

MIAMI BEACH

PLANNING DEPARTMENT

Staff Report & Recommendation

Planning Board

TO: Chairperson and Members
Planning Board

DATE: July 25, 2017

FROM: Thomas R. Mooney, AICP
Planning Director



SUBJECT: **PB 17-0131. Alternative Parking Requirements.**

REQUESTS

PB 17-0131. ALTERNATIVE PARKING REQUIREMENTS. AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CITY CODE, BY AMENDING CHAPTER 114, "GENERAL PROVISION," BY AMENDING SECTION 114-1, "DEFINITIONS," AND ESTABLISHING SECTION 130-40 "ALTERNATIVE PARKING INCENTIVES" TO CREATE INCENTIVES AND ACTIONS THAT COULD REDUCE MINIMUM OFF STREET PARKING REQUIREMENTS; PROVIDING FOR REPEALER, CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE.

RECOMMENDATION:

Transmit the proposed ordinance amendment to the City Commission with a favorable recommendation.

HISTORY

On May 16, 2017, the Mayor's Blue Ribbon Panel on Sea Level Rise discussed the attached Ordinance amendment and recommended that the City Commission refer it to the Land Use and Development Committee and Planning Board.

On June 7, 2017, at the request of Commissioner Joy Malakoff, the City Commission referred the subject ordinance to the Land Use and Development Committee and the Planning Board.

On June 14, 2017, the Land Use and Development Committee recommended that the Planning Board transmit the ordinance to the City Commission with a favorable recommendation.

REVIEW CRITERIA

In accordance with Section 118-163 (3), when reviewing a request for an amendment to these land development regulations, the Board shall consider the following where 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 change is consistent with the Comprehensive Plan and Transportation Master Plan, which encourage alternative modes of transportation.

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

Consistent – The proposed amendment does not create an isolated district.

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

Consistent – The proposed change does not modify the scale of development and has safeguards to ensure that it is in line with the needs of affected neighborhoods.

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

Consistent – The proposed amendment will not increase in the intensity of what would otherwise be permitted in the area. The proposal will reduce reliance on private vehicles and reduce the vehicle load on roadways.

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

Consistent – The proposal does not modify existing boundaries.

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

Consistent – Shifts in modes of transportation from private vehicles to alternative modes of transit makes passage of the proposed change necessary.

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

Consistent – The proposed amendments are intended to reduce reliance on private vehicles and traffic congestion and will not adversely influence living conditions.

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 changes should not create or excessively increase traffic congestion beyond the levels of service as set forth in the Comprehensive Plan or otherwise affect public safety.

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

Consistent – The proposed changes do not modify the scale of development and will not seriously reduce light and air to adjacent areas.

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

area.

Consistent – The proposed ordinance will not affect property values in 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 would not be a deterrent to the redevelopment or improvement of any adjacent property.

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.

ANALYSIS

Currently chapter 130 of the City code establishes parking requirements for various land uses throughout the City. The requirements are generally based on a suburban single-occupancy automobile centric development pattern, which is inconsistent with the development patterns of Miami Beach, which are more urban in nature. According to mode share data provided in the Miami Beach Transportation Master Plan, only 56.5 percent of commuters use private vehicles within the City of Miami Beach, compared to 86.5 percent in Miami-Dade County as a whole. 43.5 percent of commutes in Miami Beach are made through alternative forms of transportation (See “Existing Mode to Work Mode Share” graphs at the end of this report).

The City hopes to further reduce the use of private vehicles for commuting in order to reduce congestion and greenhouse gas emissions. The Transportation Master Plan and Comprehensive Plan incorporate a 2035 mode share vision which seeks to reduce commuting through private vehicles to 42 percent and increase the share of other modes respectively (See “Adopted 2035 Mode Share Vision” at the end of this report).

Reflecting existing conditions and the 2035 Mode Share Vision, the proposed ordinance would reduce vehicle parking requirements, provided tangible forms of alternative transportation, including bicycle facilities, are provided. The City currently provides similar reductions within Parking District 6, which is located along Alton Road between 5th Street and Dade Boulevard. Reductions to vehicle parking requirements are proposed to generally be provided as follows:

- (a) *Bicycle parking long-term:* reduced by one (1) space for every five (5) long-term bicycle parking spaces, not to exceed 15 percent of required parking spaces.
- (b) *Bicycle parking short term:* reduced by one (1) parking space for every ten (10) short-term bicycle parking spaces, not to exceed 15 percent of required parking spaces.

