

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CODE OF THE CITY OF MIAMI BEACH, BY AMENDING CHAPTER 106, ENTITLED "TRAFFIC AND VEHICLES," BY AMENDING ARTICLE II, ENTITLED "METERED PARKING," BY AMENDING DIVISION 1, ENTITLED "GENERALLY," BY AMENDING SECTION 106-55, ENTITLED "PARKING RATES, FEES, AND PENALTIES;" BY AMENDING PARKING METER RATES AND TIME LIMITS; MUNICIPAL PARKING GARAGE AND PREFERRED PARKING LOT RATES AND PENALTIES; REGULATIONS REGARDING A FACILITY SPECIFIC MONTHLY PARKING PERMIT PROGRAM, RESERVED/RESTRICTED COMMERCIAL ON-STREET PERMIT PARKING, AND VALET STORAGE SPACES; AND AMENDING THE REGULATIONS AND FEES FOR METERED PARKING SPACE RENTAL AND PARKING SPACE REMOVAL; AMENDING THE REGULATIONS REGARDING THE RESIDENTIAL PARKING PROGRAM; AMENDING THE EXCEPTIONS TO SECTION 106-55 TO PROVIDE FOR A MOBILE PHONE PAYMENT SERVICE AND ELIMINATING THE SMART CARD PROGRAM; AND ESTABLISHING A RESIDENTIAL PARKING VISITOR PERMIT; PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, parking meter rates are established by Ordinance by the Mayor and City Commission and as an enterprise fund; and

WHEREAS, the City's Parking System needs to keep pace with escalating costs in order to: (1) operate the system efficiently and maintain service levels, and (2) fund capital projects including enhancements and expansion of the Parking System; and

WHEREAS, the Mayor and City Commission have identified traffic congestion throughout the City as a priority issue and various initiatives are underway, including: (1) an Intelligent Transportation System (ITS), a Parking Management System (PMS), and a Light Rail and trolley/bus network; and (2) systems to modify parking behavior by managing parking demand through parking fees and other financial incentives; and

WHEREAS, excess revenues that remain in the Parking Fund at the end of the fiscal year can be utilized for any legal purpose, including transportation related initiatives; and

WHEREAS, the proposed parking rate increases in the various categories contained herein will: (1) fund transportation related initiatives and (2) modify parking behavior supply and demand and related financial incentives; and

WHEREAS, the Mayor and City Commission wish to continue to allow Miami Beach residents to receive a discounted hourly parking rate of \$1.00 at metered parking spaces

and parking garage spaces, via the City's pay by mobile phone program.

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

SECTION 1. That Chapter 106, "Traffic and Vehicles," Article II, "Metered Parking," Division 1, "Generally," Section 106-55, "Parking Rate Fees, and Penalties," of the Code of the City of Miami Beach, Florida, is hereby amended as follows and additional sections that are not amended are provided for reference purposes:

CHAPTER 106

TRAFFIC AND VEHICLES

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Article II. Metered Parking

Division I. Generally

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Sec. 106-55. Parking rates, fees, and penalties; exceptions.

(a) Parking meter rates and time limits.

- (1) South Beach Parking Zone: All metered parking south of 23rd Street (Dade Boulevard), from Ocean Drive to the westernmost parking lane of Alton Road, between South Pointe Park and 17th Street; and from 17th Street to 21st Street (Sunset Harbour Drive) from Alton Road to the westernmost parking areas along Purdy Avenue and to Biscayne Bay shall be at the rate of ~~\$1.50 per hour effective October 1, 2010,~~ and ~~\$1.75~~ \$3.00 \$4.00 per hour for on-street and \$2.00 per hour for off-street effective ~~October 1, 2011~~ October 10, 2015. All metered parking in the South Beach Parking Zone shall be enforced from 9:00 a.m. until 3:00 a.m., seven days per week.
- (2) East Middle Beach Zone: All metered parking from 23rd Street to 44th Street; and from Collins Avenue to Indian Creek, shall be at the rate of \$3.00 per hour for on-street and \$2.00 per hour off-street. All metered parking in this area shall be enforced from 9:00 a.m. until 3:00 a.m., seven days per week, effective October 10, 2015.

- (3) West Middle Beach Zone: All metered parking north of 23rd Street and south of 63rd Street; with the exception of the areas referenced in Sec. 106-55 (a)(2) entitled "East Middle Beach Zone"; shall be at the rate of \$1.00 per hour for off-street and on-street metered parking in the commercial corridors of 41st Street, 71st Street and Normandy Drive. All metered parking north of 23rd Street shall be enforced from 8:00 a.m. until 6:00 p.m., seven days per week.
- (4) North Beach Zone: All metered parking north of 63rd Street shall be at the rate of \$1.00 per hour for off-street and on-street metered parking. All metered parking shall be enforced from 8:00 a.m. until 6:00 p.m., seven days per week.

(b) *Municipal parking garage and Preferred Parking Lot rates and penalties.*

- (1) *7th Street Garage:*
- a. Transient rates: \$2.00 per hour and any portion thereof up to 4 hours; \$1.00 per hour or any portion thereof from the 4th hour up to 15 hours, and a maximum daily rate of \$20.00 for any time exceeding 15 hours up to 24 hours (applicable sales tax is included in the hourly and maximum rate).
 - b. Lost ticket charge: Parkers who cannot produce a parking entry ticket will be charged the maximum daily rate of \$20.00.
 - c. Monthly parking: ~~\$75.00~~ \$100.00 per month, per permit, plus applicable sales tax.
 - d. Weekend/event flat rate: \$15.00 per vehicle Friday, Saturday and Sunday from 8:00 p.m. to 5:00 a.m.
- (2) *12th Street Garage:*
- a. Transient rates: \$2.00 per hour and any portion thereof up to 4 hours; \$1.00 per hour or any portion thereof from the 4th hour up to 15 hours, and a maximum daily rate of \$20.00 for any time exceeding 15 hours up to 24 hours (applicable sales tax is included in the hourly and maximum rate).
 - b. Lost ticket charge: Parkers who cannot produce a parking entry ticket will be charged the maximum daily rate of \$20.00.
 - c. Monthly parking: ~~\$70.00~~ \$100.00 per month, per permit, plus applicable sales tax.
 - d. Weekend/event flat rate: \$15.00 per vehicle Friday, Saturday and Sunday from 8:00 p.m. to 5:00 a.m.
- (3) *13th Street Garage:*
- a. Transient rates: \$2.00 per hour and any portion thereof up to 4 hours; \$1.00 per hour or any portion thereof from the 4th hour up to 15 hours; and a maximum daily rate of \$20.00 for any

time exceeding 15 hours up to 24 hours (applicable sales tax is included in the hourly and maximum rate).

- b. Lost ticket charge: Parkers who cannot produce a parking entry ticket will be charged the maximum daily rate of \$20.00.
- c. Monthly parking: ~~\$70.00~~ \$100.00 per month, per permit, plus applicable sales tax.
- d. Weekend/event flat rate: \$15.00 per vehicle Friday, Saturday and Sunday from 8:00 p.m. to 5:00 a.m.

(4) 16th Street Garage:

a. Transient Rate:

0 to 1	\$2.00
1 to 2	4.00
2 to 3	6.00
3 to 6	10.00
6 to 24	20.00

- b. Lost ticket charge: Parkers who cannot produce a parking entry ticket will be charged the maximum daily rate of \$20.00.
- c. Monthly parking: \$100.00 per month, per permit, plus applicable sales tax.
- d. Weekend/event flat rate: \$15.00 per vehicle Friday, Saturday and Sunday from 8:00 p.m. to 5:00 a.m.

(5) 17th Street Garage:

a. Transient rates:

0—1 hour	\$1.00	<u>\$2.00</u>
1—2 hours	2.00	<u>4.00</u>
2—3 hours	3.00	<u>6.00</u>
3—4 hours	4.00	<u>8.00</u>
4—5 hours	5.00	<u>9.00</u>
5—6 hours	6.00	<u>10.00</u>
6—7 hours	8.00	<u>11.00</u>
7—8 hours	10.00	<u>12.00</u>
8—15 hours		15.00
15—24 hours		20.00

- b. Lost ticket charge: Parkers who cannot produce a parking entry ticket will be charged the maximum daily rate of \$20.00.
- c. Monthly parking: ~~\$70.00~~ \$100.00 per month, per permit, plus applicable sales tax.
- d. Event flat rate: \$15.00 per vehicle.
- e. Employee Value Coupon-Lincoln Road (EVC-LR): \$8.00 daily (17th Street Garage only).

(6) City Hall Garage

a. Transient rates:

0—1 hour	<u>\$2.00</u>
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1—2 hours	4.00
2—3 hours	6.00
3—4 hours	8.00
4—5 hours	9.00
5—6 hours	10.00
6—7 hours	11.00
7—8 hours	12.00
8—15 hours	15.00
15—24 hours	20.00

- b. Lost ticket charge: Parkers who cannot produce a parking entry ticket will be charged the maximum daily rate of \$20.00.
- c. Monthly parking: \$100.00 per month, per permit, plus applicable sales tax.
- d. Event flat rate: \$15.00 per vehicle.

(7) Pennsylvania Avenue Garage:

a. Transient rates:	
0—1 hour	\$2.00
1—2 hours	4.00
2—3 hours	6.00
3—4 hours	8.00
4—5 hours	9.00
5—6 hours	10.00
6—7 hours	11.00
7—8 hours	12.00
8—15 hours	15.00
15—24 hours	20.00

- b. Lost ticket charge: Parkers who cannot produce a parking entry ticket will be charged the maximum daily rate of \$20.00.
- c. Monthly parking: \$100.00 per month, per permit, plus applicable sales tax.
- d. Event flat rate: \$15.00 per vehicle.

