

Appendix A – Comprehensive Plan

Future Land Use Element

Transportation Element

Conservation/Coastal Zone Management Element

Future Land Use Map

FUTURE LAND USE ELEMENT

GOAL

Ensure that the character and location of land uses maximize the potential for economic benefit and the enjoyment of natural and man-made resources by citizens while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

OBJECTIVE 1: LAND DEVELOPMENT REGULATIONS

Future growth and development, redevelopment and rehabilitation will be managed through the preparation, adoption, implementation and enforcement of land development regulations.

Policy 1.1

Continue to administer land development regulations (LDR) consistent with s.163.3202, F.S. that shall contain specific and detailed provisions required to implement the adopted Comprehensive Plan and which as a minimum:

1. Regulate the subdivision of land;
2. Regulate the use of land and water consistent with this Element and ensure the compatibility of adjacent land uses and provide for open space;
3. Protect the Conservation (beach) lands designated on the Future Land Use Map and in the Conservation Element;
4. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
5. Regulate design of architecturally significant and oceanfront buildings;
6. Regulate signage;
7. Ensure safe and convenient traffic flow and vehicle parking needs; and
8. Provide that development orders and permits shall not be issued which result in a reduction of the level of services for the affected public facilities below the level of service standards adopted in this Comprehensive Plan.

Note: The Zoning Ordinance of the City was extensively amended in 1989 to carry out the 1989 Comprehensive Plan resulting in a set of land development regulations (LDR). The Zoning Ordinance was codified and included in the City Code as

Subpart B, Land Development Regulations adopted by ordinance on July 1, 1998.

Policy 1.2

The land development regulations which implement this Comprehensive Plan shall, at a minimum, be based on and be consistent with s.163.3202, F.S., and shall further be based on the following standards for land use category, land use intensity and land use:

Single Family Residential Category (RS)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and new single family residential development.

Uses which may be permitted: Single family detached dwellings.

Density Limits: 7 residential units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy.

Townhome Residential Category (TH)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new townhome residential areas.

Uses which may be Permitted: Single family detached dwellings and townhome dwellings. For the purposes of this use limitation, townhome dwellings are dwellings arranged on a site with other townhome dwellings in such a way that none of the townhome dwellings are above or below one another and so that each has its own entrance to the out of doors.

Density Limits: 30 dwellings units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the base intensity exceed a floor area ratio of 0.7

Low Density Planned Residential Category (RM-PRD)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new low density single family and multiple family residential areas in large scale developments which are carried out in accordance with an overall development master plan and which have a greater variety of height, set back and similar configurations than would be appropriate in lot-by-lot development, and which

may contain a limited accessory commercial component, not to exceed one-percent (1%) of the lot area of the site.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, multiple family dwellings, and limited accessory commercial uses not to exceed one-percent (1%) of the lot area of the site.

Density Limits: 25 dwelling units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio on 1.6.

Low Density Multi Family Residential Category (RM-1)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new low density multi family residential areas.

Uses which may be permitted: Single family detached dwellings; single family attached dwellings, townhouse dwellings and multiple family dwellings, and hotels for properties fronting Harding Avenue or Collins Avenue from the City Line on the north to 73rd Street on the south.

Bed and breakfast inns are permitted in RM-1 only in the Flamingo Park Historic District and the West Avenue Bay Front Overlay District, both of which are described in the Land Development Regulations. Residential office and suite hotel uses are permitted in the West Avenue Bay Front Overlay District only.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 60 dwellings units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 1.25, except for the following:

- the west side of Collins Avenue between 76th and 79th Streets shall not exceed a floor area ratio of 1.4; and
- Public and private institutions on a lot area equal to or less than 15,000 sq. ft shall not exceed a floor area ratio of 1.25, or for a lot area greater than 15,000 sq. ft. the floor area ratio shall not exceed 1.4

Medium Density Multi Family Residential Category (RM-2)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new medium density multi family residential areas.

Uses which may be permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, multiple family dwellings, apartment hotels and hotels. Residential office uses are permitted in RM-2 only in the West Avenue Bay Front Overlay District, as described in the Land Development Regulations.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 100 dwelling units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 2.0.

High Density Multi Family Residential Category (RM-3)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new high density multi family residential and hotel areas.

Uses which may be permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, multiple family dwellings, apartment hotels and hotels.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 150 dwelling units per acre.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed the following:

- a floor area ratio of ~~4.25~~ 2.25 on lot area equal to or less than 45,000 sq. ft.;
- a floor area ratio of 2.75 on lot area greater than 45,000 sq. ft.;
- a floor area ratio 3.0 on oceanfront lots with lot area greater than 45,000 sq. ft.

- a floor area ratio of 2.0 on oceanfront lots in architectural district
- a floor area ratio of 3.0 for lots which, as of November 14, 1998, are oceanfront lots with a lot area greater than 100,000 sq. ft. with an existing building, however, the lesser of an additional floor area ratio of 0.15 or 20,000 sq. ft. for the purpose of providing hotel amenities.

Low Intensity Commercial Category (CD-1)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new low intensity commercial areas which primarily serve surrounding residential neighborhoods.

Uses which may be permitted: Various types of commercial uses including business and professional offices, retail sales and service establishments, eating and drinking establishments and apartment residential uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 60 dwelling units per acre.

Intensity Limits: a floor area ratio of 1.0 for Commercial; 1.25 for residential or mixed use.

Medium Intensity Commercial Category (CD-2)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new medium intensity commercial areas which serve the entire City.

Uses which may be Permitted: Various types of commercial uses including business and professional offices, retail sales and service establishments, eating and drinking establishments; apartment residential uses; apartment hotels; and hotels.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 100 dwelling units per acre.

Intensity Limits: a floor area ratio of 1.5 for commercial; 2.0 for residential or mixed use.

High Intensity Commercial Category (CD-3)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new medium intensity commercial areas which primarily serve the entire City.

Uses which may be Permitted: Various types of commercial uses including business and professional offices, retail sales and service establishments, eating and drinking establishments; apartment residential uses; apartment hotels; and hotels.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 150 dwelling units per acre.

Intensity Limits:

- a floor area ratio of 2.25 on lot area equal to or less than 45,000 sq. ft.;
- a floor area ratio of 2.75 on lot area greater than 45,000 sq. ft.;
- a floor area ratio 3.0 on oceanfront lots with lot area greater than 45,000 sq. ft.
- a floor area ratio of 2.0 on oceanfront lots in architectural district
- a floor area ratio of 3.0 for lots which, as of November 14, 1998, are oceanfront lots with a lot area greater than 100,000 sq. ft. with an existing building, however, the lesser of an additional floor area ratio of 0.15 or 20,000 sq. ft. for the purpose of providing hotel amenities may be available.

Residential / Office Category (RO)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new office residential areas which are compatible with single family and other residential development.

Uses which may be permitted: Offices and certain residential uses including single family detached dwellings, single family attached dwellings, townhouse dwellings and multiple family dwellings.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 56 dwelling units per acre.

Intensity Limits: a floor area ratio of 1.25.

Marine Recreation (MR)

Purpose: To provide development opportunities for existing and new recreational boating activities and services facilities.

Uses which may be permitted: Marinas; boat docks; piers; etc. for noncommercial or commercial vessels and related upland structures; aquarium, restaurants, commercial uses.

Intensity Limits: Intensity may be limited by such setback, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complimentary public policy. However, in no case shall the intensity exceed a floor area ratio of 0.25.

Mixed Use Entertainment Category (MXE)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new mixed use areas which accommodate residential, hotel and commercial development.

Uses which may be permitted: Apartments, apartment hotels, hotels and various types of commercial uses including, business and professional offices (but not medical or dental offices), retail sales and service establishments, and eating and drinking establishments.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 100 dwelling units per acre.

Intensity Limits: a floor area ratio of 2.0.

Public Facility: Educational (PFE)

Purpose: To provide development opportunities for existing and new public educational facilities.

Uses which may be permitted: Public educational facilities.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 2.0.

Special Public Facilities Educational Category (SPE)

Purpose: To provide development opportunities for existing and new educational and religious facilities.

Uses which may be Permitted: Public or private schools or educational or classroom facilities from pre-school through graduate and religious facilities including mikvehs.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 2.5 with the following exceptions: those sites as defined in the City of Miami Beach Zoning Ordinance as the Fana Holtz High School Parcel shall have a maximum floor area ratio of 3.0 and the Mikveh Parcel shall have a maximum floor area ratio of 1.0.

Public Facility Hospital - PF (PF- HD)

Purpose: To provide development opportunities for existing hospital facilities.

Uses which may be permitted: hospital facilities.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio on 3.0.

Public Facility: Governmental Uses (PF)

Purpose: To provide development opportunities for existing and new government uses.

Uses which may be permitted: Government uses.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 2.0.

Public Facility: Convention Center Facilities (PF-CCC)

Purpose: To provide development opportunities for existing convention center and facilities necessary to support the convention center.

Uses which may be permitted: Convention facilities.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement

complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 2.75

Parking (P)

Purpose: to provide development opportunities for existing and new parking facilities.

Uses which may be permitted; Parking facilities and commercial uses when located on frontage opposite a land use category that permits commercial use.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio on 3.0.

Recreation and Open Space including Waterways (ROS)

Purpose: To provide development opportunities for existing and new recreation and open space facilities, including waterways.

Uses which may be permitted: Recreation and open space facilities, including waterways.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio on 0.5

Conservation Protected (C)

Purpose: To designate Atlantic dune locations which are protected from the inappropriate encroachment of development because they are a valuable natural resource that is unsuitable for most types of development in its natural state.

Uses which may be permitted: Open space.

Urban Light Industrial (I-1)

Purpose: To provide development opportunities for existing and new light industrial facilities.

Uses which may be permitted: Light industrial and compatible retail and service facilities.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of 1.0.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Medium-Low Density Residential “Performance Standard” Category (R-PS-1)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels and institutional uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 57 dwelling units per acre.

Intensity Floor Area Ratio Limits: 1.25.

Medium Density Residential “Performance Standard” Category (R-PS-2)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels and institutional uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 70 dwelling units per acre.

Intensity Floor Area Ratio Limits: 1.50

Medium-High Density Residential “Performance Standard” Category (R-PS-3)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels and institutional uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 85 dwelling units per acre.

Intensity Floor Area Ratio Limits: 1.75

High Density Residential “Performance Standard” Category (R-PS-4)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels, hotels and institutional uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 102 dwelling units per acre.

Intensity Floor Area Ratio Limits: 2.0

Limited Mixed Use Commercial “Performance Standard” Category (C-PS1)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels, hotels and commercial uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 80 dwelling units per acre.

Intensity Floor Area Ratio Limits: 2.0.

General Mixed Use Commercial “Performance Standard” Category (C-PS2)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels, hotels and commercial uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 106 dwelling units per acre.

Intensity Floor Area Ratio Limits: 2.0.

Intensive Mixed Use Commercial “Performance Standard” Category (C-PS3)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels, hotels, and commercial uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 125 dwelling units per acre.

Large Lot and Urban Design Bonus Intensity Floor Area Ratio Limits: 2.5.

Phased Bayside Intensive Mixed Use Commercial “Performance Standard” Category (C-PS4)

Purpose: To provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards.

Uses which may be Permitted: Single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels, hotels and commercial uses.

Other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use; and conditional uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to go through a public hearing process as prescribed in the Land Development Regulations of the Code of the City of Miami Beach.

Density Limits: 125 dwelling units per acre.

Intensity Floor Area Ratio Limits: 2.5.

Town Center Core Category (TC-1)

Purpose: To encourage and enhance the high-intensity commercial employment center function of the Town Center’s core area, as well as, support the Town Center’s role as the hub of community-wide importance for business, office, retail, governmental services, culture and entertainment.

Uses which may be Permitted: Various types of commercial uses including, business and professional offices, retail sales and service establishments, eating and drinking establishments; and apartment residential uses; apartment hotels; and hotels.

Other uses which may be permitted are accessory uses that are incidental to and customarily associated with the main permitted uses such as accessory outdoor bar counter, sidewalk café, storage of supplies normally used in connection with a permitted use, off-street parking and loading, and other similar accessory uses.

The conditional uses which may be permitted are public and private institutions such as adult congregate living facilities, nursing homes, religious uses, schools, day care, museums, theaters, cultural and similar uses; parking lots and garages; commercial uses of an impact or intensity deemed to require additional review such as outdoor entertainment establishment, neighborhood impact establishment, open air entertainment establishment; and video arcades.

Density Limits: **150** dwelling units per acre;

Intensity Limits: a floor area ratio of **2.25** on lot area equal to or less than 45,000 sq. ft. and a floor area ratio of **2.75** on lot area greater than 45,000 sq. ft.

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of **2.75**.

Town Center Commercial Category (TC-2)

Purpose: To provide support for medium intensity mixed-use (residential/nonresidential) projects with active retail ground floor uses.

Uses which may be Permitted: Various types of commercial uses including, business and professional offices, retail sales and service establishments, eating and drinking establishments, apartment residential uses, hotels, and apartment hotels.

Other uses which may be permitted are accessory uses that are incidental to and customarily associated with the main permitted uses such as accessory outdoor bar counter, sidewalk café, storage of supplies normally used in connection with a permitted use, off-street parking and loading, and other similar accessory uses.

The conditional uses which may be permitted are public and private institutions such as adult congregate living facilities, nursing homes, religious uses, schools, day care, museums, theaters, cultural and similar uses; parking lots and garages; commercial uses of an impact or intensity deemed to require additional review such as outdoor entertainment establishment, neighborhood impact establishment, open air entertainment establishment; and video arcades.

Density Limits: **100** dwelling units per acre

Intensity Limits: a floor area ratio of **1.5** for commercial; **2.0** for residential or mixed use

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of **2.0**.

Town Center Residential Office (TC-3)

Purpose: To provide a transition between the high intensity Town Center Core and the surrounding low intensity residential multi-family districts, by providing for contextually compatible residential and mixed-use development within an established, pedestrian, bicycle and transit oriented residential environment. Office and tourist lodging facilities are intended to provide a variety of employment opportunities to support the local economy and to reduce the need for long distance home to work vehicle trips. Neighborhood oriented retail and service uses are intended to provide opportunities for small business development and to enliven the pedestrian environment.

Uses which may be permitted: Existing single family detached dwellings; single family attached dwellings, townhouse dwellings, multiple family dwellings, offices, hotels, and neighborhood retail and services.

Other uses which may be permitted are accessory uses that are incidental to and customarily associated with the main permitted uses such as a dining room, health club or other services solely for use of the occupants of an apartment building, accessory restaurants, bars and services in a hotel, sidewalk café, storage of supplies normally used in connection with a permitted use, off-street parking and loading, and other similar accessory uses.

The conditional uses which may be permitted are public and private institutions such as adult congregate living facilities, nursing homes, religious uses, schools, day care and similar institutional uses, hotels, parking lots and garages, and neighborhood-oriented retail and personal service uses.

Density Limits: **60** dwelling units per acre.

Intensity Limits: a floor area ratio of **1.25**

Intensity Limits: Intensity may be limited by such set back, height, floor area ratio and/or other restrictions as the City Commission acting in a legislative capacity determines can effectuate the purpose of this land use category and otherwise implement complementary public policy. However, in no case shall the intensity exceed a floor area ratio of **1.25**.

Density and Intensity Implementation Criteria

Implementation of Density and Intensity Limits: density and intensity limits established by this plan shall be implemented by development code zoning districts which may permit, in accordance with the legislative judgment of the city commission, densities and intensities up to and including, but not greater than the density and intensity specified for each land use category. For all residential uses, densities (expressed as the maximum permitted number of dwelling units per acre) and intensities (expressed as the maximum permitted floor area ratio) shall apply as a limit on development and no development which exceeds either the maximum permitted number of dwelling units or the maximum permitted floor area ratio shall be approved.

