

CITY OF MIAMI BEACH MOBILITY FEE TECHNICAL ANALYSIS

MIAMI BEACH

Prepared for the City of Miami Beach

By
Keith & Schnars
NUE Urban Concepts

August 2018

TABLE OF CONTENTS

	<u>page</u>
LIST OF TABLES	3
LIST OF FIGURES	4
SECTION 1 - BACKGROUND	5
Mobility Fee Legislative Overview.....	5
Mobility Fee Legal Basis	7
Mobility Fee Basis.....	8
Mobility Fee Technical Analysis.....	9
SECTION 2 - ESTABLISHMENT OF MOBILITY FEE DISTRICTS	10
Assessment Areas	10
Benefit Districts	10
SECTION 3 - EXISTING CONDITIONS & LAND USES	12
Miami Beach Transportation Characteristics	12
Mobility Fee Land Uses	12
SECTION 4 - APPROACH TO MOBILITY FEE	14
Mobility Fee Approach	14
Mobility Fee	15
SECTION 5 - TECHNICAL ANALYSIS	16
Technical Analysis	16
Mobility Fee Per Additional Person - Mile of Travel	18
Trip Generation.....	18
Percent of New Trips	19
Person Trips	19
Mode Share	20
Person Miles of Travel (PMT)	20
SECTION 6 - Comprehensive Plan & LDR Review.....	27
Comprehensive Plan and Land Development Regulation Review.....	27
Comprehensive Plan	27
Land Development Regulations.....	27
Parking Reduction Strategies	28
ATTACHMENTS	29

LIST OF TABLES

<u>Table</u>	<u>page</u>
Table 1 - Daily VMT for 2010 & 2040 from SERPM 7	22
Table 2 - Residential Growth	23
Table 3 - Employment Growth	24
Table 4 - Hotel Growth	25
Table 5 - VMT & PMT & Mobility Fee Cost Per PMT.....	26

LIST OF FIGURES

<u>Figure</u>	<u>page</u>
Figure 1 - Existing Citywide Mode Share	8
Figure 2 - 2035 Mode Share Vision.....	9
Figure 3 - Mobility Fee Analysis Process for Miami Beach.....	21

SECTION 1 - BACKGROUND

Mobility Fee Legislative Overview

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

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

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

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

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

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

1. *Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity and density.*
2. *Adoption of an area wide level of service not dependent on any single road segment function.*
3. *Exempting or discounting impacts of locally desired development.*
4. *Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.*
5. *Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.*

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

Mobility Fee Legal Basis

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

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

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

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

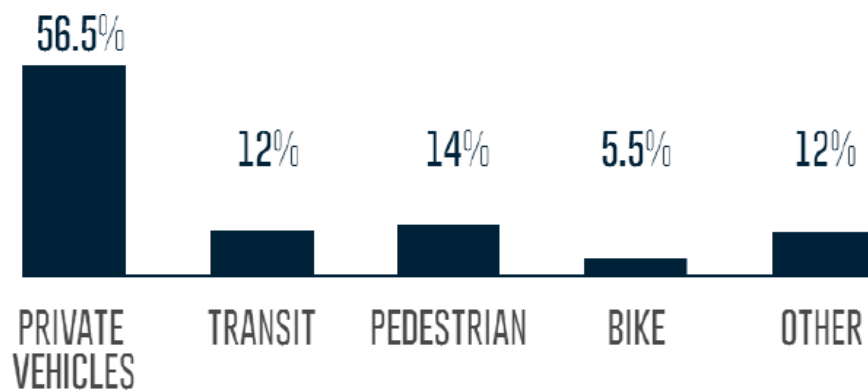
“Benefits Prong:” That a rational nexus exists between the payment of fees by new development and the benefit that new development receives from the expenditure of those fees.

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

Mobility Fee Basis

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

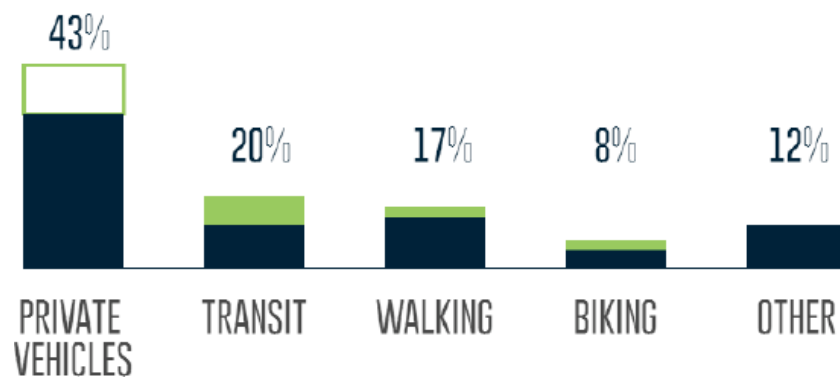
Figure 1 - Existing Citywide Mode Share



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

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

Figure 2 - 2035 Mode Share Vision



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

Mobility Fee Technical Analysis

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

SECTION 2 - ESTABLISHMENT OF MOBILITY FEE DISTRICTS

Assessment Areas

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

Benefit Districts

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

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

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

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

SECTION 3 - EXISTING CONDITIONS & LAND USES

Miami Beach Transportation Characteristics

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

Mobility Fee Land Uses

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

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

SECTION 4 - APPROACH TO MOBILITY FEE

Mobility Fee Approach

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

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

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

Mobility Fee

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

SECTION 5 - TECHNICAL ANALYSIS

Technical Analysis

The mobility fee analysis procedure specific to Miami Beach is illustrated in **Figure 3**.

The technical analysis tasks performed for this project are the following:

1. **Estimating Growth in Traffic, Residential and Employment:** projected growth in traffic volumes, residential units, employment and hotel rooms were obtained from the MPO's adopted SERPM regional transportation model. The projected increase in total traffic volumes on major roads within the City of Miami Beach between 2018 and 2035 is 5.5% over 17 years which is equivalent to 0.32% annual growth as shown in **Table 1**. In comparison, the projected increase in residential units over the same period is 17% or 0.92% per year as depicted in **Table 2**. For employments, the projected increase in residential units over the same period is even greater at 19% or 1.05% per year as depicted in **Table 3**. **Table 4** shows the projected increase in hotel rooms over the same period at 7% or 0.41% per year. Considering projected traffic growth rate obtained from the regional model is significantly less than the projected growth rate for residential and employment land uses, it was determined that traffic growth resulting from new projects should not be based on the regional model but directly calculated from the new projects' trip generation, trip length and modal split characteristics. This approach also better account for non-vehicular trips such as biking and walking.
2. **Estimating Trips Generated by New Projects:** The trips generated by residential, employment and hotels were estimated using the Institute of Transportation Engineers (ITE) 9th Edition "Trip Generation". The Residential trip rate was calculated at 7.33 trips per unit as an average of land uses 210 (Single Family), 220 (Apartment) and 230 (Condominium/Townhouse). The Employment trip rate was calculated at 15.08 trips per employee by averaging trip rates of land uses 710 (General Office), 720 (Medical-Dental Office), 730 (Government Office), 815 (Discount store) and 826 (Specialty Retail). The Hotel trip rate was calculated at 10.27 trips per room as an

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

3. **Converting New Trips to Person-Miles of Travel (PMT):** converting new trips to person-miles of travel requires two steps. First, vehicle-miles of travel (VMT) are estimated using the average trip length per travel mode, and second, PMT are calculated using the average vehicle occupancy for each travel mode. The average trip length was developed specific to Miami Beach using the National Household Travel Survey (NHTS) database and extracting the records where trip origins and/or destinations are within the City of Miami Beach. A special access to the individual survey forms was granted for this project. The trip length summaries based on the NHTS records are provided in **Attachment L**. The modal share of various travel modes is based on the City of Miami Beach's Transportation and Bike/Pedestrian Master Plans; and consists of 43% cars, 20% transit, 8% bike, 17% walk, and 12% others (Uber/Lift/etc.) The VMT was converted to person-miles traveled (PMT) using a vehicle occupancy factor (VOC) specific to Miami Beach calculated as a weighted average VOC of various trip purposes and travel modes. The total VMT and PMT calculations are provided in **Table 5**. The total PMT after internalization is 980,737 person-miles.
4. **Estimating Mobility Fee Share of Transportation Budget:** The cost share of transportation improvements attributed to the mobility fee was calculated by estimating for each planned project the percent of cost that is not funded by federal, state, county or developer funds. The planned projects are grouped into Categories I, II and III and are provided in **Attachment M**. The total cost of the planned projects is \$902,092,181 and the Mobility Fee share is \$126,878,500 or approximately 14.1% of the total cost.