(8) Sunset Harbor Garage:

a. Transient rates:	
0—1 hour	\$2.00
1—2 hours	4.00
2—3 hours	6.00
3—4 hours	8.00
4—5 hours	9.00
5—6 hours	10.00
6—7 hours	11.00
7—8 hours	12.00
8—15 hours	15.00
15—24 hours	20.00

- b. Lost ticket charge: Parkers who cannot produce a parking entry ticket will be charged the maximum daily rate of \$20.00.
- c. Monthly parking: \$100.00 per month, per permit, plus applicable sales tax.
- d. Event flat rate: \$15.00 per vehicle.

(9) *42nd Street Garage:*

- a. Transient rates: \$1.00 per hour or any portion thereof up to eight hours; with an \$8.00 maximum per 24-hour period (applicable sales tax is included in the hourly and maximum rate).
- b. Lost ticket charge: Parkers who cannot produce a parking entry ticket will be charged the maximum daily rate of \$8.00.
- c. Monthly parking: \$70.00 per month, per permit, plus applicable sales tax.

~~(6)~~(10) Preferred Parking Lot (18th Street and Meridian Avenue):

- a. Fifteen dollars flat rate per vehicle.
- b. For food and beverage social events at the Miami Beach Convention Center (MBCC), \$10.00 flat rate per vehicle. Food and beverage social events at MBCC shall meet the following criteria:
 - 1. Be booked solely as a food and beverage function to include, but not be limited to, at least one of the following:
 - i. Breakfast;
 - ii. Lunch/brunch;
 - iii. Dinner; and/or
 - iv. Reception.
 - 2. Excludes exhibits; separate meetings held outside of the primary location; and cannot be associated with a convention, trade show, public show, and/or corporate meeting.
 - 3. Produce (at the client's sole expense) an approved parking coupon that is sent either by the food and beverage concessionaire or the MBCC management company, via mail, to all confirmed attendees prior to the day of the event. A copy must be presented to the city's parking department for approval within five business days of a fully executed agreement for the event.
 - 4. MBCC in-house food and beverage concessionaire must provide, in writing, to the city's parking department, within five business days of an executed agreement for the event, the following information:
 - i. Name of event;

- ii. Date of event;
 - iii. Approximate attendance;
 - iv. MBCC food and beverage contract information;
and
 - v. Client's name and mobile telephone number.
5. The approved coupon can only be used the day of the event. The coupon can only be used in the Preferred Parking Lot. Only the original coupon (not a copy) will be presented and accepted by the parking lot attendant. If these rules are not followed, the guest will pay the full parking rate.
 6. Coupons must include the date of the event, the name of the event, and be sequentially numbered.

(c) Facility specific monthly parking permit program.

- (1) Facility specific monthly parking is available on a first-come first-served, space available basis.
 - a. Municipal parking lots: Facility specific monthly parking in surface lots is available on a first-come first-served, space available basis. The monthly permit rate is \$70.00, plus applicable sales tax, and is issued by the parking department's permit liaison at the offices of the parking department. All monthly parkers are required to renew their monthly parking in advance, no later than the 5th of each month. If payment is not received by the 5th of the month, then the permit is rendered invalid. Monthly facility specific permit parking can be purchased for up to 3 12 months at a time. At no time shall such permit parking be sold for a period of greater than 3 12 months, unless by action of the mayor and city commission.
 - b. Municipal parking garages: Facility specific monthly parking in municipal parking garages available on a first-come first-served, space available basis. Permits are issued by the parking department's permit liaison at the offices of the parking department. There is a \$10.00 deposit required for each access card (permit) issued. Lost access cards will be replaced at a fee of \$25.00 per access card. All monthly parkers are required to renew their monthly parking in advance, no later than the 25th of each month. If payment is not received by the 25th of the month, then the access card (permit) is electronically rendered invalid. Monthly facility specific permit parking can be purchased for up to 3 12 months at a time. At no time shall such permit parking be sold for a period of greater than 3 12 months, unless by action of the mayor and city commission.

- c. On-street areas: Area specific on-street monthly parking is available on a first-come first-served, space available basis. Permits are issued by the parking department's permit liaison at the offices of the parking department. The parking director shall oversee and develop these special on-street monthly permit areas as deemed necessary, where off-street parking facilities are not available to accommodate monthly parkers. All monthly parkers are required to renew and pay for their monthly parking in advance, no later than the 25th of each month. If payment is not received by the 25th of the month, then the permit is rendered invalid. Monthly on-street area specific permit parking can be purchased for up to 3 12 months at a time. At no time shall such permit parking be sold for a period of greater than 3 12 months, unless by action of the mayor and city commission.

(d) *Special realtor permits.* Parking placard permits are available to realtors licensed in the city, at a rate of \$5.00 per permit placard, per month, plus applicable sales tax. Placards may be purchased by realtors presenting a real estate license with a city address. This special realtor permit allows Miami Beach realtors to park in restricted residential zones throughout the city, during the days and hours of restriction for a maximum of two hours per location. The placard permit is not valid at parking meters (on-street or off-street) and is not valid at any attended municipal parking lot or municipal parking garage.

(e) *Reserved/restricted commercial on-street permit parking.* Reserved/restricted commercial on-street permit parking is permitted for the production industry only. Requests for said areas are handled by the parking director on a case by case, space available basis. No reserved/restricted on-street permit area shall be created from a metered parking space. Said reserved/restricted on-street permit parking shall be installed to accommodate broadcast/satellite and production vehicles. The monthly fee for the reserved/restricted on-street spaces are calculated as follows: \$75.00 per linear 20 feet of reserved space, per month; payable on a quarterly basis only. Reserved/restricted commercial on-street permit parking permittees are required to renew their parking permit quarterly in advance, no later than the 25th of the month preceding the next quarterly billing period. If payment is not received, then the permit and restricted area is rendered invalid. Permit parking may be purchased for up to 3 12 months at a time. At no time shall such permit parking be sold for a period of greater than 3 12 months unless by action of the mayor and city commission. Signage shall be paid by the permittee at the rate of \$30.00 per sign installed. Replacement signs shall be installed at the same rate.

(f) *Valet storage spaces.* The city may provide on an as-needed basis, the ability for a valet service company to rent public parking spaces to accommodate valet parking storage for special events. The parking director shall weigh the impact of each request on the parking area and its users, and shall determine both the ability to lease spaces, and the number of spaces that may be leased for the special event. The fee per space is ~~\$14.00~~ \$46.75 \$31.50 per day, payable in advance at least 48 hours or two (2) business days,

whichever is greater in advance. The daily rate includes applicable sales tax. No additional public parking space rentals for valet storage shall be allowed unless by action of the mayor and city commission.

(g) Metered parking space rentals.

- (1) Administrative fees: The parking department shall charge an administrative service fee for all space rental requests. The fee schedule is as follows:
 - a. \$20.00 administrative fee assessed for any space rental of five spaces or less.
 - b. \$25.00 administrative fee assessed for any space rental of from six to 10 spaces.
 - c. \$30.00 administrative fee assessed for any space rental of 11 spaces or more.
- (2) Valet ramp space rentals: The city may provide on an as-needed basis, the ability for a valet service company to rent public parking spaces for the purpose of creating a valet ramp for the expeditious unloading and loading of passengers. The parking director shall determine the number and location of said spaces, and will provide, if possible, spaces adjacent to the business served by the valet service. A copy the valet occupational license for the location to be served, a notarized letter of authorization from the business owner and a certificate of insurance covering the valet service location must be presented to the parking department when submitting for the first space rental request. Effective October 10, 2015, the fee per space is \$17.00 ~~\$46.75~~ \$25.00 per day; effective April 10, 2016, the fee per space is \$31.50 per day, payable two weeks in advance for regular users, and at least 48 hours or two (2) business days, whichever is greater, in advance for special events. Rented spaces shall state, "No Parking/Tow Away" and shall be strictly enforced.
- (3) Construction space rentals: Space rentals for construction purposes shall only be restricted between the hours of 6:00 a.m. and 6:00 p.m., Monday through Friday. Space rental shall end on Friday evenings at 6:00 p.m. to allow for additional parking opportunities for the public on the weekends. Construction space rentals shall state, "No Parking 6am-6pm/Tow Away." A copy of a valid, city issued building permit must accompany each application for space rental. The fee per space is ~~\$5.00 ~~\$46.75~~ \$25.00~~ per day. Rentals associated with construction projects with valid city issued building permits on or before September 30, 2015 shall be \$5.00 per day for the first five spaces, and \$10.00 per day for each additional space in excess of five spaces through and including April 10, 2016; effective April 11, 2016, the fee per space rental shall be \$25.00, for the first five spaces, and \$10.00 per

per day for each additional space over five. If the construction needs include the weekend, then space rental shall remain; however, the charge for the weekend spaces shall be \$10.00 per space per day, no matter the number of rented spaces. Only essential vehicles shall be parked at rented spaces. No construction crew parking is allowed at spaces rented for construction. Construction rented spaces are payable two weeks in advance. If the rental is to be greater than a two-week period; then payment shall be due one month in advance. Construction rented spaces can be purchased for up to 3 12 months at a time. At no time shall such permit parking be sold for a period of greater than 3 12 months unless by action of the mayor and city commission.