Interaction of Density and Intensity Limits on Individual Lots: Both density and intensity restrictions shall apply to residential uses. Only intensity restrictions shall apply to non-residential uses. No lot area which is counted toward meeting the lot area required for the residential uses on a lot shall also be counted toward meeting the lot area required for non-residential uses on the same lot. Apartment hotels are hereby defined as residential uses. Hotels are hereby defined as nonresidential uses. For the purpose of this policy, a hotel is a building occupied or intended to be occupied exclusively by transient residents or transient residents plus any live-in staff. An apartment hotel is a building occupied or intended to be occupied by transient residents in one or more hotel units and permanent residents in residential units.

Undesignated Fisher Island Lots: Fisher Island lots that are not otherwise designated are hereby designated Recreation and Open Space.

Policy 1.3

The City shall process amendments to the land development regulations concerning religious institutions to bring such regulations into compliance with state and federal law, which amendments shall be considered consistent with the requirements of this comprehensive plan.

Policy 1.4

The City, through the land development regulations will coordinate the land uses and future land use changes with the availability of water supplies and water supply facilities.

OBJECTIVE 2: LAND USE COMPATIBILITY

Land development regulations will be used to address the location, type, size and intensity of land uses and to ensure adequate land use compatibility between residential and non-residential land uses.

Policy 2.1

Land development regulations shall continue to address the location and extent of non-residential land uses in accordance with the Future Land Use map and the policies and descriptions of types, sizes and intensities of land uses contained in this Element.

Policy 2.2

Development in land use categories which permit both residential and non-residential uses shall be regulated by formalized land development regulations which are designed to ensure adequate land use compatibility.

Compatibility shall be achieved by one or more of the following:

1. enumeration of special land uses which may be particularly incompatible with residential uses and may be prohibited in specified areas or zoning districts;
2. enumeration of special land use administrative procedures such as Conditional Use approval, which require public hearings prior to special land use approval. In determining incompatibility consideration shall be given to noise, lighting, shadows, access, traffic, parking, height, bulk, landscaping, hours of operation, buffering and any other criteria that may be important to ensure that necessary safeguards are provided for the protection of surrounding property, persons, and neighborhood values;
3. enumeration of special land use criteria such as minimum required distance separations from residential districts or uses or allowable hours of operation, to ensure that non-residential special land uses are properly located with respect to any residential uses to which they may be incompatible; and
4. the vertical separation of residential and non-residential uses within mixed use buildings through the use of land use regulations on accessory uses within residential buildings, and the identification of those types of commercial uses which are particularly incompatible with residential uses and which shall therefore NOT be permitted in mixed use buildings.

Policy 2.3

Public educational facilities are an allowable use in all Future Land Use Categories.

OBJECTIVE 3: INNOVATIVE DEVELOPMENT

The land development regulations shall continue to be consistent with s.163.3202, *F.S.* and with the Future Land Use map, consistent with sound planning principles, minimal natural limitations, the goals, objectives and policies contained within this plan, and the desired community character, and which shall emphasize innovative land development techniques, such as mixed use development.

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 area 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.

Policy 3.2

Residential multifamily rehabilitation projects shall combine undersized units, if individual units consist of less than 200 square feet, to provide minimum unit size apartment units, as specified in the LDR.

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.

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.

Policy 3.5

Those geographic areas of the City which are designated on the Future Land Use Map as High Intensity Residential, Residential/Commercial High Intensity, are hereby specifically designated as highly suitable for increased threshold intensity for the purpose of development of regional impact thresholds contained in Chapter 380, Florida Statutes, and Chapter 28-24, Florida Administrative Code.

OBJECTIVE 4: HISTORIC AND NATURAL RESOURCE PROTECTION

The City land development regulations of the City Code shall continue to be consistent with s.163.3202, *F.S.* in order to protect conservation and historic resources.

Policy 4.1

Areas designated as historic shall continue to have development reviewed under Chapter 118, Article X of the Land Development Regulations of the City Code as follows:

- a. Residential rehabilitation shall conform to adopted design standards;
- b. Recreational development must be compatible with the surrounding environment and shall be subject to performance standards adopted in the land development regulations;
- c. The clearing of trees, shall be prohibited, unless specifically permitted by Miami-Dade County;
- d. All applications for development approval shall be subject to site plan and design review;
- e. Demolition of historic buildings shall be limited by requirements to conform to applicable provisions of the City's historic preservation ordinance.

Policy 4.2

Within areas designated on the Future Land Use Map as conservation, no new development, or expansion or replacement of existing development shall be permitted except re-vegetation and construction of a beachfront promenade.

Policy 4.3

Historic resources shall continue to be protected through designation as historic sites by the City or State.

Policy 4.4

A list of designated historic resources shall be submitted to U.S. Department of Interior for inclusion on the National Register of Historic Places.

Policy 4.5

Miami Beach shall continue, with the assistance of preservationists, to update the new database of significant historic resources which are in need of protection.

Policy 4.6

Adaptive reuse of historic structures shall be given priority over activities that would harm or destroy the historic value of such resources in conformance with the Land Development Regulations of the City Code.

OBJECTIVE 5: HURRICANE EVACUATION

Continue to coordinate City (*i.e.*, coastal area) population densities with the Miami-Dade County Emergency Operations Plan, which is the local hurricane evacuation plan for Miami Beach, and the Lower southeast Florida Hurricane Evacuation Plan, the regional hurricane evacuation plan by approving no Future Land Use map or zoning map amendments that increase density.

Policy 5.1

Permitted City population densities achieved by the 1998-1999 down-planning shall be maintained in order to better conform to Coastal High Hazard area requirements

Policy 5.2

Permitted city population densities achieved by the 1999 down-planning shall be maintained in order to better conform to the Miami-Dade County Offices of Emergency Management's Emergency Operations Plan.

Policy 5.3

The City shall continue to coordinate with the Miami-Dade County Emergency Plan with regard to any amendments to the existing population densities.

OBJECTIVE 6: CONCURRENCY MANAGEMENT

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

Policy 6.1

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

Policy 6.2

Land Development Regulations pertaining to concurrency management shall be amended to reflect Ch. 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:

- a. Recreation and Open Space – The National Recreation and Park Association’s suggested minimum requirement for recreation and open space ten (10) acres of recreation and open space per one thousand (1,000) permanent and seasonal residents is established as the minimum Level of Service Standard for the entire system.
- b. Potable Water Transmission Capacity
 - 140 Average gallons per capita per day;
 - 168 Peak gallons per capita per day
 - non-residential uses:
 - Hotel: 75 gallons per day per room
 - Office: 0.084 gallons per day per square foot
 - Retail: 0.18 gallons per day per square foot
 - Industrial: 0.084 gallons per day per square foot
 - Restaurant: 65 gallons per day per seat
 - School: 12 gallons per day per student
- c. Sanitary Sewer Transmission Capacity – 140 Average gallons per capita per day
- d. Storm Sewer Capacity – One-in-five-year storm event.
- e. Solid Waste Collection Capacity – 1.275 tons per capita per year
- 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

- g. Miami-Dade Public Schools - Beginning January 1, 2008, the adopted level of service (LOS) standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) Capacity (With Relocatable Classrooms). This LOS standard shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by the Miami-Dade County Public Schools.

1. Measuring Conformance with the Level-of-Service

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

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

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

- (1) Prior to approval of a building permit or its functional equivalent, the City shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the local government of a certificate of occupancy or its functional equivalent.
- (2) The necessary facilities are in place and available at the time a certificate of occupancy is issued, or
- (3) The new facilities are guaranteed in an enforceable development agreement to be in place when the impacts of development occur. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order pursuant to Chapter 380, Florida Statutes (the Development of Regional Impact authorization).

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

Design capacity shall be determined as follows:

Sewage: the capacity of the County sewage treatment system.

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

Solid waste: the capacity of the County disposal system.

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

(B) For recreation:

- (1) Parks and recreation facilities to serve new development shall be in place or under actual construction no later than 1 year after issuance of a certificate of occupancy or its functional equivalent.
- (2) The new facilities are the subject of a binding executed contract for the construction of facilities to be completed within one year of the time the certificate of occupancy is issued, or
- (3) A development agreement as outlined in (A) (3) above but requiring construction to begin within one year of certificate of occupancy issuance.

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

(C) For traffic:

- (1) Transportation facilities needed to serve new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted local government five-year schedule of capital improvements.
- (2) No modification of public facility level-of-service standards established by this plan shall be made except by a duly enacted amendment to this plan. The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.

Roadways: The standard for measuring highway capacities shall be the Florida DOT Table of Generalized Two-Way Peak Hour Volumes for Urbanized Areas or other techniques that are compatible to the maximum extent

feasible with FDOT standards and guidelines. The measurement of capacity may also be determined by engineering studies provided that analysis techniques are technically sound and acceptable to the City. The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.

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

2. Concurrency Monitoring System

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

3. Capacity Reservation

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

4. Administration

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

5. Project Impact or Demand Measurement

The concurrency management user's procedural guide (a supplement to the land development 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.

Policy 6.3

As a part of the capital improvement program process, public facilities and utilities shall be located to:

- a) maximize the efficiency of services provided;
- b) minimize their cost; and
- c) minimize their impacts on the natural environment

OBJECTIVE 6A: LAND FOR UTILITY FACILITIES

The city shall assure the ability to provide land needed for utility facilities to serve the Future Land Use Plan.

Policy 6A.1

The LDRs shall continue to provide for the land needed by utility systems.

OBJECTIVE 7: INCONSISTENT USES

The City land development regulations shall continue to provide for the discontinuation of non-conforming land and building uses which are incompatible or inconsistent with the Future Land Use Plan.

Policy 7.1

Expansion or replacement of land uses, which are incompatible with the Future Land Use Plan, shall be prohibited and enforced through zoning decisions.

Policy 7.2

Regulations for buffering of incompatible land uses shall continue to be enforced as set forth in the City's land development regulations, consistent with s.163.3202, *F.S.*

OBJECTIVE 8: INTERGOVERNMENTAL COORDINATION

The City shall improve coordination with affected and appropriate governments and agencies to maximize their input into the development process and mitigate potential adverse impacts of future development and redevelopment activities, particularly relative to Biscayne Bay.

Policy 8.1

Recommendations and corrective actions described in the Intergovernmental Coordination Element are hereby incorporated by reference and shall continue to be implemented.

Policy 8.2

Requests for development orders or permits shall be coordinated, as appropriate, with Miami-Dade County, Miami-Dade County Public Schools, special districts, the Regional Planning Council, the Water Management District and state and federal agencies. Special emphasis shall be placed on conformance with the Biscayne Bay Aquatic Preserve Management Plan and by achieving Biscayne Bay Shoreline Development Review Committee review of 100 percent of applicable projects.

OBJECTIVE 9: TOPOGRAPHY

The City shall coordinate future land uses with the appropriate topography; ~~see policy for measurability~~. (Note: An objective 9J-5.006(3)(b) as it relates to soil conditions is not applicable as the City's soils consist entirely of man-made soils and beach sand).

Policy 9.1

The City shall continue to require that first floor elevations be constructed at FEMA's required minimum flood elevation at mean low tide to allow maximum protection during flood conditions. This provision shall not apply within Historic Preservation Districts where first floor elevations may be set below the minimum flood elevations, but shall be set at the highest level consistent with the historic character of the area.

OBJECTIVE 10: REDEVELOPMENT

The City shall maintain its existing redevelopment area program.

Policy 10.1

The City shall continue to implement the City Center/Historic Convention Village redevelopment plan, including the 2001 plan amendments.

Policy 10.2

The City shall continue to implement the South Pointe Redevelopment Area projects.

OBJECTIVE 11: COOPERATION WITH MILITARY INSTALLATIONS

The City will cooperate with the U.S. Coast Guard station located within its jurisdiction by exchanging and providing information to prevent encroachment of incompatible land uses in order to facilitate its continued presence in the City.

Policy 11.1

The City will transmit to the commanding officer information relating to proposed changes to comprehensive plans, plan amendments, and proposed changes to land development regulations which, if approved, would affect the intensity, density, or use of the land adjacent to or in close proximity to the U.S. Coast Guard Station.

Policy 11.2

The City will provide the commanding officer or his or her designee an opportunity to review and submit comments on the proposed changes regarding the impact such proposed changes may have on the mission of the U.S. Coast Guard Station.

Policy 11.3

The City will take into consideration any comments provided by the commanding officer or his or her designee when making such decision regarding comprehensive planning or land development regulation and will forward a copy of any such comments to the state land planning agency.

OBJECTIVE 12: ECONOMIC ENERGY ZONE

As a goal of the City to adopt policies and programs that implement in Miami Beach actions that strive to protect the environment, the City designated the entire municipality to participate in the "Energy Economic Zone Pilot Program Communities" Codified in Chapter 2009-89, Laws of Florida, Section 7.

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.

Note: The following are not applicable to Miami Beach:

Objective 9J-5.006(3)(b)7
Policy 9J-5.006(3)(c) 6

urban sprawl
wellfields

- **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.

OBJECTIVE 1: LEVEL OF SERVICE (please see Glossary of terms)

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

Policy 1.1 Basic Level of Service

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

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

Policy 1.2: Level of Service for Transportation Concurrency Management Areas

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

- a. Where no mass transit service exists, roadways shall operate at or above LOS D;
- b. Where mass transit service having headways of 20 minutes or less is provided within ¼ mile distance, parallel roadways shall operate at no greater than 120 percent of LOS D; (please see glossary of terms)
- c. Where extraordinary transit service classified as Local Circulator or express or peak-hour limited stop bus service having headways of 10 minutes exists, parallel roadways within 1/4 mile, shall operate at no greater than 150 percent of LOS D (please see glossary of terms).

Policy 1.3: Adhering to Level of Service

The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.

Policy 1.4: Modification of Functional Classification

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

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

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

OBJECTIVE 2: COORDINATION WITH LAND USE

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.

Policy 2.1: Official Transportation Planning Map

The City shall use the “Existing Lane Count Map” in order to identify future rights-of-way based upon the Future Land Use Element and the Transportation Element of this plan. During the development review process the City shall include right-of-way needed to implement planned improvements. The City shall consider the historic context, the built-out environment and the future level of service requirements when evaluating future improvements.

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) (please see Glossary of terms)

By 2015, the City shall examine the type of incentives and create design guidelines for TODs within the City.

OBJECTIVE 3: ROADWAY PLANNING, DESIGN AND CONSTRUCTION

The City shall continue to provide for a safe, convenient, efficient and effective transportation system, which sustains the city's natural, aesthetic, social and economic resources.

Policy 3.1: Vehicular and Pedestrian Bridges

The City shall continue to monitor the condition of the many vehicular and pedestrian bridges and restore or replace as needed in coordination with FDOT where appropriate.

Policy 3.2: Roadway Projects

The City shall undertake necessary steps to meet the required level of service on the links and intersections included in the City's transportation network. The proposed projects are a result of the needs assessment performed as part of this Transportation Element and included in the Data, Inventory and Analysis section,

Policy 3.3: Context Sensitive Design (CSD) (please see Glossary of terms)

All roadway, planning and design projects shall follow context sensitive design defined as a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.