5. **Estimating Cost per Additional Person-Mile of Travel (PMT):** The unit cost per person-mile of travel (PMT) was estimated by dividing the mobility fee share of the improvement costs by the total increase in PMT.
6. **Developing Mobility Fee Schedule:** After land use categories were established in coordination with City staff, a mobility fee for each land use category was calculated considering the net external trips based on ITE Trip Generation rates (or rates from other relevant studies), the average trip length per trip purpose derived from the NHTS database specific to Miami Beach, and the travel modes (modal split) and vehicle occupancy rates obtained from the Miami Beach Transportation Plan. This part of the analysis was performed by NUE Urban Concepts and is documented in a separate report.

Mobility Fee Per Additional Person - Mile of Travel

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

Trip Generation

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

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

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

Percent of New Trips

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

Person Trips

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

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

Mode Share

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

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

Person Miles of Travel (PMT)

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

Figure 3 - Mobility Fee Analysis Process for Miami Beach

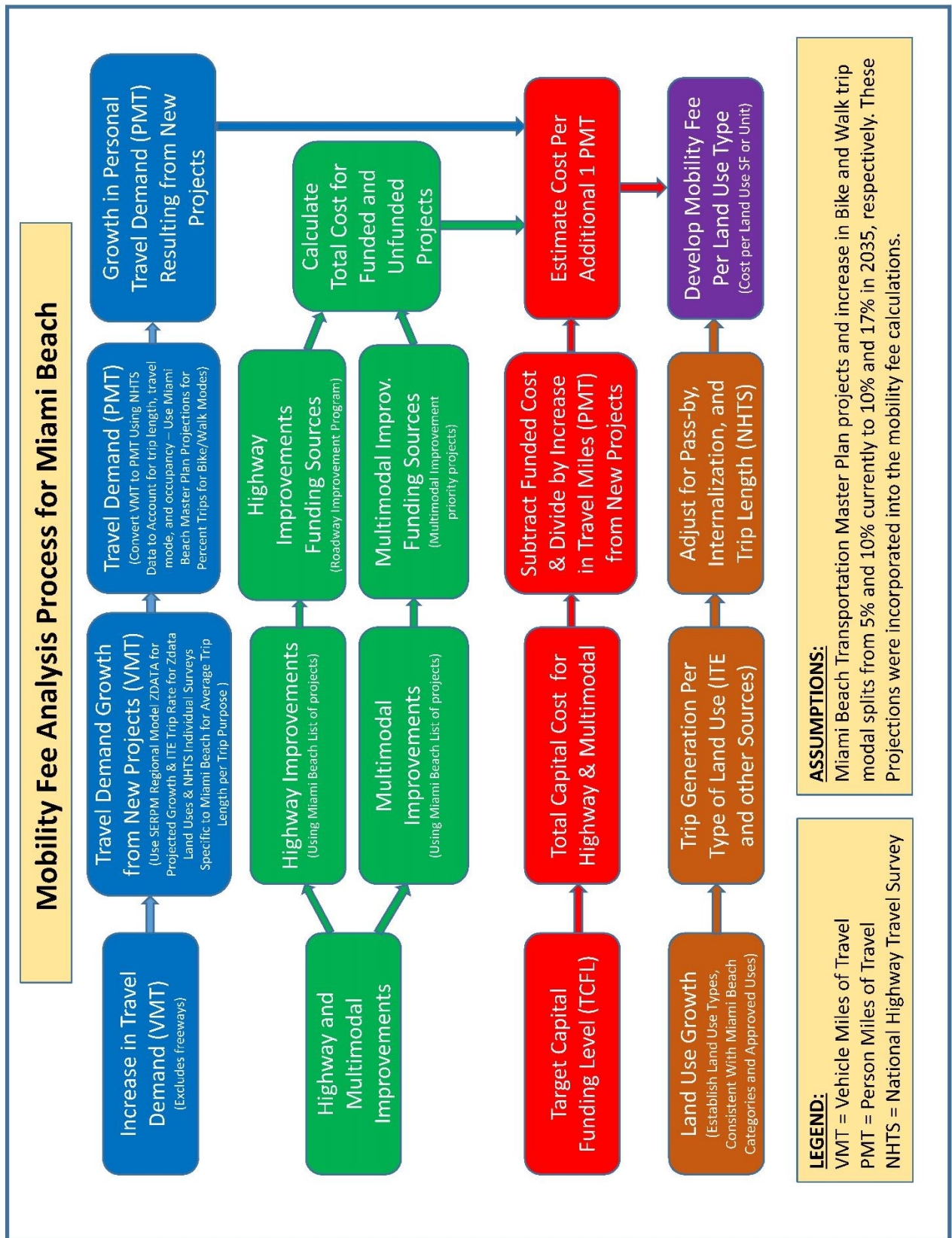


Table 1 - Daily VMT for 2010 & 2040 from SERPM 7

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

Table 2 - Residential Growth

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

Notes:

Residential data for 2018 and 2035 was interpolated from SERPM7 2010 and 2040

adopted models. Residential units growth from 2018 to 2035:

7,662 Units

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

7.33 trips/unit

Total New Residential Trips:**56,162 trips**

Table 3 - Employment Growth

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

Notes:

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

Employment growth from 2018 to 2035:

9,538

employees

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

15.08 trips/employee

Total new employee trips:**143,827 trips**

Table 4 - Hotel Growth

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

Notes:

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

Hotel room growth from 2015 to 2035:

1,069 Units

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

10.27 trips/room

Total New Hotel Trips:**10,982 trips**

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

RESIDENTIAL						
Travel Mode	%Split [1]	New Trips [2]	Trip Length [3]	VMT [4]	Occupancy [5]	PMT [6]
Vehicle	43%	24,150	4.11	99,257	1.6	158,811
Other	12%	6,739	4.11	27,697	1.6	44,315
Transit	20%	11,232	4.11	46,164	1	46,164
Bike	8%	4,493	2	8,986	1	8,986
Walk	17%	9,548	1	9,548	1	9,548
Sub-Total	100%	56,162	3.42	191,652	4.77	267,824
EMPLOYMENT						
Travel Mode	%Split	New Trips	Length (miles)	VMT	Occupancy	PMT
Vehicle	43%	61,846	5.1	315,415	1.6	504,664
Other	12%	17,259	5.1	88,021	1.6	140,834
Transit	20%	28,765	5.1	146,702	1	146,702
Bike	8%	11,506	2	23,012	1	23,012
Walk	17%	24,451	1	24,451	1	24,451
Sub-Total	100%	143,827	4.16	597,601	5.84	839,663
HOTEL						
Travel Mode	%Split	New Trips	Length (miles)	VMT	Occupancy	PMT
Vehicle	43%	4,722	3.6	16,999	1.6	27,198
Other	12%	1,318	3.6	4,745	1.6	7,592
Transit	20%	2,196	3.6	7,906	1	7,906
Bike	8%	879	2	1,758	1	1,758
Walk	17%	1,867	1	1,867	1	1,867
Sub-Total	100%	10,982	3.04	33,275	4.22	46,321
Total Trips		210,971	3.91	822,528	5.47	1,153,808
Total Trips (15% Internalization)		179,325	3.91	699,149	5.47	980,737
Priority I, II & III Projects Total Mobility Costs [7]					\$126,878,500	
Average Mobility Fee Cost per Person- Mile of Travel [8]					\$129.37	

Notes:

- [1] Modal splits based on the City of Miami Beach Transportation and Pedestrian/Bike Master Plans.
- [2] Total trips based on ITE trip rates and SERPM7 Zonal Data growth between 2018 and 2035.
- [3] Average vehicular trip length based on NHTS database using records specific to Miami Beach.
- [4] VMT = Vehicle-Mile of Travel. Bike & Walk Trip lengths assumed at 2 & 1 miles respectively.
- [5] Vehicle occupancy consistent with the City's Master Plans.
- [6] PMT = Person-Mile of Travel.
- [7] The total estimated mobility cost is based on City's Master Plans.
- [8] The average cost per person-mile is used to develop the Mobility Fee Schedule for various land uses.