- (4) Production and film space rental: The city may provide on an as-needed basis, rented spaces to accommodate production and film needs. A copy of a valid, city issued production/film permit must accompany each application for space rental. The fee per space is \$10.00 per day, payable in advance at least 48 hours or two (2) business days, whichever is greater in advance. Only essential vehicles shall be allowed to park at rented spaces, arrangements for crew parking on a first-come, first-served basis can be arranged with the parking department. Rented spaces for production and film use shall state, "No Parking/Tow Away," and shall be strictly enforced.
- (5) Special events space rental: The city may provide on an as-needed basis, parking space rental to accommodate special events. A copy of a valid, city-issued special event permit must accompany each application for space rental. The fee per space is ~~\$10.00~~ ~~\$46.75~~ \$25.00 per day, payable in advance at least 48 hours or two (2) business days, whichever is greater in advance. The fee per space for non-for-profit organizations is \$10 per day, payable in advance at least 48 hours or two (2) business days, whichever is greater. Rentals associated with special events applications received on or before September 30, 2015 shall be at \$10 through and including April 10, 2016; effective April 11, 2016, the fee per space rental shall be \$25.00. Only essential vehicles shall be allowed to park at rented spaces arrangements for event staff parking on a first-come, first-served basis can be arranged with the parking department. Rented spaces shall state, "No Parking/Tow Away", and shall be strictly enforced.

(h) *Parking space removal.*

- (1) Temporary parking meter removal: The city may provide for the temporary removal of parking meters to accommodate construction and other limited needs. The fee for the removal of any post shall be

\$50.00 per space. The cost for reinstallation of the post shall be \$50.00 per space. Space removal and replacement shall be paid to the parking department in advance at a rate of \$100.00 per space. Additionally, the applicable bagged space rental rate shall be assessed on a per space, per day basis, payable in advance, until such time as the parking post is reinstalled.

- (2) Private requests for permanent parking space or loading zone removal prohibited: Private requests for permanent parking space or loading zone removal shall only be allowed for the purpose of creating access to an off-street parking facility or other vehicular access to the property. Private requests for the permanent removal of a parking space or loading zone for any other reason shall be prohibited. When permitted, the fee for the private permanent removal of a parking space or loading zone shall be the same rate as the fee in lieu of required parking, or \$4035,000.00 per space, whichever is greater, except that single family uses seeking to provide access to off-street parking shall be exempt from paying this fee for the removal of one space.

(i) *Temporary residential guest parking placard permits/scratch tags.* Temporary residential guest permits, allowing for guest parking in the restricted residential zones and metered zones is available to bonafide guests of a resident of the restricted residential parking zones. Permits must be purchased by a restricted residential zone resident. Temporary guest permits are only valid in the residential zone of the resident purchasing the guest permit, and are not valid at any parking meter, municipal parking lot or garage. Documentation established by the City of Miami Beach Parking Department will be required as proof of residency.

(j) *Hotel hang tag program.* A daily 24-hour small hotel hang tag program is made available by the parking department through eligible hotels at a fee of \$10.00 per hang tag, per day. A small hotel is defined as a hotel consisting of less than 150 guest rooms, and does not provide a hotel valet parking service for its guests. The hotel hang tag is day, month and year specific. The hang tag is sold by the hotel to the guest for a fee of \$10.00 per day. The hotel is responsible for proper issuance of the hang tag to include: hole punching the appropriate day, month and year and charging no more than \$10.00 to the hotel guest for the hang tag. At no time may the hotel add any surcharge or additional charge to the hotel hang tag fee. The hotel hang tag is valid from 12:00 noon on the day of issuance (the hole punched date) until 12:00 noon the following day. The parking director shall establish the parking areas of the hotel hang tag program.

(k) *Restricted and non-restricted residential parking program.* There are seven restricted residential parking zones. These zones are created to protect the quality of life of the city's residents in areas where residential parking is severely impacted by competing uses. The zones are as follows:

- (1) Zone 1 South Pointe
- (2) Zone 2 Flamingo Park
- (3) Zone 3 Michigan/Lenox
- (4) Zone 4 Museum District
- (5) Zone 5 Art Deco District
- (6) Zone 6 Indian Creek/Collins Avenue
- (7) Zone 8 Bonita Drive.

(l) *Exceptions.*

- (1) *Flat parking rate.* A flat parking rate for nonresidents and for residents of the city (photo identification required) may be established during the city's annual budget process, as recommended by the city manager and approved by the city commission, at certain attended municipal garages and surface lots which have been identified by the city manager to be in the best interest of the community's health, safety, and welfare.
- (2) *Parking incentive program.* The city manager is authorized to designate "resident parking days" (evenings 6:00 p.m. to 12:00 midnight) for city residents (proof of residency required) at all attended garages and lots and residential decal holders at on-street meters and/or off-street metered facilities and identify an incentive to be combined with specific initiatives sponsored and/or promoted by the city to stimulate local businesses during off-peak periods.
- ~~(3) *Smart card program/commercial smart card resale program; distribution of residential smart card program.*~~
 - ~~a. *Smart card dispensing/replenishing stations.* The parking department is authorized to place smart card dispensing/replenishing stations at participating commercially licensed establishments within the city for the sale/replenishing of smart cards. Commercial establishments must consent to smart card sales/replenishing rules and regulations. Commercial establishments are only entitled to profit share via the resale program. Commercial establishments participating in the sales/replenishing program are not entitled to any proceeds or discounts.~~
 - ~~b. *Residential smart card program.* A discount of ten percent may be authorized by the city manager to all city residents (proof of residency required as established by the City of Miami Beach Parking Department) to be purchased at the parking department and through the Internet, when available.~~
- (3) *Mobile phone payment service. In-car meter program innovative electronic parking system that makes the payment of parking fees*

~~more convenient for the users. The "in-car meter" is a light-weight, credit card sized personal parking meter that can be used for the payment of parking fees in areas with or without existing parking meters or pay and display machines. Resident discounts are available through this program for metered parking in the South Beach Parking Zone. The parking meter rate increase in the South Beach Parking Zone from \$1.00/hour to \$1.25/hour shall not take effect until the implementation of this program. This service affords Miami Beach residents, with proof of residency, a discounted hourly rate of \$1.00 at on-street meters and off-street meters.~~

(m) ~~Reserved.*~~ *Residential Parking Visitor Permit.* The fee for each Daily Restricted Residential Parking Visitor Permit is \$3.00 and shall be valid for a 24 hour period.

(n) *Smartway vehicles incentive.* The Smartway program will use the state ILEV list; EPA (Environmental Protection Agency) "Smartway" designation; and allow all street legal electric vehicles to qualify for participation in the program. Incentives to be offered to qualified and registered vehicle owners include:

- (1) Monthly parking permit holders for all facilities will be afforded a 50-percent discount on the monthly rate.
- (2) Residential permit holder in all designated zones shall receive a 50-percent savings on either their annual or semi-annual residential permit.
- (3) Five hundred city-wide parking decals, honored at metered spaces only, shall be available only to state-registered Smartway vehicles; vehicles receiving an EPA (Environmental Protection Agency) "Smartway" designation; and all street legal electric vehicles on a first-come, first-served basis. The cost of the Smartway city-wide decal is \$100.00 per year.
- (4) Two percent of the parking spaces at the 42nd Street Municipal Parking garage may be designated as "Smartway Vehicle Parking Only" for use by recognized Smartway vehicles. One percent of the parking spaces at the 7th Street garage and 13th Street garage may be designated as "Smartway Vehicle Parking Only" for use by recognized Smartway vehicles. Notwithstanding the preceding sentence, the city manager or his designee, who shall be the city's parking director, reserves the right, in his reasonable business judgment and discretion, to temporarily suspend the aforesaid "Smartway Vehicle Parking Only" during special events in order to ensure maximum utilization of all parking spaces.

(o) *Resident scooter and motorcycle permits.* 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. The permit will be honored at all designated scooter and motorcycle municipal metered parking spaces.

(p) *Freight loading zone (FLZ) permit.* An FLZ permit will allow the use of freight loading zones by permitted commercial motor vehicles. Qualifying commercial motor vehicles must register and purchase an annual permit. The permit fee for each vehicle is \$364.00 annually or \$182.00 semi-annually. A permittee that operates a fleet of over ten vehicles may purchase up to five vehicle permits for \$1,500.00 annually or \$750.00 semi-annually. One of every five non-transferable permits shall authorize the permittee to purchase a transferable permit. Permits are transferable to other qualifying commercial motor vehicles, as described in herein, and shall expire annually. The permit must be in good standing and the commercial motor vehicle must be actively engaged in loading activities when stopping, standing, or parked in a freight loading zone. Freight loading locations, regulations, including maximum time limits, and permitted days/hours shall be determined by the city manager or his designee.

(q) *Alley loading (AL) permit.* An AL permit will allow for the use of alleys by permitted vehicles. Qualifying vehicles must register and purchase an annual permit. The permit fee for each vehicle is \$182.00, annually or \$91.00 semi-annually. A permittee that operates a fleet of over ten vehicles may purchase up to five vehicle permits for \$750.00, annually or \$375.00, semi-annually. One of every five non-transferable permits shall authorize the permittee to purchase a transferable permit. Permits are transferable to other qualifying vehicles, as described herein, and shall expire on annually. The permit must be in good standing, prominently displayed, and the vehicle must be actively engaged in loading activities when stopping, standing, or parked in an alley. Alley regulations, including maximum time limits and permitted days/hours shall be determined by the city manager or his designee.

SECTION 2. CODIFICATION.

It is the intention of the Mayor and City Commission of the City of Miami Beach, 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, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section", "article", or other appropriate word.

SECTION 3. REPEALER.

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

SECTION 4. SEVERABILITY.

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

SECTION 5. EFFECTIVE DATE.

This Ordinance shall take effect ten (10) days following adoption.