Policy 3.4: Sustainable Development (please see Glossary of terms)

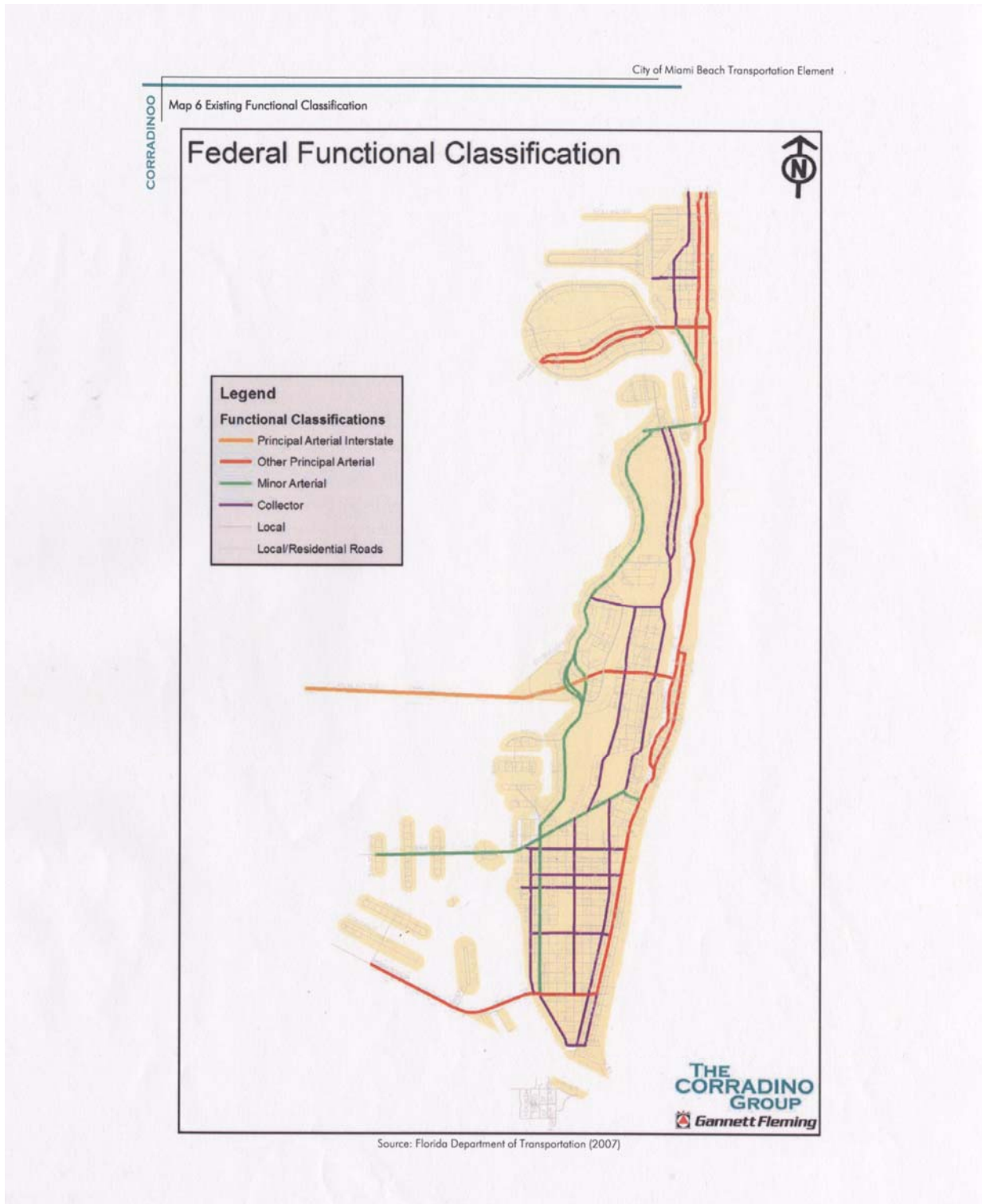
The City shall plan, design and construct roadway projects and provide approval for commercial roadway projects that minimize consumption of non-renewable resources, limit consumption of renewable resources to sustainable yield levels, reuse and recycle its components, and minimize the use of land and production of noise. To this end, the City shall integrate multimodal transportation facilities to reduce reliance on automobiles through initiatives such as:

- **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.



Source: City of Miami Beach (2008)



OBJECTIVE 4: MASS TRANSIT

The City shall work with transportation partners, specifically Miami-Dade Transit, to provide residents and visitors with an efficient public mass transportation system.

Policy 4.1: Meeting Transit Level of Service

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.

Policy 4.2: Minimum Peak Hour Service Standard

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.

Policy 4.3: Development Compliance with Transit Level of Service

Issuance of all development orders for new development or significant expansions of existing development shall be contingent upon compliance with the above level of service standards.

Policy 4.4: Enhanced Transit Amenities

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.

Policy 4.5: Intermodal Centers

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.

Policy 4.6: Providing Basic Transit Infrastructure

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.

Policy 4.7: North Beach and Middle Beach Circulators

The City shall plan, design, seek funding for and implement local circulator systems in North Beach and Middle Beach.

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

- e. Determine the initial capital requirements for a BRT System on Miami Beach
- f. Enhance MDT east/west routes from existing MDT routes

Policy 4.9: Transit Routes

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.

Policy 4.10: Special Transit Services

The City shall continue to encourage Miami-Dade Transit to provide a more convenient, accessible, and equitable paratransit services to all eligible users within Miami Beach including the elderly, handicapped, low income and other transit dependent users.

Policy 4.11: Cross-Bay Transit Alternative

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.

Policy 4.12: Support for Northeast Corridor

The City supports the reprioritization of the Northeast Corridor on the Long Range Transportation Plan (LRTP) to number 1, and subsequent implementation of the Northeast Corridor transit line to improve connectivity from Miami and Miami Beach to Northeast Miami-Dade and Broward Counties.

OBJECTIVE 5: PEDESTRIAN AND BICYCLE CIRCULATION

The City shall strive to increase and promote the safe and convenient use of its bicycle and pedestrian networks including the creation, extension, and improvements of bicycle and pedestrian facilities between and among present and potential major generators of bicycle and pedestrian traffic.

Policy 5.1: Bicycle Network

The City shall provide a safe bicycle network as specified in the Recreation and Open Space Element.

Policy 5.2: Pedestrian Safety

The City shall provide curb cuts and barrier free walkways enabling all pedestrians, specifically the elderly and handicapped, to cross intersections safely and easily.

Policy 5.3: Pedestrian, Bicycle and Special Needs Projects

Projects to be included in the Capital Improvement Element shall consider the accommodation of pedestrians, bicyclists, and disabled traveler needs into all projects where non-motorized travel is consistent with adopted current regional and local plans.

Policy 5.4: Bicycle Facilities

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.

Policy 5.5: System Connections

The City shall continue to seek opportunities to complete connections between existing bicycle facilities, sidewalks and/or shared use paths in all future transportation improvements and plans.

Policy 5.6 Bicycle Storage

The City shall establish guidelines for the provision of short term and long term bicycle parking areas, including bicycle racks for multifamily residential areas, commercial areas, and recreational areas.

Policy 5.7: Pedestrian *Safety Facilities* at Intersections

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.

Policy 5.8: Beachwalk and Baywalk Projects

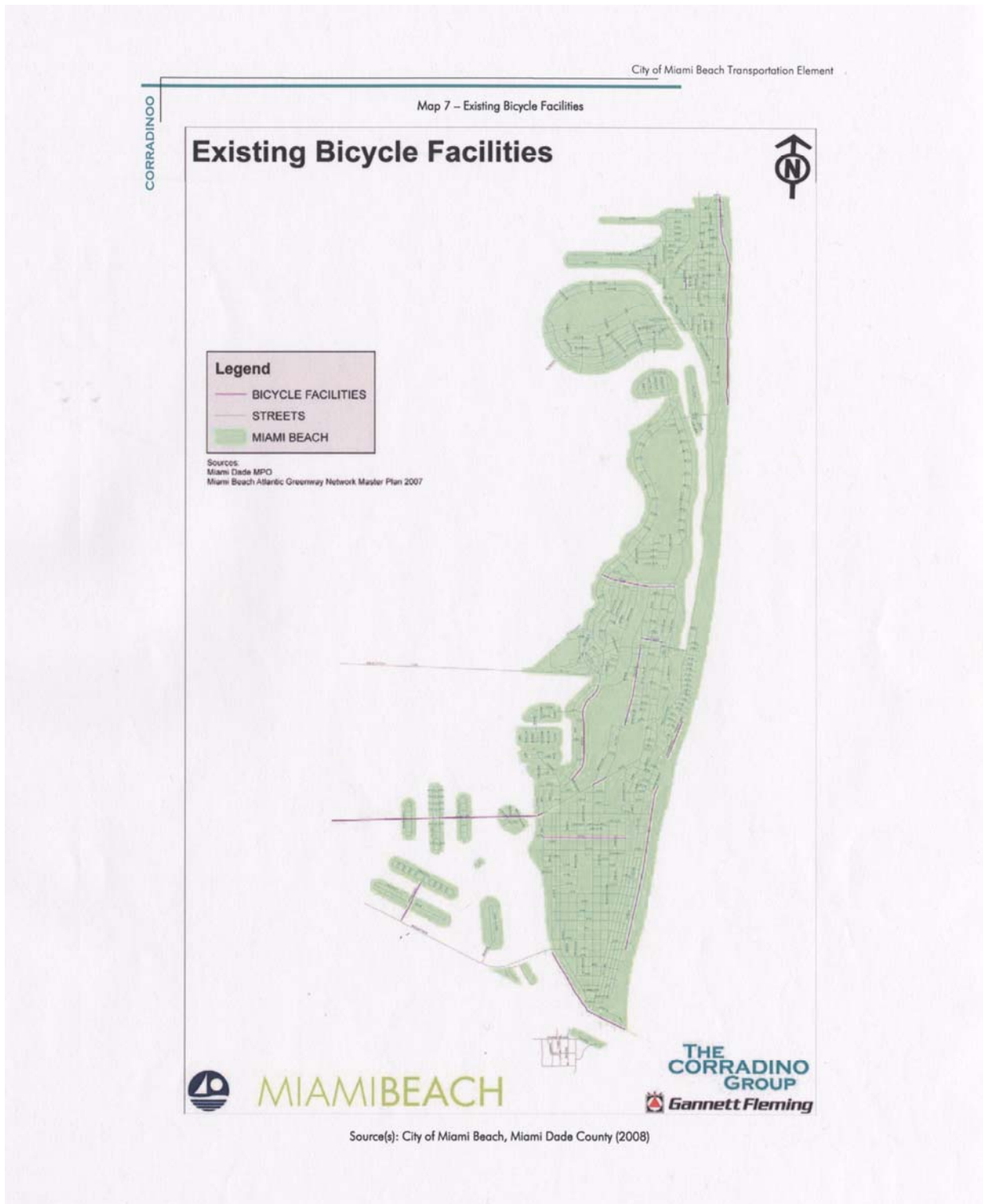
The City shall continue the implementation of the Beachwalk and Baywalk Projects in order to further the City's vision of having a continuous on-grade recreational path running north/south along the coast linking the City's South, Middle and North Beach Neighborhoods. Such Projects would combine to form one interconnected recreational path that is ADA accessible and environmentally compatible with the dune and marine environment.

Policy 5.9: Atlantic Greenway Network (AGN) (please see Glossary of terms)

The City shall continue to implement the AGN as a means of promoting alternative transportation and community enhancements throughout Miami Beach. This will increase safety for pedestrians and bicyclists, and will diminish gaps in the system, while improving network connectivity and establishing future pedestrian paths and bikeways.

Atlantic Greenway Network-Bike Master Plan





OBJECTIVE 6: MULTI-MODAL TRANSPORTATION

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.

Policy 6.1: Transportation Systems Management (please see Glossary of terms)

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:

- Traffic management and traffic monitoring programs
- Incident management
- Congestion management
- Access management
- Parking policies which discourage single-occupancy vehicles
- 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

Policy 6.2: Transportation Demand Management (please see Glossary of terms)

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 possible,
- provision of transit amenities,
- car share vehicle parking.

Policy 6.3: Intelligent Transportation Systems (please see Glossary of terms)

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.

Policy 6.4: Balancing Modal Split

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.

Policy 6.5: Mode Split Analysis

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.

Policy 6.6: Funding Multimodal Improvements

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.

Policy 6.7: Prioritizing Multimodal Improvements

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.

Policy 6.8: Multimodalism as a Condition of Development Approval

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.

Policy 6.9: Reducing Modal Conflict

The City will work to reduce conflicts among various modes of transportation. This shall be done through:

- 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.

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.

Policy 6.11: Multimodal Strategies

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.

Policy 6.12: Multimodal Options

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:

- 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.

- 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.

Policy 6.13: Coastal Communities Transportation Master Plan

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.

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.

Policy 6.15: Intermodal Feasibility Plan

The City shall undertake an intermodal feasibility study to locate intermodal connectivity, parking and transfer facilities to connect the future transit system as described in the Coastal Communities Transit Plan and Coastal Communities Transportation Master Plan.

Policy 6.16: Causeway Capacity

The City shall evaluate the methods for maximizing mobility on the causeways connecting the City and the mainland. Alternatives may include physical capacity improvements, the addition of lanes, or sharing of lanes for BRT or other mass transit modes connecting with intermodal centers, or other congestion management improvements.

Policy 6.17: Collins / Harding, Two Way Pair

The City shall work with FDOT and the County to reevaluate the feasibility of creating the Collins/Harding corridor between the northern city limit and the 72nd Street area, as a pair of bi-directional roadways.

Policy 6.18: Corridor Safety

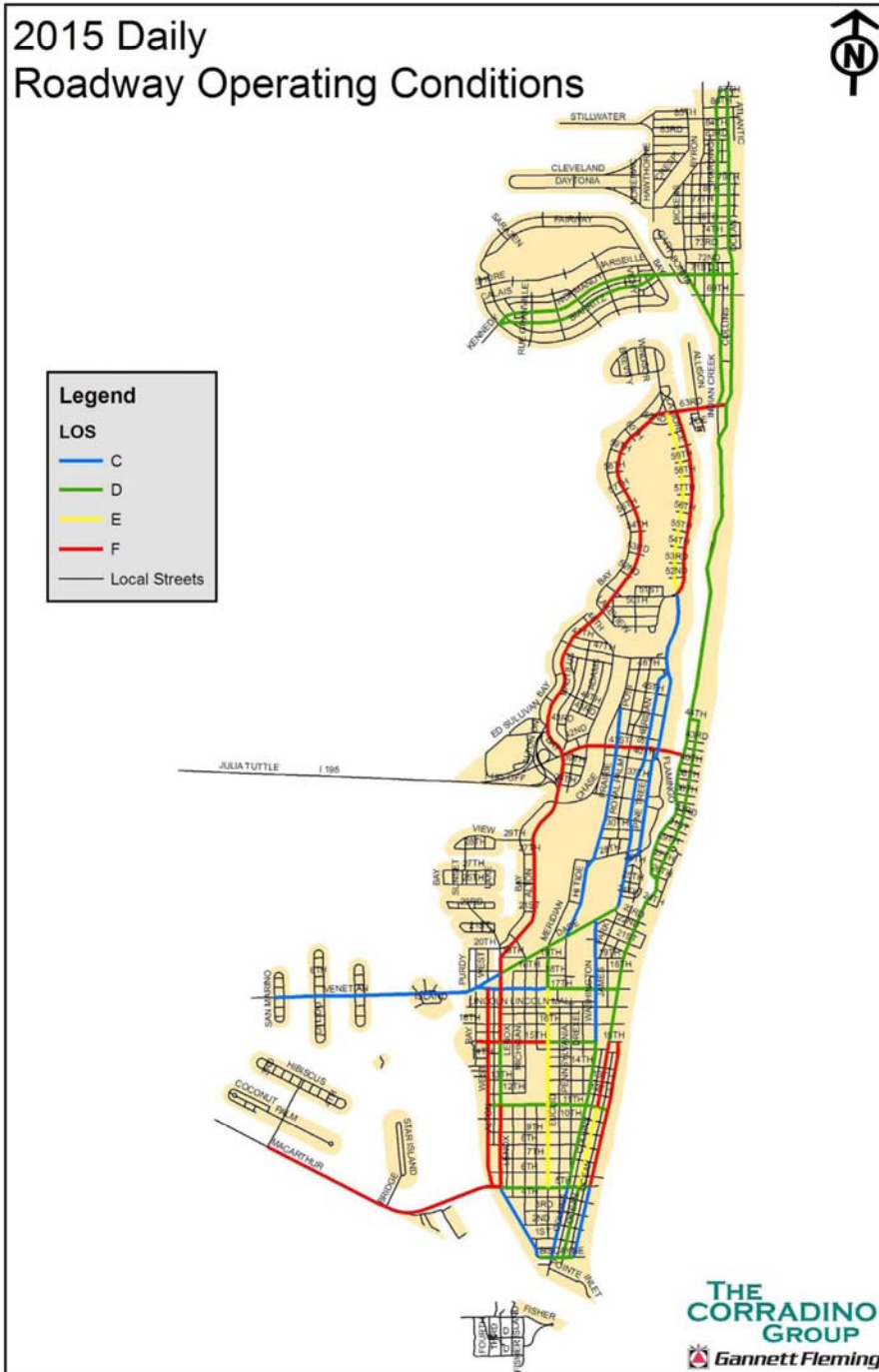
The City shall undertake an evaluation of the existing transportation corridors in an attempt to enhance safety and optimize mobility for all modes of transportation.