SECTION 6 - Comprehensive Plan & LDR Review

Comprehensive Plan and Land Development Regulation Review

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

Comprehensive Plan

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

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

Land Development Regulations

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

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

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

Parking Reduction Strategies

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

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

ATTACHMENTS

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

Attachment A

Mobility Fee Crosswalk Table

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

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Recommended Category
95001100	Arcade	Entertainment	Games	Indoor Commercial Recreation / Health Club / Fitness
95002900	Billiards, pool tables (each table)	Entertainment	Games	Indoor Commercial Recreation / Health Club / Fitness
95003800	Cardrooms, including but not limited to bridge	Entertainment	Games	Indoor Commercial Recreation / Health Club / Fitness
95011801	Arcade, Each coin machine (game/jukebox)	Entertainment	Games	Indoor Commercial Recreation / Health Club / Fitness
95011802	Machine and games, mechanical photographs, consoles, jukeboxes, picture-taking, record-making, or other similar machines: Each machine	Entertainment	Games	Indoor Commercial Recreation / Health Club / Fitness
95240029	Entertainment establishments without dance hall	Entertainment	General Entertainment	Indoor Commercial Recreation / Health Club / Fitness
95003550	Bowling alley, per alley	Entertainment	Sports	Indoor Commercial Recreation / Health Club / Fitness
95016650	Rink, skating, bike or others, owners or persons maintaining same; need commission approval	Entertainment	Sports	Indoor Commercial Recreation / Health Club / Fitness
95012900	Movie theater: One screen	Entertainment	Theatre	Movie Theater
95012901	Movie theater: Each additional screen	Entertainment	Theatre	Movie Theater
95012902	Theaters; live shows:	Entertainment	Theatre	Movie Theater
95008801	Golf miniature courses	Golf	Sports	Outdoor Commercial Recreation
95008802	Golf driving courses	Golf	Sports	Golf Course
95008100	Fuel oil dealer	Industrial	Industrial	Warehousing / Manufacturing / Industrial
95008101	Fuel bottled gas dealer	Industrial	Industrial	Warehousing / Manufacturing / Industrial
95008120	Wood yard dealer	Industrial	Industrial	Warehousing / Manufacturing / Industrial
95008400	Garbage, waste contractor insurance required; see Chapter 90, Article IV for all requirements; state license required, Roll off	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008401	Garbage, waste contractor insurance required; see Chapter 90, Article IV for all requirements; state license required, Franchise	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008402	Garbage, waste contractor insurance required; see Chapter 90, Article IV for all requirements; state license required, Recycling (DERM permit)	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008403	Garbage, waste contractor insurance required; see Chapter 90, Article IV for all requirements; state license required, Hazardous	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008404	Garbage, waste contractor insurance required; see Chapter 90, Article IV for all requirements; state license required, Biohazardous	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008500	Gas companies	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008550	Gasoline wholesale dealer	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95008600	Gasoline wholesale dealer, Where only fuel oil not more volatile than diesel oil and (not exceeding 15,000 barrels in quantity is stored	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production
95240030	Heavy/industrial	Industrial	Industrial	Warehousing / Manufacturing / Industrial / Production

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

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

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

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

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

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

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

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

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

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

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Recommended Category
95012065	Merchants, all persons engaged in the business of selling merchandise of any kind, sort or description, except as otherwise specifically provided by this section, shall be required to pay a merchant's business tax, determined as follows; based on cost of inventory: First \$1,000 of value or less	Retail	General Retail	Retail Sales / Personal and Business Services
95012065	Merchants, all persons engaged in the business of selling merchandise of any kind, sort or description, except as otherwise specifically provided by this section, shall be required to pay a merchant's business tax, determined as follows; based on cost of inventory: Each additional \$1,000—\$99,999	Retail	General Retail	Retail Sales / Personal and Business Services
95012066	Merchant sales (based on cost of inventory): From \$100,000—\$199,000	Retail	General Retail	Retail Sales / Personal and Business Services
95012066	Merchant sales (based on cost of inventory): From \$200,000—\$499,000	Retail	General Retail	Retail Sales / Personal and Business Services
95012066	Merchants, all persons engaged in the business of selling merchandise of any kind, sort or description, except as otherwise specifically provided by this section, shall be required to pay a merchant's business tax, determined as follows; based on cost of inventory: From \$100,000—\$199,000	Retail	General Retail	Retail Sales / Personal and Business Services
95012066	Merchants, all persons engaged in the business of selling merchandise of any kind, sort or description, except as otherwise specifically provided by this section, shall be required to pay a merchant's business tax, determined as follows; based on cost of inventory: From \$200,000—\$499,000	Retail	General Retail	Retail Sales / Personal and Business Services
95012066	Merchants, all persons engaged in the business of selling merchandise of any kind, sort or description, except as otherwise specifically provided by this section, shall be required to pay a merchant's business tax, determined as follows; based on cost of inventory: From \$500,000 and over	Retail	General Retail	Retail Sales / Personal and Business Services
95012550	Monogram, silkscreen, retail	Retail	General Retail	Retail Sales / Personal and Business Services
95012966	Merchant sales (based on cost of inventory): From \$500,000 and over	Retail	General Retail	Retail Sales / Personal and Business Services
95013300	Newspapers or periodicals	Retail	General Retail	Retail Sales / Personal and Business Services
95017000	Dealers in pre-owned/secondhand merchandise: Goods other than wearing apparel	Retail	General Retail	Retail Sales / Personal and Business Services
95017001	Dealers in pre-owned/secondhand merchandise: Wearing apparel	Retail	General Retail	Retail Sales / Personal and Business Services

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Recommended Category
95017001	Secondhand dealers/dealers in preowned merchandise:	Retail	General Retail	Retail Sales / Personal and Business Services
95017003	Pawnbroker, selling other than articles taken on pledge must also have a regular merchant's business tax receipt, no tax receipt issued to pawnbrokers shall be transferred from the person to whom it was issued	Retail	General Retail	Retail Sales / Personal and Business Services
95019000	Telephone: Sales office	Retail	General Retail	Retail Sales / Personal and Business Services
95019100	Television rental	Retail	General Retail	Retail Sales / Personal and Business Services
95019300	Tennis pro	Retail	General Retail	Retail Sales / Personal and Business Services
95019900	Ticket office	Retail	General Retail	Retail Sales / Personal and Business Services
95021000	Video rental (each location), includes accessory rental of tape players and camcorders:	Retail	General Retail	Retail Sales / Personal and Business Services
95021005	Video rental (each location), includes accessory rental of tape players and camcorders: As an accessory to main occupation	Retail	General Retail	Retail Sales / Personal and Business Services
95021200	Wholesale dealers	Retail	General Retail	Retail Sales / Personal and Business Services
	Merchants, all persons engaged in the business of selling merchandise of any kind, sort or description, except as otherwise specifically provided by this section, shall be required to pay a merchant's business tax, determined as follows; based on cost of inventory:	Retail	General Retail	Retail Sales / Personal and Business Services
95007700	Food sales (retail inventory) each business, if zoning permits, will be allowed to sell any retail food item; however, all items will be totaled in their inventory assessment; state license required:	Retail	Grocery	Retail Sales / Personal and Business Services
95007701	Food sales (retail inventory) each business, if zoning permits, will be allowed to sell any retail food item; however, all items will be totaled in their inventory assessment; state license required: 1st \$1,000 of value or less	Retail	Grocery	Retail Sales / Personal and Business Services
95002200	Bakery, wholesale; state agricultural license required	Retail	Grocery	Retail Sales / Personal and Business Services
4007701	Liquor sales/merchant sales (based on cost of inventory)	Retail	Liquor Store	Retail Sales / Personal and Business Services
95001300	Armored car service	Transportation	Delivery	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001900	Auto/truck, Auto shipper (required bond)	Transportation	Delivery	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95002000	Baggage and transfer business, including moving companies	Transportation	Delivery	Warehousing / Manufacturing / Industrial / Production
95011800	Machine and games, mechanical photographs, consoles, jukeboxes, picture-taking, record-making, or other similar machines: Distributors	Transportation	Delivery	Retail Sales / Personal and Business Services
95020201	Transportation service (each vehicle), including but not limited to vans, cars, etc.; insurance required	Transportation	Delivery	Retail Sales / Personal and Business Services

