	$546,800
9	Neighborhood Greenway - 81 St	North	Bike/Ped	Tatum Waterway	SR A1A/Collins	0.19	Neighborhood greenway/Sharrow markers/Enhanced crosswalks	$12,944	$33,767	$258,876	$305,587		100%	$305,600
10	Protected/buffered bike lane - S Pointe Dr	South	Transit/Bike/Ped	Alton Rd	Beachwalk	0.31	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	$109,235	$284,961	$2,184,699	$2,578,895	Large Proj	50%	$1,289,400
11	Exclusive Transit/Protected bike ln - Alton Rd	South	Transit/Bike/Ped	S Pointe Dr	SR A1A/S St	0.49	Exclusive transit and protected bike lanes (lane repurpose or widen)	$181,526	$477,012	$3,630,502	$4,289,040	Other Funds	13%	$536,100
12	Exclusive Transit/Protected bike - Washington A	South	Transit	S Pointe Dr	SR A1A/S St	0.44	Exclusive transit and protected bike lanes (lane repurpose or widen)	$163,003	$428,338	$3,260,042	$3,851,383		80%	$3,081,100
13	Venetian Cswy conventional bike lanes	South	Bike/Ped	US 1/Biscayne B	West Ave	3.21	Conventional bike lanes (lane repurpose or widen) Enhanced crosswalks	$821,774	$2,252,219	$16,435,476	$19,509,469	Other Funds	5%	$975,500
14	Exclusive transit lanes - SR 907/Alton Rd	South	Transit	Dade Blvd	SR 112/41 St	1.46	Exclusive transit lanes (Lane repurposing)	$893,934	$2,342,493	$17,879,877	$21,116,364	Other Funds	13%	$2,639,500
15	Protected/buffer bike lane - 24 St/Liberty Ave	Middle	Bike/Ped	Pine Tree Dr	23 St/SR A1A/Col	0.28	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	$98,664	$257,384	$1,973,277	$2,329,325	Large Proj	50%	$1,164,700
16	Protected/buffer bike lane - Flamingo Dr	Middle	Bike/Ped	Pine Tree Dr	SR A1A/Indian	0.13	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	$45,809	$119,500	$916,164	$1,081,473	Large Proj	50%	$540,700
17	Protected/buffer bike lane - 24 St/Biarritz Dr	Middle	Bike/Ped	Shore Lane	SR 934/71 St	0.32	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	$112,759	$294,153	$2,255,173	$2,662,085	Large Proj	50%	$1,331,000
18	Neighborhood greenway - Bay Dr	North	Bike/Ped	Fairway Dr	SR 934/71 St	0.34	Neighborhood greenway/Sharrow markers/Enhanced crosswalks	$41,308	$107,759	$826,154	$975,221	Greenway	80%	$780,200
19	Shared Path - Wayne Ave	North	Bike/Ped	Raymond St	73 St	0.07	Shared path (lane repurpose or widen) & Enhanced crosswalks	$2,066	$2,695	$20,660	$25,421		100%	$25,400
20	Shared Path - Wayne Ave	North	Bike/Ped	Michael St	75 st	0.19	Shared path (lane repurpose or widen) & Enhanced crosswalks	$5,608	$7,315	$56,077	$69,000		100%	$69,000
21	Exclusive Transit/Protected bike ln-Collins Ave	Middle/North	Transit	SR A1A/Collins	88 St	4.36	Exclusive transit lanes (Lane repurposing) & protected bike lane	$1,809,867	$14,509,276	$36,197,330	$52,516,473	Major Proj	13%	$6,564,600
22	Neighborhood greenway - Hawthorne Ave	North	Bike/Ped	77 St	85 St	0.54	Neighborhood greenway/Sharrow markers/Enhanced crosswalks	$65,607	$171,147	$1,312,127	$1,548,881	Greenway	80%	$1,239,100
23	Neighborhood greenway - 85 St	North	Bike/Ped	Hawthorne Ave	SR A1A/Collins	0.46	Neighborhood greenway/Sharrow markers/Enhanced crosswalks	$55,887	$145,792	$1,117,738	$1,319,417	Large Proj	60%	$791,700
24	Protected bike lane	Middle	Bike/Ped	23 St	51 St	2.00	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	$704,742	$1,838,456	$14,094,830	$16,638,028	Major Proj	10%	$1,663,800
25	Light rail connection/SR A1A/MacArthur Cswy	South	Transit/Bike/Ped	US 1/Biscayne B	SR 907/Alton Rd	3.41	Light rail connection/protected bike lane/lane repurpose or widen	$4,925,900	$14,777,698	$98,517,982	$118,221,580	Major Proj	0%	$0
26	SR 112/41 St Exclusive transit & bike lanes	Middle	Transit/Bike/Ped	SR 907/Alton Rd	beachwalk	0.87	Exclusive transit lanes (Lane repurposing) & protected bike lane	$367,601	$1,027,830	$7,352,009	$8,747,440	Major Proj	13%	$1,093,400
27	Exclusive transit lane/Shared-SR 112/Julia Cswy	Middle	Multimodal	US 1/Biscayne B	SR 907/Alton Rd	3.18	Exclusive transit lanes & shared path-Requires extensive bridge work	$3,882,675	$11,603,847	$77,653,494	$93,140,016	Major Proj	13%	$11,642,500
28	Protected Bike Lane-SR A1A/Indian Creek	North	Bike/Ped	Abbott Ave	Dickens Ave	0.33	Protected bike lanes (repurposing or widening)	$116,283	$303,346	$2,325,647	$2,745,276	Major Proj	13%	$343,200
29	Neighborhood greenway - 15 St	South	Bike/Ped	Washington Ave	West Ave	0.66	Neighborhood greenway/bike blvd markers/Enhanced crosswalks	$80,186	$209,180	$1,603,711	$1,893,077	Greenway	80%	$1,514,500
30	Neighborhood greenway - 20 St	South	Bike/Ped	Purdue Ave	Sunset Dr	0.25	Neighborhood greenway/bike blvd markers/Enhanced crosswalks	$30,374	$79,235	$607,466	$717,075	Greenway	80%	$573,700
31	Shared space - Ocean Dr	South	Bike/Ped	S St	15 St	0.90	Shared space (public space for events and ped space) traffic calming	$13,282	$34,647	$265,626	$313,555		100%	$313,600
32	Neighborhood greenway - Crespi Ave	North	Bike/Ped	Hawthorne Ave	85 St	0.22	Neighborhood greenway/bike blvd markers/Enhanced crosswalks	$26,729	$69,727	$534,571	$631,027	Greenway	80%	$504,800
33	Neighborhood greenway - purdy Ave	South	Bike/Ped	Dade Blvd	20 St	0.26	Neighborhood greenway/bike blvd markers/Enhanced crosswalks	$31,589	$82,404	$631,765	$745,758	Greenway	80%	$596,600
34	Neighborhood Greenway - Drexel Ave	South	Bike/Ped	Espanola Way	17 St	0.40	Neighborhood greenway/bike blvd markers/Enhanced crosswalks	$48,598	$126,776	$971,946	$1,147,320	Greenway	80%	$917,900
	Total Potential Cost for Priority 3 Projects							**$17,978,672**	**$73,478,983**	**$359,084,923**	**$450,537,578**		**12%**	**$53,627,000**
								Total Mobility Fee Cost for Priority I + II + III Projects:					**14.1%**	**$126,878,500**

Attachment N

Comprehensive Plan Revisions Needed Table

MIAMIBEACH

COMPREHENSIVE PLAN REVISIONS NEEDED

KEITH & SCHNARS

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
FUTURE LAND USE					
Policy 3.1	Innovative land use development patterns, including mixed uses shall continue to be permitted and encouraged through the provision of LDR incentives such as additional floor area when at least 25% of the total are of a building is residential, and/ or shared parking for mixed commercial/office/residential in areas designated as commercial in the Future Land Use Map	√			Consider revision in alignment with proposed parking reduction strategies
Policy 3.3	Off-street parking requirements may be waived for uses within existing buildings in historic districts. In order to encourage the compatibility of new construction in historic districts, and the adaptive re-use of existing buildings outside of historic districts, off-street parking requirements may be satisfied through the payment of a fee in-lieu of parking.	√			Consider revision in alignment with proposed parking reduction strategies. Both mobility fees and fee in-lieu of parking may be charged.
Policy 3.4	Mixed use developments will continue to be encouraged in all areas designated as commercial/residential and MXE by creating districts in the land development regulations which are consistent with s.163.3202, F.S. and which will permit combined hotel, residential and commercial developments in accordance with Objective 1 of this Future Land Use Element.				Okay
Objective 6	Meet the concurrency management requirements of Ch. 9J-5.0055 FAC and the LDR, and the land needs for utilities.	√			Need to delete reference to 9J-5. Most of Objective 6 and the Policies under it need to be removed. This could be where to insert Mobility Fee policies in its place.
Policy 6.1	The City shall continue to participate in the Miami-Dade County impact fee ordinance program.	√			With the exception of the Transportation Impact Fee.
Policy 6.2	Land Development Regulations pertaining to concurrency management shall be amended to reflect Ch. 9J-5.0055 FAC and this policy. No development permit shall be issued unless the public facilities necessitated by the project (in order to meet level of service standards specified in the Policies of the Transportation, Recreation, Public Schools and Infrastructure Elements, and the Water Supply Plan) will be in place concurrent with the impacts of the development or the permit is conditional to assure that they will be in place, but no later than the issuance of a certificate of occupancy or its functional equivalent. The requirement that no development permit shall be issued unless public facilities necessitated by the project are in place concurrent with the impacts of development shall be effective immediately: Acceptable Level of Service Standards for public facilities in the City of Miami Beach are:	√			Need to revise to delete 9J-5, replace with 163 F.S. citation, delete transportation concurrency management.

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 6.2 (continued)	(f) Transportation Level of Service: • Local roads – LOS Standard D • Collector roads – LOS Standard D • Arterial roads - LOS Standard D • Limited access roads - LOS Standard D				
	1. Measuring Conformance with the Level-of-Service (C) For Traffic:				
	1. Transportation facilities needed to serve new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted local government five-year schedule of capital improvements.		√		Remove from concurrency
	2. No modification of public facility level-of-service standards established by this plan shall be made except by a duly enacted amendment to this plan. The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.		√		Remove from concurrency
	Roadways: The standard for measuring highway capacities shall be the Florida DOT Table of Generalized Two-Way Peak Hour Volumes for Urbanized Areas or other techniques that are compatible to the maximum extent feasible with FDOT standards and guidelines. The measurement of capacity may also be determined by engineering studies provided that analysis techniques are technically sound and acceptable to the City. The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.	√			Remove TCMAs
	3. Capacity Reservation: Any development permit application which includes a specific plan for development, including densities and intensities, shall require a concurrency review. Compliance will be finally calculated and capacity reserved at time of final action of an approved final Design Review approval or building permit if no Design Review is required or enforceable developers agreement. Phasing of development is authorized in accordance with Rule 9J-5.0055. Applications for development permits shall be chronologically logged upon approval to determine rights to available capacity. A capacity reservation shall be valid for a time to be specified in the land development code; if construction is not initiated during this period, the reservation shall be terminated.		√		Remove from concurrency, 9J-5

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 6.2 (continued)	5 Project Impact or Demand Measurement: The concurrency management user's procedural guide (a supplement to the land development code) will contain the formulas for calculating compliance plus tables which provide generation rates for water use, sewer use, solid waste and traffic, by land use category. Alternative methods acceptable to the Director may also be used by the applicant. For example, traffic generation may be based upon the Institute of Transportation Engineer's "Trip Generation" manual. Transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the local government approves a building permit or its functional equivalent.	√			Remove Transportation from concurrency
Policy 12.1	The Miami Beach Sustainability Plan shall be the guiding document (Strategic Plan) that provides structure and focus to policies and initiatives in order to successfully enhance community sustainability.				Okay. Will revise with overall Comp Plan revisions to add policies that continue to implement & enforce ban of polystyrene, enforcement of ban on unencapsulated floating docks, platforms and buoys. 2010 plan: http://www.miamibeachfl.gov/city-hall/environmental-sustainability/sustainability/sustainability-programs/sustainability-plan/
TRANSPORTATION ELEMENT					
	Goal: It shall be the goal of the City of Miami Beach to provide, maintain and improve a sustainable, safe, convenient and energy efficient multi-modal transportation system which:				Okay
	• Is focused on the mobility of people, not merely vehicles. • Is coordinated with the City's Land Use Element. • Is multi-modal as it recognizes and promotes alternative modes of transportation including: automobile, public transportation, bicycle and pedestrian, as well as levels of service and parking needs. • Is consistent with sustainable and environmentally friendly growth management principles. • Is coordinated with the regional transportation network and other governmental agencies. • Balances the needs of all current and future users. • Ensures the economic vitality of the businesses within the City. • Enhances the quality of life for the City's neighborhoods residents.				
Objective 1	To provide for a safe, convenient, balanced, efficient and effective multi-modal transportation system with a Level of Service (LOS) for multiple transportation modes.				Okay. Objective 1 and the Policies under it mostly reference TCMAs and concurrency, and should be removed. **This could be where to insert Mobility Fee policies in its place.**
Policy 1.1	The following minimum Level of Service standards shall apply to all State, County and local roads except for designated Federal Interstate Highway System (FIHS), Strategic Intermodal System (SIS), and Transportation Regional Incentive Program (TRIP) (please see Glossary of terms) funded				Okay. (see next page)