Policy 6.19: Mac Arthur Causeway

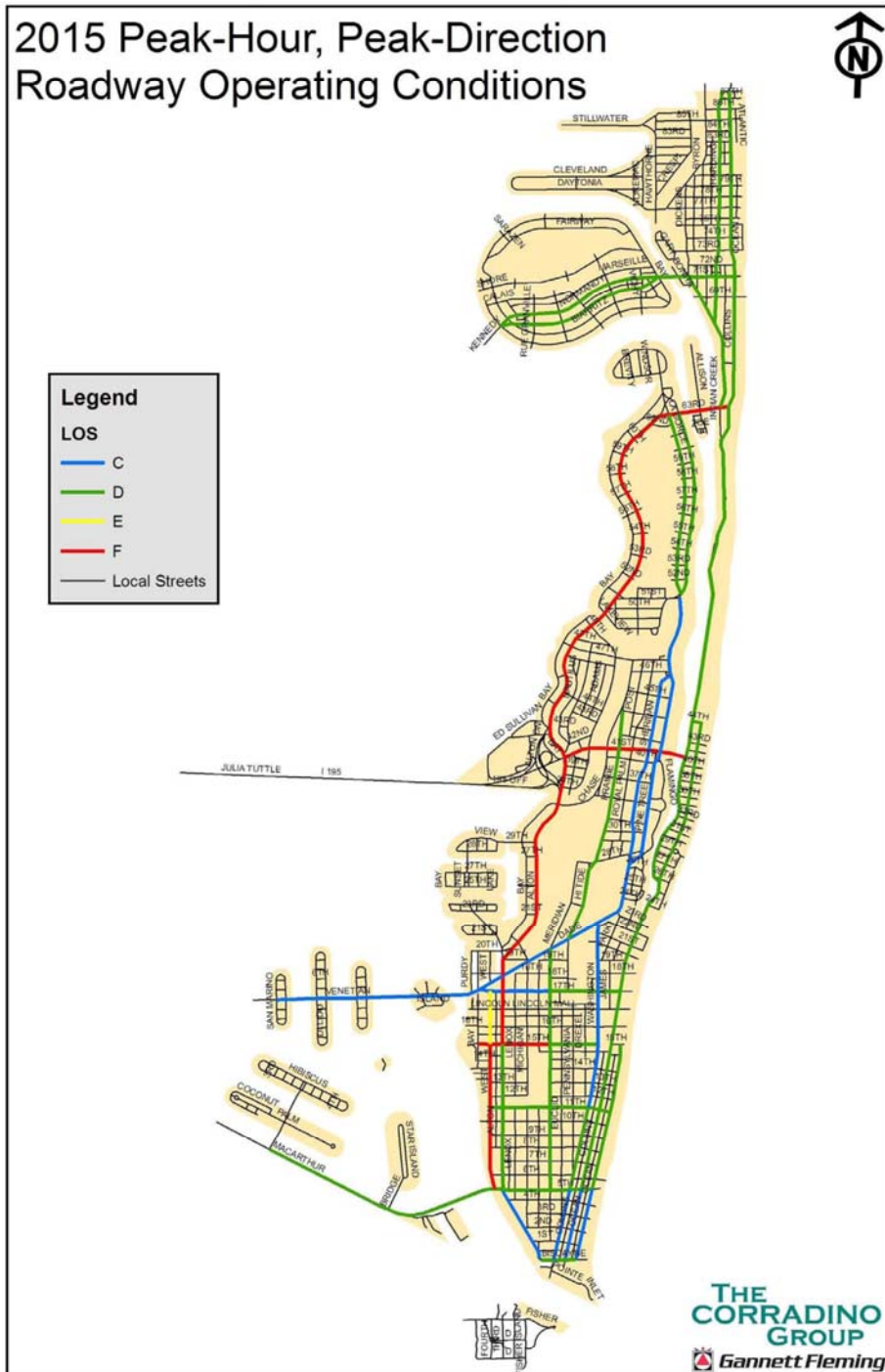
There shall be a full facility impact review of any request for a development permit to be issued by the City for the expansion of the existing cargo port facility in order to preserve the limited traffic capacity of the MacArthur Causeway and the ferry service to Fisher Island and ensure consistency with the Conservation/Coastal Management Element. Conversely, the existing MacArthur Causeway cargo terminal shall continue to be designated Light Industrial on the Future Land Use Map as to protect the facility from the encroachment of incompatible land uses.

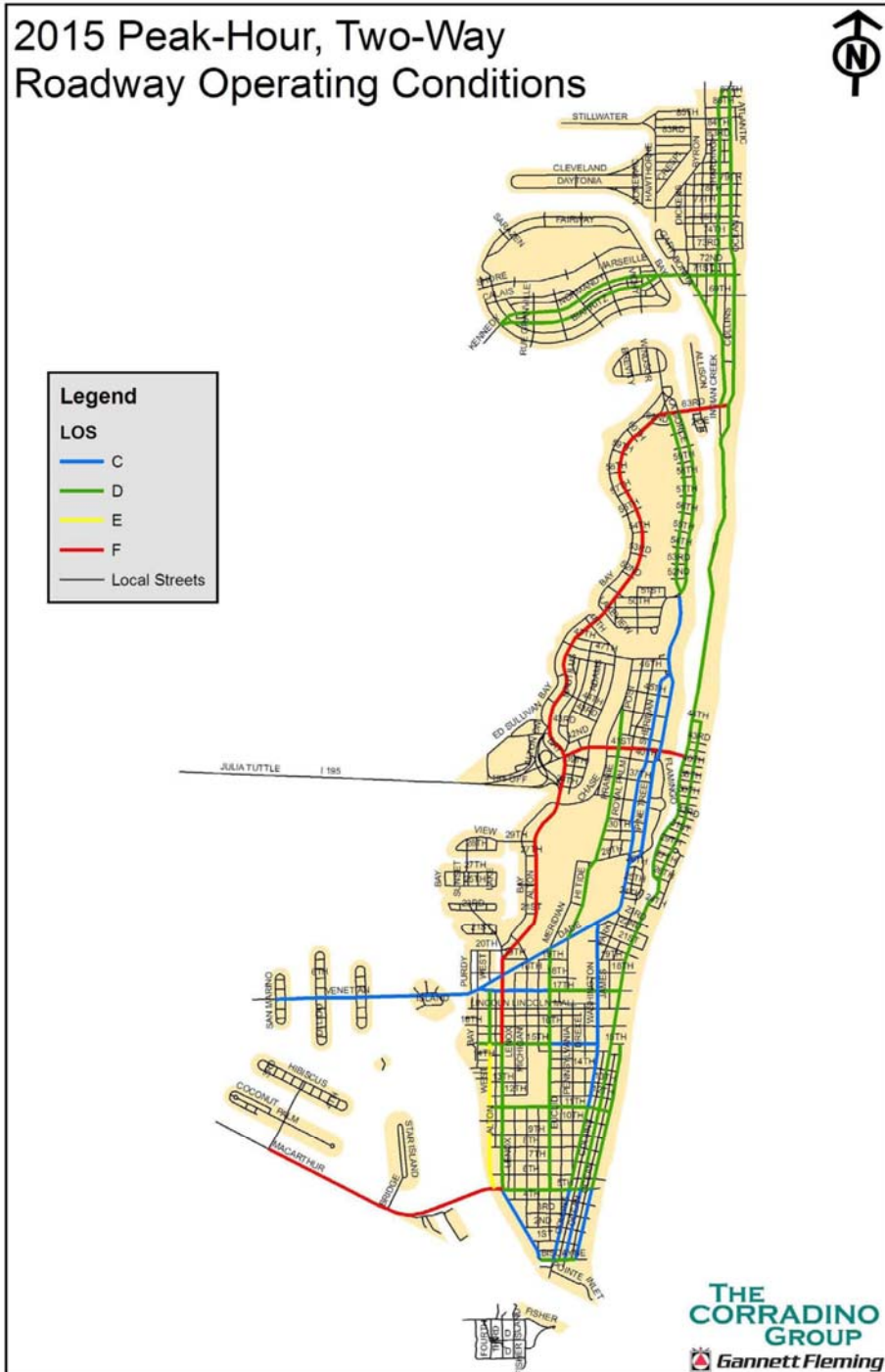
Policy 6.20: Venetian Causeway

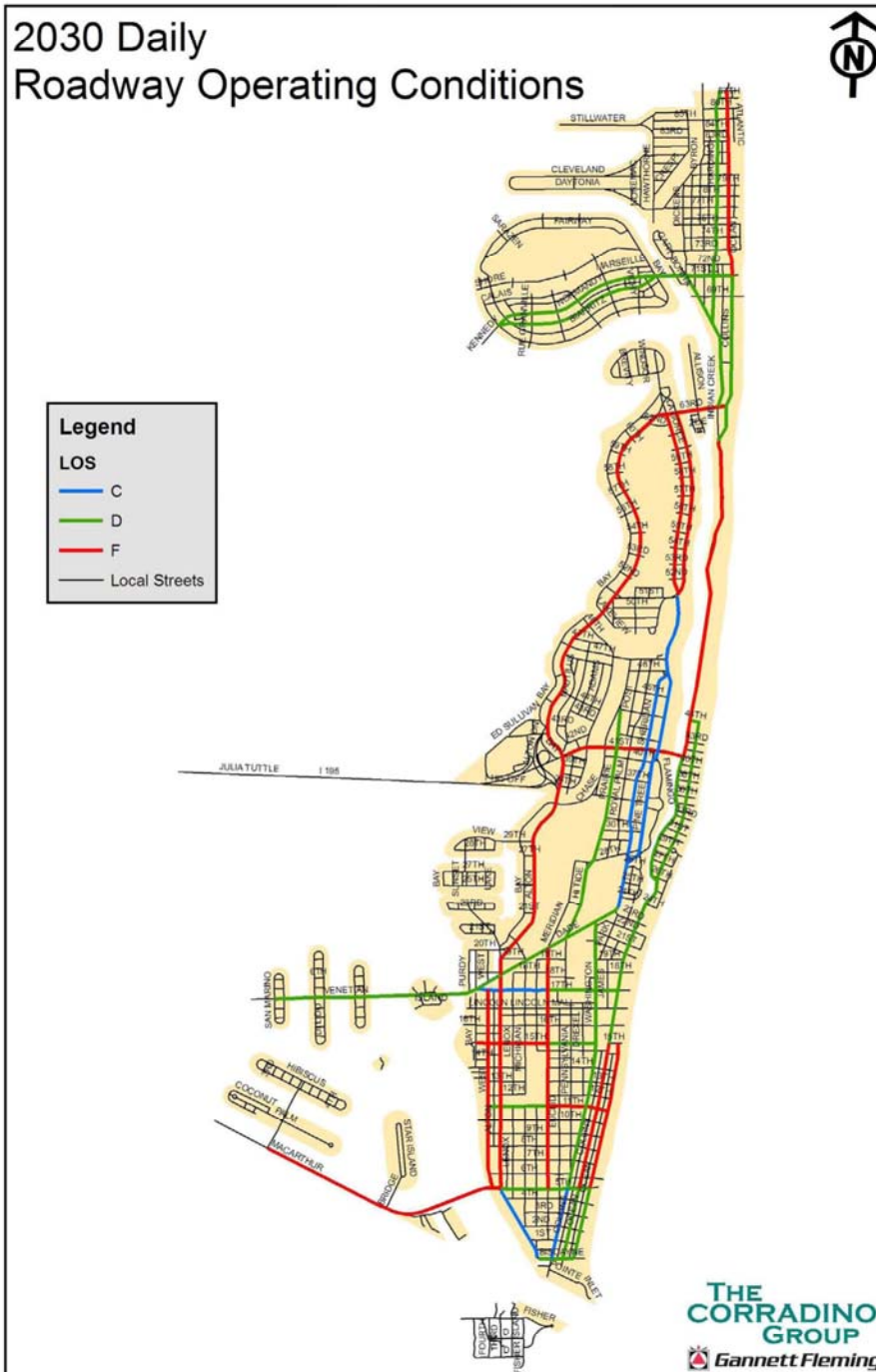
The Venetian Causeway shall not be used as an option for connective multimodal capacity improvements above regular needed local bus service.