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

Attachment B

Trip Generation Documentation

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

Trip Generation Documentation		Unit of Measure	ITE Land Use Codes
Service / Retail / Non-Residential			
Retail Sales / Personal and Business Services		Per sq. ft.	813, 814, 815, 820, 875, 876, 879, 899
Pharmacy / Dispensary / Pain Management Clinic		Per sq. ft.	880, 881, 882
Supermarket		Per sq. ft.	850
Takeout Restaurant with no seating		Per sq. ft.	935, 937, 938 ⁵
Restaurant with seating		Per Seat	931, 932, 933, 944
Restaurant drive-thru		Per drive-thru	934, 935 ⁶
Bar / Night Club / Pub without food service		Per sq. ft.	925 ²
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts		Per sq. ft.	840, 841, 843, 848, 849, 941, 943
Hotel / Lodging		Per Room	310, 311
Convenience Retail		Per sq. ft.	851
Motor Vehicle Fueling		Per Fuel Position	853, 944, 945, 960
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane		Per drive thru lane and / or Per ATM	912 ⁷
¹ The single family land use assumes 1.5 vehicles per unit under 3,500 sq. ft., 2 vehicles per unit between 3,500 and 7,000 sq. ft. and 2.5 vehicles per unit greater than 7,000 sq. ft. Multi-Family assumes 1 vehicle per unit and affordable housing / micro units assumes 1 vehicle per two units			
² Converted AM and PM Peak Hour Periods and applied a Peak to Daily Conversion of .1 (10% of daily traffic occurs during peak hours)			
³ Golf driving range converted to acreage at two tee positions per one acre, Soccer Complex fields converted to acres at ratio of 2 acres per 1 field, Racquet / Tennis Club assume 2 courts plus accessory buildings per acre. Utilized vehicle occupancy of 3 persons per vehicle			
⁴ Summation of AM & PM Peak Generator of Trips			
⁵ Average of ITE 935 land use trips - drive-thru trips + ITE 938 land use trips - ITE 937 land use trips - drive-thru trips			
⁶ The trip generation rate derived by subtracting the trip generation rate for fast food restaurants with and without drive-thru lanes			
⁷ The trip generation is based on the trip rate per drive-thru lane minus the trips associated with office uses since the bank square footage, which may or may not contain office space beyond that for tellers falls under the office land use category.			
Note: Jonathan B. Paul, AICP, Principal of NUE Urban Concepts, LLC prepared the trip generation rates and consolidated land uses based on the ITE Trip Generation Manual, 10th Edition and professional judgement based upon 20 years serving as an Impact Fee Administrator for local governments, serving in a development review capacity for local governments, reviewing and conducting over 2,000 Traffic Impact Analysis, and updating and preparing Transportation Impact Fee and Mobility Fee Technical Reports and Implementing Ordinances for Local Governments through-out Florida.			

Attachment C

Trip Generation Rates

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

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

Attachment D

Person Miles of Travel (PMT) Factor

PERSON MILES OF TRAVEL (PMT) FACTOR

Vehicle Occupancy	1.6
Future Mobility Occupancy	1.6
Non-Vehicle Occupancy	1
Vehicle Share of Trips	43%
Future Mobility Share of Trips	12%
Non-Vehicle Share of Trips	45%
Weighted Vehicle PMT	0.69
Weighted Future Mobility PMT	0.19
Weighted Non-Vehicle PMT	0.45
Person Miles of Travel Factor	1.33

Notes:

Vehicle Occupancy from Miami Beach Transportation Plan

Future Mobility (Other) Occupancy based on Vehicle Occupancy

Non-Vehicle (Walk, Bike & Transit) based on single person trip

Vehicle Mode Share from Miami Beach Transportation Plan

Future Mobility (Other) Mode Share from Miami Beach Transportation Plan

Non-Vehicle Mode Share from Miami Beach Transportation Plan

Weighted Vehicle PMT derived by multiplying occupancy by % share of trips

Weighted Future Mobility PMT derived by multiplying occupancy by % share of trips

Weighted Non Vehicular PMT derived by multiplying occupancy by % share of trips

Person Miles of Travel Factor is the summation of weighted PMT

Attachment E

Person Trips

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

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

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

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

Attachment F

Residential Trip Length

RESIDENTIAL TRIP LENGTH CALCULATION

Trip Purpose	Person Trips (Millons)	Percent of Person Trips	Trip Length	Weighted Trip Length
To-From Work	61,214	16%	6.6	1.03
Work Related	11,943	3%	6.6	0.20
Family / Personal Errand	166,535	42%	3.4	1.44
School or Church	37,676	10%	4.4	0.42
Social / Recreation	107,722	27%	3.4	0.93
Other	6,933	2%	4.4	0.08
Total	392,023	100%		4.11

Notes:

The residential trip length calculation is based upon the total person trips for all trip purposes

The total weighted average trip length was used for the transit, vehicle, and future mobility mode share trip length calculations for residential land uses

Trip Purpose from Miami Beach Transportation Plan and NHTS

Person Trip by Trip Purpose from Miami Beach Transportation Plan and NHTS

Percent of Person Trips was dervied by dividing person trips by trip purpose by total person trips

Trip Length from Miami Beach NHTS Analysis from K&S

Weighted Trip Length was derived by multiplying % of person trips by trip length

Attachment G

Trip Length by Trip Purpose

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

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

CONVENIENCE RETAIL (CR)		
	Mode Share %	Trip Length (miles)*
Walk	0.17	0.5
Bike	0.08	1
Transit	0.2	1.7
Vehicle	0.43	1.7
Future Mobility	0.12	1.7
*1/2 of trip length for Home Based Other as Convenience Retail is generally on the way to school / work / some other destination. Pass-by only accounts for trips already on the road, it does not account for shorter trip lengths. Trip length from the NHTS data for Miami Beach.		

Attachment H

Land Use Trip Length by Trip Purpose

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

Trip Length by Mode Category/Land Use Type	Bike	Walk	Transit	Vehicle	Future Mobility	Trip Purpose
<i>Service / Retail / Non-Residential</i>						
Retail Sales / Personal and Business Services	2.00	1.00	3.40	3.40	3.40	SHOP
Pharmacy / Dispensary / Pain Management Clinic	2.00	1.00	3.40	3.40	3.40	SHOP
Supermarket	2.00	1.00	3.40	3.40	3.40	SHOP
Takeout Restaurant with no seating	1.00	0.50	1.70	1.70	1.70	CR
Restaurant with seating	1.00	0.50	1.70	1.70	1.70	CR
Restaurant drive-thru	1.00	0.50	1.70	1.70	1.70	CR
Bar / Night Club / Pub without food service	2.00	1.00	3.40	3.40	3.40	SOC
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts	2.00	1.00	3.40	3.40	3.40	SHOP
Hotel / Lodging	2.00	1.00	3.60	3.60	3.60	NHB
Convenience Retail	1.00	0.50	1.70	1.70	1.70	CR
Motor Vehicle Fueling	1.00	0.50	1.70	1.70	1.70	CR
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane	2.00	1.00	3.60	3.60	3.60	NHB
The Trip Lengths by Mode are based upon the mode share goals from the Miami Beach Transportation Plan and the National Household Travel Survey Data for Miami Beach.						
The abbreviated trip purpose is based upon the trip lengths by trip purpose in Appendix G of the Technical Report.						