- (c) *Carpool/vanpool parking:* reduced by three (3) parking spaces for every one (1) parking space reserved for carpool or vanpool vehicles registered with South Florida Commuter Services, not to exceed ten (10) percent of required parking spaces.
- (d) *Drop-off and loading zones for transportation for compensation vehicles:* parking requirements may be reduced at a ratio of three (3) parking spaces for every one (1) curb side drop off stall.
 - Developments over 50,000 square feet may increase drop off area to three (3) drop-off stalls for a maximum reduction of nine (9) parking spaces.
 - Vehicles stopped in such areas shall not stop in the drop-off and loading zones for no more than the time necessary to drop-off or load passengers and their belongings.
- (e) *Scooter, moped and motorcycle parking:* reduced by one (1) parking space for every three (3) scooter, moped, or motorcycle parking space, not to exceed 15 percent of required parking spaces.
- (f) *Showers:* nonresidential use parking reduced by two (2) parking spaces for each separate shower facility up to a maximum of eight (8) parking spaces.
 - Where possible, clothes lockers should be provided for walking and biking commuters.
- (g) Each of the reductions identified above shall be calculated independently from the pre-reduction off-street parking requirement.
 - The reductions shall then be added together to determine the overall required off-street parking reduction.
 - The sum of all reductions shall not exceed 50% of the pre-reduction off-street parking requirement.
- (h) All developments are encouraged to provide the aforementioned facilities to the extent possible. Any building or structure incorporating any of the aforementioned facilities may provide required off-street parking on site up to the level specified in its applicable parking district. Such required parking, if provided, shall be exempt from FAR, in accordance with the regulations specified in chapter 114 of these land development regulations.

RECOMMENDATION

In view of the foregoing analysis, staff recommends that the Planning Board transmit the proposed ordinance amendment to the City Commission with a favorable recommendation.

TRM/MAB/RAM

Existing Mode to Work Mode Share

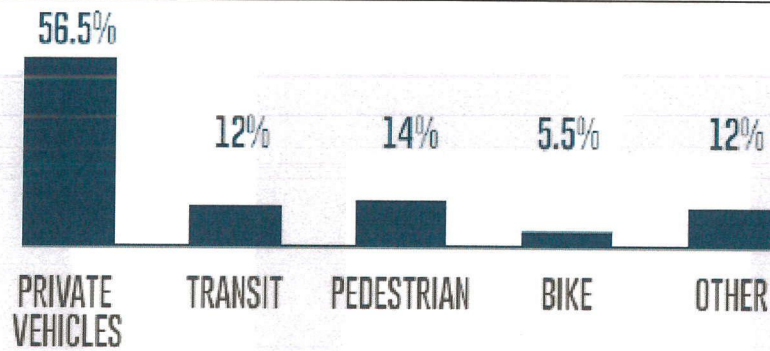


Figure 22: City of Miami Beach Residents Mode to Work

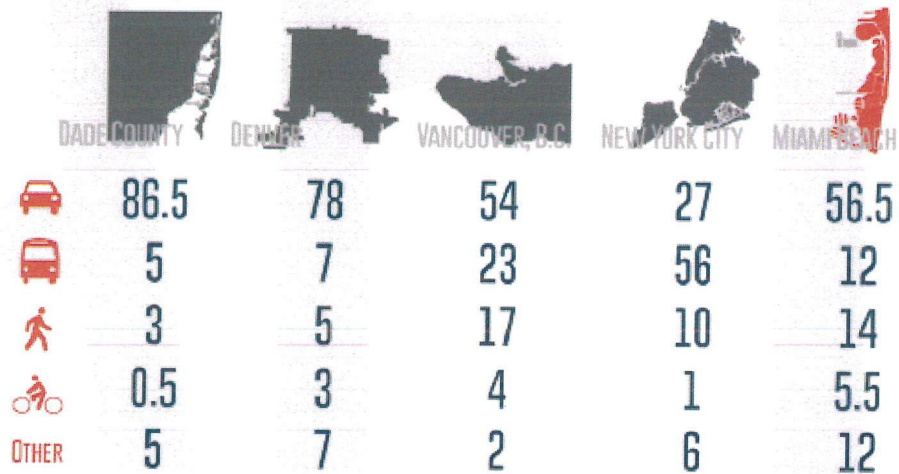
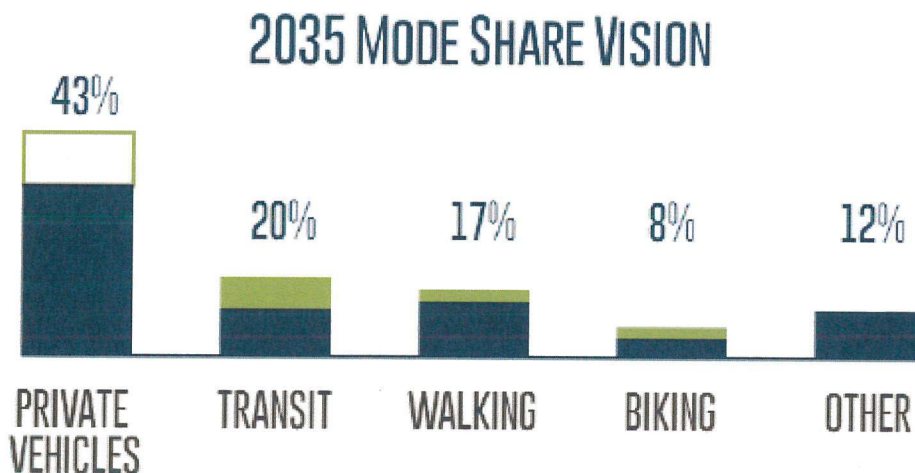