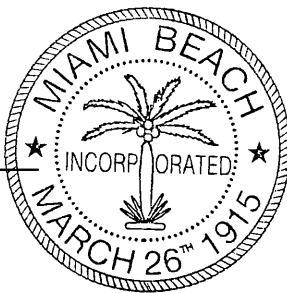
PASSED AND ADOPTED this 30 day of September, 2015.

ATTEST:



Rafael E. Granado, City Clerk

10/1/15





Philip Levine, Mayor

Underline denotes new language

~~Strike through~~ denotes deletions

Double underline denotes new language after First Reading

~~Double strike through~~ denotes deletions after First Reading

(Sponsored by Commissioner Deede Weithorn)

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION



City Attorney

9/22/15

Date

Condensed Title:

An Ordinance amending the Code of the City of Miami Beach, by amending Chapter 106, entitled "Traffic and Vehicles," by amending Article II, entitled "Metered Parking," by amending Division 1, entitled "Generally," by amending Section 106-55, entitled "Parking Rates, Fees, and Penalties;" by amending Parking Meter Rates and Time Limits; Municipal Parking Garage and Preferred Parking Lot Rates and Penalties; Regulations Regarding a Facility Specific Monthly Parking Permit Program, Reserved/Restricted Commercial On-Street Permit Parking, and Valet Storage Spaces; and amending the regulations and fees for Metered Parking Space Rental and Parking Space Removal; amending the Regulations Regarding the Residential Parking Program; amending the Exceptions to Section 106-55 to provide for a Mobile Phone Payment Service and eliminating the Smart Card Program; and establishing a Residential Parking Visitor Permit; providing for codification, repealer, severability, and an effective date. [Sponsored by: Commissioner Weithorn]

Key Intended Outcome Supported:

Commission a Comprehensive Mobility Plan Which Gives Priority Recommendations (From Non-Vehicular to Vehicular and Including Parking).

Supporting Data (Surveys, Environmental Scan, etc.): 74% of residents and 72% of businesses rate the availability of parking across the City as too little or much too little. Availability of parking was one of the changes residents identified to Make Miami Beach better to live, work or play.

Item Summary/Recommendation:

The Mayor and Commission have identified traffic congestion throughout the City as a priority issue. At their direction, the Administration is pursuing a multi-pronged approach to address traffic congestion. It is important to note that discounted hourly parking meter rates shall continue for Miami Beach residents.

On September 10, 2015, the Mayor and Commission held the first reading of this proposed ordinance and directed the Administration to include the following amendments:

-Valet parking space rentals shall increase from \$17 to \$25 daily, per space, immediately, with an increase to \$31.50 in six (6) months. The fee shall be revisited in the next budget cycle.

-Construction and special events permits space rentals shall increase from \$10 to \$25 daily, per space; however, the current rate shall be locked in if they are permitted for the next six months.

-Any special events application submitted prior to September 30, 2015, will be locked in at \$10 daily, per space, for the next six (6) months; otherwise, it will increase to \$25 daily, per space, excluding non-profit entities.

-The rate for on-street metered parking in South Beach (South of 23rd Street) to increase from the proposed \$3 to \$4 per hour.

The Administration recommends the City Commission take the following actions: 1) by separate motion, accept the recommendation of the Finance and Citywide Projects Committee (FCWPC) on July 1, 2015; and 2) approve the attached Ordinance at Second Reading Final Public Hearing.

Advisory Board Recommendation:

On July 1, 2015, the Finance and Citywide Projects Committee (FCWPC) endorsed the proposed parking rate amendments to the City Code, resulting in the proposed parking rate increases in the attached Ordinance.

Financial Information:

Source of Funds:		Amount	Account
	1		
	2		
OBPI	Total		

Financial Impact Summary: Cumulatively, the aforementioned parking rate increases are estimated to have the potential to yield an additional \$22.6 million, annually, representing \$112.9 million over five (5) years assuming no increase in utilization. As described, these increased revenues would be utilized to fund the more immediate transportation initiatives and the bonding capacity for the Parking Enterprise Fund is estimated at \$140 million to fund parking garage expansion projects. It is important to note that additional rate increases may be needed in the future to fund other projects, including the proposed light rail/modern street car project.

City Clerk's Office Legislative Tracking:

Saul Frances, extension 6483

Sign-Offs:

Department Director	Assistant City Manager	City Manager
SF 	KGB  JW	JLM 

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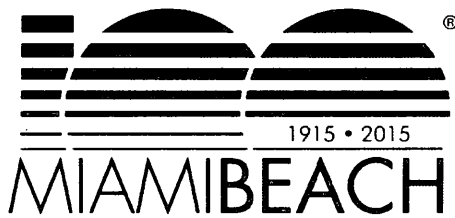
MIAMI BEACH

AGENDA ITEM

DATE

R5B

9-30-15



City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

COMMISSION MEMORANDUM

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: September 30, 2015

SECOND READING FINAL PUBLIC HEARING

SUBJECT: **AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CODE OF THE CITY OF MIAMI BEACH, BY AMENDING CHAPTER 106, ENTITLED "TRAFFIC AND VEHICLES," BY AMENDING ARTICLE II, ENTITLED "METERED PARKING," BY AMENDING DIVISION 1, ENTITLED "GENERALLY," BY AMENDING SECTION 106-55, ENTITLED "PARKING RATES, FEES, AND PENALTIES;" BY AMENDING PARKING METER RATES AND TIME LIMITS; MUNICIPAL PARKING GARAGE AND PREFERRED PARKING LOT RATES AND PENALTIES; REGULATIONS REGARDING A FACILITY SPECIFIC MONTHLY PARKING PERMIT PROGRAM, RESERVED/RESTRICTED COMMERCIAL ON-STREET PERMIT PARKING, AND VALET STORAGE SPACES; AND AMENDING THE REGULATIONS AND FEES FOR METERED PARKING SPACE RENTAL AND PARKING SPACE REMOVAL; AMENDING THE REGULATIONS REGARDING THE RESIDENTIAL PARKING PROGRAM; AMENDING THE EXCEPTIONS TO SECTION 106-55 TO PROVIDE FOR A MOBILE PHONE PAYMENT SERVICE AND ELIMINATING THE SMART CARD PROGRAM; AND ESTABLISHING A RESIDENTIAL PARKING VISITOR PERMIT; PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.**

ADMINISTRATION RECOMMENDATION

The Administration recommends the City Commission take the following actions: 1) accept the recommendation of the Finance and Citywide Projects Committee (FCWPC) on July 1, 2015; accept the proposed amendments at First Reading held on September 10, 2015; and 3) approve the attached Ordinance at Second Reading Final Public Hearing.

First Reading – September 10, 2015

On September 10, 2015, the Mayor and Commission held the first reading of this proposed ordinance and directed the Administration to include the following amendments:

Valet Parking Space Rentals:

Valet parking space rentals shall increase from \$17 to \$25 daily, per space, immediately, with an increase to \$31.50 in six (6) months. The fee shall be revisited in the next budget cycle.

Construction and Permitted Events Space Rentals:

Construction and special events permits space rentals shall increase from \$10 to \$25 daily, per space; however, the current rate shall be locked in if they are permitted for the next six months.

Special Events:

Any special events application submitted prior to September 30, 2015, will be locked in at \$10 daily, per space, for the next six (6) months; otherwise, it will increase to \$25 daily, per space, excluding non-profit entities.

South Beach On-Street Parking:

The rate for on-street metered parking in South Beach (South of 23rd Street) to increase from the proposed \$3 to \$4 per hour. Parking between 23rd Street to 44th Street should remain at \$3 per hour.

The following is a revised summary of projected revenues reflecting the amendments approved at First Reading.

	Current	Proposed	Annual Revenue (Inc)
Parking Meter Hourly Rates:			
South Beach On-Street Meters	\$1.75	\$4.00*	\$12,799,000.00
South Beach Off-Street Meters	\$1.75	\$2.00	\$678,000.00
Collins Ave/Indian Creek 23rd - 44th Streets - On-Street Meters	\$1.00	\$3.00	\$1,628,000.00
Collins Ave/Indian Creek 23rd - 44th Streets - Off-Street Meters	\$1.00	\$2.00	\$236,000.00
Sub-total:			\$15,341,000.00
Parking Meter Hours of Operation:			
Collins Ave/Indian Creek 23rd - 44th Streets - On/Off- Street Meters	8a-6p	9a-3a	\$2,331,000.00
Sub-total:			\$2,331,000.00
Municipal Parking Garages:			
Each of first four hours:	\$1.00	\$2.00	\$3,281,000.00
Monthly Rate:	\$70.00	\$100.00	\$597,000.00
Sub-total:			\$3,878,000.00

Parking Spaces Daily Rentals:			
Valet Parking*:	\$17.00	Initial 6 Months - \$25.00 After 6 Months - \$31.50	\$540,000.00
Construction*:	\$10.00	\$25.00 Existing Building Permit Holders will maintain current rate for 6 months	\$157,000.00
Special Event*:	\$10.00	\$25.00 Existing Special Events Applications will maintain current rate for 6 months. (Non-for-Profit organizations will maintain current rate).	\$39,000.00
Sub-total:			\$736,000.00

Residential Daily Visitor Parking:			
	\$1.00	\$3.00	\$295,000.00
Sub-total:			\$295,000.00

GRAND TOTAL	\$22,581,000.00
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* Amendments approved on 9/10/2015 at First Hearing.

COMMISSION COMMITTEE RECOMMENDATIONS

On July 1, 2015, the Finance and Citywide Projects Committee (FCWPC) endorsed the proposed parking rate amendments to the City Code, resulting in the proposed parking rate increases below.