Attachment I

Person Miles of Travel by Land Use

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

Attachment J

Mobility Fee Schedule

Mobility Fee Schedule Category/Land Use Type	Unit of Measure	Mobility Fee
Residential¹		
Single Family less than 3,500 sq. ft. of floor area	Per Unit	\$1,847
Single Family between 3,500 and 7,000 sq. ft. of floor area	Per Unit	\$2,461
Single Family greater than 7,000 sq. ft. of floor area	Per Unit	\$3,076
Multi Family Apartments	Per Unit	\$1,515
Affordable / Workforce Housing / Micro Apartments	Per Unit	\$758
Recreation & Entertainment		
Marina (Including dry storage)	Per Berth	\$308
Golf Course	Per Hole	\$3,881
Movie Theater	Per Screen	\$22,823
Outdoor Commercial Recreation ²	Per Acre	\$1,829
Community Center / Civic / Gallery / Lodge / Museum	Per sq. ft.	\$1.86
Indoor Commercial Recreation / Health Club / Fitness	Per sq. ft.	\$4.54
Institutional		
Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living	Per Bed	\$740
Private School (Pre K-12)	Per sq. ft.	\$2.09
Place of Worship, including ancillary & accessory buildings	Per sq. ft.	\$1.78
Day Care Center	Per sq. ft.	\$3.87
Industrial		
Warehousing / Manufacturing / Industrial / Production (under roof)	Per sq. ft.	\$1.53
Mini-Warehousing / Boat / RVs & Other Outdoor Storage ³	Per sq. ft.	\$0.46
Distribution / Fulfillment Center / Package Delivery Hub	Per sq. ft.	\$2.14
Office		
General Office / Research / Higher Education / Financial / Bank	Per sq. ft.	\$3.33
Medical / Dental / Clinic / Veterinary / Hospital	Per sq. ft.	\$7.60

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

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

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

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

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

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

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

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

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

Attachment K

Mobility Fee Formulas

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

Where:

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

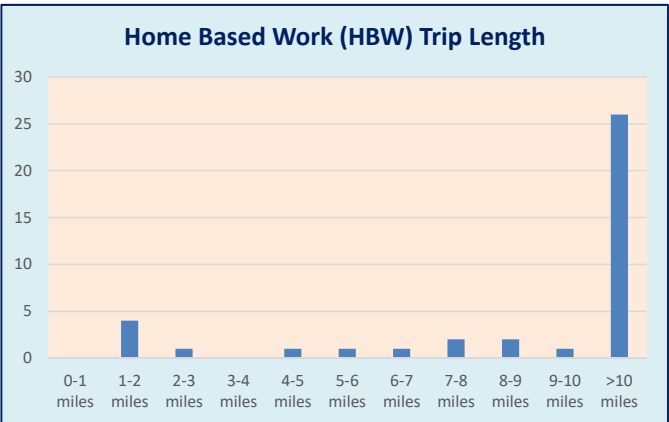
Attachment L

National Household Travel Survey Summaries

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

Home Based Work (HBW) Trip Length

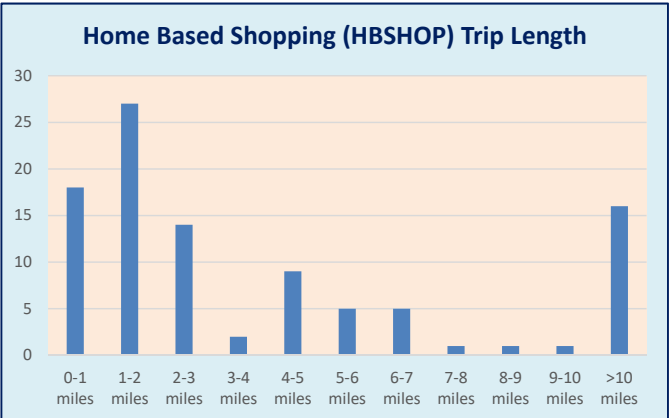
DIST	TRIPS	AVE DIST	MILES
0-1 miles	0	0.50	0
1-2 miles	4	1.50	6
2-3 miles	1	2.50	2.5
3-4 miles	0	3.50	0
4-5 miles	1	4.50	4.5
> 5 miles	33	5.50	181.5
Total	39	5.0	194.5



Weighted Average Trip Length (n 5.0

Home Based Shopping (HBSHOP) Trip Length

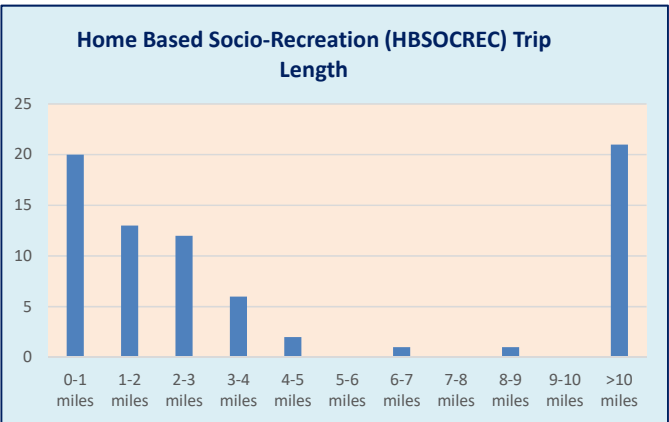
DIST	TRIPS	AVE DIST	MILES
0-1 miles	18	0.50	9
1-2 miles	27	1.50	40.5
2-3 miles	14	2.50	35
3-4 miles	2	3.50	7
4-5 miles	9	4.50	40.5
> 5 miles	29	5.50	159.5
Total	99	2.9	291.5



Weighted Average Trip Length (m 2.9

HBSOCREC Trip Length

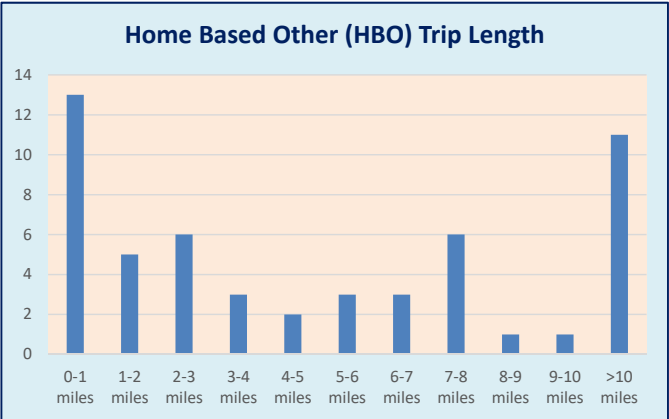
DIST	TRIPS	AVE DIST	MILES
0-1 miles	20	0.50	10
1-2 miles	13	1.50	19.5
2-3 miles	12	2.50	30
3-4 miles	6	3.50	21
4-5 miles	2	4.50	9
> 5 miles	23	5.50	126.5
Total	76	2.8	216



Weighted Average Trip Length (n 2.8

Home Based Other (HBO) Trip Length

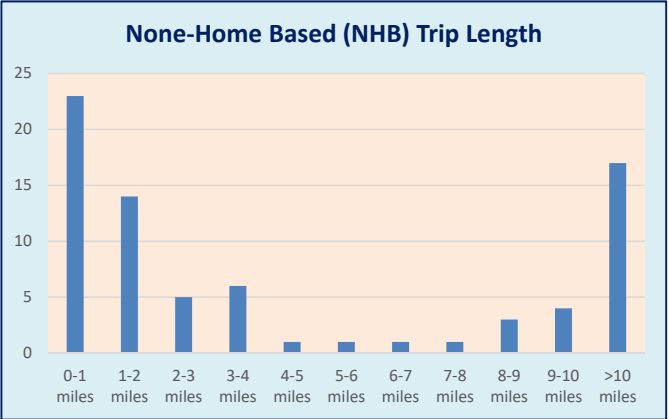
DIST	TRIPS	AVE DIST	MILES
0-1 miles	13	0.50	6.5
1-2 miles	5	1.50	7.5
2-3 miles	6	2.50	15
3-4 miles	3	3.50	10.5
4-5 miles	2	4.50	9
> 5 miles	25	5.50	137.5
Total	54	3.4	186