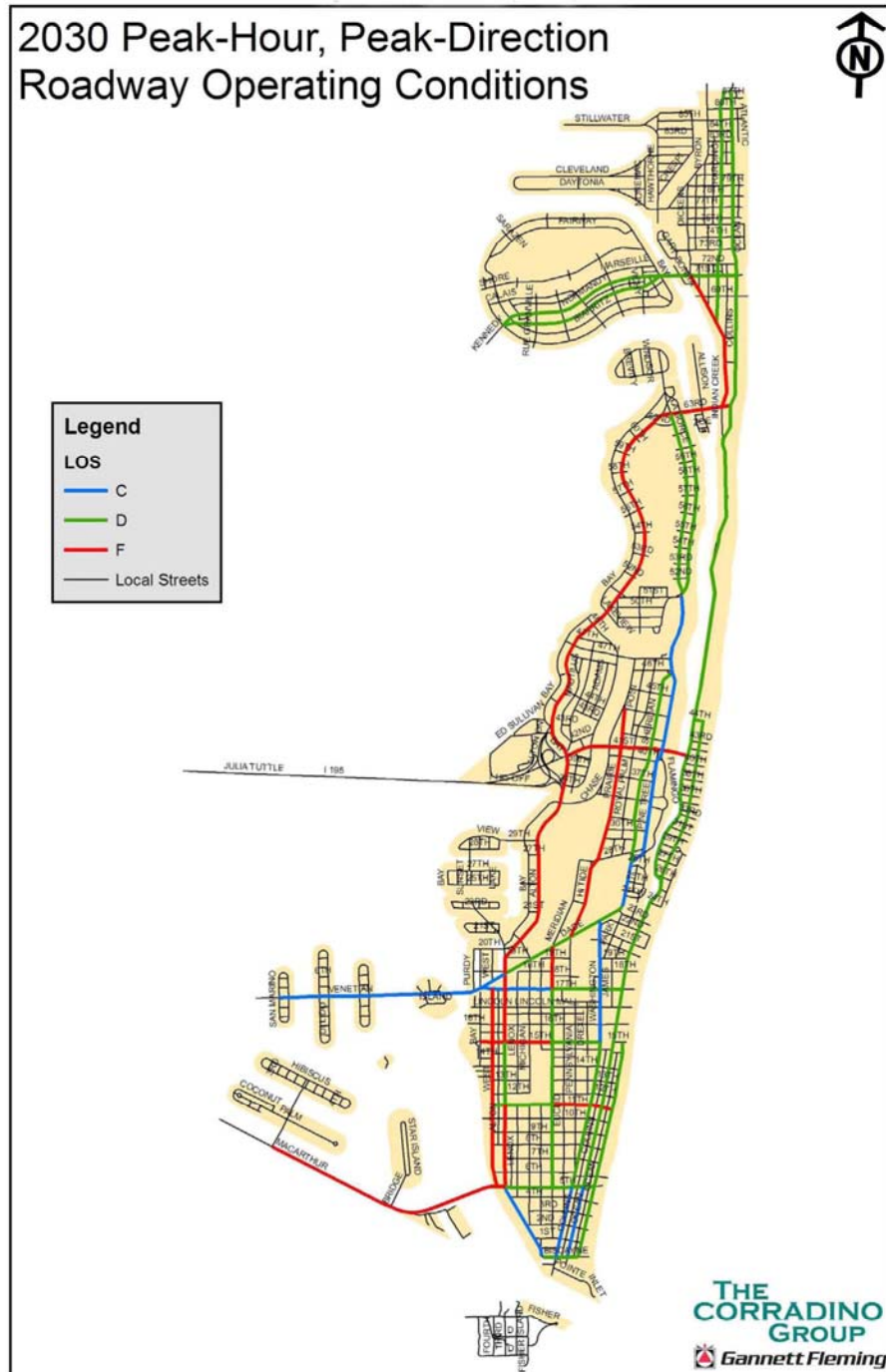


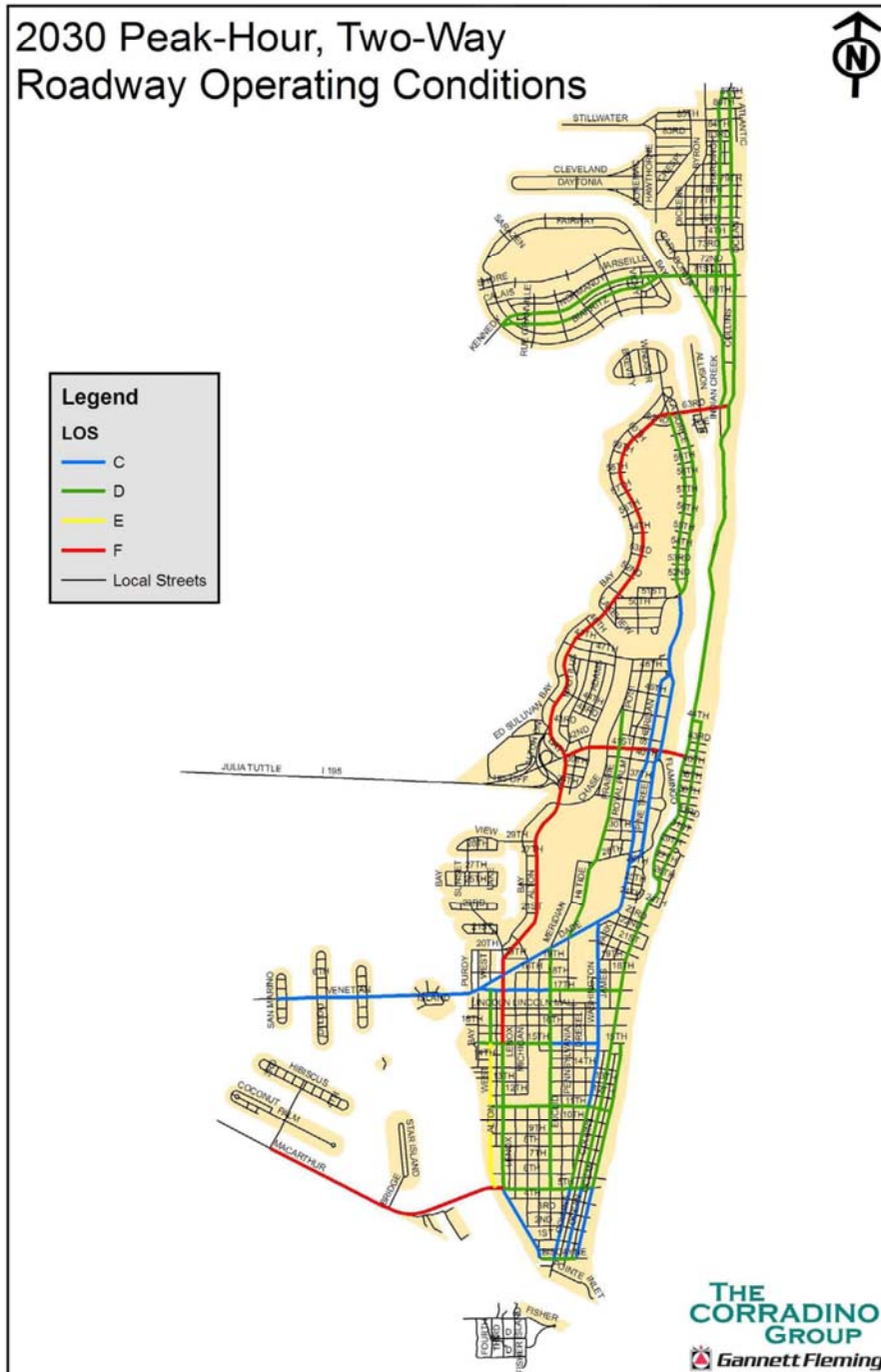
Source: The Corradino Group, Inc. 2008











OBJECTIVE 7: ENHANCE, PROTECT, AND PRESERVE THE CITY'S NEIGHBORHOODS

To provide a safe and attractive transportation system throughout the City that meets the needs of the users of the right-of-way, the neighborhoods, the neighboring communities, and the environment.

Policy 7.1: Public Involvement in the Transportation Process

All projects shall include key stakeholders at early stages to ensure continuous commitment to public involvement, flexibility in exploring new solutions, and an openness to new ideas. Community members shall play an important role in identifying local and regional identification of issues and solutions that may better meet and balance the needs of all stakeholders.

Policy 7.2: Neighborhood Protection

The City shall strive to protect the residential neighborhoods from unnecessary traffic intrusion through an evaluation of various traffic calming, regulatory or operational alternatives which would provide incentives for non local traffic to remain on the designated arterial network.

Policy 7.3: Discourage Cut-through Traffic

The City Public Works Department will work with Miami-Dade County and FDOT to recommend changes to its engineering design criteria to provide appropriate access management techniques to discourage neighborhood cut-through traffic. These may include but shall not be limited to:

- Access on the highest-classified street where City or FDOT standards can be met;
- Joint access, cross access, and shared access;
- Raised median diverters;
- Angled entrances and exits and other driveway configurations which channel traffic away from the neighborhood;
- Enforceable signs ("do not enter", "no thru traffic," etc.);
- Building orientation away from the neighborhood, including drive-through windows;
- Internal traffic circulation to discourage use of adjacent side streets;
- Pedestrian access to encourage walking, rather than driving, short distances;
- Transit orientation, including safe and convenient pedestrian routes to the nearest bus stop;
- Speed tables

Policy 7.4: Traffic Calming

The City will continue to maintain a traffic calming program to provide for safe and viable neighborhoods and discourage speeding and cut-through traffic. It shall put together a menu of preferred traffic calming devices. This will detail their purpose, ideal implementation scenario, effectiveness and cost. This can be used as a menu to guide and streamline the process. To the extent possible the City shall maintain local control over the implementation of traffic calming measures.

Policy 7.5: Roadway Safety

The City will coordinate with Miami-Dade County Public Work Departments (MDPWD) and Miami-Dade Transit to ensure that short-term and maintenance of traffic signals and signage are continuously monitored and updated. A yearly short-term improvement program will be implemented to improve the safety of the road transportation network by:

1. Replacing missing road signs,
2. Repairing malfunctioning signal heads,
3. Removing or trimming roadside shrubbery that blocks visibility,
4. Repairing pedestrian signal heads and pedestrian signage
5. Providing maintenance of pavement markings for pedestrian, vehicular, transit and bicycle modes,
6. Minor drainage system replacements, and
7. Repair guardrail, transit amenities and street furniture.

Policy 7.6: Emergency Vehicle Access

Emergency vehicle access shall be considered during any modification of the transportation system, including access to parcels and the design and construction of roads and traffic calming devices.

Policy 7.7: Access Management

The City shall work with FDOT and MDPWD to impose access location requirements onto City, County and State streets through the implementation of its Public Works Manual, in order to reduce existing or potential congestion and safety problems. The City shall coordinate with other agencies to ensure connectivity impacts to the adjacent transportation system are properly mitigated, adjacent land uses are properly connected, and that mobility needs are met for all modes of transportation. The City, at its own discretion, may require a transportation impact study to aid in the decision on the location and design of the access to serve a land development.

Policy 7.8: Safe Roadway Designs

The City shall use design review procedures in the land development regulations to control roadway access points in conjunction with development. Such procedures shall include provisions requiring that all access points on state roads be approved by the Florida Department of Transportation, that all access points on county roads be approved by the MDCPW and that all other access points be in accordance with the best professional standards consistent with the protection of property rights.–The City shall eliminate or minimize roadway designs which lead to hazardous conditions by:

1. requiring the provision of adequate off-street queuing areas;
2. prohibiting hazardous access from driveways and traffic lanes through safe systems of ingress and egress: (i.e. turn lane policies);
3. requiring the installation of acceleration and deceleration lanes, turning lanes or parallel access lanes, where appropriate;
4. requiring the elimination or the minimization of conflicts between roadway, bicycle and pedestrian traffic by reasonable separation of vehicles, bicycles and pedestrians, particularly near schools, parks and other areas where children are concentrated;
5. Requiring adequate capacity for emergency evacuation or emergency response vehicles;
6. Requiring adequate accessibility for delivery vehicles and service vehicles.

Policy 7.9: Evaluating Crash Data to Improve Intersection Safety

The City of Miami Beach Police Department shall prepare annual accident frequency reports for all collector and arterial roads and coordinate with the FDOT's Traffic Operations Department to mitigate problems at high crash locations.

Policy 7.10: New Connections to the Roadway Network

The City of Miami Beach Public Works Department, the MDPWD or FDOT, depending on jurisdiction, will monitor all new connections and access points to roadways to ensure safe design. All new connections shall comply with the City's, County's and FDOT's access management standards.

Policy 7.11: Construction Impacts on Mobility

The City shall monitor the impact of construction on mobility, and coordinate with developers to minimize the impacts to automobile, pedestrian, bicycle and transit facilities. When appropriate, the City shall require a construction staging plan, and a maintenance of traffic plan which may include mitigation efforts, such as off-site parking, and staging of multiple projects to address these impacts.

Policy 7.12: Complete Streets (please see Glossary of terms)

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.

Policy 7.13: Context Sensitive Design (please see Glossary of terms)

The City shall provide CSD by integrating projects into the built environment in a sensitive manner through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances. All CSD in coordination with FDOT and MDPWD within the City shall promote six key principles:

1. Balance safety, mobility, community, and environmental goals in all projects.
2. Involve the public and affected agencies early and continuously.
3. Use an interdisciplinary team tailored to project needs.
4. Address all modes of travel.
5. Apply flexibility inherent in design standards.
6. Incorporate aesthetics as an integral part of good design.

Policy 7.14: The Use of Alleys and Service Vehicles

The City shall encourage access for parking and service vehicles to be from alleys. The City shall encourage new development and redevelopment to provide alleys through dedication of right-of-way or access easements in order to prevent roadway congestion and encourage pedestrian safety. Additionally, the City shall evaluate the feasibility of developing scheduled delivery and trash removal hours to ensure that these services are not accomplished on public streets during the peak hours.

Policy 7.15: Aesthetically Pleasing Roadways

When new facilities are planned, their design shall be aesthetically compatible with the surrounding community, whenever practical. The City of Miami Beach shall continue to landscape and improve entrances to the City. It shall also continue implementing programs to landscape and maintain existing median strips and rights-of-way.

OBJECTIVE 8: PARKING

The City shall provide clean, safe, and affordable parking, by continuing to explore and implement creative and technologically advanced methods of parking provision and management to satisfy the need.

Policy 8.1: Continued Development of Parking

The City shall continue with the acquisition, construction and improvements to municipal parking facilities as may be needed.

Policy 8.2: Public Private Partnerships

The City shall continue to seek public-private partnerships in the development of its parking facilities and intermodal centers.

Policy 8.4: Context Sensitive Parking Development

Off-street parking areas shall be located and designed in a manner that supports and does not conflict with pedestrian and bicycle activity, such as to the side or rear of buildings.

Policy 8.5: Maximum Parking Standards

The City shall examine the economic, transportation and recreational impact of strategically limiting parking in certain areas, as a means to reinforce alternative modes of transportation.

Policy 8.6: Parking Intercept Facilities and Intermodal Centers

The City shall support the creation of park and ride lots and/or intermodal centers either at the ingress and egress points to the City, or at transfer locations.

Policy 8.7: Bicycle Parking

The City shall require all new developments to provide secure short term and long term bicycle parking in the form of bicycle racks, bicycle lockers, locked rooms or other appropriate enclosures as a way of reducing the demand for automobile parking.

Policy 8.8: Incentivizing Transit through Parking

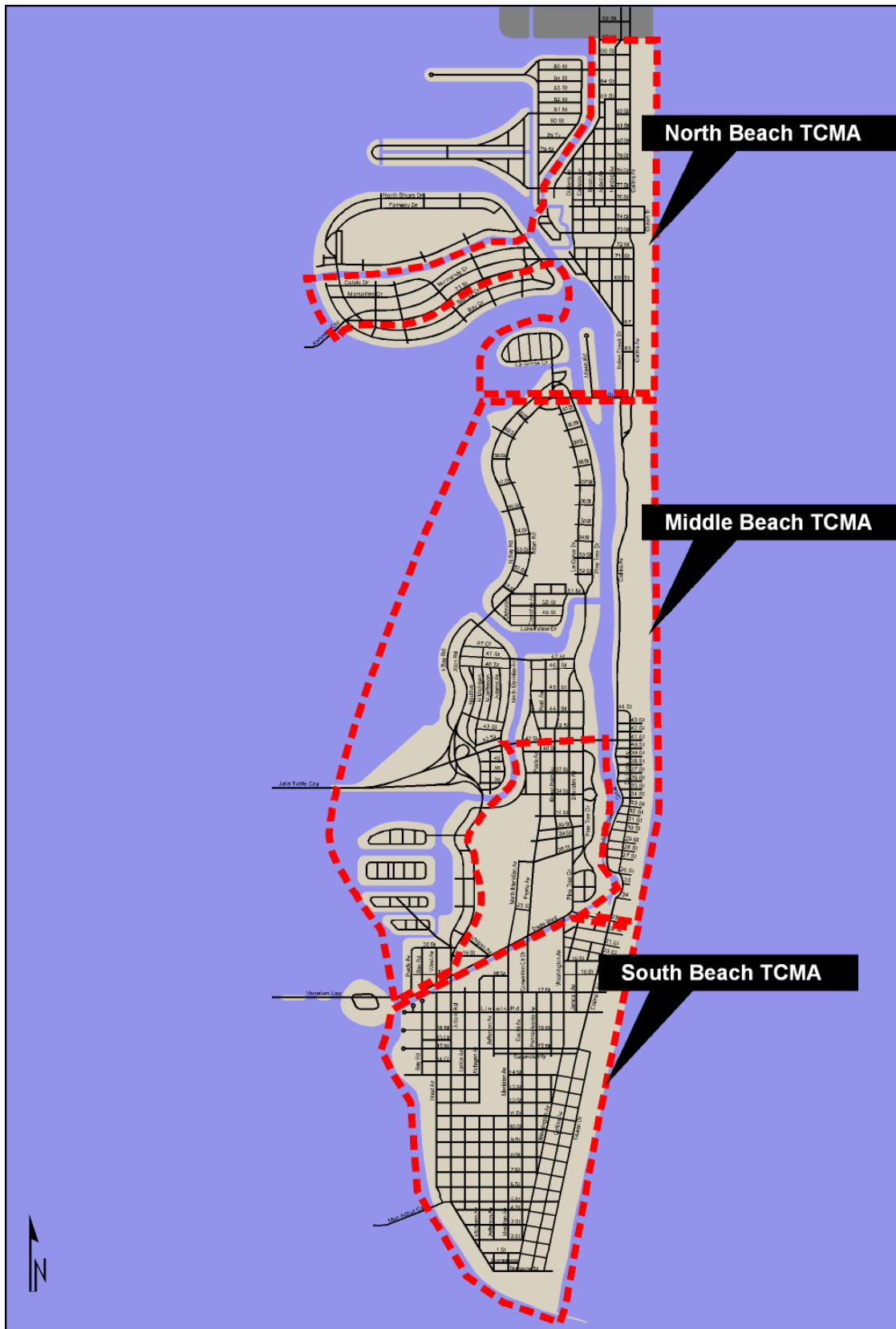
The City shall encourage long-term daily parking and use of the South Beach Local or other circulators as a way of minimizing internal trips within the various neighborhood districts.