ANALYSIS

The Mayor and Commission have identified traffic congestion throughout the City as a priority issue. At their direction, the Administration is pursuing a multi-pronged approach to address traffic congestion. The following is a listing of projects underway, each at varying levels of progress and estimated funding needs for each. Parking rate increases are proposed in various categories to: (1) fund the initiatives identified below and (2) modify driver behavior to better manage parking demand through financial incentives. Please note future parking rate increases may be needed to fund other medium to long range initiatives, such as light rail.

TRANSPORTATION INITIATIVES:

Intelligent Transportation System (ITS) and Parking Management System

The Administration is currently pursuing a real-time traffic management system to monitor traffic flow and throughput as well as monitor parking availability and demand on a real-time basis.

The City of Miami Beach is one of the economic engines in the State. The thriving service industry and the Miami Beach Convention Center contributed to a reported 6,142,600 overnight visitors in 2013. In addition, recent figures indicate that although resident population in Miami Beach is 90,588, average daily population comprised of commuters and visitors is 205,915. A highly urbanized barrier island with only four connections to the main land, the City's causeways and arterials frequently operate at failing levels of service. Given the limited capacity of the roadway network, the City Commission has approved the implementation of an ITS and Parking Management System as an additional effort to help manage traffic congestion, parking availability, and improve traffic flow along major arteries.

The ITS and Parking Management System Project will consist of the following components:

- 18 C.C.T.V. cameras for video monitoring of traffic conditions and incidents.
- 32 Travel Time Data Collectors to allow engineers to review traffic conditions and implement changes prior to reaching saturated conditions.
- 15 small scale Interactive Digital Message Signs to advise drivers of traffic and parking conditions within Arterial Roadways.
- 2 large scale Interactive Digital Message Signs on 2 Causeways to advise drivers of traffic and parking conditions.
- Implement parking detection systems at 8 garages, 35 surface parking lots, and 2 corridors to record real-time parking conditions.
- 60 Electronic Signs to relay real-time parking availability information
- Upgrading Parking Department's Mobile Application to reflect real-time parking availability information.
- A Transportation Management Center located within City Limits to integrate the operations of the ITS and Parking Management system and serve as the data and information clearinghouse.
- Adaptive Traffic Signal Control (optional component of the project) would be for 93 intersections along the following major corridors:
 - o Alton Road: 5th Street to 43rd Street
 - o 5th Street: Alton Road to Collins Avenue
 - o 41st Street: Alton Road to Collins Avenue
 - o MacArthur Causeway: Star Island to Alton Road
 - o Collins Avenue: 23rd Street to 44th Street
 - o Indian Creek Drive: 23rd Street to 41st Street
 - o Washington Avenue: 5th Street to Dade Boulevard
 - o 63rd Street: Collins Avenue and Indian Creek
 - o 69th Street: Collins Avenue to Abbott Avenue
 - o Indian Creek Drive: 63rd Street to 71st Street
 - o Abbott Avenue/Harding Avenue: City Limits to Indian Creek Drive
 - o Collins Avenue: 63rd Street to City Limits
 - o 71st Street : Indian Creek Drive to Collins Avenue

Status

The City of Miami Beach is working closely with the Florida Department of Transportation (FDOT) District VI staff and Miami-Dade County staff on this project. Both agencies have participated in coordination meetings and provided valuable input on project planning, design, phasing, and operational aspects of the project. The City will continue to work with FDOT and County staff during each phase to ensure close coordination of the City's ITS project with the State's and County's signal infrastructure system.

The ITS and Parking Management System project has a duration of 24 months and is anticipated for completion by the end of 2017. The total cost of the project is estimated at \$14,556,590. The City is providing a local match of \$4,556,590 which has been budgeted in the current fiscal year. The City's annual operating and maintenance costs for the ITS and Parking Management System have been estimated at approximately \$2 million.

The City has recently applied for a \$10 Million grant under the U.S. Department of Transportation (USDOT) Transportation Improvements Generating Economic Recovery (TIGER) VII federal discretionary grant program. We anticipate receiving notification from USDOT as to whether or not the ITS and Parking Management System project is awarded federal funding in the fall of this year.

Currently, the Administration is in the process of selecting a Program Manager who will serve as owner's representative and be responsible for developing the specifications for a Design, Build, Operate, and Maintain (DBOM) contract for the ITS and Parking Management System project.

Transit/Trolley System

The Administration is currently identifying additional funding and resources needed to develop and implement a citywide interconnected trolley system as part of the Fiscal Year (FY) 2015/16 budget process. The proposed citywide system would consist of trolley routes in North, Middle, and South Beach, including the existing North Beach Loop, the proposed Middle Beach Loop, a Collins Link, and a South Beach Loop that would complement the current South Beach Local service. The total funding for this comprehensive trolley system, including the cost of the existing South Beach Local service funded by the City (one-third of the total annual cost of operation and maintenance), is estimated at \$11.05 million annually (see table below). Funding is proposed to be augmented by approximately \$2.33 million of People's Transportation Plan (PTP) funds from Miami-Dade County currently allocated to capital projects and an increase of the contribution from surplus parking funds from \$1.3 million to approximately \$3.0 million. The table below lists the estimated annual operating expenditures for each of the trolley loops.

Estimated Annual Operating Expenditures	
North Beach Loop	\$1,800,000
South Beach Loop	\$2,400,000
Middle Beach Loop	\$3,100,000
Collins Link	\$2,000,000
South Beach Local	\$1,300,000
Other (Tracking Equipment, Inktel Call Center Services, Special Event Service, Miscellaneous)	\$419,000
Total	\$11,019,000

Proposed Sources	
Quality of Life Transportation Funds	\$5,700,000
People's Transportation Plan (PTP) Funds	\$3,900,000
Parking Surplus Funds	\$3,400,000
Total	\$13,000,000

The citywide interconnected trolley system has been included as part of the FY 2015/16 proposed budget with current funding, given the lead time necessary for the manufacturing and delivery of new low-floor trolley vehicles.

Light Rail/Modern Streetcar

The City has been working in partnership with the Miami-Dade Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), Miami-Dade Transit (MDT), and the City of Miami as part of the ongoing Beach Corridor Transit Connection Study (formerly known as the Baylink Corridor Study). The study commenced in October 2013 and focuses on re-evaluating the Locally Preferred Alternative resulting from the 2004 Baylink Corridor Study which proposed a light rail transit/modern streetcar connection between Miami Beach and Downtown Miami via the MacArthur Causeway. A Technical Advisory Committee (TAC) comprised of staff from various municipal and transportation agencies and a Policy Executive Committee (PEC) comprised of elected officials from Miami-Dade County, City of Miami, and City of Miami Beach have been established to assist the study team in making key milestone decisions through the study process. Both the TAC and the PEC have endorsed the project moving forward and delivered through a Public-Private Partnership (P3).

In order to connect Miami Beach and Downtown Miami via light rail transit, the current Beach Corridor Transit Connection study reaffirmed the MacArthur Causeway as the preferred corridor to link the two cities. Due to the inherent environmental and engineering challenges associated with implementing the portion of the route alignment along the MacArthur Causeway, the study consultant expects that the level of environmental documentation and coordination with the federal government that will be necessary as part of the National Environmental Policy Act (NEPA) process will be substantial, lengthy, and require an Environmental Impact Statement (EIS) to be conducted. The NEPA phase alone is projected to cost approximately \$10 million with each local participating agency contributing a portion of the cost. The City of Miami Beach share is estimated at \$417,000.

Based on the project schedule presented to the TAC and PEC by the consultant team, it is anticipated that the NEPA documents, design, and construction phases are estimated to take 6 to 9 years. It is our understanding that this NEPA process is a pre-requisite to be eligible for up to 50% federal funds for capital and up to 25% state funds for capital (i.e., 50% federal/ 25% state/ 25% local contribution). However, due to the very competitive nature of the federal discretionary grant process for funding these types of projects, the local (City's) match would need to be higher than 25% of the capital costs.

At this time, the preferred route alignment to connect Miami Beach and Downtown Miami has been identified as the Direct Connect alternative and consists of bi-directional service along the MacArthur Causeway, 5th Street, and Washington Avenue. A future phase proposes service along Collins Avenue, 41st Street, and the Julia Tuttle Causeway to connect to Midtown Miami. The South Beach portion of the Direct Connect route alignment represents approximately \$149M (28% of the total \$532 million capital cost of the total Miami

to Miami Beach project), excluding the cost of a maintenance yard. If this ratio is used as an estimate of operating costs, the portion of operating costs for the Direct Connect alignment on South Beach would be approximately \$7 million annually (28% of \$22 million annual operating costs payments which would be required for the entire project under a P3 scenario).

Thus, assuming the City wishes to proceed on an accelerated basis without federal funds, the Administration estimates that the total annual availability payments for the portion of the Direct Connect alignment in South Beach would be approximately \$12 million - \$17 million per year, depending on the level of availability of state funds (including capital and operating cost). The cost of a rail yard on Miami Beach could increase these payments to between \$17 million and \$25 million, contingent upon the level of capital subsidy from the State.