Weighted Average Trip Length (n 3.4

None-Home Based (NHB) Trip Length

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

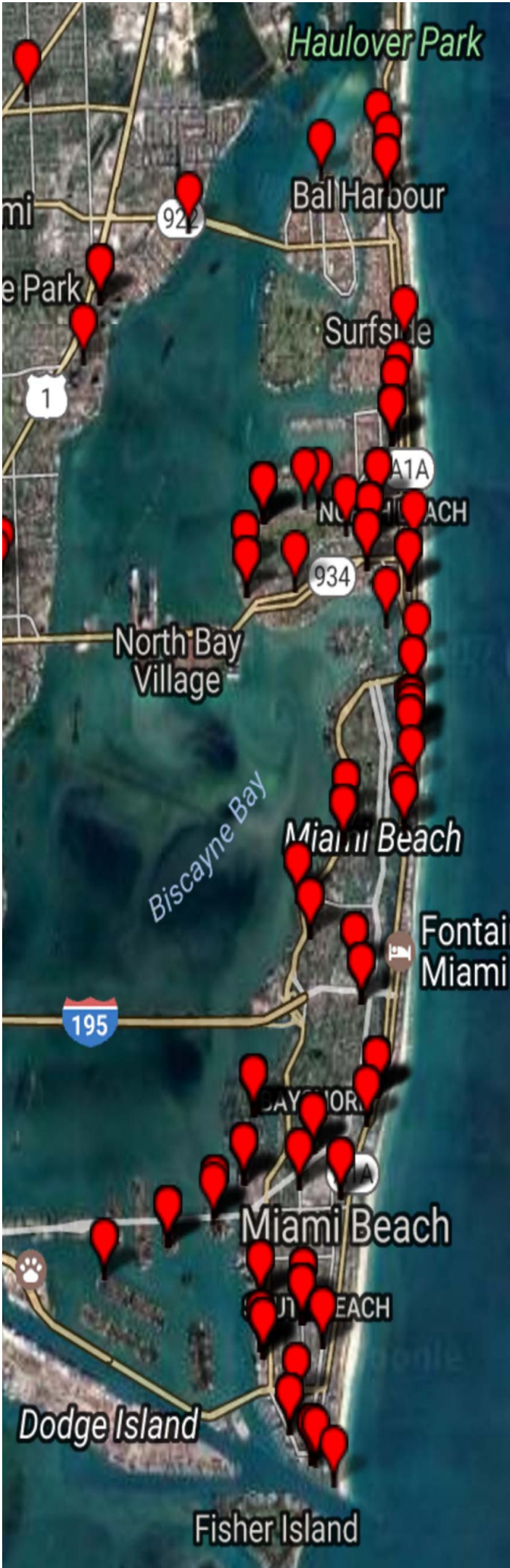


Weighted Average Trip Length (n 2.9

NHTS Bike and Walk Trips for Miami Beach

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

GIS PLOT OF HOME ADDRESS OF SURVEY RESPONDANTS



Note:
NHTS 2009 has 370 records for Miami Beach

Attachment M

Miami Beach Planned Transportation Projects

Priority 1 Improvement Projects

No	Priority 1 Project Names	Location	Type	From	To	Length	Description	Feasibility	Design	Construction	Total Cost	Note	%Mobility	\$ Mobility	
1a	SR A1A Complete Street Feasibility Study	South	Multimodal	Downtown	Collins Ave	3.80	Feasibility	\$470,000	\$2,700,000	\$17,700,000	\$470,000	City	100%	\$470,000	
1b	SR A1A Complete Street Feasibility Study	South	Multimodal	Downtown	Collins Ave	3.80	Design & construction	\$10,000,000		\$240,000,000	\$20,400,000	Other Funds	13%	\$2,550,000	
2	Miami Beach Light Rail/Modern Street Car	South	Multimodal	SR A1A/5 St	Washington Ave	4.60	Exclusive Transit & Bike Lanes				\$250,000,000	Light Rail	0%	\$0	
3	West Ave Protected Bike Lanes	South	Bike/Ped	6 St	20 St	1.30	Protected/buffered bike lanes (Lane repurposing) Enhanced crosswalks			\$530,000	\$530,000		100%	\$530,000	
4	One Way Protected Bike lanes - 73 St	North	Bike/Ped	Dickens Ave	Atlantic Trail	0.35	Protected/buffered bike lanes (Lane repurposing) Enhanced crosswalks	\$139,000	\$100,000	\$3,820,000	\$4,059,000	Large Proj	6%	\$239,000	
5	One Way Protected Bike lanes - 72 St	North	Bike/Ped	Dickens Ave	Collins Ave	0.28	Protected/buffered bike lanes (Lane repurposing) Enhanced crosswalks	\$139,000	\$100,000	\$3,820,000	\$4,059,000	Large Proj	6%	\$239,000	
6	Protected Bike Lane/Greenway - Byron Ave	North	Bike/Ped	73 St	Hawthorne Ave	0.56	Protected/buffered bike lanes (Lane repurposing) Crosswalks/Greenway	\$50,000		\$800,000	\$850,000		100%	\$850,000	
7	Neighborhood Greenway - N Bay Road	Middle	Bike/Ped	Dade Blvd	La Gorce Dr	4.60	Neighborhood greenway/Traffic calming/Enhanced crosswalks	\$100,000	\$100,000	\$3,750,000	\$3,950,000	Greenway	50%	\$1,975,000	
8	Intersection Impr. SR 907/Alton Rd & 17 St	South	Bike/Ped	n/a	n/a	n/a	Review geometry to add left turn lane	\$50,000	\$330,000	\$2,910,000	\$3,290,000		13%	\$411,300	
9	51 St Green Bicycle Lanes	Middle	Bike/Ped	Alton Rd	Pine Tree Dr	0.40	Enhanced (green) bicycle Lanes	\$10,000		\$40,000	\$50,000		100%	\$50,000	
10	63 St Feasibility study for bike alternatives	Middle	Multimodal	Alton Rd	Indian Creek Dr	0.40	Feasibility analysis for bike/transit alts consistent w/ Bike Master Plan	\$100,000			\$100,000		100%	\$0	
11	SR 907 Bike Alts Analysis & Implementation	Middle	Bike/Ped	Michigan Ave	Chase Ave	0.93	Analysis & Implementation of separated or protected bike facilities	\$50,000		\$368,000	\$418,000		100%	\$418,000	
12	Dade Blvd shared use path & road diet	South	Bike/Ped	17 St	Pine Tree Dr	1.00	Feasibility study & implementation adjacent to Collins Canal	\$207,000		\$3,880,000	\$4,087,000	Large Proj	80%	\$3,269,600	
13	Euclid Ave Protected Bike Lanes	South	Bike/Ped	2 Ave	16 St	1.15	Protected bike lanes & neighborhood greenway		\$50,000	\$420,000	\$470,000		100%	\$470,000	
14	Meridian Ave Bike Facilities	South	Bike/Ped/Safety	16 St	Dade Blvd	0.47	Phase I feasibility analysis, Phase II Implementation		\$75,000	\$3,320,000	\$3,395,000	Large Proj	80%	\$2,716,000	
15	Shared Use Path - Meridian Ave & 28 St	Middle	Bike/Ped	Dade Blvd	Pine Tree Dr	0.90	Shared use path (lane repurposing) Enhanced crosswalks		\$75,000	\$343,000	\$418,000		100%	\$0	
16	Protected bike lane-La Gorce Dr/Pine Tree Dr	Middle	Bike/Ped	51 St	La Gorce Cir	2.69	Protected/buffered bike lanes (Lane repurposing) BPMP Page 158		\$1,068,000	\$21,360,000	\$22,428,000	Other Funds	50%	\$11,214,000	
17	6 St & Michigan Ave Bike Facilities Analysis	South	Bike/Ped	West Ave	SR A1A/2 St	0.50	Phase I Geometric analysis & feasibility, Phase II Implementation	\$50,000			\$50,000		100%	\$50,000	
18	Intersection Impr. SR A1A & SR 907/Alton Rd	South	Bike/Ped	n/a	n/a	n/a	Enhanced crosswalks & improved sidewalks	\$50,000			\$50,000		100%	\$0	
19	Dickens Ave & SR 934/71 St Geometric change	North	Roadway	n/a	n/a	n/a	Feasibility study for geometric modifications to add SB lane					Other Funds	70%	\$315,000	
20	SR A1A/MacArthur Cswy & SR A15/5 St-ASC	South	Roadway	Fountain St	Washington Ave	2.00	Feasibility study of adaptive signal control	\$15,000		\$435,000	\$450,000	Other Funds	70%	\$490,000	
21	SR 907/Alton Rd Feasibility study of ASC	South	Roadway	6 St	Michigan Ave	1.50	Feasibility study of adaptive signal control	\$15,000		\$685,000	\$700,000	Other Funds	70%	\$0	
22	Complete Streets Feasibility Study - 23 St	South	Multimodal	Dade Blvd	SR A1A/Collins	0.30	Feasibility study for complete streets	\$100,000	\$250,000	\$1,950,000	\$2,300,000	Large Proj	80%	\$0	
23	SR A1A/Indian Creek Dr Bike/Ped/Safety Impr.	Middle	Roadway	26 St	SR 112/41 St	0.90	Safety Improvements		\$15,000	\$95,000	\$110,000		100%	\$110,000	
24	SR A1A & 63 St & Abbott Ave Feasibility Study	North	Roadway	n/a	n/a	n/a	Feasibility Study of Intersection Improvement	\$50,000			\$50,000		100%	\$0	
25	SR 907/Alton Rd & 43 St Feasibility Study	Middle	Roadway	n/a	n/a	n/a	Feasibility Study of Intersection Improvement	\$50,000			\$50,000		0%	\$0	
26	Safety Impr.-SR 934/71 St & Normandy Dr	North	Roadway	N Shore Dr	SR A1A/Collins	0.50	Safety Improvement				\$50,000		0%	\$0	