Policy 8.9: Monitoring Supply and Demand

The City shall continuously monitor and update the parking requirements in the Land Development Regulations to result in a better ratio of supply to demand which implements innovative parking strategies in commercial areas to promote multimodalism.

Policy 8.9: Public Access to Parking

The City shall continue to maximize public access to parking spaces in all areas.



Map 9.1 City of Miami Beach TCMA 1

OBJECTIVE 9: TRANSPORTATION CONCURRENCY MANAGEMENT AREAS (TCMA)

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

Policy 9.1: Calculating Remaining Capacity

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

South Beach TCMA – Facilities to be averaged

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

Middle Beach TCMA – Facilities to be averaged

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

North Beach TCMA – Facilities to be averaged

Roadway	Function	Direction	From	To	TCMA LOS	Service Volume
Collins Avenue- one way	Arterial	N/S	City Limit	63rd Street	D+20	2800
Harding/AbbottAve.-one way pair	Arterial	N/S	City Limit	Indian Creek Dr	D+20	2800
Indian Creek Drive	Arterial	N/S	71st Street	63rd Street	D+20	3300
<i>SUBTOTAL</i>						<i>8900</i>
71 st Street/Normandy Dr.	Arterial	E/W	City Limit	Indian Creek	D+20	3150
63 rd Street (share)	Arterial	E/W	Alton Road	Indian Creek	D+20	3150
<i>SUBTOTAL</i>						<i>6300</i>

Policy 9.2: Growth Management

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

Policy 9.3: Proportionate Fair Share Mitigation for Non Deficient Areas

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

Policy 9.4: Proportionate Fair-Share Mitigation for Deficient Areas

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

Policy 9.5: Multimodal Transportation

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

Policy 9.6: Parking Within the TCMA's

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

- 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.

Policy 9.7: Concurrency Mitigation Fees

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

- a. Contribution towards the construction of park and ride facilities to be served by transit;
- b. The construction of enhanced pedestrian amenities that create a pedestrian friendly environment, such as:
 - narrower traffic lanes,
 - median refuges, curb extensions ("bulb-outs"),
 - count-down pedestrian signals,
 - use of geometric designs that minimize crossing distances and increase visibility between pedestrians and motorists,
 - timing signals to minimize pedestrian delay & conflicts;
- c. The construction of bicycle facilities and/or the evaluation of reclaiming street space for other uses through the use of complete streets concepts.

Policy 9.8: Provision of Multimodal Amenities

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

Policy 9.9: Projects within the TCMA's

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

Policy 9.10: Concurrency Management

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

Policy 9.11: Updating the Concurrency Management System

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

OBJECTIVE 10: TRANSPORTATION COORDINATION WITH OTHER JURISDICTIONS

Transportation efforts in the City will be coordinated with the plans and programs of other state and local jurisdictions including; the Miami-Dade Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), Miami-Dade County Public Works (MDCPW), and Miami Dade Transit (MDT), and other local jurisdictions.

Policy 10.1: Coordinate with the MPO and FDOT

The City shall review the annual versions of the LRTP and the Transportation Improvement Program (TIP) to coordinate this element with the plans of the MPO and FDOT.

Policy 10.2: Coordinate with Miami-Dade Transit

The City shall review the annual versions of the Miami-Dade Transit Service Development Plan to coordinate this element with the plans of the MDT.

Policy 10.3: Coordination with Other Cities

The City shall review for compatibility with this element the transportation plans and programs of Miami-Dade County and neighboring municipalities as they are amended in the future.

Policy 10.4: Coordination of Bicycle and Pedestrian Facilities

The City shall work with adjacent jurisdictions to coordinate regional interconnection of bicycle, transit and pedestrian facilities.

Policy 10.5: Coordination with Transportation Management Organization

The City shall assign a liaison with South Florida Commuter Services to the citizens and employees traveling to and from Miami Beach on a regular basis.

Policy 10.6: Multimodal Components of Roadway Projects

During the design stages of roadway improvements, the location of transit facilities such as turn-out bays, transit amenities and transit shelter locations, shall be included in the roadway design proposal. These improvements shall be coordinated with the agency (ies) that have jurisdiction over the facilities being designed.

OBJECTIVE 11: HURRICANE EVACUATION

To address hurricane evacuation within the City of Miami Beach, the City shall coordinate with responsible agencies including the Florida Department of Community Affairs, Miami- Dade Office of Emergency Management, South Florida Regional Planning Council and Miami-Dade Transit.

Policy 11.1: Awareness of Evacuation Routes

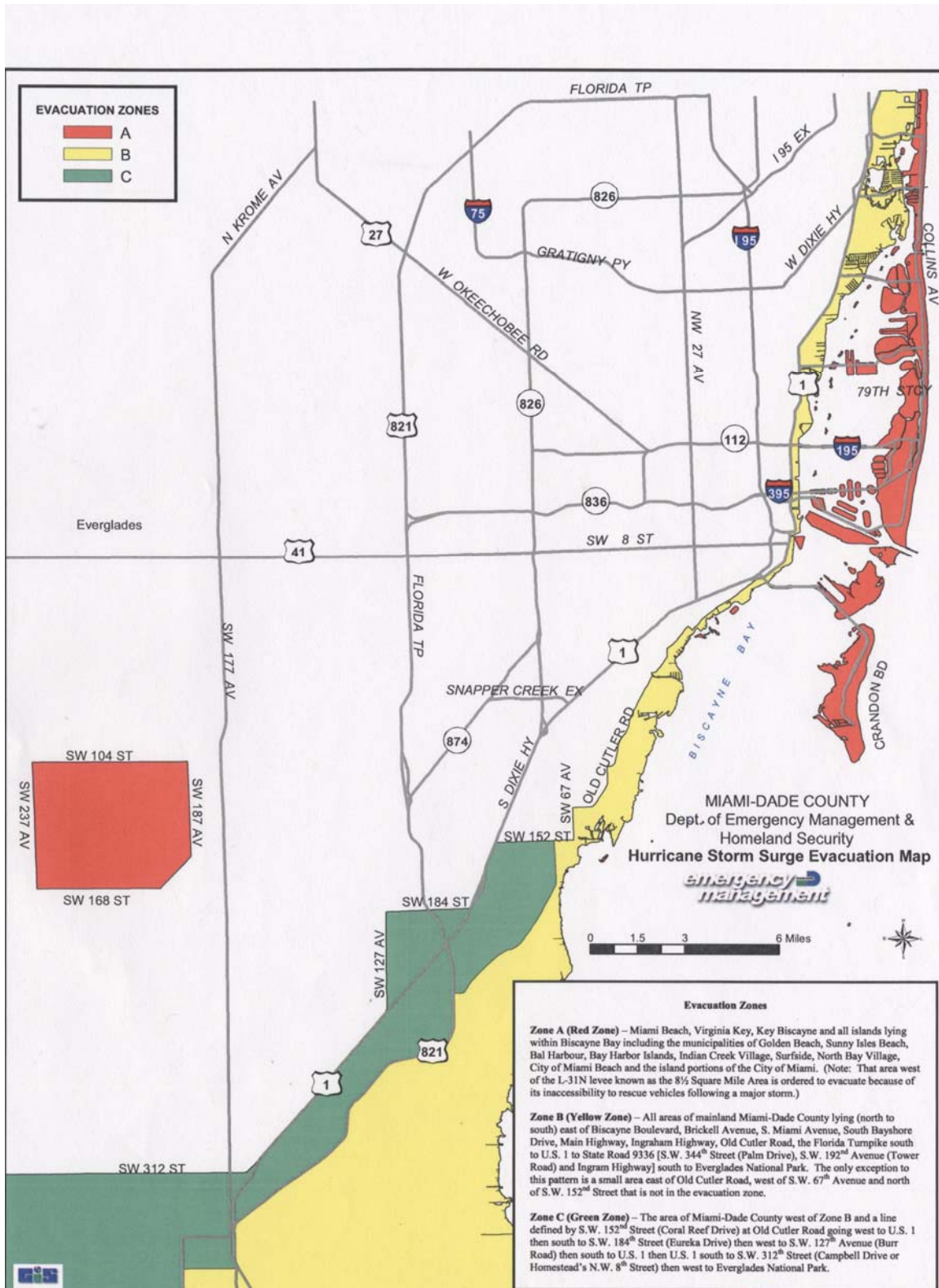
The City shall continue to coordinate with Miami-Dade Transit to evaluate the need for establishment of increased evacuation pick up sites within the City and promote community awareness of the location of these site and evacuation routes.

Policy 11.2: Improving Evacuation Clearance Times

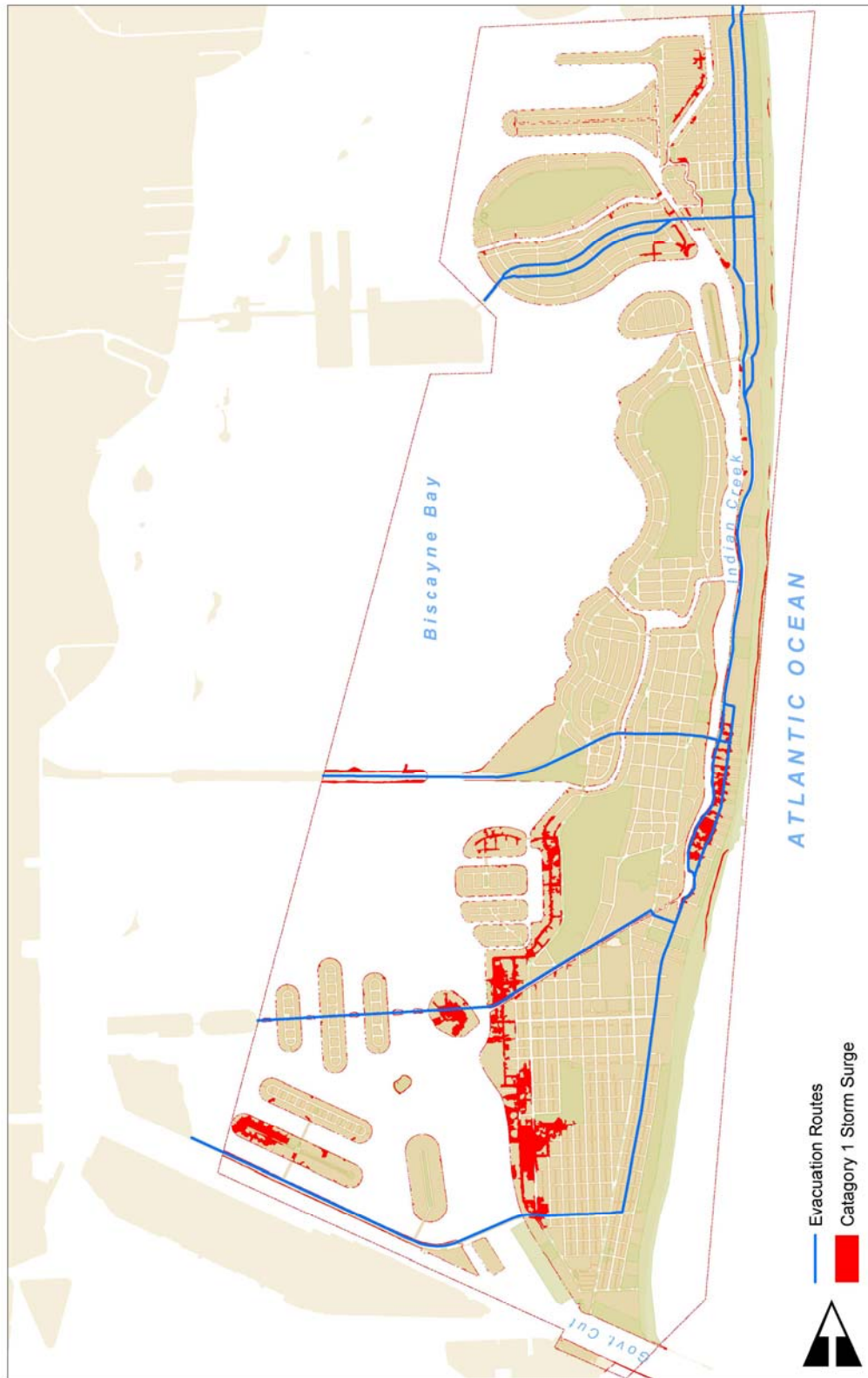
The City shall coordinate with the Miami-Dade Office of Emergency Management to improve evacuation clearance times of its routes including 5th Street/Alton Road through a change to the hurricane evacuation route zones to take advantage of available capacity on alternative evacuation routes.

Policy 11.3: Assistance with Evacuation

The City shall evaluate entering into an agreement with a private contractor to assist with evacuation during hurricane events.



Source: Miami Dade County Dept. of
Emergency Management & Homeland Security



MIAMIBEACH

Coastal High Hazard Area

Category 1 Storm Surge and Evacuation Routes

Prepared by the Planning Department, 2011 Storm Surge Data Source: Statewide Regional Evacuation Study Project and the South Florida Regional Planning Council, February 2011

GLOSSARY OF TERMS

- **Atlantic Greenway Network:** Is a multi-modal network that will knit together elements of the Miami Beach bicycle/pedestrian transportation system: the north-south Beach Corridors running parallel to the dunes, and the Neighborhood Trails that provide access to the beach, parks, schools, and the commercial, cultural and civic destinations.
- **Bay Walk Network:** Is a series of multi-use paths along the bayfront in South Beach. This network is implemented as redevelopment occurs in the area.
- **Bus Rapid Transit (BRT):** is an enhanced bus system that operates on bus lanes or other transit ways in order to combine the flexibility of buses with the efficiency of rail. By doing so, BRT operates at faster speeds, provides greater service reliability and increased customer convenience. It also utilizes a combination of advanced technologies, infrastructure and operational investments that provide significantly better service than traditional bus service.¹
- **Complete Streets:** The Complete Streets concept is an initiative to design and build roads that adequately accommodate all users of a corridor, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users.
- **Context Sensitive Design (CSD) or Context Sensitive Solutions (CSS):** is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.
- **Development Order:** Granting, denying or granting with conditions an application for zoning approval, division of lots, rezoning, conditional use, variance, certificate of use, occupational license, design approval, or any other official action having the effect of permitting the development of land which exceeds the intensity of development which exists on the property at the time of application.
- **Federal Interstate Highway System (FIHS):** It is a statewide transportation network that provides for high-speed and high-volume traffic movements within the state. The system also accommodates High-Occupancy Vehicles (HOVs), express bus transit and, in some corridors, passenger rail service. The primary function of the system is to serve interstate and regional commerce and long-distance trips.
- **Intelligent Transportation Systems (ITS):** apply well-established technologies of communications, control, electronics and computer hardware and software to the surface transportation system.