Short Term Express Bus Service (EBS)

In an effort to expedite cross-bay mass transit connectivity, the Administration is studying the feasibility of implementing express bus service connecting Miami Beach and Downtown Miami on a 1 – 2 year timeframe. Several alternatives are currently being considered. One of the route alignment alternatives includes bi-directional EBS across the MacArthur Causeway, 5th Street, and Washington Avenue (similar to the light rail/modern streetcar alignment described above). The use of the shoulders along the Causeway as well as dedicated lanes along 5th Street and Washington Avenue corridors is being evaluated in order to ensure reliable and efficient express bus service. The capital cost of the short-term express bus service is estimated between \$12 million and \$20 million, depending on the number of articulated buses required which is predicated on the route alignment selected and frequency of service (ranging from 5-minute headways to 10-minute headways). It is anticipated that the proposed express bus service would cost approximately \$5.3 million annually to operate based on a fleet of 19 articulated buses operating at a frequency of 5 – 7.5 minute headways during peak periods for 19 hours per day/7 days per week. City staff is currently having discussions with both FDOT and MDT staff in terms of cost-sharing opportunities for the capital and operating expenditures associated with providing this express bus service. Additionally, it is important to note that only a portion of the proposed

Express Bus Service (i.e., the route alignment along the MacArthur Causeway to Downtown Miami) would be implemented if a light rail transit/modern streetcar system is implemented in South Beach. Under this service scenario, annual operating costs for the EBS would be approximately \$3.5 million.



PARKING INITIATIVES:

Freight Loading Zone Program (FLZ)

FLZs are regulated parking zones strategically located for large vehicles (10,000 lbs.+) to conduct deliveries. Coupled with strict enforcement of obstruction of travel lanes by Police and enforcement of loading areas by the Parking Department, these zones have greatly reduced congestion.

Parking Management System (PMS)

A component of the aforementioned ITS initiative, PMS will provide real time parking space monitoring and parking availability. Real time parking availability is then communicated to motorists via electronic message signs at strategic locations throughout the city.

Valet Parking Amendments to the City Code

Currently, valet parking operations on the City's right-of-way contribute to traffic congestion and other abuses of city property and resident quality of life. Amendments to the City Code to strengthen regulation and enforcement provisions were approved by the Mayor and City Commission on September 2, 2015.

Development of existing municipal metered parking lots to multi-level parking structures

The following sites have been identified for potential development either through joint venture partnerships or as standalone City projects:

Washington Avenue Master Plan

As an outcome of both the Washington Avenue Master Plan and the Transportation Workshop held on March 18, 2015, staff was charged with finding alternatives to replace on-street parking with off-street parking. As a result, three potential sites have been identified that could replace some or all of the on-street parking between 5th and 17th Streets.

Municipal Parking Lot No. P16 (1262 Collins Ave)

P16 is located at southwest corner of the intersection of 13th Street and Collins Avenue, opposite of Municipal Parking Garage No. 3 (G3). This lot was recently renovated and was completed on May 13, 2015. A parking garage similar in size to Municipal Parking Garage No. 3 (G3), located at the northeast corner of the intersection of 13th Street and Collins Avenue, could be constructed. Furthermore, based on current construction costs it is estimated that the construction of an eight-story parking garage with approximately 405 spaces will cost approximately \$12.7M, which represents approximately \$31K per space.



Municipal Parking Lot No. P13 (1020 Washington Ave)

P13 is located in the northwest corner of the intersection of 10th Street and Washington Avenue. The parking lot abuts an alleyway (Drexel Court) to the west and holds a total of 37 parking spaces, including two disabled parking spaces. Renovations to this lot were completed in 2013. A five-story parking garage could be constructed in this location. It is estimated that the parking garage could hold up to 140 parking spaces. Estimated construction costs for this parking garage is \$5.2M, or approximately \$37K per space.



Municipal Parking Garage No. 2 (G2) (1100 Washington Ave)

This is a multi-level parking garage that serves the police headquarters and its visitors. The parking structure is divided into two areas, the police headquarters' parking and the visitors' parking. These two parking sections are not connected. Based on design and construction parameters, it is possible that one or two additional parking levels could be incorporated to the visitors' parking area that could replicate the uppermost level of this section of the parking garage. The additional levels could potentially represent an increase of 100 parking spaces at an estimated \$1.5M or \$15K per space.



The chart below illustrates a potential net increase of 558 off-street parking spaces along the Washington Avenue corridor and estimated costs. The 779 proposed spaces exceed the existing 577 on and off-street parking spaces in the area. Additionally, other sites in the area have been identified as potential public-private partnership opportunities that may further increase off-street parking inventory.

Washington Avenue Municipal Parking Facilities	Existing Spaces	Proposed Spaces*	Net Increase	Cost p/Space*	Total*
Garage No. 2	134	234	100	\$14,720	\$1,472,000
P16 Collins/13th Street	50	405	355	\$31,335	\$12,690,675
P13 Washington/10th Street	37	140	103	\$37,321	\$5,224,940
Total	221	779	558		\$19,387,615
<i>* Estimated.</i>					

The City has approximately \$10M in Fee of Lieu of Parking funds for the South Beach area; however, if all three (3) projects were funded an additional \$10M would be needed. Further, the City Commission endorsed the Washington Avenue Master Plan recommendation to issue an RFLI (Request for Letters of Interest) for parking garage(s) along Washington Avenue, and the City has been approached by at least one (1) interested property owner.

Middle Beach Needs

Several areas throughout mid-beach have been determined to be operating at high utilization rates, indicating additional parking needs, and some areas we have already referred for discussion at NCAC (Neighborhoods and Community Affairs Committee)

- Municipal Parking Lot No. P55, located on Collins Avenue and 27th Street;
- Municipal Parking Lot No. P71, located on Collins Avenue and 46th Street; and
- Municipal Parking Lot No. P63, located on 42nd Street and Royal Palm Avenue

North Beach Blue Ribbon Panel

Several areas in North Beach have been identified to be operating at high utilization rates, indicating additional parking needs. It has been a longstanding goal to develop a parking garage in North Beach. Several sites have been identified, including standalone city projects and potential joint venture developments. Additionally, residents have expressed a need for additional parking in their neighborhoods. While there are no commercial or recreational uses displacing parking in these neighborhoods, the sheer volume of vehicles per household is increasing demand.

FUNDING NEED SUMMARY

The following is a summary of funding needs for all projects identified above, including ITS operational cost, availability amounts for light rail/modern streetcar, garage construction and operational cost for South, Middle, and North Beach.

Project	Capital	Operating
Intelligent Transportation System (ITS) & Parking Management (PMS)	\$14.5M (Includes current local match of \$4.5M)	\$2M
Transit/Trolley System		\$11.8M
Light Rail/Modern Streetcar		\$17M to \$25M (contingent upon the level of capital subsidy from the State)
Short Term Express Bus Service (EBS) - Connection to Light Rail/Modern Streetcar	\$12M to \$20M	\$5.3M
Washington Avenue Master Plan (779 spaces)	\$19.3M	\$779K
Middle Beach (800 spaces)	\$26.4M	\$800K
North Beach (850 spaces)	\$28M	\$850K
Grand Total:	\$100.2M - \$108.2M	\$38.5M - \$46.5M

PARKING ENTERPRISE FUND

The available fund balance in the Parking Fund, as of September 30, 2014, was \$26M (net of two months of required reserves). Each year, the City budgets an amount to be used to fund future renewal and replacement projects in the fund. In addition, the Parking Fund is an enterprise fund with revenues pledged to debt service payments. However, surplus funds (revenues in excess of expenditures) from prior years may be used for other City purposes.

Currently, these surplus funds are used to fund transportation expenses as well as supplement General Fund Revenues. Detailed projections of parking cash flows are being developed as part of the bonds needed for the Convention Center project; however, the chart below provides a rough projection of funds over the next five years assuming existing rates and moderate growth.

Given the estimates below, a positive Parking Fund available balance will not be sustainable under the existing rate structures. There will not be enough available balance to fund the projected FY 2015/16 proposed expenditures.

Parking Available Fund Balance- Without Rate Increases						
	FY15	FY16	FY17	FY18	FY19	FY20
Available fund balance in the Parking Fund as of September 30, 2014	22,825,573	12,532,573	(2,200,427)	(23,137,837)	(35,002,829)	(48,318,811)
Fund Balance Set Aside for R&R	3,228,000	6,258,000	6,883,000	6,883,000	6,883,000	6,883,000
Available Fund Balance	26,053,573	18,790,573	4,682,573	(16,254,837)	(28,119,829)	(41,435,811)
Transfer to Transportation	(1,311,000)	(3,426,000)	(3,426,000)	(3,426,000)	(3,426,000)	(3,426,000)
Transfer to General Fund	(8,400,000)	(8,400,000)	(8,400,000)	(8,400,000)	(8,400,000)	(8,400,000)
R&R/Capital Needs	(5,314,000)	(3,972,000)	(11,492,000)	(1,000,000)	(1,000,000)	(15,500,000)
Net Available Balance	11,028,573	2,992,573	(18,635,427)	(29,080,837)	(40,945,829)	(68,761,811)
Annual Revenues	52,430,000	56,085,000	56,085,000	56,085,000	56,085,000	56,085,000
Annual Operating Expenses	(41,237,000)	(45,747,000)	(47,119,410)	(48,532,992)	(49,988,982)	(51,488,652)
Debt Service*	(3,431,000)	(8,648,000)	(6,585,000)	(6,591,000)	(6,586,000)	(6,586,000)
Set Aside for R&R	(6,258,000)	(6,883,000)	(6,883,000)	(6,883,000)	(6,883,000)	(6,883,000)
Net Surplus	1,504,000	(5,193,000)	(4,502,410)	(5,921,992)	(7,372,982)	(8,872,652)
Projected Available Year End Fund Balance	12,532,573	(2,200,427)	(23,137,837)	(35,002,829)	(48,318,811)	(77,634,463)
* Includes \$5.27 million debt service in FY16 related to the Parking Related Convention Center Renovation, which consists of principal, interest and issuance costs. Subsequent years include principal and interest only.						

Note: This table has been updated from the first reading to conform to the Parking Fund's FY16 proposed budget and to reflect the latest debt issuance cost estimates. The overall impact of these two changes is approximately \$1.5 million per year, primarily due to increased debt service costs.