	facilities which shall be subject to the Florida Department of Transportation's (FDOT) Level of Service Standards.				
GOAL/OBJECTIVE/POLICY	**EXISTING LANGUAGE**	**REVISE**	**DELETE**	**NEW**	**COMMENTS**
Policy 1.1 (continued)	• Local roads – LOS Standard D • Collector roads – LOS Standard D • Arterial roads - LOS Standard D • Limited access roads - LOS Standard D				I don't expect this to change unless the planned projects can improve LOS
Policy 1.2	The following level of service standards shall be established for roadways with certain characteristics as per this policy, and for roadways located within the City's Transportation Concurrency Management Areas (TCMA's):		√		Delete TCMAs
	a. Where no mass transit service exists, roadways shall operate at or above LOS D; b. Where mass transit service having headways of 20 minutes or less is provided within ¼ mile distance, parallel roadways shall operate at no greater than 120 percent of LOS D; (please see glossary of terms) c. Where extraordinary transit service classified as Local Circulator or express or peak-hour limited stop bus service having headways of 10 minutes exists, parallel roadways within 1/4 mile, shall operate at no greater than 150 percent of LOS D (please see glossary of terms).		√		Delete TCMAs
Policy 1.3	The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.		√		Remove concurrency, delete TCMAs
Policy 1.5	Roadway level of service is insufficient as a measure of multi-modal mobility in a mature city with land use intensities, mixed uses and the economic vitality such as Miami Beach. The City shall undertake an examination of total mobility by 2015 in an attempt to shift from roadway capacity and level of service to an overall mobility system capacity and level of service. This will require quantifying capacities and levels of service for the physical roadway system, the transit network, the pedestrian network and the bicycle network. The results will be used as a guide for the planning and implementation of mobility improvements.	√	√		**This policy is what directed the mobility fee study.** Possibly revise this to reflect a review or revised study after another 10 years?
Objective 2	The City shall evaluate its transportation system as it relates to the land use element of this comprehensive plan in an effort to encourage commercial development which is mixed use, multi-modal in nature and which ultimately enhances mobility.	√			Will revise with overall Comp Plan revisions

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 2.2	Impact of Land Use Changes on the Multi-Modal System The City shall assess the impacts of future land use changes on the overall transportation system, including roadway, transit, bicycle and pedestrian levels of service.				
Policy 2.3	Transit Oriented Design (TOD) By 2015, the City shall examine the type of incentives and create design guidelines for TODs within the City.	√	√		Have TOD guidelines been created? Revise date if not. (searched online and did not find anything)
Policy3.4	The City shall plan, design and construct roadway projects and provide approval for commercial roadway projects that minimize consumption of non-renewable resources, limit consumption of renewable resources to sustainable yield levels, reuse and recycle its components, and minimize the use of land and production of noise. To this end, the City shall integrate multimodal transportation facilities to reduce reliance on automobiles through initiatives such as:				Okay
	• Expansion of the South Beach Local Circulator, including route changes to incorporate Belle Island and the Cultural Campus, which will further integrate multimodal transportation facilities with various neighborhoods and provide linkages to commercial centers, recreational amenities and cultural assets • A North Beach Circulator by continuing to work with Miami-Dade Transit to finalize the implementation of this service • Expansion of the Atlantic Greenway Network by continued negotiation with property owners along the Atlantic Ocean and along Biscayne Bay. • Bicycle rack installations to provide safe and secure bicycle parking for bicyclists in Miami Beach. By the end of **2015** it is estimated that approximately 500 bicycle racks will be installed in safe, convenient location along commercial corridors, residential areas and public facilities. Bicycling as an alternative form of transportation will increase the quality of life for our community by reducing traffic congestion. • Bicycle rental program – The City already started this program with a proposal to install up to 85 kiosks of approximately 16 bikes per kiosks. The benefits of this program include reduced traffic congestion, improved air quality, quieter and more livable streets and the opportunity for citizens to improve their health through exercise. • Shared car program will allow for the short term access to vehicles by residents and visitors reducing the need for vehicle ownership and encouraging the use of alternative modes of transportation.	√			Remove/revise reference to 2015 (bicycle racks) Revise bike rental program stats The north beach circulator and neighborhood greenway network projects are listed in the Mobility Fee priority projects, supported by this policy.

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 4.1	The City shall maintain consistency with the transit level of service standard of Miami-Dade County Comprehensive Plan Within this planning period the City will continue to perform studies which examine the use of Bus Rapid Transit, street cars, preemptive traffic signals and any other technologies appropriate for Miami Beach. The City shall continue to follow the guidelines and standards as outlined in recent planning studies such as the Coastal Communities Transportation Management Plan and the Coastal Communities Transit Study.	√			The two studies cited are dated 2007...Believe they are replaced by the 2017 Transportation Master Plan. Were there studies performed re: BRT, street cars, technology?
Policy 4.2	The City shall coordinate with Miami-Dade Transit by 2012 so that the minimum peak hour mass transit level of service standards provided within the City shall be done with public transit service having no greater than 30 minute headways and an average route spacing of ¼ mile provided that:	√			What is the status of this? Revise date or details. Possibly revise the date to require additional collaboration 5-10 years from now. How long are the headways currently?
	1. The average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 people per square mile, and the service corridor is 1/2 mile on either side of any necessary new routes or route extensions to the area of expansion; 2. It is estimated that there is sufficient demand to warrant the service; and 3. The service is economically feasible.				How many people & employees per square mile in the service area?
Policy 4.4	The City shall coordinate with Miami-Dade Transit to provide enhanced transit amenities, such as bus shelters, intermodal facilities, buses, implementation of bus rapid transit (BRT) along(please see glossary of terms) selected corridors, real time transit location information at shelters and at intermodal terminals, more comfortable bus seating, and passenger amenities, etc.				Should be okay as is, continue to coordinate with MDT.
Policy 4.5	The City shall continue to coordinate with the MDT to construct intermodal transit facilities to serve transportation uses, which shall include the South Beach Local and Miami-Dade Transit buses, and other means of transportation that may be available in the future; and the intermodal transit centers to be located in North Beach and South Beach.				Should be okay as is, continue to coordinate with MDT.

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 4.6	Development approval for sites located on main thoroughfares within existing transit routes shall be required where appropriate, to construct a concrete pad and dedicate an easement to Miami Beach or Miami-Dade Transit (or its successor agencies) for public transit uses. The dedicated easement shall be of sufficient size to allow for American with Disabilities Act (ADA) access to transit and for future shelter placement. Fair share contributions in lieu of easement dedication may be granted when an existing bus shelter or pad is located within ¼ mile from the proposed development on the same side of the roadway. Appropriate bus stop facility locations shall be determined by analyzing the existing need on established routes and assessing the existing built environment such as the width of the sidewalk, the presence of a sidewalk and/or the location of any existing structures. Bus routes with the highest ridership and located on an existing bike route will be the highest priority for facility placement.				If the mobility fee have an impact on "Fair share contributions in lieu of easement dedication", we can address this in the mobility fee ordinance.
Policy 4.7	The City shall plan, design, seek funding for and implement local circulator systems in North Beach and Middle Beach.	√			Mobility fee can fund the capital costs associated with this, but maybe not the operating costs. From Transportation Master Plan, there will be 4 loops: South Beach (in operation), Alton-West, Middle Beach, and Collins Link. The 3 original circulators are aligned with the 3 TCMAs, but TCMA's are going away. The others are on the Mobility Fee Project List.
Policy 4.8	Coastal Communities Transit Plan The City shall work with Miami-Dade Transit to implement relevant recommendations included in the Coastal Communities Transit Plan. This study is a detailed analysis of transit ridership to recommend efforts focused on providing express service along the AIA corridor, while providing local service via circulator systems in North Beach, Middle Beach, and South Beach, all connected by intermodal transfer facilities. More specifically this study made recommendations including but not limited to: a. Implementing non capital projects using existing resources b. Implementing express routes using existing bus resources along the A1A corridor c. Implementing circulators to complement the A1A express routes. i. Both the North Beach and Middle Beach circulators could be reconfigured from existing MDT routes ii. The South Beach Local could be extended from existing MDT routes d. Develop transfer stations and intermodal centers to connect the routes TE-11 Transportation Element e. Determine the initial capital requirements for a BRT System on Miami Beach f. Enhance MDT east/west routes from existing MDT routes	a, c, and e			As with 4.1, there is reference to 10 year old plan/study. Believe this is replaced by the 2017 Transportation Master Plan. Reference to the Circulator routes should be updated too. (noted above)

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 4.9	The City shall continue to coordinate with MDT to ensure that transit service within the South Beach, Middle Beach and North Beach TCMA's maximize mobility and reflects routes which serve to facilitate movement within the City, while preserving the historic character of the community.	√			Need to revise to reflect TCMAs going away
Policy 4.11	The City encourages MDT and the Metropolitan Planning Organization (MPO) to study the feasibility of a connecting Miami Beach by transit to the Airport and Downtown Miami.	√			What is the status of this?
Policy 5.4	The further development of thoroughfares shall consider the creation, extension and improvement of bicycle lanes, paths, boulevards, and other bicycle facilities as an effort to develop "complete streets." The City will continue to follow the guidelines and standards as outlined in recent planning studies such as the Coastal Communities Transportation Management Plan.	√			As with 4.1, there is reference to 10 year old plan/study. Revise regarding complete streets efforts.
Policy 5.7	The City shall undertake specific evaluation of individual intersections in an attempt to determine if vehicular or pedestrian priority is needed, so that the appropriate intersection treatments can be implemented. All intersections should be outfitted with pedestrian-friendly amenities including, but not limited to: countdown pedestrian signals, high visibility pedestrian crosswalks, and/or crosswalk lighting as appropriate and pedestrian-oriented treatments. These treatments maximize pedestrian safety by utilizing design strategies that mitigate the impact of high-volume traffic and enhance roadway safety for pedestrian crossings. In the commercial districts for commercial uses the strategies include locating buildings at all intersection corners close to the street to provide a perception of enclosure and safety for pedestrians, clearly striping cross-walks and using different paving materials, as well as reducing the distance between curb corners to reduce pedestrian crossing distance.	√			Utilize the term "Pedestrian Priority Zone" to modernize the policy, and indicate that evaluations and treatments may extend past the intersection (a zone, not just an intersection treatment).
Policy 5.8	The City shall continue the implementation of the Beachwalk and Baywalk Projects in order to further the City's vision of having a continuous on-grade recreational path running north/south along the coast linking the City's South, Middle and North Beach Neighborhoods. Such Projects would combine to form one interconnected recreational path that is ADA accessible and environmentally compatible with the dune and marine environment.		√		Are these projects completed or included in the most up to date Transportation Master Plan or Bike/Ped Plan? If completed, delete.
Objective 6	The City shall continue to support and promote multiple modes of transportation by considering Transportation Demand Management (TDM), Transportation Systems Management (TSM), and other techniques.				Okay
Policy 6.1	Through the site plan review process, the City shall educate the development community and encourage appropriate TSM strategies to improve the mobility systems efficiency, effectiveness and safety. These may include but are not limited to:				Okay

	• Traffic management and traffic monitoring programs • Incident management • Congestion management • Access management • **Parking policies which discourage single-occupancy vehicles**	√			Consider changing language (5th and 6th bullets) after parking reduction strategies are adopted.
GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 6.1 (continued)	• **The encouragement of carpools, vanpools or ridesharing** • Programs or projects that improve traffic flow, including projects to improve signalization • On road bicycle lanes, bicycle parking, and bicycle amenities at commercial and residential uses • Improve intersections, and implement Intelligent Transportation Systems (ITS) strategies, including Pedestrian oriented intersection design strategies • Pedestrian countdown signals				See note above.
Policy 6.2	Through the site plan review process, the City shall educate the development community and encourage appropriate TDM strategies to improve the mobility systems efficiency, effectiveness and safety. These may include but are not limited to efforts to reduce the dependence on single-occupant vehicle trips, and the encouragement of the use of bicycle, pedestrian and transit modes as a means of commuting and recreational mobility. These may include, but are not limited to:				Okay Include the use of Mobility fee funds to promote these strategies (via marketing campaigns) in the Mobility fee ordinance.
	• carpools, • van pools, • demand response service, • paratransit services (for special needs population), • public/private provision of transit service, bike sharing, or shared car initiatives, • provision of short term and long term bicycle parking, showers and changing facilities • provision of parking for carpools • alternative hours of travel, including flexible work hours, staggered work shifts, compressed work weeks and telecommuting options, • subsidy of transit fares, • used of long term parking to be developed at City's entry points, • shared vehicular and pedestrian access for compatible land uses, where possible, • shared parking agreements for compatible land uses, where				Okay Include the use of Mobility fee funds to promote these strategies (via marketing campaigns) in the Mobility fee ordinance.