¹ Federal Transit Administration

- **Level of Service (LOS):** is defined by the Highway Capacity Manual 2000 as: “a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each LOS represents a range of operating conditions and the driver’s perception of those conditions.”□
- **Multimodal Level of Service:** explores a method for assessing how well an urban street serves the needs of all of its users. The method for evaluating the multimodal level of service (MMLoS) estimates the auto, bus, bicycle, and pedestrian level of service on an urban street using a combination of readily available data and data normally gathered by an agency to assess auto, transit, pedestrian and bicycle level of service.
- **Northeast Corridor:** It is planned to provide a high-capacity transit connection along a 13.6-mile corridor extending from downtown Miami, through Little Haiti, to NE 215th Street, generally along the Biscayne Boulevard/U.S. 1 Corridor and FEC Railroad right-of-way. The corridor has been identified as part of the Peoples Transportation Plan for possible funding by the half-cent sales revenues established by referenda 2002.
- **Service volume:** is defined by the Highway Capacity Manual 2000 as: “The maximum hourly rate at which vehicles, bicycles, or persons reasonably can be expected to traverse a point or uniform segment of roadway during an hour under specific assumed conditions while maintaining a designated level of service.”
- **Strategic Intermodal System:** is a statewide network of high-priority transportation facilities, including the state’s largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities are the workhorses of Florida’s transportation system, carrying more than 99 percent of all commercial air passengers, virtually all waterborne freight tonnage, almost all rail freight, and more than 68 percent of all truck traffic and 54 percent of total traffic on the State Highway System.
- **Sustainable Development:** "Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- **Transportation Concurrency Management Areas:** are designed to promote infill development and redevelopment. According to Section 163.3180(7), Florida Statutes, such an area "must be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips." Within a Transportation Concurrency Management Area, a level of service standard is applied area-wide rather than on individual road segments. The area-wide level of service is determined by averaging the level of service on similar facilities within the designated area serving common origins and destinations. This alternative approach to strict concurrency should be used only where alternative modes are truly viable.

- **Transportation Demand Management: (TDM):** is a general term for strategies that result in more efficient use of our transportation system and that markets alternative forms of transportation for commuters, in order to reduce traffic congestion and air pollution and to increase efficiency of the transportation system.
- **Transportation Mitigation Plan:** Is a transportation plan to be developed by applicants of all new major developments that will include strategies to mitigate the impacts of the traffic generated by these developments. Strategies to be developed will be pursuant to the provisions of the policies contained in the Transportation Element and the City's Land Development Regulations.
- **Transit Oriented Design:** or Transit Oriented Development (TOD) is moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.
- **Transportation Regional Incentive Program: (TRIP)** is a program that was created to improve regionally significant transportation facilities in "regional transportation areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The Florida Department of Transportation (FDOT) will pay for 50 percent of project costs, or up to 50 percent of the nonfederal share of project costs for public transportation facility projects.
- **Transportation Systems Management: (TSM)** approach to congestion mitigation seeks to identify improvements to enhance the capacity of existing system of an operational nature. Through better management and operation of existing transportation facilities, these techniques are designed to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.
- **120 percent of LOS D:** Is defined as 120 percent of the service volume (see service volume definition), which is the same as multiplying the LOS D Service Volume times a 1.2 factor. In these specific cases the LOS standard service volume thresholds are increased to account for the fact that the roadways within the enhanced transit service area are benefited by increased levels of public transportation, which will attract person trips instead of using the private automobile on the roadway. Having increased levels of public transit service are very much in line with the City's comprehensive plan goals, objectives and policies, as well as those at the State comprehensive planning level.
- **150 percent of LOS D:** Is defined as 150 percent of the service volume (see service volume definition), which is the same as multiplying the LOS D Service Volume times a 1.5 factor. In these specific cases the LOS standard service volume thresholds are increased to account for the fact that the roadways within the enhanced transit service area are benefited by increased levels of public transportation, which will attract person trips instead of using the private automobile on the roadway. Having increased levels of public transit service are

very much in line with the City's comprehensive plan goals, objectives and policies, as well as those at the State comprehensive planning level.

List of Acronyms

- ADA: American with Disabilities Act
- AGN: Atlantic Greenway Network
- BRT: Bus Rapid Transit
- CIP: Capital Improvement Program
- CSD: Context Sensitive Design
- CSS: Context Sensitive Solutions
- FDOT: Florida Department of Transportation
- FIHS: Florida Interstate Highway System
- ITE: Institute of Transportation Engineers
- ITS: Intelligent Transportation Systems
- LOS: Level of Service
- LRTP: Long Range Transportation Plan
- MDPWD: Miami-Dade Public Works Department
- MDT: Miami-Dade Transit
- MPO: Metropolitan Planning Organization
- SIS: Strategic Intermodal System
- TCMA: Transportation Concurrency Management Area
- TDM: Transportation Demand Management
- TIP: Transportation Improvement Program
- TOD: Transit Oriented Design
- TRIP: Transportation Regional Incentive Program
- TSM: Transportation Systems Management

CONSERVATION/COASTAL ZONE MANAGEMENT

GOAL:

Provide public improvements and restrict development activities that would damage or destroy coastal resources, protect human life and limit public expenditures in areas subject to destruction by natural disasters in a manner maintaining or improving the marine and terrestrial animal habitats, vegetation, land, air, water, and the visual, aesthetic quality of Miami Beach for present and projected, future populations.

OBJECTIVE 1: BEACH AND DUNES

Use established standards so that there are zero new man-made structures which adversely impact beach or dune system; also restore altered beaches or dunes by implementing the following policies.

Policy 1.1

Continue cooperative program with U.S. Army Corps of Engineers for beach re-nourishment when it becomes necessary. Where beach restoration or re-nourishment is necessary, the project should be designed and managed to minimize damage to the offshore grass flats, terrestrial and marine animal habitats and dune vegetation.

Policy 1.2

Beaches shall be stabilized when necessary by the County program of planting appropriate dune vegetation; pedestrian impacts shall be minimized by providing on-grade footpaths where feasible. All subsequent activities on or bordering the restored beach shall be compatible with beach maintenance; the City will continue to cooperate with the County.

Policy 1.3

The City shall not issue permits (when it has jurisdiction) for borrow areas for beach restoration or re-nourishment projects to be located in areas that directly affect offshore reefs or grass flats.

Policy 1.4

Discourage non-water oriented activities and developments from encroaching on beach front parks, new beach areas and dunes by continuing to designate the beach as a Conservation-Protected Area on the Future Land Use Map.

Policy 1.5

The City shall apply for State and Federal grants to include shoreline features such as pedestrian walkways which are designed to minimally impact beach or dune systems on public property; ensure the public access requirements of the Coastal Zone Management Act, as amended, and continue to provide development regulations and incentives for such features on private property in the Land Development Regulations of the City Code.

Policy 1.6

The use of causeways, road rights-of-way and canal easements at shorelines shall continue to be expanded to provide public access for water-dependent and water-related activities and to protect public access to beaches re-nourished with public funds.

Policy 1.7

Coordinate with local, state, and federal agencies regarding mandates for no further dredging or filling that may result in the destruction of grass/algal flats, hard bottom or other benthic communities shall be permitted in any waters within the City limits of Miami Beach.

Policy 1.8

Water conserving irrigation and other landscape practices such as xeriscape shall be incorporated into the Design Review Board guidelines where public water is used to water lawns, golf courses and landscaped green spaces.

OBJECTIVE 2: NATURAL RESOURCE PROTECTION

In coordination with local, state, and federal agencies, post and maintain signs relative to manatee protection and otherwise protect the conservation of, and provide for the appropriate use of the natural functions of existing soils, fisheries, wildlife and their habitats, bays and waterways which flow into estuarine waters, floodplains, beaches and shores, marine habitats, air quality, water resources, and scenic beauty by adopting the following measurable policies.

Policy 2.1

Continue to enforce the City Code which prohibits the deposit of solid waste or industrial waste including spent oils, gasoline by-products or greases accumulated at garages, filling stations and similar establishments that create a health or environmental hazard upon any vacant, occupied or unoccupied premises, parkway or park, and in any canal, waterway, bay or the ocean within the City.

Policy 2.2

All development activities that adversely affect habitat that may be critical to endangered, threatened or rare species, or species of special concern, including native vegetative communities, shall be prohibited by the City through the development review process as may be prescribed in the Land Development Regulations of the City Code.

Policy 2.3

In conformance with the City Charter establishing the City as a bird sanctuary, it is prohibited for any person to injure, kill, hunt, destroy, capture or molest any endangered, threatened, rare, or species of special concern or any bird in the City of Miami Beach; except those persons holding a valid permit to destroy birds for scientific purposes issued by the U.S. Fish and Wildlife Service, Department of the Interior and issued a special permit by the Chief of Police.

Policy 2.4

Maintain the area known as "Pelican Island" as a special bird sanctuary.

Policy 2.5

In coordination with local, state, and federal agencies, continue to post and maintain Manatee Protection Area signage throughout the waterways of the City and increase enforcement of safe boating requirements through the City Marine Patrol.

Policy 2.6

Continue to designate the beach front along the Atlantic Ocean as a Conservation-Protection Area on the Future Land Use Map.

Policy 2.7

The City's Public Works Department will encourage the use of living seawalls in areas where such specifications are applicable and will further enhance the natural shoreline processes to prevent erosion, increase habitat, and improve water quality through sediment trapping and nutrient reductions.

Policy 2.8

Preserve and improve the environmental quality of Biscayne Bay by continuing to (1) have a City of Miami Beach representative on the Biscayne Bay Shoreline Development Review Committee, (2) provide staff to the Committee through an interlocal agreement and (3) have all appropriate bayfront projects reviewed by the Committee.

Policy 2.9

Continue to require all new shoreline development involving marine habitats to be reviewed by the City and the Miami-Dade County Environmental Resources Management Department.

Policy 2.10

Continue to improve the region's ambient air quality through increased cooperation with Miami-Dade County to provide improved mass transportation.

Policy 2.11

The City Building Inspector shall continue to have the authority to require removal of asbestos to prevent threat to human health.

Policy 2.12

Salt tolerant landscaping shall continue to be given preference over traditional planting materials in the plant materials list used in the administration of the landscape section of the Land Development Regulations and the design review process.

Policy 2.13

Administration of the City's landscape section of the Land Development Regulations shall prohibit the propagation and planting of the following plants; it shall also require that eradication of these species be carried out on all sites of new and redevelopment projects:

Malaleuca	Brazilian Pepper	Australian Pine
Ear Leaf Arcadia	Woman's Tongue	Bishop Wood
Shoebottom Ardisia	Day Blooming Jasmine	Colubrina
Aerial Potato	Eucalyptus	Lead Treet
Castor Bean	<u>Scaevola (<i>Scaevola taccada</i>)</u>	

Policy 2.14

Complete a new Citywide Comprehensive Stormwater Management Master Plan to supersede the existing Comprehensive Stormwater Management Program Master Plan no later than January 2011. Complete the plan in accordance with interlocal agreement between co-permittees named in National Pollutant Discharge Elimination System Permit No. FLS000003 and Miami-Dade County that was approved by city Resolution 2005-25925, which is hereby incorporated by reference.

Policy 2.15

Continue to implement the City's Comprehensive Storm Water Management Program Master Plan through appropriate capital investments and management techniques as recommended therein at least to the extent required by law. Initiate appropriate steps to ensure continued adequate financing for necessary improvements. Such steps may include establishing special assessments, bonding and/or other measures

Policy 2.16

The City will coordinate with the Miami-Dade County and the Florida Department of Environmental Protection in the monitoring of coastal waters.

Policy 2.17

All new wet and dry slip marina facilities, and existing facilities with more than 50 wet or dry slips that provide fueling facilities, shall be equipped with dockside pumpout facilities. The City shall coordinate with Miami-Dade County to ensure that that these facilities are inspected by the appropriate agency and monitored annually to comply with Best Management Practices for marine facilities and other pertinent provisions of Chapter 24 of the Miami-Dade County Code.

Policy 2.18

Stormwater management techniques to meet the drainage level-of-service standards of this plan shall be required for all new development and shall be incorporated in the City's concurrency requirements of the Land Development Regulations.

Policy 2.19

Continue the City's program for beautification with an annual clean-up drive for the beaches and shorelines in conjunction with normal trash pick-up activities.

Policy 2.20

The City shall continue to monitor the emergency water conservation plan, consistent with the policies of the South Florida Water Management District.

Policy 2.21

The City shall continue the policy of ensuring the protection of natural areas and open space through acquisition of land for public use as funding is available.

OBJECTIVE 3: WATER-DEPENDENT AND RELATED USES

The amount of shoreline devoted to water-dependent and water-related uses shall be maintained or increased but with assurance that any such proposed new development will not create a negative environmental impact.

Policy 3.1

Those public access areas including street ends, municipal parking facilities and municipal parks along coastal waters will be or redesigned to provide greater public access to Biscayne Bay and the Atlantic Ocean beach area regardless of the land use designation of those areas.

Policy 3.2

To minimize impacts of man-made structures and activities on shoreline resources, no filling, spoiling or placement of structures in or over coastal waters shall be permitted in the City without proper local, state and federal agency approvals, and as specified in the Land Development Regulations *i.e.* action which will diminish water surface areas traditionally used by the general public for activities such as fishing, swimming and boating.

Policy 3.3

The City shall continue to construct and install signage along major thoroughfares to direct the public's attention to public shoreline parks and water-related facilities.

Policy 3.4

Proposed marina/water dependent facility siting shall be compatible with both county plans and surrounding land uses, and shall preserve or improve traditional public shoreline uses and public access to coastal waters. This shall be accomplished through the Conditional Use process as prescribed in the Land Development Regulations of the City Code.

Policy 3.5

Any proposed marina/water dependent facility shall be required to preserve or improve the quality of the coastal waters, water circulation, tidal flushing, light penetration, and provide a hurricane or contingency plan to the appropriate agency all in conformance with Miami-Dade County, State and Federal rules and regulations.

Policy 3.6

All proposed marinas shall be reviewed as Conditional Uses pursuant to the process prescribed in the Land Development Regulations of the City Code. In coordination with

the County, State, and Federal agencies, the Planning Board shall not issue conditional use approvals unless the applicant demonstrates the following: 1) land use compatibility; 2) availability of upland support services; 3) existing protective status/ownership; 4) hurricane contingency planning; 5) protection of water quality; 6) water depth; 7) environmental disruptions and mitigation actions; 8) availability for public use; and 9) economic need and feasibility.

Policy 3.7

Complete a new Citywide Comprehensive Stormwater Management Master Plan to supersede the existing Comprehensive Stormwater Management Program Master Plan no later than January 2011. Complete the plan in accordance with interlocal agreement between co-permittees named in National Pollutant Discharge Elimination System Permit No. FLS000003 and Miami-Dade County that was approved by city Resolution 2005-25925, which is hereby incorporated by reference.