27	SR 112/Julia Tuttle Cswy feasibility study	Middle	Multimodal	US1/Biscayne	SR 907/Alton Rd	3.18	Feasibility study of shared path/protected bike lanes/exclusive bus lanes	\$100,000	\$110,000	\$2,400,000	\$2,610,000	Other Funds	50%	\$1,305,000	
28	Neighborhood Greenway - 85 St	North	Bike/Ped	Stillwater Dr	Atlantic Trail	0.50	Neighborhood greenway/Traffic calming/Enhanced crosswalks	\$50,000	\$75,000	\$1,081,000	\$1,206,000		50%	\$603,000	
29	Trolley-Alton Rd/SR 112/SR A1A/Dade Blvd	Middle	Transit	various	various	6.40	Trolley Route from Mt Sinai Medical Ctr to Mid and South Beach (oper?)			\$100,000	\$5,300,000	Trolley	100%	\$5,300,000	
30	SR A1A & Indian Creek Dr Signal Optimization	North	Roadway	SR 907/63 ST	SR 934/71 St	0.79	Signal optimization feasibility study on SR A1A				\$100,000	Other Funds	10%	\$10,000	
31	SR 934/71 St feasibility study	North	Roadway	Carlyle	SR A1A/Collins	1.02	Feasibility study-removing left turns on 71 St & adding westbound lane	\$199,000			\$199,000	Other Funds	0%	\$0	
32	SR 112/41 St & SR 907/Alton Rd Auxiliary lane	Middle	Roadway	n/a	n/a	n/a	Feasibility study for axillary lane / shoulder lane	\$50,000	\$100,000	\$252,000	\$402,000	City	0%	\$0	
33	Middle Beach Intermodal Station	Middle	Multimodal	n/a	n/a	n/a	Develop an intermodal station for multimodal transfer	\$120,000	\$360,000	\$4,095,000	\$4,575,000	Other Funds	50%	\$2,287,500	
34	SR 112/Julia Tuttle Cswy westbound ramp	Middle	Roadway	Mt Sinai Hos.	SR 112/Cswy	0.25	Westbound on ramp to SR 112/Julia Cswy from Mt Sinai Hospital	\$50,000			\$50,000	Other Funds	0%	\$0	
35	Neighborhood Greenway - 10 St/11 St	South	Bike/Ped	West Ave	SR A1A/Collins	0.52	Neighborhood greenway/Traffic calming/Enhanced crosswalks	\$65,000	\$165,000	\$1,264,000	\$1,494,000	Large Proj	80%	\$1,195,200	
36	Intersection Impr-SR 907/Alton & Michigan Ave	Middle	Bike/Ped	n/a	n/a	n/a	Provide enhanced crosswalks (FDOT project)			\$2,600,000	\$2,600,000	Other Funds	5%	\$130,000	
37	Middle Beach Recreational Corridor	Middle	Bike/Ped	SR A1A/Blk 4700	SR A1A/Blk 5400	0.80	Connect North & South existing beach walk segments		\$533,520	\$12,200,000	\$12,733,520	Large Proj	30%	\$3,820,100	
38	SR A1A/Collins & SR 112/41 St Safety Study	Middle	Roadway	n/a	n/a	n/a	Intersection safety study & improvements	\$50,000			\$50,000	City	100%	\$50,000	
39	Neighborhood Greenway - 81 St	North	Bike/Ped	Crespi Blvd	Atlantic Trail	0.36	Neighborhood greenway/Traffic calming/Enhanced crosswalks	\$0	\$45,000	\$875,000	\$920,000	Greenway	70%	\$644,000	
40	Neighborhood Greenway - 77 St	North	Bike/Ped	Dickens Ave	Collins Ave	0.28	Neighborhood greenway/Traffic calming/Enhanced crosswalks	\$0	\$89,000	\$685,000	\$774,000	Greenway	70%	\$541,800	
41	Tatum Waterway Dr Neighborhood Greenway	North	Bike/Ped	77 St	81 St	0.34	Neighborhood greenway/Traffic calming/Enhanced crosswalks	\$0		\$830,000	\$830,000	Greenway	70%	\$581,000	
42	Chase Ave shared use path feasibility study	Middle	Bike/Ped	Alton Rd	34 St	0.23	Phase I feasibility analysis, Phase II Implementation	\$30,000	\$45,000	\$104,322	\$179,322		100%	\$179,300	
43	Alton Rd/North Bay Rd Intersection bike impr.	Middle	Bike/Ped	n/a	n/a	n/a	Intersection safety improvements	\$50,000			\$50,000		100%	\$0	
44	16 St Bike Facility Improvements	South	Bike/Ped	Bay Rd	Collins Ave	0.83	Phase I paint bike lane green, Phase II Implement protected bike lane		\$100,000	\$827,000	\$927,000		100%	\$927,000	
45	Enhanced Bike Lane - 47 St	Middle	Bike/Ped	N Bay Rd	Pine Tree Dr	0.66	Enhanced (green) bicycle Lane			\$210,000	\$210,000		100%	\$0	
46	Enhanced Bike Lane - 42 St	Middle	Bike/Ped	Prairie Ave	Pine Tree Dr	0.25	Enhanced (green) bicycle Lane			\$150,000	\$150,000		100%	\$0	
47	Neighborhood Greenway - Bay Drive	North	Bike/Ped	W 71 St	E 71 St	1.30	Neighborhood greenway/Traffic calming/Enhanced crosswalks	\$100,000	\$100,000	\$3,200,000	\$3,400,000	Greenway	100%	\$3,400,000	
48	Neighborhood Greenway - Royal Palm Ave	Middle	Bike/Ped	28 St	41 St	0.55	Neighborhood greenway/Traffic calming/Enhanced crosswalks	\$50,000	\$85,000	\$850,000	\$985,000	Greenway	100%	\$985,000	
49	Baywalk Shared Use Path	South	Bike/Ped	5 St	15 St	1.05	Feasibility study & implementation of a shared use path	\$31,000	\$41,000	\$310,000	\$382,000		100%	\$382,000	
50	South Beach Ped Priority Zones (PPZ)	South	Bike/Ped	n/a	n/a	n/a	Designation & formalization of Pedestrian Priority Zones (PPZ)	\$300,000	\$300,000	\$1,500,000	\$2,100,000	Large Proj	100%	\$2,100,000	
Total Potential Cost for Priority 1 Projects								\$12,990,000	\$7,011,520	\$339,759,322	\$365,060,842		13.9%	\$50,857,800	
								Total Mobility Fee Cost for Priority I + II + III Projects:						14.1%	\$126,878,500

Attachment N

Comprehensive Plan Revisions Needed Table

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment O

Land Development Regulations Revisions Needed Table

LAND DEVELOPMENT REGULATIONS REVISIONS NEEDED

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

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

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

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

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

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

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

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

CHAPTER-SECTION

EXISTING LANGUAGE

REVISE

DELETE

NEW

COMMENTS

(b) *Bicycle parking*. Short-term and long-term bicycle parking shall be provided for new construction or substantial rehabilitation over 1,000 square feet according to the minimum standards in the table below.