	possible, • provision of transit amenities, • car share vehicle parking.				
GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 6.3	The City shall coordinate with and support FDOT in the pursuit of Intelligent Transportation Systems (ITS), to help manage congestion on facilities within Miami Beach as well as those facilities connecting the City with the mainland transportation system. This may include using various forms of technology, not limited to cameras, and electronic signage, to inform travelers of the condition of the transportation system, roadway level of service, and availability of parking citywide.	√			What is the status of this? Have any of the ITS methods been implemented yet? If ITS is fully implemented, revise this policy to refer to continuing to add to the system with technology improvements. If ITS is only partially implemented, revise to refer to completion of ITS integration at all intersections.
Policy 6.4	The City shall attempt to better balance the mode split between automobiles and alternative modes of transportation, such as bicycling and transit, particularly in the morning, afternoon and evening peak hour periods. In the meantime, the City will use the MPO's regional model to establish the modal split within the City.	√			Remove the last sentence ("In the meantime...") May need to revise to reflect the Mode Share (existing) and Mode Share Vision established in the Transportation Master Plan, as noted in the mobility fee technical memo.
Policy 6.5	By 2015, the City shall undertake an analysis that determines the baseline mode split, then set a target mode split to be achieved in a certain period of time.	√			This analysis was done in the Transportation Master Plan. Regular re-analysis is recommended, therefore change the "2015" date.
Policy 6.6	The City shall examine the feasibility of developing a transportation trust fund in which to invest its revenue generated via taxes or development fees, etc. and which will be earmarked towards the implementation of scheduled transportation improvements, in coordination with long term master planning efforts.		√		Mobility fee will establish a fund for projects. This policy has been achieved.
Policy 6.7	As a method of achieving a balance between an efficient and effective level of service and an adequate mode split, by 2015, the City shall examine placing a higher priority on the development and implementation of alternative mode projects, than it would on physical capacity projects. A method of doing so may be to spend an increased percentage of City transportation funds, taken from all sources, on transit or alternative mode projects in lieu of physical capacity projects.	√	√		Will not need this policy after Mobility Fee is established. Could be replaced by a policy that refers to utilizing the mobility fee (fund) to finance alternative mode projects.
Policy 6.8	As part of the plan review and approval process, the City shall negotiate with applicants for necessary improvements and enhancements on the private property, such as, but not limited to, dedications or easements for transit bus stops as part of the City's multimodal network.	√			If the City wants to see these improvements paid for by the new Mobility Fee, include reference to that in the Ordinance. Otherwise continue to negotiate with applicant for upfront enhancements.
Policy 6.9	The City will work to reduce conflicts among various modes of transportation. This shall be done through:				Okay
	a. Establishment of enhanced intersections with more pedestrian-friendly and safe crosswalks with enhanced signage; b. The development of bike paths and lanes with bollards and raised islands to increase safety at intersections by preventing vehicles from entering special lanes.				Okay

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 6.10	Awareness Mobility Options To improve citizen and visitor awareness of mobility options within the South Beach, Middle Beach and North Beach TCMA's, the City shall establish mechanisms to highlight information regarding the availability of mobility options.	√			Revise to remove reference to TCMA's. Otherwise the concept of awareness shall remain, especially as more facilities for alternative modes of travel are funded.
Policy 6.11	Through the site plan review process, the City shall educate the development community and promote TSM and/or TDM strategies and incentives to use alternate modes of transportation (such as parking policies and provision of intermodal transfers), that will accomplish mobility within and through each transportation concurrency management area.	√			Revise to remove reference to TCMA's
Policy 6.12	The City shall promote alternate transportation modes and implement the transit, pedestrian, bicycle and other modes of transportation pursuant to F.A.C. 9J-5 in Transportation Concurrency Management Areas as follows:	√	√		Remove 9J-5 and TCMAs
	a. Continue implementing the projects in the "Bike Master Plan" in the Capital Improvement Program (CIP) prioritizing those projects where there are gaps on the bicycle and pedestrian network. Current priority CIP funded projects include the Beach Walk Phase II, and Middle Beach Recreation Corridor – Phase I Pedestrian Bike Path. b. Continue supplementing the MMP Project Bank with projects from "Coastal Communities Transit Master Plan" These, upon approval, would be added to the CIP.	√			a. What is the status of these projects? Update if already complete. b. Replace/revise with "Transportation Master Plan"
	c. Continue coordination with Miami-Dade Transit to implement the Middle and North Beach Circulators. Current priority CIP funded projects include the North Beach Intermodal Center. d. Continue improving multimodal infrastructure including pedestrian and bicycle pathways, secure bicycle parking, transit shelters, and transit amenities including bike racks on buses. Through the land development code and site plan review process, the City will continue providing amenities and incentives to alternate modes of transportation. Current priority CIP funded projects include the installation of crosswalks, curb ramp installation/maintenance and pedestrian countdown signals in various locations throughout Miami Beach. e. Implementing projects that accommodate all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users.	√			c. "CIP- funded" may change, projects may be funded by Mobility Fee moving forward. Update regarding status of North Beach project. d. "CIP- funded" may change, projects may be funded by Mobility Fee moving forward.

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 6.13	The City shall coordinate with the Florida Department of Transportation and Miami-Dade County, to implement relevant recommendations of the Coastal Communities Transportation Master Plan. This study is a sub regional multi-modal transportation master plan, which used extensive public involvement combined with a state of the art origin and destination study to recommend efforts in the areas of capacity, corridors, alternative modes and policies, in short term, mid term and long term time frames.	√			I believe the 2017 Transportation Master Plan supersedes the Coastal Communities Plan.
Policy 6.14	Transportation Planning The City shall treat its Municipal Mobility Plan, its Coastal Communities Transportation Master Plan, and its AGN as living documents, which should be updated on a regular basis. The City is currently using the Municipal Mobility Plan and the Coastal Communities Transportation Master Plan as a basis for capital budgeting and transportation planning efforts. In the next five years the City shall initiate a transportation master plan that will be a living document, updated on a regular basis, and will guide all capital budgeting and transportation planning efforts.	√			Revise regarding Transportation Master Plan
Policy 7.12	The City shall consider all aspects of the "Complete Streets" initiative when considering improvements to public rights of way. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities, so that they can safely move along and across the right of way no matter what mode is being used. In doing so all roadway projects shall provide for appropriate widths for sidewalk or bicycle facilities where right of way is available. The City and reviewing agencies shall ensure that the new construction projects are safe for both the user and the community and that the project adds a lasting value to both motorized and nonmotorized users.				Okay
Objective 9	The City shall maintain the North Beach, Middle Beach and South Beach Transportation Concurrency Management Areas (TCMA's) within its boundaries. The boundaries of these TCMA's shall be depicted on Map 9.1. Within these areas, increased multi-modal mobility options will be pursued and redevelopment efforts will be focused.		√		Mobility fee will replace transportation concurrency.
Policy 9.1	Transportation Concurrency Management Areas (TCMA) rely on the measurement of capacity on an Areawide basis. As such the following facilities will have their service volumes averaged at the approved Level of Service, as the calculation of Areawide capacity.		√		Mobility fee will replace transportation concurrency.
Policy 9.2	The City shall review all proposed developments for their impact upon the adopted LOS standards. Each development will be subject to the City's Concurrency Management System. The City will continue to monitor the existing Transportation Concurrency Management Areas and continue to implement multimodal opportunities pursuant to the Florida		√		Mobility fee will replace transportation concurrency. 9J-5 reference.

	Administrative Code, (F.A.C. sec, 9J-5).				
GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 9.3	The City shall have the ability to mitigate the impact of a proposed development on individual roadways, segments of roadways, or areas as a whole within a Transportation Concurrency Management Areas, even if Areawide service volumes are not surpassed, by collecting a proportionate fair share contribution from a developer in accordance with applicable sections of Florida Statutes.		√		Mobility fee will replace transportation concurrency.
Policy 9.4	When areas are deficient in capacity, the City may issue development orders when transportation concurrency requirements are satisfied by a proportionate fair share contribution from a developer in accordance with applicable sections of Florida Statutes. Regardless of concurrency or mitigation, the City maintains the right to reject development for non compliance with any other aspect of the Comprehensive Plan or Land Development Regulations.		√		Mobility fee replacing fair share contribution.
Policy 9.5	Within each Transportation Concurrency Management Area, infill and redevelopment shall be encouraged which is supportive of mobility alternatives including walking, bicycling and use of transit, particularly those associated with the completion of the Beachwalk and Baywalk projects.		√		Mobility fee will replace transportation concurrency.
Policy 9.6	The City, shall implement the recommendations included in the City's parking management study within the City's TCMA's. The process shall evaluate:	√			TCMAs going away. There is a newer parking study.
	a. Placement of future public and private parking facilities related to the support of alternative modes of transportation; b. **Reduction of on-site parking requirements** within the City's land development regulations in order to encourage multi-modal use; c. Commercial delivery issues including the provision of loading zones within alleys to improve street flow and emergency vehicle access.	√			(b) **K&S prepared a list of parking reduction strategies which are included in deliverables.** Depending on City's approach, several of those strategies can be included as LDR policies (to be identified in LDRs)
Policy 9.7	Concurrency mitigation fees within the City's TCMA's shall be used where appropriate to support multi-modal options. This process shall address:	√			Mobility Fees to replace Concurrency mitigation fees and TCMAs. Change terminology only.
	a. Contribution towards the construction of park and ride facilities to be served by transit; b. The construction of enhanced pedestrian amenities that create a pedestrian friendly environment, such as: • narrower traffic lanes, • median refuges, curb extensions ("bulb-outs"), • count-down pedestrian signals, • use of geometric designs that minimize crossing distances and increase visibility between pedestrians and motorists, • timing signals to minimize pedestrian delay & conflicts;	√			a. Mobility fees may be used for this. b. Add to the list: "inclusion of shade trees at intersections for pedestrians"

	c. The construction of bicycle facilities and/or the evaluation of reclaiming street space for other uses through the use of complete streets concepts.				
GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 9.8	Within the City's TCMA's, the City shall require all new major developments, (those projects over 50,000 gross square feet, and/or projects that increase the number of trips over 100 peak hour trips), to submit a Transportation Mitigation Plan which will include strategies to mitigate the traffic generated by the site, and will encourage the use of alternative modes of transportation. The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of all new major developments so that the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right of way. Applicable treatments may include, but not be limited to TDM strategies included in Policy 6.2 and TSM policies included in Policy 6.1.		√		TCMAs going away
Policy 9.9	The City will continue to utilize funding mechanisms the MPO planning process, and continual updating of a concurrency mitigation bank to support the projects contained within the City's long term planning documents which address mobility options. Those projects located within the City's TCMA's and which are alternative modes should receive funding priority.	√			Revise to reflect mobility fee and delete reference to TCMA.
Policy 9.10	Transportation concurrency within the South Beach, Middle Beach and North Beach TCMA's will be maintained and tracked by the Transportation and Concurrency Management Section located within the Public Works Department.		√		TCMAs going away
Policy 9.11	The City shall update the traffic counts in the Concurrency Management System every two years. This data shall be used as part of the update of the long range transportation master planning process.	√			Concurrency Management being replaced, but counts may still be necessary... Possibly just update terminology.
INTERGOVERNMENTAL COORDINATION					
Objective 4	Continue to coordinate with local (adjacent municipalities), county, regional and state entities in the establishment of Level of Service Standards for public facilities.				okay
Policy 4.1	Utilize the FDOT "Level of Service Standards and Guidelines Manual," as updated from time to time, in concurrency reviews of projects on State roads and otherwise continue to ensure that the level of service standards for public facilities are coordinated with those governmental entities having operational maintenance responsibility for such facilities.				okay

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
CAPITAL IMPROVEMENT PROGRAM ELEMENT					
Policy 1.5	When budgeting capital expenditures, the City will evaluate and assign priority to projects according to the following criteria, listed in order of importance: 1. Elimination of existing or impending public hazards; 2. Repair or replacement of damaged capital facilities which do not fit the definition in Number 1 above; 3. Prevent service from any existing part of a system from falling below the level of service standards established in this Comprehensive Plan, due to failure of any component of the system; 4. Accommodate existing, expanding or new capital facilities within Miami Beach which are provided by other governmental agencies so as to avoid needless repetition of expenditures; 5. Accommodate new construction or rehabilitation projects which are approved by the City pursuant to all applicable development regulations and which are consistent with the elements of this comprehensive Plan and its amendments, specifically to include projected growth patterns, level of service standards, and requirements for financial participation by the party seeking development approval in meeting the costs of the capital facility; 6. Elimination of existing capacity deficits; 7. The project's impact on the local budget; 8. The project's financial feasibility within the City's budget; and 9. The project, if applicable, shall be coordinated with DOT plans.	√			Capital expenditures vs mobility fee revenue – may need to revise what fees are paying for, address in Mobility Fee ordinance.
Policy 1.7	The city shall limit the use of revenue bonds as a percent of total debt				okay
Objective 3	Continue to participate in the Miami-Dade County Development Impact Fee Program to secure a financial contribution from any development that necessitates new or expanded potable water, sanitary and storm sewer, ~~**transportation,**~~ and solid waste based on a proportional share of the cost of the improvements.	√			Remove "transportation" from list - mobility fee to replace impact fee
Policy 3.1	The City will not give development approval to any new construction, redevelopment or renovation project which creates a need for new or expanded public capital improvements unless the project pays a proportional share of the costs of these improvements in accordance with the Development Impact Fee Program.	√			Add reference to transportation being separate, or list out potable water, sanitary and storm sewer, and solid waste (in other words, list only those improvements still under the Impact Fee Program).
Policy 5.2A	The following level of service standards shall be established for the roadways identified below and located within the City's Transportation Concurrency Management Areas (TCMAs):		√		Delete or revise regarding reference to TCMAs
	a. Where no mass transit service exists, roadways shall operate at or above LOS D; b. Where mass transit service having headways of 20 minutes or less is provided within ¼ distance, parallel roadways shall operate at				Is any of this still relevant without TCMAs?

	no greater than 120 percent of LOS D; c. Where extraordinary transit service classified as the Electrowave shuttle or express or peak-hour limited stop bus service exists, parallel roadways within ¼ mile shall operate at no greater than 150 percent of LOS D.				
INFRASTRUCTURE EXPENDITURES **Policy 6.1**	Except as provided in Policy 6.2 through 6.5 below, the City shall not fund any public infrastructure capacity expansion if such funding and such expansion would have the effect of directly subsidizing a private development.	√			Revise to reflect source of funds for transportation infrastructure
Policy 6.2	Notwithstanding Policy 6.1 above, the City may fund infrastructure capacity expansion to achieve: 1) adopted level-of-service standards for facilities which serve the current and projected population; 2) recreational and natural resource enhancement; 3) any development directly supporting the Convention Center; 4) **amelioration of parking or mass transit deficiencies;** 5) the provision of desirable parking or mass transit facilities and services; and/or 6) redevelopment in redevelopment areas established in accordance with state statute. Expenditures pursuant to 3), 4), 5) and 6) preceding shall be limited to south Pointe Redevelopment Area and the convention Center Village Redevelopment Area as shown on the Redevelopment Areas Map included with these goals, objectives and policies.	√			Revise to reflect source of funds for transportation infrastructure. #4 – will any of this still come out of city funds or mobility fee only? Is the limit of the location where #s 3 - 6 are limited to (south Pointe Redevelopment Area and the convention Center Village Redevelopment Area) still in need?