Figure 23: Miami-Dade County and Other Cities Residents Mode to Work

Adopted 2035 Mode Share Vision



ALTERNATIVE PARKING REQUIREMENTS

ORDINANCE NO. _____

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CITY CODE, BY AMENDING CHAPTER 114, "GENERAL PROVISION," BY AMENDING SECTION 114-1, "DEFINITIONS," AND ESTABLISHING SECTION 130-40 "ALTERNATIVE PARKING INVENTIVES" TO CREATE INCENTIVES AND ACTIONS THAT COULD REDUCE MINIMUM OFF STREET PARKING REQUIREMENTS; PROVIDING FOR REPEALER, CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the City of Miami Beach ("City") Land Development Regulations, at Chapter 130, establish the City's procedure for off-street parking; and

WHEREAS, Section 130-32 & Section 130-33 of the City Code codifies the requirements for off-street parking for all parking districts; and

WHEREAS, the City has not adopted across the board short term and long term bicycle parking standards for the City; and

WHEREAS, the rate of private automobile ownership in the City is reducing rather significantly, and increasingly residents are walking, bicycling and utilizing alternative transit modes of transportation; and

WHEREAS, traffic congestion is a significant concern within the City; and

WHEREAS, alternative modes of transportation are needed to be encouraged to improve mobility and doing so is in the best interests of the City; and

WHEREAS, parking structures within the City have seen a decrease in the usage of their parking spaces; and

WHEREAS, annual scooter and motorcycle parking permits are available for a fee of \$100.00, per scooter or motorcycle, for Miami Beach residents who are registered with the State of Florida as the scooter or motorcycle owner; and

WHEREAS, the Transportation Element of the City of Miami Beach Comprehensive Plan (Transportation Element) states that the City shall examine the economic, transportation and recreational impact of strategically limiting parking in certain areas, as a means to reinforce alternative modes of transportation; and the City shall continuously monitor and update the parking requirements in the Land Development Regulations to result in a better ratio of supply to demand, which implements innovative parking strategies in commercial areas to promote multimodalism; and

WHEREAS, the Transportation Element provides that the City shall require all new developments to include secure short-term and long-term bicycle parking which may include bicycle racks, bicycle lockers, locked rooms or other appropriate enclosures, all as measure to assist in the City goal of reducing the demand for automobile parking; and

WHEREAS, the City desires to reduce greenhouse gas emissions by encouraging walking, bicycling and greater use of mass transit, as well as by promoting LEED location and transportation credits for reduced parking within new construction; and

WHEREAS, the City desires to introduce citywide incentives to encourage continued utilization of alternate methods of transportation by having residents and visitors either walk, bike, or utilize other modes of transportation other than the single driver vehicle, so as to minimize increases in traffic congestion, and to reduce the scale and massing of new development to be more compatible with adjacent residential neighborhoods; and

WHEREAS, this proposed amendment relating to transportation modes, particularly, as it relates to bicycle transportation should assist the City in increasing the quality of life for the residents and visitors of Miami Beach; and

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

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

SECTION 1. Chapter 114 of the City Code, entitled "General Provisions," Section 114-1, "Definitions", of the Land Development Regulations, is hereby amended to read as follows:

Chapter 114 – GENERAL PROVISIONS

Section. 114-1 Definitions

* * *

Alternative modes of transportation means a method of commuting in any way other than driving in single-occupancy vehicles. Examples include biking, walking, carpooling, and taking public transportation.

* * *

Carpools means a motor vehicle occupied by two (2) to six (6) people traveling together for a commute trip that results in the reduction of a minimum of one (1) motor vehicle commute trip. Persons under 16 years of age commuting in a carpool do not count as a carpool member because they do not eliminate a vehicle trip.

* * *

Long-term bicycle parking means 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 with access limited to individuals. These facilities shall be in a highly secure location, sheltered from weather, and should be located within 100 feet of the main entrance. Design of these facilities shall be consistent with the long-term bicycle parking standards of the Miami Beach Street Design Guidelines.