Funding

A recurring revenue stream is necessary to sustain annually recurring expenses related to the aforementioned transportation initiatives as well as to enhance the Parking Enterprise Fund bonding capacity to fund the aforementioned garage expansion projects.

The Mayor and Commission has given general direction to the Administration to recommend strategies, including but not limited to increases in parking rates. A parking rate increase will provide the following benefits:

1. **Driver Behavior Modification:** Studies have shown that up to 30% of traffic congestion is attributed to drivers seeking parking opportunities (“circling the block” further congestion is caused by pulling in and out of lanes of travel – Source: Federal Highway Administration). Currently, metered on-street and off-street parking rates are \$1.75 per hour and enforced 9:00 AM to 3:00AM (18 hours), seven days a week. Garage rates are for the most part \$1.00 per hour, with a maximum daily rate of \$20.00 (see appendices for detail of proposed parking rates at each municipal parking garage, except during special events).

Current parking rates are too low to effectively alter driver behavior. At the March 18, 2015, Transportation Workshop, it was recommended that on-street parking rates should be sufficiently higher than off-street parking rates to incentivize drivers to park off-street. The goal is to reduce on-street parking demand. This can be accomplished by increasing parking rates. Hence, only those drivers willing to pay a “premium” will use on-street parking and all others will seek other parking or mobility alternatives (garages, transit, bicycle, pedestrian). A key component of achieving this goal is arriving at the EPR (Effective Parking Rate) for on and off-street parking. EPR is defined as the optimum on-street and off-street parking rates and the price buffer between the two rates that “effectively” changes driver behavior. There may be some adjustments to either or both on and off-street rates to achieve EPR. If approved in concept, the Administration recommends some latitude be incorporated in the City Code amendment to allow for such adjustments.

Please note parking fine schedules are set by Miami-Dade County and the State of Florida. Overtime parking and other related fine schedules must be at appropriate levels in order to be effective and achieve compliance. Currently, an overtime parking violation is \$18.00. Parking user fees in the region, including Miami Beach, are comparable, and in some cases, higher than an overtime parking fine. This increases traffic congestion by perpetuating low risk/high reward user parking behavior.

2. **Parking Revenue Bonds - Bonding Capacity:** Currently, the City’s bond rating is “Aa2” and Parking Bonds have an “A” rating. Increasing parking rates will in turn increase the City’s parking revenue stream resulting in increased bonding capacity. Additional bonding capacity is needed in order to fund the list of transportation and parking capital projects identified earlier.
3. **Equity in Space Rental Pricing and Residential Visitor Permits –** Parking space rentals are available for valet parking, construction, special events, and film & print. Currently, daily space rental rates are \$17 for valet (ramp) and \$10 for all other categories and Residential Parking Visitor Permits are \$1.00 per day.

In addition, it is important to note that municipal parking rates are substantially lower than private sector or market rates. This has perpetuated an artificial demand for municipal public parking as drivers “cruise” for on-street parking spaces (30% of traffic congestion attributed to on-street parking); queuing at municipal parking garages seeking a \$1.00 hourly rate versus a much higher hourly rates or flat rates at privately owned/operated parking garages; and lengthy waiting lists (12 to 18 months) for monthly parking at municipal garages. A recent parking rate survey of 13 privately owned/operated garages and surface

parking lots in the South Beach entertainment districts revealed an average hourly rate of \$5.00; maximum daily rate of \$30.00; and monthly rate of \$187.00, as compared to \$1.00, \$20.00, and \$70.00, respectively, at municipal garages.

Parking Rates – Proposed Increases:

In response to the funding needs and issues discussed above, a number of rates have been identified for potential increases.

- Increasing rates for South Beach on-street parking with lower increases for off-street (parking garages and lots). Conceptually, on-street hourly parking meter rates are proposed at \$3.00 with metered parking lots and garages at \$2.00, hourly.

These increases were projected to generate an additional \$7.8 million per year. With the amendment adopted on first reading increasing the rate to \$4.00 for on-street south of 23rd Street, the additional revenue would increase by \$5.7 million to \$13.5 million.

- Restructure rates and hours of enforcement for Collins Avenue/Indian Creek between 23rd Street and 44th Streets to be consistent with rates and hours in South Beach, as the intensity in activity in this area has changed to be more similar to South Beach levels.
- Increase space rental rates for three of the four space rental categories (no change for film/print space rentals incentives) The City Code provides for a special event space rental fee of \$0.25 per square foot. The dimension of a parking space is 187 square feet, equating to \$46.75, per space. Therefore, a daily space rental rate of \$46.75 is proposed.

These increases were projected to generate an additional \$2.9 million per year. With the amendment adopted on first reading, the revenue would decrease by \$2.2 million to \$736,000.

- Residential Parking Virtual Visitor Permits are currently \$1.00 per day. Products and services that are undervalued are prone to abuses. Increasing the value of virtual visitor permits diminishes opportunities for potential abuse. An increase to \$3.00 per day equates to \$295,370.

The impact of potential increases are summarized below taking into account a 20% elasticity adjustment for on-street parking (i.e. decrease in demand due to price increases) and a 25% elasticity adjustment for space rentals. Additional detail is attached.

It is important to note hourly parking meter rate increases would not necessarily be applicable to Miami Beach residents. Currently, Miami Beach residents enjoy a reduced hourly parking meter rate of \$1.00, instead of \$1.75, in South Beach, through Parkmobile (payment mobile application). This represents a 43% discount. Moreover, Parkmobile waives its user fees for Miami Beach residents. This discounted parking rate and waiver of Parkmobile user fees shall continue for Miami Beach residents.

	Current	Proposed	Annual Revenue (Inc)
Parking Meter Hourly Rates:			
South Beach On-Street Meters	\$1.75	\$4.00*	\$12,799,000.00
South Beach Off-Street Meters	\$1.75	\$2.00	\$678,000.00
Collins Ave/Indian Creek 23rd - 44th Streets - On-Street Meters	\$1.00	\$3.00	\$1,628,000.00
Collins Ave/Indian Creek 23rd - 44th Streets - Off-Street Meters	\$1.00	\$2.00	\$236,000.00
Sub-total:			\$15,341,000.00
Parking Meter Hours of Operation:			
Collins Ave/Indian Creek 23rd - 44th Streets - On/Off-Street Meters	8a-6p	9a-3a	\$2,331,000.00
Sub-total:			\$2,331,000.00
Municipal Parking Garages:			
Each of first four hours:	\$1.00	\$2.00	\$3,281,000.00
Monthly Rate:	\$70.00	\$100.00	\$597,000.00
Sub-total:			\$3,878,000.00
Parking Spaces Daily Rentals:			
Valet Parking*:	\$17.00	<i>Initial 6 Months - \$25.00 After 6 Months - \$31.50</i>	\$540,000.00
Construction*:	\$10.00	\$25.00 <i>Existing Building Permit Holders will maintain current rate for 6 months</i>	\$157,000.00
Special Event*:	\$10.00	\$25.00 <i>Existing Special Events Applications will maintain current rate for 6 months. (Non-for-Profit organizations will maintain current rate).</i>	\$39,000.00
Sub-total:			\$736,000.00
Residential Daily Visitor Parking:			
	\$1.00	\$3.00	\$295,000.00
Sub-total:			\$295,000.00
GRAND TOTAL			\$22,581,000.00

* Amendments approved on 9/10/2015 at First Hearing.

FY16 Parking Rate Increases by Fund:				
Fund		Original Proposed Increases	Proposed Increase Amendments	Total
Parking Enterprise	480	17,901,000	3,598,000	21,499,000
7th Street Garage	142	476,000	0	476,000
5th & Alton Garage	484	89,000	0	89,000
Anchor Garage	463	269,000	0	269,000
Penn Garage	466	248,000	0	248,000
		18,983,000	3,598,000.00	22,581,000.00
Footnotes:				
Original Proposed Increase pursuant to Finance Committee Memo dated 07/01/2015				
Amended Increases pursuant to 1st Budget Hearing on 09/10/2015				

Five (5) Year Fiscal Impact

Cumulatively, the aforementioned parking rate increases are estimated to have the potential to yield an additional \$22.6 million, annually, representing \$112.9 million over five (5) years assuming no increase in utilization. As described, these increased revenues would be utilized to fund the more immediate transportation initiatives and the bonding capacity for the Parking Enterprise Fund is estimated at \$140 million to fund parking garage expansion projects. It is important to note that additional rate increases may be needed in the future to fund other projects, including light rail. If all potential rate increases identified above are implemented, the resulting impacts are shown in the table below prior to addressing the projects identified in the funding needs summary referenced above.

	FY15	FY16	FY17	FY18	FY19	FY20
Available fund balance in the Parking Fund as of September 30, 2014	22,825,573	12,532,573	19,298,573	19,860,163	29,494,171	37,677,189
Fund Balance Set Aside for R&R	3,228,000	6,258,000	6,883,000	6,883,000	6,883,000	6,883,000
Available Fund Balance	26,053,573	18,790,573	26,181,573	26,743,163	36,377,171	44,560,189
Transfer to Transportation	(1,311,000)	(3,426,000)	(3,426,000)	(3,426,000)	(3,426,000)	(3,426,000)
Transfer to General Fund	(8,400,000)	(8,400,000)	(8,400,000)	(8,400,000)	(8,400,000)	(8,400,000)
R&R/Capital Needs	(5,314,000)	(3,972,000)	(11,492,000)	(1,000,000)	(1,000,000)	(15,500,000)
Net Available Balance	11,028,573	2,992,573	2,863,573	13,917,163	23,551,171	17,234,189
Annual Revenues	52,430,000	77,584,000	77,584,000	77,584,000	77,584,000	77,584,000
Annual Operating Expenses	(41,237,000)	(45,747,000)	(47,119,410)	(48,532,992)	(49,988,982)	(51,488,652)
Debt Service*	(3,431,000)	(8,648,000)	(6,585,000)	(6,591,000)	(6,586,000)	(6,586,000)
Set Aside for R&R	(6,258,000)	(6,883,000)	(6,883,000)	(6,883,000)	(6,883,000)	(6,883,000)
Net Surplus	1,504,000	16,306,000	16,996,590	15,577,008	14,126,018	12,626,348
Projected Available Year End Fund Balance	12,532,573	19,298,573	19,860,163	29,494,171	37,677,189	29,860,537

* Includes \$5.27 million debt service in FY16 related to the Parking Related Convention Center Renovation, which consists of principal, interest and issuance costs. Subsequent years include principal and interest only.