Attachment O

Land Development Regulations Revisions Needed Table

MIAMIBEACH LAND DEVELOPMENT REGULATIONS REVISIONS NEEDED KEITH & SCHNARS

Based on Code updated through October 17, 2017 (Municode)
Subpart B- LAND DEVELOPMENT REGULATIONS

CHAPTER-SECTION	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Ch. 114 – General Provisions					
Sec. 114-4 Compliance with regulations required.	(6) No building shall be erected, converted, enlarged, reconstructed, moved, or structurally altered, except in conformity with the off-street parking and loading regulations of the district in which the building is located.				Okay
	(12) No building permit or board order shall be issued for any lot or site with a building permit valued at $250,000.00 or more without a Construction Parking and Traffic Management Plan approved by the Parking Director pursuant to Chapter 106, Article II, Division 3, entitled "Construction Management Plan."				Okay
Ch. 118 – Admin & Review Procedures					
Sec. 118-7 Fees for the administration of land development regulations.	(j) *Fee in lieu of providing required parking.* (1) One-time fee in lieu of providing required parking. (2) Yearly payment fee in lieu of providing required parking.				Fee in lieu is a parking reduction strategy. The parking fees are at the very end of this table, from Appendix A – Fee Schedule. 118-7 is referenced in Appendix A, that it sets for the amount of the fee, but there is no dollar amount provided here.
Sec. 118-51 Powers and duties. (Planning Board)	(11) To review the sale, exchange, conveyance or lease of ten years or longer of certain city-owned property, as provided in City Charter, subsection 1.03(b)3, entitled, "Alienability of property," which requires approval by a majority (four-sevenths) vote of all members of the planning board. In reviewing such an application, the planning board shall consider the following review criteria, when applicable: e. A traffic circulation analysis and plan that details the impact of projected traffic on the immediate neighborhood and how this impact is to be mitigated.				Likely okay, but in reference to traffic impact mitigation, mobility fee may replace that.
Sec 118-163 Review by Planning Board.	(3) In reviewing a request for an amendment to these land development regulations, the board shall consider the following when applicable: h. Whether the proposed change will create or excessively increase traffic congestion beyond the levels of service as set forth in the comprehensive plan or otherwise affect public safety.	√			The fee could take the place of this consideration (as mitigation for congestion).
Sec. 118-166. - Amendment of comprehensive plan.	Consideration of proposed amendments to the city's comprehensive plan by the planning board and city commission shall follow the procedures set forth in F.S. ch. 163, F.A.C. chs. 9J-5 and 9J-11 and the public participation procedures of the comprehensive plan and any amendments thereto.	√			Not specifically related to Mobility Fee, but references to FAC need to be amended (9J-5) since 2011 changes.
Sec. 118-192. - Review guidelines. (Conditional Use Procedure)	(a) Conditional uses may be approved in accordance with the procedures and standards of this article provided that: (5) Adequate off-street parking facilities will be provided. (b) In reviewing an application for conditional use for new structures 50,000 square feet	√			Parking reduction strategies may cause for a revision on (a)(5), (b)(4) and (c)(4). Mobility fee may cause for revision on (b)(7) and (c)(7).

CHAPTER-SECTION	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
	and over, the planning board shall apply the following supplemental review guidelines criteria in addition to the standard review guidelines listed in subsection a. above: (4) Whether the proposed parking plan has been provided, including where and how the parking is located, utilized, and managed, that meets the required parking and operational needs of the structure and proposed uses. (7) Whether a traffic circulation analysis and plan has been provided that details means of ingress and egress into and out of the neighborhood, addresses the impact of projected traffic on the immediate neighborhood, traffic circulation pattern for the neighborhood, traffic flow through immediate intersections and arterials, and how these impacts are to be mitigated. (c) In reviewing an application for a religious institution, the planning board shall apply the following review criteria instead of the standard review guidelines listed in subsection (a) above: (4) Whether the proposed parking plan has been provided, including where and how the parking is located, utilized, and managed, that meets the required parking and operational needs of the structure and proposed uses. (7) Whether a traffic circulation analysis and plan has been provided that details means of ingress and egress into and out of the neighborhood, addresses the impact of projected traffic on the immediate neighborhood, traffic circulation pattern for the neighborhood, traffic flow through immediate intersections and arterials, and how these impacts are to be mitigated.				
Sec. 118-194. - Compliance with conditions. (Cond. Use)	(a) Through (f)			√	Add sub-paragraph (g) with language to require Mobility Fee payment by a certain point or the project approval expires.
Sec. 118-223. - Procedures pertaining to the transfer of development rights (unused floor area).	(b) *Evaluation criteria.* A request for a transfer of development rights (unused floor area) shall only be approved if the planning board finds that the application is consistent with the following mandatory criteria. (3) The project provides adequate off-street parking facilities, the enhancement or creation of view corridors either through the building(s) or within open space that is in addition to the required setbacks. (c) *Development regulations.* (5) No more than 25 percent of the required parking shall be placed in a building on a lot that received the transfer of development rights (unused floor area). (6) If a garage is constructed on a transfer lot, it shall contain retail uses on the ground floor elevation that faces Collins Avenue, Alton Road or Fifth Street. The development regulations pertaining to parking lots and garages are set forth in subsection 142-1132(n).	√			Will TDRs remain? Perhaps work it in to the mobility fee or mitigation fee. (c)(5) and (6) – as long as this still applies, it may not have to be revised.
Sec. 118-253. - Application for design review.	(d) (9) Provided certain minimum criteria as to gross square footage or floor area are triggered as delineated under subsection a., below. A traffic circulation analysis and plan, prepared by a professional traffic engineer, licensed and registered in the State of Florida, which details the impact of projected traffic	√			Reference to traffic impact study/mitigation and TCMAs shall be removed.

CHAPTER-SECTION	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
	on the immediate neighborhood and how this impact is to be mitigated, shall be required in the following instances: a. Within the City's Transportation Concurrency Management Areas (TCMA's), as amended from time to time, all new development projects exceeding 5,000 gross square feet. b. For development projects that propose new floor area or an increase in floor area, and are located within a half mile of any roadway segment with a level of service E or F, as defined by the Transportation Research Board's Highway Capacity Manual, as amended from time to time. c. The following shall be excluded from performing a transportation study and mitigation plan to: 1. Single-family homes; and 2. Multi-family projects (exclusive of mixed-use projects) with less than five units or 15,000 gross square feet.				
ARTICLE IX: NONCONFORMANCES Sec. 118-399. - 118-500. -	(Regulation Section #s are Reserved)			√	Possibly add regulations here regarding conversion of non-conforming use to a conforming use and whether that would trigger requirements of paying the Mobility Fee or give a credit/waive the fee.
Article X: HISTORIC PRESERVATION DIVISION 3. - ISSUANCE OF CERTIFICATE OF APPROPRIATENESS/CERTIFICATE TO DIG/CERTIFICATE OF APPROPRIATENESS FOR DEMOLITION **Sec. 118-562. - Application.**	(b) (9) Provided certain minimum criteria as to gross square footage or floor area are triggered as delineated under subsection a., below. A traffic circulation analysis and plan, prepared by a professional traffic engineer, licensed and registered in the State of Florida, which details the impact of projected traffic on the immediate neighborhood and how this impact is to be mitigated, shall be required in the following instances: a. Within the City's Transportation Concurrency Management Areas (TCMA's), as amended from time to time, all new development projects exceeding 5,000 gross square feet. b. For development projects that propose new floor area or an increase in floor area, and are located within a half mile of any roadway segment with a level of service E or F, as defined by the Transportation Research Board's Highway Capacity Manual, as amended from time to time. c. The following shall be excluded from performing a transportation study and mitigation plan to: 1. Single-family homes; and 2. Multi-family projects (exclusive of mixed-use projects) with less than five units or 15,000 gross square feet.	√	√		Reference to traffic impact study/mitigation and TCMAs shall be removed.
Ch. 122 – Concurrency Management					
Sec. 122-2. - Definitions.	*Public facilities* means the facilities for which the city has adopted levels of service,	√	√		With removal of TCMA's and concurrency replaced by Mobility

CHAPTER-SECTION	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
	including **roads, transit**, potable water, sanitary sewer, solid waste, flood protection, stormwater management and parks and recreational facilities. *TAZ* means one or more geographic areas or zones **within a TCMA** defined by land use and other geographic variables for the purpose of analyzing the impact of a proposed development on the city's transportation system. *TCMA* means a specific geographic area designated in the city's comprehensive plan in accordance with Florida law as a transportation concurrency management area where an area wide level of service (LOS) standard is applied.				Fee, these definitions may be revised (*Public facilities, TAZ*) or removed (*TCMA*).
Sec. 122-6. - Level of service standards.	(a) A determination of concurrency shall be based on the levels of service established in the capital improvements element of the comprehensive plan of the city, at the time the proposed development is projected to generate a demand for services. A determination of concurrency shall be conducted in accordance with the methodology described in the city's concurrency management system manual and shall be based on the capacity of available public facilities less applicable capacity credits within the applicable TCMA and TAZ. (d) For the purposes of a determination of concurrency, roads and transit facilities shall be deemed available if they are: (1) In existence at the time of a determination of concurrency; (2) Funded, programmed and scheduled to be available through the applicable city, state or other governmental agency at the time the proposed development is projected to generate a demand for services; or (3) The subject of an enforceable mitigation program between the applicant and the city or other applicable governmental agency, approved in accordance with subsection 122-8(d), which will ensure that the facilities will be provided at the time the proposed development is projected to generate a demand for services; (4) Programmed or otherwise committed to be provided as soon as reasonably possible such that a substandard level of service does not exist for a period of more than three years after the proposed development is projected to generate a demand for services; and (5) Programmed in the capital improvements element of the comprehensive plan for construction in or before year three of the city's adopted budget, Miami-Dade County's Transportation Improvement Program, the Florida Department of Transportation's Five Year Work Program, or the First Year Priority of the Miami-Dade County Long Range Plan.	√	√		Remove most of this due to references to concurrency and TCMAs. (5) Revise considering City budget may be a smaller source of funds for mobility projects, and mobility fee fund will finance the projects.
Sec. 122-8. - Determination of concurrency.	(d) In the event the determination is made that the required public facilities will not be available where needed to serve the proposed development within the applicable TAZ or the TCMA, an applicant for a preliminary concurrency determination may propose a mitigation program in order to avoid a negative determination of concurrency. The proposed mitigation program shall be based on the same methodology for determining concurrency, and the city municipal mobility plan, and shall include a specific delineation of responsibilities for providing the required public facilities improvements, adequate methods for securing performance of the mitigation program, payment of mitigation monies and a proposed recapture program for the provision of excess capacity, if	√			In general, this whole Chapter seems antiquated. Is there a "concurrency management division" at the City? Could not be located on the website. While other public facilities are still subject to concurrency, the road and transit references need to be removed. Text in this table is only that which specifically calls out TAZ and TCMA. But the whole section is worth reviewing with City staff for revision to reflect only the concurrency of public facilities other than transportation.