* * *

Scooter, moped and motorcycle parking means either individual parking spaces or groupings of parking spaces for the exclusive use of scooter, mopeds, or motorcycles. Parking spaces with such designation shall have either poster signs, curb markings, or pavement markings promulgating scooter, moped and motorcycle parking only.

* * *

Short-term bicycle parking means facilities, including bicycle racks, to serve 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 within 50 feet on the same level of the main entrance to the use. Design of these facilities shall be consistent with the bicycle parking installation standards of the Miami Beach Street Design Guidelines.

* * *

Transportation for compensation vehicle means a vehicle used to transport a person or persons for compensation. These include for-hire vehicles, taxis, transportation network company vehicles, jitneys, limousines, buses, or other form of public transportation.

* * *

Vanpool means a motor vehicle occupied by seven (7) to 15 people traveling together for their commute trip that results in the reduction of a minimum of one (1) motor vehicle trip. Vanpools may have a destination other than an employee's worksite and may have employees from other agencies.

* * *

SECTION 2. Establishing Section 130-40 entitled "Alternative Parking Incentives" in Chapter 130 of the City Code, entitled "Off-Street Parking," is as follows:

Chapter 130 – Off-Street Parking

* * *

ARTICLE II. - DISTRICTS; REQUIREMENTS

* * *

Secs. 130-40 Alternative Parking Incentives

In order to encourage the use of alternatives modes of transportation, the minimum off-street parking requirements identified in this article maybe reduced as follows:

- (a) *Bicycle parking long-term:* The minimum off-street parking requirements may be reduced by one (1) off-street parking space for every five (5) long-term bicycle parking spaces provided off-street, not to exceed 15 percent of the off-street parking spaces that would otherwise be required. Notwithstanding the foregoing, in no case shall the proximity of an available bike share program be counted in any ways towards private property parking reductions.
- (b) *Bicycle parking short term:* The minimum off-street parking requirements may be reduced by one (1) off-street parking space for every ten (10) short-term bicycle parking spaces provided off-street, not to exceed 15 percent of the off-street parking spaces that would otherwise be required. Notwithstanding the foregoing, in no case shall the proximity of an available bike share program be counted in any ways towards private property parking reductions.
- (c) *Carpool/vanpool parking:* The minimum off-street parking requirements may be reduced by three (3) off-street parking spaces for every one (1) parking space reserved for carpool or vanpool vehicles registered with South Florida Commuter Services, not to exceed a reduction of more than ten (10) percent of the off-street parking spaces that would otherwise be required. The property manager must submit an annual report to the planning director documenting the carpool/vanpool registration and ongoing participation by registered users.
- (d) *Drop-off and loading zones for transportation for compensation vehicles:* The minimum off-street parking requirements may be reduced at a ratio of three (3) off-street parking spaces for every one (1) curb side drop off stall. Developments over 50,000 square feet may increase their drop off area to a maximum of three (3) drop-off stalls for a maximum reduction of nine (9) off-street parking spaces. Vehicles stopped in such areas shall not stop in the drop-off and loading zones for no more than the time necessary to drop-off or load passengers and their belongings.
- (e) *Scooter, moped and motorcycle parking:* The minimum off-street parking requirements may be reduced by one (1) off-street parking space for every three (3) scooter, moped, or motorcycle parking space provided off-street, not to exceed 15 percent of the off-street parking spaces that would otherwise be required.
- (f) *Showers:* The minimum off-street parking requirements for nonresidential uses that provide showers and changing facilities for bicyclists may be reduced by two (2) off-street parking spaces for each separate shower facility up to a maximum of eight (8) parking spaces. Where possible, clothes lockers should be provided for walking and biking commuters.
- (g) Each of the reductions identified above shall be calculated independently from the pre-reduction off-street parking requirement. The reductions shall then be added together to determine the overall required off-street parking reduction. The sum of all reductions shall not exceed 50% of the pre-reduction off-street parking requirement.
- (h) All developments are encouraged to provide the aforementioned facilities to the extent possible. Any building or structure incorporating any of the aforementioned facilities may provide required off-street parking on site up to the level specified in its applicable parking

district. Such required parking, if provided, shall be exempt from FAR, in accordance with the regulations specified in chapter 114 of these land development regulations.

SECTION 3. Repealer.

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

SECTION 4. 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 renumbered or relettered to accomplish such intention; and that the word "ordinance" may be changed to "section" or other appropriate word.

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. Effective Date.

This Ordinance shall take effect ten days following adoption.

PASSED and ADOPTED this ____ day of _____, 2017.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO
FORM AND LANGUAGE
& FOR EXECUTION

City Attorney

Date

First Reading: _____, 2017
Second Reading: _____, 2017

Verified by: _____
Thomas Mooney, AICP
Planning Director

Underscore denotes new language
~~Strikethrough~~ denotes removed language