The increased revenue is a result of the amendment adopted on first reading increasing the rate to \$4.00 for on-street south of 23rd Street; off-set by the decrease revenue resulting from the amendments to the space rental fees.

CONCLUSION

The Administration recommends the City Commission take the following actions: 1) by separate motion accept the recommendation of the Finance and Citywide Projects Committee (FCWPC) on July 1, 2015; and 2) approve the attached Ordinance at Second Reading Final Public Hearing.


JLM/KGB/SF

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MIAMI BEACH

CITY OF MIAMI BEACH NOTICE OF PUBLIC HEARINGS SEPTEMBER 30, 2015

NOTICE IS HEREBY given that the following public hearings will be held by the Mayor and City Commissioners of the City of Miami Beach, Florida, in the Commission Chambers, Third Floor, City Hall, 1700 Convention Center Drive, Miami Beach, Florida, on **September 30, 2015**, at the times listed, or as soon thereafter as the matter can be heard:

5:01 p.m.

A Resolution Adopting: 1) The Final Ad Valorem Millage Of 5.7092 Mills For General Operating Purposes, Which Is Twelve And Nine-Tenths Percent (12.9%) More Than The "Rolled-Back" Rate Of 5.0584 Mills; And 2) The Debt Service Millage Rate Of 0.2031 Mills. *Inquiries may be directed to the Office of Budget & Performance Improvement at 305.673.7510.*

5:01 p.m.

A Resolution Adopting Final Budgets For The General, G.O. Debt Service, RDA Ad Valorem Taxes, Enterprise, Internal Service Funds, and Special Revenue Funds For Fiscal Year 2016/17. *Inquiries may be directed to the Office of Budget & Performance Improvement at 305.673.7510.*

5:02 p.m.

A Resolution Of The Board Of Directors Of The Normandy Shores Local Government Neighborhood Improvement District Adopting The Final Ad Valorem Millage Rate Of 1.0093 Mills For Fiscal Year (FY) 2015/16 For The Normandy Shores Local Government District, Which Is One And Four-Tenths Percent (1.4%) More Than The "Rolled-Back" Rate Of 0.9956 Mills. *Inquiries may be directed to the Office of Budget & Performance Improvement at 305.673.7510.*

5:02 p.m.

A Resolution Of The Board Of Directors Of The Normandy Shores Local Government Neighborhood Improvement District Adopting The Final Operating Budget For Fiscal Year (FY) 2015/16. *Inquiries may be directed to the Office of Budget & Performance Improvement at 305.673.7510.*

5:03 p.m.

A Resolution Adopting The Final Capital Improvement Plan For Fiscal Years (FY) 2015/16-2019/20 And Adopting The City Of Miami Beach Final Capital Budget For FY 2015/16. *Inquiries may be directed to the Office of Budget & Performance Improvement at 305.673.7510.*

5:04 p.m.

An Ordinance Amending Ordinance No. 1605, The Unclassified Employees Salary Ordinance Of The City Of Miami Beach, Florida, As Follows: Providing For The Classifications In Group VII, Comprised Of At-Will Employees Commonly Referred To As "Unclassified Employees"; Revising The Pay Range For The City Manager And The City Attorney To Reflect The 3 Percent Cost Of Living Adjustment That Went Into Effect October 1, 2014; Adjusting The Pay Range For The Assistant Director-Public Works, Auditor, Tax Auditor, Senior Auditor, Assistant Internal Auditor, Asset Manager, Assistant Director-Human Resources, Construction Manager, Management And Budget Analyst, Agenda Coordinator, Transportation Manager And Financial Analyst; Establishing The Following Newly Created Classifications: Assistant To The City Attorney, CAO Paralegal Specialist, Beach Maintenance Director, Administrative Officer-City Manager's Office, Administrative Officer-Planning Department, Assistant Emergency Management Director, Capital Projects Director For The Convention Center District, Assistant Director-Parking Services Compliance, Employee Benefits Manager, Fire Administrative Services Manager, Greenspace Division Director, Fire Inspection Supervisor, Fire Communications Manager, Procurement Contracting Analyst, Streets And Street Lighting Superintendent, Parks And Recreation Projects Coordinator, Parks And Recreation Project Supervisor, Clerk Of Boards, Emergency Management Technician, Police Accreditation Manager, Grants Management Specialist, Rapid Response Team And Excellence Program Assessor; Reclassifying From Development Coordinator To Marketing, Tourism And Development Manager; Grants Manager To Stormwater Superintendent, Parks Surveyor To City Surveyor Manager, Chief Protection Analyst To Fire Protection Analyst Section Manager, From Streets, Lighting And Stormwater Superintendent To Stormwater Superintendent, Parks Superintendent To Greenspace Superintendent, From Procurement Coordinator To Procurement Contracting Officers I And II, Senior Procurement Specialist To Procurement Contracting Officer III And From Leasing Specialist To Real Estate Asset Specialist; Deleting The Following Obsolete Classifications: Affirmative Action Officer, Assistant Director-Neighborhood Services, Development And MBTV Director, Structural Engineer, Employment Supervisor, Historic Preservation Coordinator, PCSU Administrator, Quality Assurance Manager, Quality Assurance Officer, Quality Assurance Coordinator, Senior Business Manager, Housing Manager, Neighborhood Services Projects Administrator, Project Planner/Designer, Public Safety Communications Unit Director, Senior Code Compliance Administrator, Implementation Services Manager, Special Events Liaison, Police Public Information Officer, Elder Affairs Coordinator, Grants Manager, Development Coordinator And Grants Specialist, Requiring That The City Commission Be Informed Whenever An Unclassified Employee Is Hired At An Annual Salary Of \$75,000 Or More; And Providing For Repealer, Severability, And An Effective Date. *Inquiries may be directed to the Human Resources Department at 305.673.7524.*

5:05 p.m.

An Ordinance Amending The Code Of The City Of Miami Beach, By Amending Chapter 106, Entitled "Traffic And Vehicles," By Amending Article II, Entitled "Metered Parking," By Amending Division 1, Entitled "Generally," By Amending Section 106-55, Entitled "Parking Rates, Fees, And Penalties," By Amending Parking Meter Rates And Time Limits; Municipal Parking Garage And Preferred Parking Lot Rates And Penalties; Regulations Regarding A Facility, Specific Monthly Parking Permit Program, Reserved/Restricted Commercial On-Street Permit Parking, And Valet Storage Spaces; And Amending The Regulations And Fees For Metered Parking Space Rental And Parking Space Removal; Amending The Regulations Regarding The Residential Parking Program; Amending The Exceptions To Section 106-55 To Provide For A Mobile Phone Payment Service And Eliminating The Smart Card Program; And Establishing A Residential Parking Visitor Permit; Providing For Codification, Repealer, Severability, And An Effective Date. *Inquiries may be directed to the Parking Department at 305.673.7505.*

5:06 p.m.

An Ordinance Amending Appendix A, Entitled "Fee Schedule," To Chapter 110 Of The Miami Beach City Code, Entitled "Utilities," Article IV, Entitled "Fees, Charges, Rates And Billing Procedure," Division 2, Entitled "Rates, Fees And Charges," Section 110-166, Entitled "Schedule Of Water Rates And Tapping Charges," And Section 110-168, Entitled "Sanitary Sewer Service Charge," To Increase The Rate For Water Service Charges In Excess Of The Minimum Service Charge; And To Increase The Sanitary Sewer Service Charge By The Same Percentage Enacted By Miami-Dade Water And Sewer Department (WASD) Pursuant To Section 110-168; Providing For Codification, Repealer, Severability, And An Effective Date. *Inquiries may be directed to the Public Works Department at 305.673.7080.*

INTERESTED PARTIES are invited to appear at this meeting, or be represented by an agent, or to express their views in writing addressed to the City Commission, c/o the City Clerk, 1700 Convention Center Drive, 1st Floor, City Hall, Miami Beach, Florida 33139. Copies of these items are available for public inspection during normal business hours in the Office of the City Clerk, 1700 Convention Center Drive, 1st Floor, City Hall, Miami Beach, Florida 33139. This meeting, or any item herein, may be continued, and under such circumstances, additional legal notice need not be provided.

Pursuant to Section 286.0105, Fla. Stat., the City hereby advises the public that if a person decides to appeal any decision made by the City Commission with respect to any matter considered at its meeting or its hearing, such person must ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the City for the introduction or admission of otherwise inadmissible or irrelevant evidence, nor does it authorize challenges or appeals not otherwise allowed by law.

To request this material in alternate format, sign language interpreter (five-day notice required), information on access for persons with disabilities, and/or any accommodation to review any document or participate in any City-sponsored proceedings, call 305.604.2489 and select 1 for English or 2 for Spanish, then option 6; TTY users may call via 711 (Florida Relay Service).

Rafael E. Granado, City Clerk
City of Miami Beach