CHAPTER-SECTION	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
	applicable. Such mitigation program shall be reviewed and approved by the concurrency management division, other appropriate departments of the city and other agencies having jurisdiction. The applicant shall enter into a mitigation agreement, committing to the mitigation program, with the concurrency management division, which is hereby authorized to enter into such an agreement on behalf of the city, subject to the approval of the city attorney's office. The concurrency management division may grant up to 30 percent mitigation credit to individual projects with approved historic designation undergoing major rehabilitation. No credit will be granted to projects that have already been rehabilitated and are intensifying their existing land usage. The city commission may adopt by resolution programs and policies allowing for transportation concurrency exemptions, a sliding scale, and/or credits for small businesses operating within existing structures, which have been determined to have a minor impact to the existing roadway LOS. (f) In the event a preliminary concurrency determination impact certificate is issued, upon issuance of the final development order for which the preliminary concurrency determination is based, and upon payment of applicable mitigation fees as provided for in this Code, a final reservation certificate shall be issued and the available capacity for the respective **TCMA and TAZ** for the applicable public facilities will be reduced by the projected demand for the project until the reservation of the capacity expires or becomes permanent. Upon issuance of a certificate of occupancy for the project, the reservation of the capacity of the applicable public facilities becomes permanent.				
Sec. 122-9. - Concurrency appeal committee.	(b) There shall be five members of the concurrency appeal committee: the director of planning, the director of public works, the director of parks and recreation, an assistant city manager designated by the city manager, and a member appointed from the city's transportation and parking committee.	√			Typo (spelling) and possibly no need for a staff member from Transportation & Parking to be on the Committee (concurrency will no longer be required for transportation). Would this committee be useful with Mobility Fees?
Ch. 126 – Landscape Requirements	[no landscape sections impacted]				
Ch. 130 – Off Street Parking	**[Entire Off Street Parking Chapter]**	√			**Entire Off Street Parking Chapter should be considered re: Parking Reduction Strategies**
Sec. 130-31. - Parking districts established.	(b) There shall be no off-street parking requirement for main or accessory uses associated with buildings that existed prior to October 1, 1993, which are: (1) Located within the architectural district, (2) A contributing building within a local historic district, or (3) Individually designated historic building. This provision shall not apply to renovations and new additions to existing buildings which create or add floor area, or to new construction which has a parking requirement.				Need to make sure this is still valid and doesn't conflict with any new policies since new policies usually supersede old policies where there is a conflict.
ARTICLE V. - FEE IN LIEU OF PARKING PROGRAM		√			**Should be considered re: Parking Reduction Strategies** **The fee schedule for this is noted at the end of the table (from Appendix A, Fee Schedule). Fees should also be re-visited.**
ARTICLE VI – PARKING CREDIT SYSTEM		√			**Should be considered re: Parking Reduction Strategies**
Ch. 133 – Sustainability	[no sustainability sections impacted]				

CHAPTER-SECTION	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
and Resiliency					
Ch. 138 - Signs	[no sign sections impacted]				
Ch. 142 – Zoning Districts and Regulations					
DIVISION 18. - PS PERFORMANCE STANDARD DISTRICT **Sec. 142-705. - Alternative parking requirement for multifamily residential development in R-PS districts pursuant to the parking impact fee.**	Alternative parking requirements for multifamily residential development in R-PS districts shall be as required in the parking impact fee program as set forth in chapter 130, article V. [Chapter 130 is "Off Street Parking"]				Makes reference to Ch 130, off street parking, which may change based on parking reduction strategies.
Sec. 142-706. - Supplemental parking regulations.	(a) *All districts.* All non-oceanfront and non-bayfront residential development shall be encouraged to have parking with access to and from the alley only and such parking shall be rendered not visible from the street by the building's front facade. However, on corner buildings, the side view may be obscured by a wall. (b) *C-PS3 and C-PS4 districts.* In C-PS3 and C-PS4 districts: (1) One and one-quarter parking spaces per apartment unit, one parking space per hotel unit, and 2½ parking spaces per 1,000 square feet of commercial space except as otherwise specifically provided in subsection 142-706(b)(2). Required parking for hotel, hotel accessory uses and club uses may be satisfied through the provision of valet parking spaces. Twenty percent of required apartment unit parking spaces may be satisfied through the provision of valet parking spaces. (2) Four parking spaces per 1,000 square feet of commercial space for all of the C-PS3 or C-PS4 properties of which any portion is located south of Second Street and west of Washington Avenue or west of the southern theoretical extension of Washington Avenue. (c) *RM-PS1 district.* In the RM-PS1 district 1.65 parking spaces per apartment unit, and one parking space per 1,000 square feet of any nonresidential use. Up to 12 percent of the total parking spaces created on the premises may be for valet parking spaces.	√			Consider revising parking regulations in relation to new parking reduction strategies.
DIVISION 20. - TC NORTH BEACH TOWN CENTER DISTRICTS **Sec. 142-739. - Parking.**	(a) *Off-street parking for motorized vehicles.* (1) *Purpose.* Parking regulations in the North Beach Town Center are intended to: provide centralized public parking garages to serve the town center and minimize the amount of on-site parking required for individual lots, thereby reducing building bulk and maximizing ground floor space available for retail and restaurant uses; enable people to park once at a convenient location and to access a variety of commercial enterprises in pedestrian friendly environments by encouraging shared parking; reduce	√			Consider revising parking regulations in relation to new parking reduction strategies. Also there is a typo in (2)(a) "froth" should be "forth" Possibly require more bicycle parking and rideshare pick up/drop off spot near restaurants/bars/clubs.

CHAPTER-SECTION	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
	diffused, inefficient, single-purpose reserved parking; encourage ground floor retail uses and public facilities; promote walking, bicycling and transit ridership to help reduce the demand for parking within the district; avoid public facilities; promote walking, bicycling and transit ridership to help reduce the demand for parking within the district; avoid adverse parking impacts on neighborhoods adjacent to the town center; maximize on-street parking where possible; increase visibility and accessibility of parking; provide flexibility for redevelopment of small sites; and for the preservation of historic buildings; promote early prototype mixed-use projects using flexible and creative incentives. (2) *[Governing provisions.]* Required parking in the North Beach Town Center is governed by chapter 130, off-street parking, except as modified herein: a. Minimum parking requirements for the TC-1 town center core district are set froth in parking district no. 4 in section 130-33, except that apartment buildings shall provide: 1.0 space per unit for units between 550 and 799 square feet; 1.25 spaces per unit for units between 800 and 999 square feet; 1.5 spaces per unit for units between 1,000 and 1,200 square feet; 2.0 spaces per unit for units above 1,200 square feet. b. Minimum parking requirements for the TC-2 town center mixed-use district are set forth in parking district no. 1 in section 130-32, except that apartment buildings shall provide: 1.0 space per unit for units between 550 and 799 square feet; 1.25 spaces per unit for units between 800 and 999 square feet; 1.5 spaces per unit for units between 1,000 and 1,200 square feet; 2.0 spaces per unit for units above 1,200 square feet. c. Minimum parking requirements for the TC-3 town center residential office district are set forth in parking district no. 1 in section 130-32, except that apartment buildings shall provide: 1.0 space per unit for units between 550 and 799 square feet; 1.25 spaces per unit for units between 800 and 999 square feet; 1.5 spaces per unit for units between 1,000 and 1,200 square feet; 2.0 spaces per unit for units above 1,200 square feet. d. Parking requirements may be met either on-site or off-site within a distance of 800 feet from the subject lot, subject to subsection 130-36(b). e. Mixed-use development is encouraged to utilize the shared parking calculations in section 130-221. Parking for residential uses may be included in the shared parking calculation at a rate of 50 percent for daytime weekdays, 70 percent for daytime weekends, and 100 percent for all other times. Shared parking shall be designated by appropriate signage and markings. The shared parking facility may be located off-site within 800 feet of the uses served, subject to subsection 130-36(b). f. Developments that provide a significant public amenity such as an urban plaza (minimum 3,000 square feet) in accord with the NBTC design standards referenced in section 142-738, or floor area for a public library (minimum 6,000 square feet and maximum 15,000 square feet) may be exempted from parking requirements for all uses on the site at a rate of one parking space for every 500 square feet of urban plaza space or one parking space for every 250 square feet of library space. g. New construction of "live-work" projects shall meet the parking requirements for either residential or commercial uses, whichever is greater, but shall not be required to meet the parking requirement for both uses. For purposes of this section, a "live-work" unit is defined as a unit containing both a residential and commercial component within the same unit.				

CHAPTER-SECTION	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
	(b) *Bicycle parking*. Short-term and long-term bicycle parking shall be provided for new construction or substantial rehabilitation over 1,000 square feet according to the minimum standards in the table below. (1) Short-term bicycle parking (bicycle racks) serves people who leave their bicycles for relatively short periods of time, typically for shopping, recreation, eating or errands. Bicycle racks should be located in a highly visible location near the main entrance to the use. (2) Long-term bicycle parking includes facilities that provide a high level of security such as bicycle lockers, bicycle cages and bicycle stations. These facilities serve people who frequently leave their bicycles at the same location for the day or overnight.				

Land Use	Minimum Short-term Bicycle Parking Spaces (whichever is greater)	Minimum Long-term Bicycle Parking Spaces (whichever is greater)
Commercial nonretail	4 per project or 1 per 10,000 square feet	1 per 10% of employees; 2 for 5,000 square feet and under; 3 for 5,001—20,000 square feet; 6 for 20,001—50,000 square feet; 10 for 50,000 square feet and over
Retail	1 per business, 4 per project or 1 per 5,000 square feet	1 per 10% of employees; 2 for 5,000 square feet and under; 3 for 5,001—20,000 square feet; 6 for 20,001—50,000 square feet; 10 for 50,000 square feet and over

For Retail, suggest increasing the minimum to 2 bicycle spaces per business.

CHAPTER-SECTION	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
	<table><tr><td>Restaurants, bars, nightclubs</td><td>1 per 10 seats or occupants</td><td>1 per 10% of employees</td></tr><tr><td>Hotel</td><td>2 per hotel or 1 per 10 rooms</td><td>1 per 10% of employees</td></tr><tr><td>Multifamily residential</td><td>4 per project or 1 per 10 units</td><td>1 per unit</td></tr></table> (c) *[More than minimum requirement encouraged.]* Developers are encouraged to provide more than the minimum requirement as appropriate for the particular uses in a building. The minimum required vehicular parking may be reduced by: One space for every five long-term bicycle parking spaces, and/or one space for every ten short-term bicycle parking spaces, not to exceed a total of 15 percent of the required vehicle parking spaces. (d) *[Exemption from vehicle parking requirements.]* Nonresidential uses that provide showers and changing facilities for bicyclists shall be exempted from vehicle parking requirements at a rate of two vehicle parking spaces for each separate shower up to a maximum of eight parking spaces. (e) *[TC-1 and TC-2 districts.]* In the TC-1 and TC-2 districts, short-term bicycle parking spaces may be provided in the public right-of-way, subject to design review, in situations where suitable space near the entrance to the building or storefront is not available on private property. Bicycle parking in the public right-of-way shall be approved by the public works department and shall not encroach on the pedestrian throughway zone.				For Restaurants, bars, nightclubs, suggest increasing the minimum to 2 bicycle spaces per 10 seats. Hotel service staff are more likely to utilize bicycle parking – suggest taking inventory/evaluating current use and need for bicycle parking at hotels. Depending on results, may consider increasing the minimum. May need to add a category to distinguish hotels which also have a restaurant, bar, or conference facilities (more service staff).
ARTICLE III – OVERLAY DISTRICTS **DIVISION 8. – 40TH STREET OVERLAY** **Sec. 142-860. - Off-street parking regulations.**	For religious institutions in the 40th Street Overlay District, the following off-street parking regulations shall apply: (1) For adaptive reuse of existing buildings, including expansions or additions thereto less than 50 percent of the size of the existing structure, there shall be no parking requirement provided that there is one or more public parking lot(s) and/or garage(s) within 500 feet of the subject property. Existing required parking spaces on site shall remain or be replaced on-site. (2) For new construction, and expansions or additions of more than 50 percent of the size of an existing structure, the parking requirement shall be the same as for a single-family detached dwelling pursuant to chapter 130 of the City Code, entitled off-street parking, article II, districts; requirements, provided that there is one or more public parking lot(s) and/or garage(s) within 500 feet of the subject property.				Makes reference to Ch 130, off street parking, which may change based on parking reduction strategies.

CHAPTER-SECTION	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Appendix A – Fee Schedule					
*** See below for full 130-132(a), (b)(2) references**		V			Revise fees in light of mobility fee and parking reduction strategies. Not sure why $35,000 is quoted in 130-132(a) and it shows $40,000 in the table. Reference to 118-7 only states it is a one-time or yearly fee in lieu of parking, no "amount" is provided in 118-7. Consider a higher annual fee, or fee reduction if/when strategies are implemented to reduce parking needs (business pays full price until they reduce their parking demand, then they can qualify for a lower fee).
*** Sec. 130-132. - Fee calculation.**	*(a) New construction.* The fee in lieu of providing parking for new construction shall be satisfied by a one-time payment at the time of issuance of a building permit of $35,000.00 per parking space. The amount of such one-time fee is set forth in section 118-7. (b) *Existing structures and outdoor cafes.* When alteration or rehabilitation of a structure results in an increased parking requirement, or an outdoor cafe is created or expanded, the fee in lieu of providing parking shall be satisfied by one of the following: (1) A one-time payment as set forth in subsection (a) of this section. (2) A yearly payment in the amount set forth in section 118-7, which shall continue as long as the use exists. (The amount of such payment may vary from year to year in accordance with the determination set forth in subsection (d) of this section.) However, in lieu of continued yearly payments, a one-time redemption payment may be made at any time of the full amount due pursuant to subsection (a) of this section minus the amount of money already paid through yearly payments; such amount shall be based upon the latest determination made pursuant to subsection (d) of this section as of the time of the redemption payment rather than upon the amount which would have been due if the fee had been paid at the time of issuance of the building permit. However, when new floor area is added to the existing building, the fee in lieu shall be as set forth in subsection (a) of this section.				Reference to 118-7 only states it is a one-time or yearly fee in lieu of parking, no dollar amount is provided in 118-7.