(1) Short-term bicycle parking (bicycle racks) serves people who leave their bicycles for relatively short periods of time, typically for shopping, recreation, eating or errands. Bicycle racks should be located in a highly visible location near the main entrance to the use.

(2) Long-term bicycle parking includes facilities that provide a high level of security such as bicycle lockers, bicycle cages and bicycle stations. These facilities serve people who frequently leave their bicycles at the same location for the day or overnight.

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

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

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

CHAPTER-SECTION	EXISTING LANGUAGE			REVISE	DELETE	NEW	COMMENTS																											
Appendix A – Fee Schedule																																		
* See below for full 130-132(a), (b)(2) references	<table><tr><th>Section this Code</th><th>Description</th><th>Amount</th></tr><tr><td></td><td>Chapter 130. Off-Street Parking</td><td></td></tr><tr><td></td><td><i>Article V. Parking Impact Fee Program</i></td><td></td></tr><tr><td>130-132(a), (b)(2)</td><td>Fee in Lieu of Parking</td><td></td></tr><tr><td></td><td>One Time Fee</td><td>40,000.00</td></tr><tr><td></td><td>Yearly Fee</td><td>800.00</td></tr><tr><td></td><td><i>Article VII. Surplus and Under-Utilized Parking Spaces</i></td><td></td></tr><tr><td>130-192</td><td>Lease of under-utilized parking spaces, application fee</td><td>215.00</td></tr><tr><td></td><td>Additional fee regarding application for lease of under-utilized parking spaces, per space</td><td>6.00</td></tr></table>			Section this Code	Description	Amount		Chapter 130. Off-Street Parking			<i>Article V. Parking Impact Fee Program</i>		130-132(a), (b)(2)	Fee in Lieu of Parking			One Time Fee	40,000.00		Yearly Fee	800.00		<i>Article VII. Surplus and Under-Utilized Parking Spaces</i>		130-192	Lease of under-utilized parking spaces, application fee	215.00		Additional fee regarding application for lease of under-utilized parking spaces, per space	6.00	✓			Revise fees in light of mobility fee and parking reduction strategies. Not sure why \$35,000 is quoted in 130-132(a) and it shows \$40,000 in the table. Reference to 118-7 only states it is a one-time or yearly fee in lieu of parking, no “amount” is provided in 118-7. Consider a higher annual fee, or fee reduction if/when strategies are implemented to reduce parking needs (business pays full price until they reduce their parking demand, then they can qualify for a lower fee).
	Section this Code	Description	Amount																															
		Chapter 130. Off-Street Parking																																
		<i>Article V. Parking Impact Fee Program</i>																																
	130-132(a), (b)(2)	Fee in Lieu of Parking																																
		One Time Fee	40,000.00																															
		Yearly Fee	800.00																															
		<i>Article VII. Surplus and Under-Utilized Parking Spaces</i>																																
	130-192	Lease of under-utilized parking spaces, application fee	215.00																															
	Additional fee regarding application for lease of under-utilized parking spaces, per space	6.00																																
* Sec. 130-132. - Fee calculation.	(a) <i>New construction.</i> The fee in lieu of providing parking for new construction shall be satisfied by a one-time payment at the time of issuance of a building permit of \$35,000.00 per parking space. The amount of such one-time fee is set forth in section 118-7. (b) <i>Existing structures and outdoor cafes.</i> When alteration or rehabilitation of a structure results in an increased parking requirement, or an outdoor cafe is created or expanded, the fee in lieu of providing parking shall be satisfied by one of the following: (1) A one-time payment as set forth in subsection (a) of this section. (2) A yearly payment in the amount set forth in section 118-7, which shall continue as long as the use exists. (The amount of such payment may vary from year to year in accordance with the determination set forth in subsection (d) of this section.) However, in lieu of continued yearly payments, a one-time redemption payment may be made at any time of the full amount due pursuant to subsection (a) of this section minus the amount of money already paid through yearly payments; such amount shall be based upon the latest determination made pursuant to subsection (d) of this section as of the time of the redemption payment rather than upon the amount which would have been due if the fee had been paid at the time of issuance of the building permit. However, when new floor area is added to the existing building, the fee in lieu shall be as set forth in subsection (a) of this section.					Reference to 118-7 only states it is a one-time or yearly fee in lieu of parking, no dollar amount is provided in 118-7.																												

Attachment P

Best Practices For Reduced Parking Requirements

Best Practices for Reduced Parking Requirements City of Miami Beach

Task 8: Land Development Code Review

1. Increase availability from existing supply by making daytime business parking lots available to public at night or residential lots available to public during the day.
2. Reduced requirements for certain types of uses that are within a walking distance (no more than 1,500 feet) of rail or bus stops.
3. Reduced requirements for affordable housing and senior housing due to lower vehicle ownership (1/2 space reduction per unit and may include individual deed-restricted affordable units aside from entire buildings/communities).
4. Consider reducing the requirements for uses with higher likeliness of carpooling (co-workers to offices) and Uber/Lyft/Taxi (bars, nightclubs, restaurant/bars). Preferred parking (reserved spaces) for car pool users and ride matching services (for car pools) can reduce parking space demand to justify lower parking requirements.
5. Reduction of on-site parking if a major employer provides a shuttle to/from an off-site parking location. This is best for hospitals or extended hour businesses such as 24-hour call centers, where specific shift start/end times are common.
6. Land banking and landscape reserves – during design/development stages, set aside area that can serve as extra landscaping or greenspace but could be converted to more parking if the future if demand changes or the use within the building changes.
7. Revise code to show some uses with MAXIMUM parking requirements instead of minimum. This is not for all uses.
8. Allow for transferable parking rights between property owners (should be filed with the City for inventory purposes within the district).
9. If parking spaces are reduced for a business/commercial use, there could be spillover parking in nearby residential areas. To mitigate this, develop a parking permit system for residents who utilize street parking spaces to be enforced during certain times (mostly when residents are expected to be home; evenings and weekends).

10. Where there is shared parking for a balanced mix of uses and peak time demands for those uses, provide a reduction in requirement. Miami Beach already utilizes a formula for mixed use/shared parking.
11. Fees in-lieu of Parking – Miami Beach already has this in place, but should consider adjusting the fees, expanding the program or expanding the applicable area.
12. Improvements to Transit, Pedestrian, and Bicycle LOS may reduce parking demand to justify lower parking requirements.
13. Reductions for businesses which offer company vehicles for employees to use during the work day, even if it is not for business purposes (such as a doctor appointment or personal errand) so they will leave their personal cars at home and utilize other methods of travel to work.
14. Charging for parking, even at private businesses (employees pay or have it deducted from pay check) will encourage drivers to seek other alternatives. When this system is in place, parking requirements can be reduced. This can be a condition of approval for new development.
15. Cash-out program – give employees the choice of free or subsidized parking with a transit /vanpool subsidy equal to the value of the parking (\$100 of the subsidy is tax-free by law), or a carpool/walk/bike subsidy equal to the value of the parking (not tax deductible). There are a lot of ways to administer cash out programs (additional info available).
16. Adjust pricing by the type or length of parking. This is meant to discourage long-term parking for commuters in areas where short-term shopping/business is encouraged.
17. For multi-family residential, do not include parking in the cost of the rent. Charge separately. Or, for those who do bundle the monthly rent with parking, offer a rent rebate or discount for those who use less than their allocated number of spaces.