Section this Code	Description	Amount
	Chapter 130. Off-Street Parking	
	Article V. Parking Impact Fee Program	
130-133(a)(2)	Fee in Lieu of Parking	
	One Time Fee	40,000.00
	Yearly Fee	800.00
	Article VII. Surplus and Under-Utilized Parking Spaces	
130-192	Lease of under-utilized parking spaces, application fee	215.00
	Additional fee regarding application for lease of under-utilized parking spaces, per space	6.00

Attachment P

Best Practices For Reduced Parking Requirements

KEITH & SCHNARS
ENGINEERS | PLANNERS | SURVEYORS

Best Practices for Reduced Parking Requirements
City of Miami Beach
Task 8: Land Development Code Review

1. Increase availability from existing supply by making daytime business parking lots available to public at night or residential lots available to public during the day.

2. Reduced requirements for certain types of uses that are within a walking distance (no more than 1,500 feet) of rail or bus stops.

3. Reduced requirements for affordable housing and senior housing due to lower vehicle ownership (1/2 space reduction per unit and may include individual deed-restricted affordable units aside from entire buildings/communities).

4. Consider reducing the requirements for uses with higher likeliness of carpooling (co-workers to offices) and Uber/Lyft/Taxi (bars, nightclubs, restaurant/bars). Preferred parking (reserved spaces) for car pool users and ride matching services (for car pools) can reduce parking space demand to justify lower parking requirements.

5. Reduction of on-site parking if a major employer provides a shuttle to/from an off-site parking location. This is best for hospitals or extended hour businesses such as 24-hour call centers, where specific shift start/end times are common.

6. Land banking and landscape reserves – during design/development stages, set aside area that can serve as extra landscaping or greenspace but could be converted to more parking if the future if demand changes or the use within the building changes.

7. Revise code to show some uses with MAXIMUM parking requirements instead of minimum. This is not for all uses.

8. Allow for transferable parking rights between property owners (should be filed with the City for inventory purposes within the district).

9. If parking spaces are reduced for a business/commercial use, there could be spillover parking in nearby residential areas. To mitigate this, develop a parking permit system for residents who utilize street parking spaces to be enforced during certain times (mostly when residents are expected to be home; evenings and weekends).

6500 North Andrews Avenue | Fort Lauderdale, Florida 33309-2132
(954) 776-1616 | (800) 488-1255 | Fax: (954) 771-7690
www.ksfla.com

10. Where there is shared parking for a balanced mix of uses and peak time demands for those uses, provide a reduction in requirement. Miami Beach already utilizes a formula for mixed use/shared parking.

11. Fees in-lieu of Parking – Miami Beach already has this in place, but should consider adjusting the fees, expanding the program or expanding the applicable area.

12. Improvements to Transit, Pedestrian, and Bicycle LOS may reduce parking demand to justify lower parking requirements.

13. Reductions for businesses which offer company vehicles for employees to use during the work day, even if it is not for business purposes (such as a doctor appointment or personal errand) so they will leave their personal cars at home and utilize other methods of travel to work.

14. Charging for parking, even at private businesses (employees pay or have it deducted from pay check) will encourage drivers to seek other alternatives. When this system is in place, parking requirements can be reduced. This can be a condition of approval for new development.

15. Cash-out program – give employees the choice of free or subsidized parking with a transit /vanpool subsidy equal to the value of the parking ($100 of the subsidy is tax-free by law), or a carpool/walk/bike subsidy equal to the value of the parking (not tax deductible). There are a lot of ways to administer cash out programs (additional info available).

16. Adjust pricing by the type or length of parking. This is meant to discourage long-term parking for commuters in areas where short-term shopping/business is encouraged.

17. For multi-family residential, do not include parking in the cost of the rent. Charge separately. Or, for those who do bundle the monthly rent with parking, offer a rent rebate or discount for those who use less than their allocated number of spaces.

Attachment C

Impact Fee/Mobility Fee/Concurrency Fee Comparisons (North Beach Examples)

Project Information			*Miami Dade County*					*Miami Lakes*		*Miami*		*Coral Gables*	*Miami Beach Current*		*Miami Beach Proposed*	
	Use	Units	Urban Infill Area (UIA) Road (Added to Municipal Fees)	Non-UIA Roads	Fire	Police	Non-UIA Total (with Parks if Applicable)	County Services Impact Fees (Police & Fire)	Mobility Fee	Downtown DRI (Transp., Air Quality, DRI, Admin)	All Impact Fees (Police, Fire, Transp., Parks, Streets, Storm Sewer, Solid Waste, Government)	All Impact Fees (Police, Fire, Parks, Municipal, Mobility, Admin)	Parks Concurrency	Transportation Concurrency (North Beach Fee)	Parks Concurrency	Mobility Fee
Scenario 1 - Retail to Restaurant (Change of Use)																
Current Use (Credit)	Retail (SF)	1,087	17,944.63	$ 18,978.59			$ 18,978.59		$ 3,462.03							
	Restaurant (Seats)	16	30,390.75	$ 32,139.52			$ 32,139.52		$ 7,186.92							
Proposed Use	Restaurant (Seats)	30	56,982.66	60,261.60			$ 60,261.60		$ 13,475.47							
Total	*Fee*		*$ 8,647.28*	*$*			*9,143.49*	*$*	*2,826.52*	*N/A for Retail to Rest.*		*N/A for Retail to Rest.*	*$*	*408.23*	*$*	*1,288.43*
Total w/ County Impact Fee				$			9,143.49	$	11,473.80	$	8,647.28	$ 8,647.28	$	9,055.51	$	9,935.71
Scenario 2 - Residential Building (Demo & New Construction)																
Current Use (Credit)	Residential (Units)	3	$ 17,653.11				$ 30,160.68	$ 2,872.69	$ 3,453.74	N/A	N/A	$ 18,144.00				
Proposed Use	Residential (Units)	16	$ 86,824.00				$ 164,051.20	$ 15,322.08	$ 18,419.97	$ 6,153.60	$ 10,816.00	$ 96,768.00	$ 5,443.75	$ 10,267.26	$ 5,443.75	$ 19,695.00
Total	*Fee*		*$ 69,170.89*	*$*			*133,890.52*	*$*	*27,415.41*	*$*	*16,969.60*	*$ 78,624.00*	*$*	*15,711.01*	*$*	*25,139.75*
Total w/ County Impact Fee				$			133,890.52	$	96,586.30	$	86,140.49	$ 147,794.89	$	84,881.90	$	94,309.64
Scenario 3 - Commercial to Restaurant/Commercial (Change of Use)																
Current Use (Credit)	Retail (SF)	2,600	42,921.84	$ 45,394.96			$ 45,394.96		$ 8,280.85							
Proposed Use	Retail (SF)	1,165	19,232.29	$ 20,340.43			$ 20,340.43		$ 3,710.46							
	Restaurant (Seats)	30	56,982.66	$ 60,261.60			$ 60,261.60		$ 13,475.47							
Total	*Fee*		*$ 33,293.11*	*$*			*35,207.07*	*$*	*8,905.08*	*N/A for Retail to Rest.*		*N/A for Retail to Rest.*	*$*	*5,160.26*	*$*	*11,802.15*
Total w/ County Impact Fee				$			35,207.07	$	42,198.18	$	33,293.11	$ 33,293.11	$	38,453.37	$	45,095.26
Scenario 4 - Hypothetical Mixed Use Building (Demo & New Construction)																
Current Use (Credit)	Hotel (Rooms)	27	$ 210,880.15	$ 223,043.25	$ 8,380.26	$ 7,095.06	$ 238,518.57	$ 15,475.32	46,165.08			$ 109,706.00				
	Office (SF)	13,000	$ 177,531.90	$ 187,747.30	$ 5,764.20	$ 4,880.20	$ 198,391.70	$ 10,644.40	24,823.68			$ 75,062.00				
	Retail (SF)	2,000	$ 33,016.80	$ 34,919.20	$ 886.80	$ 750.80	$ 36,556.80	$ 1,637.60	$ 6,369.88			$ 9,292.00				
	Restaurant (Seats)	215	$ 408,375.73	$ 431,874.80	$ 7,340.49	$ 6,214.75	$ 445,430.03	$ 13,555.23	$ 96,574.19			$ 78,982.00				
Proposed Use	Residential (Units)	188	$ 691,413.24				$ 1,451,341.20	$ 180,034.44	$ 216,434.62	$ 72,304.80	$ 127,088.00	$ 1,137,024.00				
	Office (SF)	24,676	$ 336,982.86	$ 356,373.26	$ 10,941.34	$ 9,263.37	$ 376,577.97	$ 20,204.71	47,119.16	$ 17,450.87	$ 34,497.05	$ 144,350.00				
	Retail (SF)	26,690	$ 440,609.20	$ 465,996.72	$ 11,834.35	$ 10,019.43	$ 487,850.50	$ 21,853.77	$ 85,006.09	$ 42,965.56	$ 37,312.62	$ 125,442.00	$ 76,463.75	$ 148,102.87	$ 76,463.75	$ 338,294.98
Total	*Fee*		*$ 639,200.71*	*$*			*1,396,872.56*	*$*	*355,407.42*	*$*	*331,618.90*	*$ 1,133,774.00*	*$*	*224,566.62*	*$*	*414,758.73*
Total w/ County Impact Fee				$			1,396,872.56	$	994,608.13	$	970,819.61	$ 1,772,974.71	$	863,767.33	$	1,053,959.44

Disclaimer: This represents an estimate of impact fees from each of the local governments identified using publically available information and sample projects with best estimates for differing calculation methodologies. There are other project specific variables that may affect impact fees that may have not been considered.

Attachment C

Impact Fee/Mobility Fee/Concurrency Fee Comparisons (North Beach Examples)

Project Information			*Miami Dode County*					*Miami Lakes*		*Miami*	
	Use	**Units**	**Urban Infill Area (UIA) Road** (Added to Municipal Fees)	**Non-UIA Roads**	**Fire**	**Police**	**Non-UIA Total** (with Parks if Applicable)	**County Services Impact Fees** (Police & Fire)	**Mobility Fee**	**Downtown DRI** (Transp., Air Quality, DRI, Admin)	**All Imp** (Polic Transp Street Sewe W Gove
Scenario 1 - Retail to Restaurant (Change of Use)											
Current Use (Credit)	Retail (SF)	1,087	17,944.63	$ 18,978.59			$ 18,978.59		$ 3,462.03		
	Restaurant (Seats)	16	30,390.75	$ 32,139.52			$ 32,139.52		$ 7,186.92		
Proposed Use	Restaurant (Seats)	30	56,982.66	60,261.60			$ 60,261.60		$ 13,475.47		
Total	***Fee***		***$ 8,647.28***	***$***			***9,143.49***	***$***	***2,826.52***	***N/A for Retoil to***	
Total w/ County Impact Fee				**$**			**9,143.49**	**$**	**11,473.80**	**$**	
Scenario 2 - Residential Building (Demo & New Construction)											
Current Use (Credit)	Residential (Units)	3	$ 17,653.11				$ 30,160.68	$ 2,872.89	$ 3,453.74	N/A	N
Proposed Use	Residential (Units)	16	$ 86,824.00				$ 164,051.20	$ 15,322.08	$ 18,419.97	$ 6,153.60	$ 1
Total	***Fee***		***$ 69,170.89***	***$***			***133,890.52***	***$***	***27,415.41***	***$***	***1***
Total w/ County Impact Fee				**$**			**133,890.52**	**$**	**96,586.30**	**$**	**8**
Scenario 3 - Commercial to Restaurant/Commercial (Change of Use)											
Current Use (Credit)	Retail (SF)	2,600	42,921.84	$ 45,394.96			$ 45,394.96		$ 8,280.85		
Proposed Use	Retail (SF)	1,165	19,232.29	$ 20,340.43			$ 20,340.43		$ 3,710.46		
	Restaurant (Seats)	30	56,982.66	$ 60,261.60			$ 60,261.60		$ 13,475.47		
Total	***Fee***		***$ 33,293.11***	***$***			***35,207.07***	***$***	***8,905.08***	***N/A for Retail to***	
Total w/ County Impact Fee				**$**			**35,207.07**	**$**	**42,198.18**	**$**	**3**
Scenario 4 - Hypothetical Mixed Use Building (Demo & New Construction)											
Current Use (Credit)	Hotel (Rooms)	27	$ 210,880.15	$ 223,043.25	$ 8,380.26	$ 7,095.06	$ 238,518.57	$ 15,475.32	46,165.08		
	Office (SF)	13,000	$ 177,531.90	$ 187,747.30	$ 5,764.20	$ 4,880.20	$ 198,391.70	$ 10,644.40	24,823.68		
	Retail (SF)	2,000	$ 33,016.80	$ 34,919.20	$ 886.80	$ 750.80	$ 36,556.80	$ 1,637.60	$ 6,369.88		
	Restaurant (Seats)	215	$ 408,375.73	$ 431,874.80	$ 7,340.49	$ 6,214.75	$ 445,430.03	$ 13,555.23	$ 96,574.19		
Proposed Use	Residential (Units)	188	$ 691,413.24				$ 1,451,341.20	$ 180,034.44	$ 216,434.62	$ 72,304.80	$ 12
	Office (SF)	24,676	$ 336,982.86	$ 356,373.26	$ 10,941.34	$ 9,263.37	$ 376,577.97	$ 20,204.71	47,119.16	$ 17,450.87	$ 3
	Retail (SF)	26,690	$ 440,609.20	$ 465,996.72	$ 11,834.35	$ 10,019.43	$ 487,850.50	$ 21,853.77	$ 85,006.09	$ 42,965.56	$ 3
Total	***Fee***		***$ 639,200.71***	***$***			***1,396,872.56***	***$***	***355,407.42***	***$***	***33***
Total w/ County Impact Fee				**$**			**1,396,872.56**	**$**	**994,608.13**	**$**	**97**

Disclaimer: This represents an estimate of impact fees from each of the local governments identified using publically available information and sample projects with best estimates for differing calculation methodologies. There are

Attachment D

RESOLUTION NO. 2000-23874

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OE MIAMI BEACH, ELORIDA, APPROVING AND ADOPTING ADMINISTRATIVE EEES EOR THE ISSUANCE OE CONCURRENCY STATEMENTS FOR INTERESTED PARTIES, PURSUANT TO THE MIAMI BEACH AUTOMATED CONCURRENCY MANAGEMENT SYSTEM; THE METHODOLOGY USED TO ARRIVE AT THE COST PER TRIP FOR MITIGATION OE IMPACTS FROM PROJECTS THAT EXCEED TRAFFIC CONCURRENCY, PLUS A SCHEDULE OF TRANSPORTATION CONCURRENCY MITIGATION FEES TO BE CHARGED FROM SUCH PROJECTS; THESE STATEMENTS TO BE ISSUED AND EEES TO BE COLLECTED BY THE CITY'S TRANSPORTATION/CONCURRENCY DIVISION.

WHEREAS, the Miami Beach Automated Concurrency Management System (CMS) is a computer program that measures the impact of proposed development, redevelopment, or use intensification projects on public services, including traffic; and

WHEREAS, certain development, redevelopment, or use intensification projects may not satisfy traffic concurrency requirements due to the fact that the traffic they generate exceed the available capacity of the City's roadway system; and

WHEREAS, the potential impacts of these projects can be evaluated and possibly mitigated by utilizing mechanisms established by the City's Municipal Mobility Plan (MMP) and Concurrency Management System (CMS), which require the payment of fees by the projcct applicants; and

WHEREAS, the administrative fees to be charged for the issuance of individual Concurrency Statements range from $125 to $335 in cost, as shown in Exhibit A, which is herein attached and made part of this Resolution; and

WHEREAS, the revenue produced by the administrative fees will fund the operation, maintenance, and bi-annual update of the CMS and MMP, along with the salaries of added staff for the Transportation/Concurrency Division; and

WHEREAS, the schedule of fees to be charged for Transportation Concurrency Mitigation is based on the cost per trip for each area of the City, which cost is determined by dividing the costs of the MMP-proposed transportation improvement projects, by the additional capacity to be realized through the implementation of such projects, as shown in Exhibits A-1, A-2, and A-3 herein attached and made part of this Resolution; and

WHEREAS, the revenues produced by the Concurrency Mitigation fees will be deposited in specific accounts for either the North, Middle, or South Beach TCMA areas where collected, and subsequently appropriated for specific MMP projects by Resolution of the City Commission; and

WHEREAS, an annual Concurrency Report, including the total amount of fees collected in the report year, will be made at a regular City Commission Meeting by the Transportation/ Concurrency Manager.

WHEREAS, these fees and the methodology used to arrive at these fees need to be approved and adopted by the City Commission in order to be implemented by the City's Transportation/ Concurrency Management Division.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission hereby approve and adopt administrative fees for the various Concurrency Statements to be issued for interested parties, pursuant to the Miami Beach Automated Concurrency Management System; the methodology used to arrive at the cost per trip for the mitigation of impacts from projects that exceed traffic concurrency, plus a schedule of Transportation Concurrency Mitigation fees to be charged from such projects; these statements to be issued and fees to be collected by the Transportation/Concurrency Division.

PASSED AND APPROVED this the 12th day of April, 2000.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION

City Attorney 4-3-02
Date

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EXHIBIT A

CONCURRENCY STATEMENT FEES

1. **Concurrency Inquiry Statement** $125.00

2. **Preliminary Concurrency Determination Statement (based on intensity level):**

   Low (1 to 100 trips) $125.00

   Medium (101 to 400 trips) $235.00

   High (401-plus trips) $335.00

3. **Final Concurrency Reservation Statement** $150.00

DEFINITIONS:

1. **Concurrency Inquiry Statement** (CIS, available capacity inquiry) - To be performed and issued when there is a request or inquiry as to amount of available infrastructure capacity in a specific area and no development project is involved. All available capacity information contained in the inquiry statement is considered to be accurate for only the date that it is issued.

2. **Preliminary Concurrency Determination Statement** (PCDS)- To be performed and issued when there is a request for a concurrency review involving an individual development project. The issuance of a valid concurrency information statement is <u>required</u> for all Design Review Board (DRB) and Planning Board (PC) application (project) packages. The issuance of a PCDS will secure the project's "place in line" during the review/approval process and temporary reservation of capacity, if available.

3. **Final Concurrency Reservation Statement** (FCRS) - To be issued only when a development project has received all of its required development approvals or sign-offs and has satisfied its concurrency requirements. Such requirements may include but are not limited to, the payment of mitigation fees or execution of an enforceable development agreement for the funding and implementing of needed infrastructure improvements or capital improvement projects within a designated time period. Pursuant to the issuance of a FCRS, capacity will be reserved for the specific project for a period not to exceed one (1) year.

EXHIBIT A-1

Miami Beach Concurrency Management System
Capacity per TAZ

TAZ	CTAZ	Current	Capacity	Available	TCMA	Section
North Beach						
29	44	4,369	9,228	4,859		
31	48	38,685	44,457	5,772	1	1
32	50	24,791	84,923	60,132	0	1
34	52	31,184	95,700	64,516	0	1
35	55	50,932	64,488	13,556	1	1
36	57	26,219	39,275	13,056	1	1
37	59	16,880	23,382	6,502	0	1
Sub Total		**193,060**	**361,453**	**168,393**		
Middle Beach						
22	30	11,307	11,307	-	2	2
23	33	21,430	32,433	11,003	0	2
24	35	22,098	23,057	959	0	2
25	36	18,533	30,967	12,434	0	2
26	37	11,771	17,124	5,353	2	2
27	38	31,157	61,434	30,277	2	2
28	42	33,421	46,145	12,724	2	2
29	45	23,825	56,542	32,717	2	2
30	46	44,693	54,197	9,504	2	2
Sub Total		**218,235**	**333,206**	**114,971**		
South Beach						
3	2	8,965	14,690	5,725	3	3
4	3	5,820	30,300	24,480	3	3
5	4	4,799	14,139	9,340	3	3
6	5	8,672	17,572	8,900	3	3
7	6	5,978	10,381	4,403	3	3
8	7	10,352	22,182	11,830	3	3
9	8	2,427	2,428	1	0	3
10	9	17,660	26,222	8,562	3	3
11	11	21,875	30,746	8,871	3	3
12	13	37,651	38,812	1,161	3	3
13	14	28,462	33,021	4,559	3	3
14	16	25,584	26,547	963	3	3
15	17	23,034	23,034	-	3	3
16	20	11,895	15,828	3,933	0	3
17	21	22,196	28,883	6,687	3	3
18	24	45,948	58,045	12,097	3	3
19	25	65,836	66,659	823	3	3
20	27	32,302	36,003	3,701	3	3
21	28	12,251	19,073	6,822	3	3
Sub Total		**391,707**	**514,565**	**122,858**		
Total		**803,002**	**1,209,224**	**406,222**		

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03/29/2000

Table 2

Miami Beach Concurrency Management System

Impact of Transportation Improvements

Project Back #	Description	Project Category	Total Cost	Additional Capacity	Impacted TAZ
North Beach					
1	North Beach Community Shuttle Expansion	Alternative Mode	$2,850,000	1%	31,32,34,35,36,37
2	North Beach Neighborhood Calming/Streetscape Improvements	Community Sustainability	$255,000	0%	35,36
3	Harding Avenue Enhancements	Corridor Enhancement	$415,000	0%	35,36
4	Biscayne Elementary School Circulation Improvements	Community Sustainability	$72,500	1%	35,36,37
6	Normandy Drive/71st Street Corridor Enhancements	Corridor Enhancement	$1,465,000	0%	32,34
7	Indian Creek Drive Capacity Improvements	Capacity Improvement	$875,000	5%	31
8	North Beach Waterfront Access Improvements	Alternative Mode	$170,000	0%	31
9	Collins Avenue Improvements/Regulation Program	Corridor Enhancement	$1,725,000	1%	31,36
10	North Beach Walk	Alternative Mode	$2,210,000	0%	31,36
Sub Total			$10,037,500		
Middle Beach					
12	Collins Avenue Realignment	Corridor Enhancement	$5,200,000	0%	30
14	Alton Road Enhancements (43rd Street to 63rd Street)	Corridor Enhancement	$2,925,000	0%	28,29
15	Middle Beach Walk	Alternative Mode	$3,310,000	0%	24,25,26,30
16	47th Street Traffic Calming/Safety Improvements	Community Sustainability	$75,000	0%	27,28
17	Nautilus/Bayshore Neighborhood Calming Project	Community Sustainability	$810,000	0%	23,27,28
18	Middle Beach Community Shuttle Expansion	Alternative Mode	$4,050,000	1%	22,23,24,25,26,27,28,29,30
19	43rd Street/Alton Road Intersection Capacity Improvements	Capacity Improvement	$620,000	2%	28
20	Middle Beach Intermodal Facility	Alternative Mode	$0	0%	28
21	Indian Creek Drive/41st Street Intersection Capacity Improvements	Capacity Improvement	$6,330,000	2%	25
22	Alton Road/41st Street Intersection Calming	Corridor Enhancement	$315,000	0%	28
24	Alton Road Enhancements (Michigan Avenue to Chase Avenue)	Corridor Enhancement	$1,170,000	0%	22
25	Indian Creek Drive Multi-Purpose Trail	Alternative Mode	$3,310,000	0%	24,25,26,30,31
26	Dade Boulevard/23rd Street Intersection Alignment	Corridor Enhancement	$915,000	1%	20,23,24
27	Dade Boulevard Intersection Improvements	Corridor Enhancement	$2,580,000	3%	20,21,23
28	Alton Rd / 20th St. and Sunset Dr /20th St. Intersection Reconfiguration/Improvements	Corridor Enhancement	$375,000	2%	22,23
44	Collins Avenue Grand Boulevard	Corridor Enhancement	$625,000	0%	19,20,24,25,26,30
Sub Total			$32,610,000		
South Beach					
30	Dade Boulvard/17th Street/West Avenue Intersection Reconfiguration & Connection	Corridor Enhancement	$3,200,000	3%	17,22
32	Venetian Causeway Improvements and Enhancements	Corridor Enhancement	$2,625,000	0%	16
33	16th Street Enhancements/Operational Improvements	Corridor Enhancement	$325,000	2%	17,18,19
34	Alton Road Capacity Improvements	Capacity Improvement	$1,200,000	5%	4,8,10,11,14,15,17,18,21
35	Flamingo Park Neighborhood Calming Project	Community Sustainability	$615,000	0%	8,11,14,18
37	Washington Avenue Enhancements	Corridor Enhancement	$3,300,000	1%	5,6,7,8,11,12,13,14,18,19,20,21
38	5th Street/Alton Road Intersection Improvements	Capacity Improvement	$3,600,000	2%	4,8,10
39	East-West Transit Corridor	Alternative Mode	$0	0%	N/A
40	South Beach Intermodal Facility	Alternative Mode	$8,275,000	0%	4
41	South Beach Walk	Alternative Mode	$2,210,000	0%	3,6,7,12,13,19,20
42	South Point Streetscape/Pedestrian Access Program	Community Sustainability	$365,000	0%	3,4,5,6,7,8
43	Ocean Drive Operational Improvements		$675,000	1%	7,12,13
Sub Total			$26,390,000		
	Total		**$69,037,500**		

EXHIBIT A-2

N:\2110\general\CentralTrip\CurCap FutCap.xls\Table 2
02/29/2000

EXHIBIT A-3

Table 3
Miami Beach Concurrency Management System
Transportation Cost per Trip of Additional Capacity

TAZ	Current Capacity (based on MMP counts)*	Future Capacity (based on project bank)	Additional Capacity	Cost per Trip
North Beach				
29	9,228	9,228	-	
31	44,457	47,569	3,112	
32	84,923	85,772	849	
34	95,700	96,657	957	
35	64,488	65,778	1,290	
36	39,275	40,453	1,178	
37	23,382	23,616	234	
Sub Total	361,453	369,073	7,620	$ 1,841
Middle Beach				
22	11,307	11,985	678	
23	32,433	34,703	2,270	
24	23,057	23,518	461	
25	30,967	31,896	929	
26	17,124	17,295	171	
27	61,434	62,048	614	
28	46,145	47,529	1,384	
29	56,542	57,107	565	
30	54,197	54,739	542	
Sub Total	333,206	340,822	7,616	$ 2,783
South Beach				
3	14,690	14,690	-	
4	30,300	32,421	2,121	
5	14,139	14,280	141	
6	17,572	17,748	176	
7	10,381	10,589	208	
8	22,182	23,957	1,775	
9	2,428	2,428	-	
10	26,222	28,058	1,836	
11	30,746	32,591	1,845	
12	38,812	39,588	776	
13	33,021	33,681	660	
14	26,547	28,140	1,593	
15	23,034	24,186	1,152	
16	15,828	15,828	-	
17	28,883	31,771	2,888	
18	58,045	62,689	4,644	
19	66,659	68,659	2,000	
20	36,003	37,803	1,800	
21	19,073	20,790	1,717	
Sub Total	514,565	539,895	25,330	$ 2,016

* Additional counts will be undertaken to determine the affects adjacent municipalities and to consistently updated the base line.

CITY OF MIAMI BEACH

CITY HALL 1700 CONVENTION CENTER DRIVE MIAMI BEACH, FLORIDA 33139
http:\\ci.miami-beach.fl.us

COMMISSION MEMORANDUM NO. 300-00

TO: Mayor Neisen O. Kasdin and Members of the City Commission

DATE: April 12, 2000

FROM: Lawrence A. Levy
City Manager

SUBJECT: **A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, APPROVING AND ADOPTING ADMINISTRATIVE FEES FOR THE ISSUANCE OF CONCURRENCY STATEMENTS FOR INTERESTED PARTIES, PURSUANT TO THE MIAMI BEACH AUTOMATED CONCURRENCY MANAGEMENT SYSTEM; THE METHODOLOGY USED TO ARRIVE AT THE COST PER TRIP FOR MITIGATION OF IMPACTS FROM PROJECTS THAT EXCEED TRAFFIC CONCURRENCY, PLUS A SCHEDULE OF TRANSPORTATION CONCURRENCY MITIGATION FEES TO BE CHARGED FROM SUCH PROJECTS; THESE STATEMENTS TO BE ISSUED AND FEES TO BE COLLECTED BY THE CITY'S TRANSPORTATION/CONCURRENCY DIVISION.**

ADMINISTRATION RECOMMENDATION

Adopt the Resolution.

ANALYSIS

The Miami Beach Automated Concurrency Management System (CMS) is a mechanism to measure the impact of proposed development, redevelopment, or use intensification projects on public services, including traffic. A project is considered to satisfy traffic concurrency requirements when the traffic generated by such project does not exceed the available capacity of the City's roadway system.

The potential impact of projects that exceed the available capacity can be evaluated and possibly mitigated by utilizing mechanisms made available by the City's Municipal Mobility Plan (MMP) and Concurrency Management System (CMS). This process requires the payment of fees hy the affected parties.

Pursuant to the CMS, a schedule of fees and the methodology used to arrive at these fees need to be approved and adopted by the City Commission in order to become effective and implemented by the City's Concurrency Division. Two different fee schedules are being proposed by this Resolution, as follows:

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AGENDA ITEM R7J

DATE 4-12-00

1. **Concurrency Statement Fees** (or administrative fees) to be charged for issuance of the various concurrency statements that will be required from prospective applicants, as follows:

Concurrency Inquiry Statement	$125.00
Preliminary Concurrency Determination Statement (based on intensity level):	
Low (1 to 100 trips)	$125.00
Medium (101 to 400 trips)	$235.00
High (401-plus trips)	$335.00
Final Concurrency Reservation Statement	$150.00

The revenue produced by these administrative fees will fund the operation, maintenance, and bi-annual update of the Automated Concurrency Management System and Municipal Mobility Plan, along with the salaries of added staff for the Transportation/Concurrency Division. We estimate that approximately one thousand (1000) Concurrency Statements may be issued a year.

2. **Transportation Concurrency Mitigation Fees**. A specific methodology was used to arrive at the cost per trip of additional capacity for mitigation of impacts caused by projects that exceed concurrency. This methodology is as follows:

◊ CURRENT CAPACITY. The CMS provides information on the current available capacity of the TAZs, as shown in **Table 1,** herein attached. The additional capacity per TAZ was determined by applying the additional capacity, as listed in Table 2, to the existing or current capacity. The future capacity is the sum of the current capacity and the additional capacity.

◊ PROJECT BANK. The Municipal Mobility Plan (MMP) created a "Project Bank" comprised of a number of transportation improvement projects, as shown in **Table 2,** Project Bank Cost Estimates, herein attached. Table 2 also identifies the TAZs that will benefit from these transportation improvement projects and the additional capacity in terms of a percentage increase expected to be realized. Some of these projects have already identified funding sources or have been programmed for construction, while others remain unfunded. A portion of the funding for these unfunded projects could be provided from fees collected for development projects that do not satisfy transportation concurrency requirements.

The yet unfunded "Project Bank" transportation improvement projects were sorted by the area of the City they benefit, and rough cost estimates were produced, as shown in Table 1 and as follows:

* Ten (10) projects for North Beach, at approximately $10 million,
* Sixteen (16) projects for Middle Beach, at approximately $31.9 million; and
* Eleven (11) projects in South Beach, at approximately $25.7 million.

◊ TCMA/TAZ. The City was divided into three (3) Transportation Concurrency Management Areas (TCMAs) - North, Middle and South Beach TCMAs - which were further separated into thirty two (32) traffic analysis zones (TAZs) for traffic concurrency management purposes.

◊ The COST PER TRIP for each area of the City, as shown in **Table 3**, was determined by dividing the costs of transportation improvement projects by the additional capacity realized through implementation of the project bank. Transportation Cost Per Trip of Additional Capacity. The costs per trip once a project fails to satisfy traffic concurrency requirements based on current capacity are as follows:

* $1,841.54 in North Beach, which has the largest amount of trips available, and approximately $10 million in programmed but yet unfunded MMP transportation improvement projects.

* $2,783.30 in Middle Beach, which has the least amount of trips available and approximately $32 million in programmed/unfunded MMP projects. Middle Beach contains several roadway links (Alton Road, 41st Street, and 63rd Street) which have severe level-of-service (LOS) problems.

* $2,015.16 in South Beach, where there are some trips available in most TAZs, excepting the ones in and near the Art Deco Historic District and Redevelopment Areas, and approximately $25.7 million in programmed/unfunded MMP projects. However, South Beach is served by an existing and enhanced Electrowave shuttle route, and is the first area of the City where the TCMA/Urban Transit Village concept will be tested.

The revenue collected, as above-mentioned, will be deposited in specific accounts for each area, and subsequently appropriated by Resolution of the City Commission for the implementation of specific MMP projects.

An annual Concurrency Report, including the total amount of fees collected in the report year, will be made at a regular City Commission Meeting by the Transportation/Concurrency Manager.

Pursuant to the extensive and innovative planning and concurrency efforts undertaken by the Transportation/Concurrency Division staff and City consultants, the Administration recommends approval of the fee schedules and of the methodology used to arrive at these fees, as stated.

Attachments: Tables 1, 2, and 3

LL/MS/JJ/AJ

TABLE 1

Miami Beach Concurrency Management System
Capacity per TAZ

TAZ	CTAZ	Current	Capacity	Available	TCMA	Section
North Beach						
29	44	4,369	9,228	4,859		
31	48	38,685	44,457	5,772	1	1
32	50	24,791	84,923	60,132	0	1
34	52	31,184	95,700	64,516	0	1
35	55	50,932	64,488	13,556	1	1
36	57	26,219	39,275	13,056	1	1
37	59	16,880	23,382	6,502	0	1
Sub Total		**193,060**	**361,453**	**168,393**		
Middle Beach						
22	30	11,307	11,307	-	2	2
23	33	21,430	32,433	11,003	0	2
24	35	22,098	23,057	959	0	2
25	36	18,533	30,967	12,434	0	2
26	37	11,771	17,124	5,353	2	2
27	38	31,157	61,434	30,277	2	2
28	42	33,421	46,145	12,724	2	2
29	45	23,825	56,542	32,717	2	2
30	46	44,693	54,197	9,504	2	2
Sub Total		**218,235**	**333,206**	**114,971**		
South Beach						
3	2	8,965	14,690	5,725	3	3
4	3	5,820	30,300	24,480	3	3
5	4	4,799	14,139	9,340	3	3
6	5	8,672	17,572	8,900	3	3
7	6	5,978	10,381	4,403	3	3
8	7	10,352	22,182	11,830	3	3
9	8	2,427	2,428	1	0	3
10	9	17,660	26,222	8,562	3	3
11	11	21,875	30,746	8,871	3	3
12	13	37,651	38,812	1,161	3	3
13	14	28,462	33,021	4,559	3	3
14	16	25,584	26,547	963	3	3
15	17	23,034	23,034	-	3	3
16	20	11,895	15,828	3,933	0	3
17	21	22,196	28,883	6,687	3	3
18	24	45,948	58,045	12,097	3	3
19	25	65,836	66,659	823	3	3
20	27	32,302	36,003	3,701	3	3
21	28	12,251	19,073	6,822	3	3
Sub Total		**391,707**	**514,565**	**122,858**		
Total		**803,002**	**1,209,224**	**406,222**		

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03/29/2000

Table 2

Miami Beach Concurrency Management System

Impact of Transportation Improvements

Project Rank #	Description	Project Category	Total Cost	Additional Capacity	Impacted TAZ
North Beach					
1	North Beach Community Shuttle Expansion	Alternative Mode	$2,850,000	1%	31,32,34,35,36,37
2	North Beach Neighborhood Calming/Streetscape Improvements	Community Sustainability	$255,000	0%	35,36
3	Harding Avenue Enhancements	Corridor Enhancement	$415,000	0%	35,36
4	Biscayne Elementary School Circulation Improvements	Community Sustainability	$72,500	1%	35,36,37
6	Normandy Drive/71st Street Corridor Enhancements	Corridor Enhancement	$1,465,000	0%	32,34
7	Indian Creek Drive Capacity Improvements	Capacity Improvement	$875,000	5%	31
8	North Beach Waterfront Access Improvements	Alternative Mode	$170,000	0%	31
9	Collins Avenue Improvements/Regulation Program	Corridor Enhancement	$1,725,000	1%	31,36
10	North Beach Walk	Alternative Mode	$2,210,000	0%	31,36
Sub Total			$10,037,500		
Middle Beach					
12	Collins Avenue Realignment	Corridor Enhancement	$5,200,000	0%	30
14	Alton Road Enhancements (43rd Street to 63rd Street)	Corridor Enhancement	$2,925,000	0%	28,29
15	Middle Beach Walk	Alternative Mode	$3,310,000	0%	24,25,26,30
16	47th Street Traffic Calming/Safety Improvements	Community Sustainability	$75,000	0%	27,28
17	Nautilus/Bayshore Neighborhood Calming Project	Community Sustainability	$810,000	0%	23,27,28
18	Middle Beach Community Shuttle Expansion	Alternative Mode	$4,050,000	1%	22,23,24,25,26,27,28,29,30
19	43rd Street/Alton Road Intersection Capacity Improvements	Capacity Improvement	$620,000	2%	28
20	Middle Beach Intermodal Facility*	Alternative Mode	$0	0%	28
21	Indian Creek Drive/41st Street Intersection Capacity Improvements	Capacity Improvement	$6,330,000	2%	25
22	Alton Road/41st Street Intersection Calming	Corridor Enhancement	$315,000	0%	28
24	Alton Road Enhancements (Michigan Avenue to Chase Avenue)	Corridor Enhancement	$1,170,000	0%	22
25	Indian Creek Drive Multi-Purpose Trail	Alternative Mode	$3,310,000	0%	24,25,26,30,31
26	Dade Boulevard/23rd Street Intersection Alignment	Corridor Enhancement	$915,000	1%	20,23,24
27	Dade Boulevard Intersection Improvements	Corridor Enhancement	$2,580,000	3%	20,21,23
28	Alton Rd / 20th St. and Sunset Dr./20th St. Intersection Reconfiguration/Improvements	Corridor Enhancement	$375,000	2%	22,23
44	Collins Avenue Grand Boulevard	Corridor Enhancement	$625,000	0%	19,20,24,25,26,30
Sub Total			$37,610,000		
South Beach					
30	Dade Boulvard/17th Street/West Avenue Intersection Reconfiguration & Connection	Corridor Enhancement	$3,200,000	3%	17,22
32	Venetian Causeway Improvements and Enhancements	Corridor Enhancement	$2,625,000	0%	16
33	16th Street Enhancements/Operational Improvements	Corridor Enhancement	$325,000	2%	17,18,19
34	Alton Road Capacity Improvements	Capacity Improvement	$1,200,000	5%	4,8,10,11,14,15,17,18,21
35	Flamingo Park Neighborhood Calming Project	Community Sustainability	$615,000	0%	8,11,14,18
37	Washington Avenue Enhancements	Corridor Enhancement	$3,300,000	1%	5,6,7,8,11,12,13,14,18,19,20,21
38	5th Street/Alton Road Intersection Improvements	Capacity Improvement	$3,600,000	2%	4,8,10
39	East-West Transit Corridor	Alternative Mode	$0	0%	N/A
40	South Beach Intermodal Facility	Alternative Mode	$8,275,000	0%	4
41	South Beach Walk	Alternative Mode	$2,210,000	0%	3,6,7,12,13,19,20
42	South Point Streetscape/Pedestrian Access Program	Community Sustainability	$365,000	0%	3,4,5,6,7,8
43	Ocean Drive Operational Improvements		$675,000	1%	7,12,13
Sub Total			$26,390,000		
	Total		**$69,037,500**		

TABLE 2

Table 3
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Transportation Cost per Trip of Additional Capacity

TAZ	Current Capacity (based on MMP model)*	Future Capacity (based on project bank)	Additional Capacity	Cost per Trip
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20	36,003	37,803	1,800	
21	19,073	20,790	1,717	
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* Additional counts will be undertaken to determine the affects adjacent municipalities and to consistently updated the base line.