Policy 3.8

Continue to implement the City's ongoing Comprehensive Storm Water Management Program_Master Plan through appropriate capital investments and management techniques as recommended therein at least to the extent required by law.

OBJECTIVE 4: HURRICANE EVACUATION

The existing time period required to complete the evacuation of people from Miami Beach prior to the arrival of sustained gale force winds shall be maintained or lowered by 1995.

Policy 4.1

All future improvements to evacuation routes shall include remedies for flooding problems and the anticipated increase in the level of the water of Biscayne Bay, local waterways, and the Atlantic Ocean programming transportation improvements to increase the capacity of evacuation routes, eliminating congestion at critical links and intersections, implementation of a traffic plan on the MacArthur Causeway and other critical intersections, adjusting traffic signalization or use directional signage, and public information programs to expedite safe evacuation.

Policy 4.2

The Miami Beach Hurricane Handbook will be distributed to the general public with detailed emergency operation instructions and hurricane evacuation pick-up sites.

Policy 4.3

The City will continue to work with the Miami-Dade Public Works Department to rate all local bridges for structural and operational sufficiency. Local bridges with unsatisfactory sufficiency ratings shall continue to be programmed for improvements or replacement.

Policy 4.4

All trees susceptible to damage by gale force winds shall be removed from the right-of-way of evacuation routes and replaced with suitable, preferably native, species.

Policy 4.5

The City will coordinate with Miami-Dade Transit Agency and the Office of Emergency Management to ensure that adequate buses are available to safely evacuate neighborhoods with large concentrations of households without private transportation.

Policy 4.6

The City of Miami Beach Fire Department in coordination with Miami-Dade County Office of Emergency Management shall maintain and annually update the list of people with special needs, who may need assistance due to physical or medical limitations in the event of an evacuation order to ensure their safe mobilization.

Policy 4.7

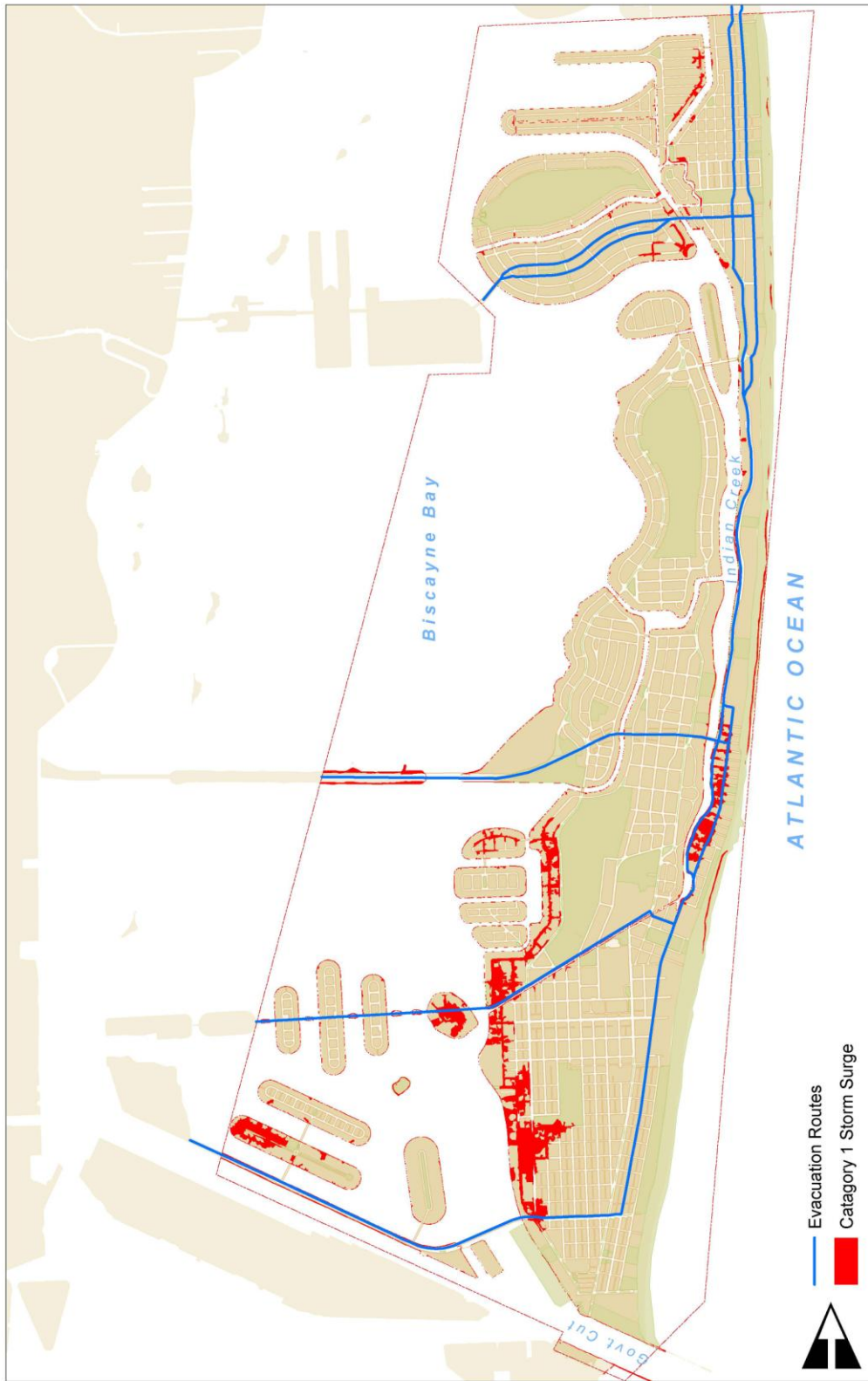
The City of Miami Beach Fire Department shall review and update the Miami Beach Hurricane Evacuation Plan on an ongoing basis and maintain or enhance the resources and capabilities of the plan to provide effective implementation of evacuation procedures to ensure that evacuation times are maintained or reduced.

Policy 4.8

Procedures for boat owners during hurricane operations shall continue to be updated in the Miami Beach Hurricane Handbook with instructions for safe harbor operations.

Policy 4.9

The LOS standards established in the Transportation Element shall be maintained in order to facilitate hurricane evacuation for those areas of the City that are classified as a Coastal High Hazard Area (CHHA). According to Section 163.3178(2) (h), F.S., the coastal high-hazard area is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.



MIAMIBEACH

Coastal High Hazard Area

Category 1 Storm Surge and Evacuation Routes

Prepared by the Planning Department, 2011 Storm Surge Data Source: Statewide Regional Evacuation Study Project and the South Florida Regional Planning Council, February 2011

OBJECTIVE 5: POST-DISASTER REDEVELOPMENT PLAN

During post-disaster recovery and redevelopment, the City of Miami Beach and Miami-Dade County shall implement their Comprehensive Emergency Management Plans (CEMP) and applicable Comprehensive Plan policies and assist hurricane damaged areas with recovery and hazard mitigation measures that reduce the potential for future loss of life and property.

Policy 5.1

Except as provided in Policy 5.2 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.

Policy 5.2

Notwithstanding Policy 5.1 above, the City may fund infrastructure capacity expansion to achieve: 1) adopted level-of-service standards for facilities ~~which~~ that 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 the Convention Center Village Redevelopment area as shown on the Future Land Use Map.

Policy 5.3

New private use facilities along the beach shall conform to the strict setback, open space and accessory use requirements of the Land Development Regulations of the City Code, as well as the requirements of the floodplain ordinance.

Policy 5.4

The City shall not issue any building permits for projects proposed east of the coastal construction control line until jurisdictional state and county agencies have issued a permit and/or approval as may be deemed appropriate by such agencies.

Policy 5.5

The adopted plan shall specify that during post-disaster redevelopment, the Building Department will distinguish between those actions needed to protect public health and safety with immediate repair/cleanup and long term repair activities and redevelopment areas. Removal or relocation of damaged infrastructure and unsafe structures shall be by the Miami Beach Public Works Department in accordance with local procedures and those agencies and practices specified in the Miami Beach and Miami-Dade County Comprehensive Emergency Management Operations Plans (CEMP).

Policy 5.6

During post-disaster recovery periods, after damaged areas and infrastructure requiring rehabilitation or redevelopment have been identified, appropriate City departments shall use the post-disaster redevelopment plan to reduce or eliminate the future exposure of life and property to hurricanes; incorporate recommendations of interagency hazard mitigation reports; analyze and recommend to the City Commission hazard mitigation options for damaged public facilities; and recommend amendments, if required, to the City's Comprehensive Plan.

Policy 5.7

Unsafe conditions and inappropriate uses identified in the post-disaster recovery phase will be eliminated as opportunities arise, in accordance to the requirements of the Land Development Regulations of the City Code. If rebuilt, structures with damage exceeding 50 percent of pre-storm market value shall be reconstructed to ensure compliance with the High Velocity Hurricane Zone portion of the Florida Building Code for structures located in the "V" Zone and the 100-year floodplain.

OBJECTIVE 6: BAY WATER QUALITY

Maintain or improve the environmental quality of the estuarine system (Biscayne Bay) in coordination with Miami-Dade County Department of Environmental Resource Management which monitors the water quality program.

Policy 6.1

The City shall not permit dredging and filling of Biscayne Bay, without approval from local, state, and federal authorities.

Policy 6.2

Minimize storm water runoff by implementing the storm sewer improvement projects as identified in the Comprehensive Stormwater Management Program Master Plan.

OBJECTIVE 7: SHORELINE USES

The City shall use the adopted Land Development Regulations criteria for prioritizing 100 percent of the shoreline uses for both public and private property.

Policy 7.1

The City shall not decrease the amount of municipally-owned shoreline available for public use except: 1) in cases where another governmental agency assumes ownership for recreational and water-dependent uses, 2) where municipal or other public acquisition is incomplete and there is no possibility for complete public acquisition of a usable portion of shoreline, or 3) in order to upgrade other public shoreline sites and facilities.

Policy 7.2

The City shall not permit future development or expansion of existing industrial uses on its shoreline, except on Terminal Island. Any expansion of this port facility will be carefully analyzed to determine any traffic, land use and environmental impacts

OBJECTIVE 8: INFRASTRUCTURE CAPACITY EXPANSION

Limit public infrastructure expenditures that subsidize development in the City-wide Coastal High Hazard Area except for restoration and enhancement of natural resources; the measure shall be no projects inconsistent with Policies 6.1 through 6.5 and 8.1 in the Capital Improvement Schedule and 8.2 below.

Policy 8.1

Except as provided in Policy 8.2 below and in Policies 6.1 through 6.5 and 8.1 of the Capital Improvements Element, 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.

Policy 8.2

Notwithstanding Policy 8.1 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) in support of redevelopment areas established in accordance with state statute. Expenditures pursuant to 3), 4), 5) and 6) preceding shall be limited to the Convention Center Village Redevelopment Area as shown on the Future Land Use Map.

OBJECTIVE 9: DENSITY LIMITS

Direct population concentrations away from city-wide coastal high hazard area by prohibiting residential density increases.

Policy 9.1

Continue to designate the V storm surge zone of the beach front as a Conservation-Protected area on the future Land Use Map.

Policy 9.2

The City shall approve no future land use plan map amendments that cumulatively increase residential densities. Furthermore, the City shall continue to evaluate ways to further modify the Future Land Use Map to reduce densities and intensities.

Policy 9.3

The City shall use the zoning administration process to (1) achieve uses compatible with the City's twin goals of strong residential neighborhoods and the tourism/visitors economic base, and (2) hold the line on residential density.

OBJECTIVE 10: PUBLIC SHORELINE ACCESS

Increase the amount of public access to the beach or shoreline consistent with the estimated public need.

Policy 10.1

Continue to discourage non-water oriented activities and developments from encroaching on beach front parks, new beach areas and dunes by designating the beach as a Conservation-Protected Area on the Future Land Use Map.

Policy 10.2

The City shall (1) apply for State and Federal grants to include shoreline features such as pedestrian walkways which are designed to minimally impact beach or dune systems on public property, and (2) ensure the public access requirements of the Beach and Shore Preservation Act and the Coastal Zone Protection Act of 1985.

Policy 10.3

To minimize impacts of man-made structures and activities on shoreline resources, through the permitting process, continue coordinate with DERM to prohibit filling, spoiling or placement of structures in or over coastal waters which will diminish water surface areas traditionally used by the general public for activities such as fishing, swimming and boating.

Policy 10.4

The City shall facilitate the construction of at least one additional public parking facility to enhance beach and beach front uses thereby easing the pressure on residential on-street parking. However, no parking garage shall be constructed directly on either the east or west side of any public right-of-way that lies adjacent to public beachfront.

OBJECTIVE 11: HISTORIC USES

The City shall use its adopted land development code to protect historic resources. Historic resources shall be protected to the maximum extent consistent with constitutional property rights and any specific goals, objectives and policies of this comprehensive Plan which may be inconsistent therewith.

Policy 11.1

Areas designated as historic shall limit development as follows:

- a. Residential rehabilitation shall conform to adopted design standards;
- b. Recreational development must be compatible with the surrounding environment and shall be subject to performance standards adopted in the land development regulations;
- c. the clearing of trees, shall be prohibited, unless specifically permitted by Miami-Dade County;
- d. All applications for development approval shall be subject to site plan and Certificate of Appropriateness Criteria (including but not limited to the Secretary of Interior standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, as may be amended from time to time), Certificate of Appropriateness for Demolition Criteria, as prescribed in the Land Development Regulations of the City Code;
- e. Demolition of historic buildings shall be limited by the requirements ~~to~~ of the City's historic preservation ordinance.

Policy 11.2

Within areas designated on the Future Land Use Map as conservation, no new development, or expansion or replacement of existing development shall be permitted except re-vegetation and construction of a beachfront promenade.

Policy 11.3

Historic resources shall be protected through designation as historic sites or districts by the City with technical assistance from the State.

Policy 11.4

The City shall continue to compile a list of designated historic resources which shall be submitted to U.S. Department of Interior for inclusion on the National Register of Historic Places.

Policy 11.5

Miami Beach shall continue, with the assistance of preservationists, to identify significant historic resources which are in need of protection through local historic districts.

Policy 11.6

The City shall continue to use the Land Development Regulations of the City Code so that adaptive reuse of historic structures shall be given priority over activities that would harm or destroy the historic value of such resources.

OBJECTIVE 12: CONCURRENCY

The City shall use its established levels of service, areas of service, and phasing of infrastructure in the coastal area (entire City) as identified in the Future Land Use, Capital Improvements, Recreation and Open Space, Transportation, Public School Facilities and Infrastructure Elements of the Comprehensive Plan.

Policy 12.1

Land Use Element Policy 6.2 is incorporated as Conservation/Coastal Zone Management Policy 12.1.

Policy 12.2

The City's adopted Schedule of Improvements in the Capital Improvements Element shall ensure that infrastructure will be phased to coincide with the demands generated by development or redevelopment.

OBJECTIVE 13: WATER SUPPLY FACILITIES WORK PLAN

Implementation of the 10-year Water Supply Facilities Work Plan will ensure that adequate water supplies and public facilities are available to serve the water supply demands of the City's population.

Policy 13.1

If in the future there are issues associated with water supply, conservation or reuse the City will immediately contact WASD to address the corresponding issue(s). In addition, the City will follow adopted communication protocols with WASD to communicate and/or prepare an appropriate action plan to address any relevant issue associated with water supply, conservation or reuse.

Policy 13.2

The City will require the use of High Efficiency Toilets; High Efficiency Showerheads; High Efficiency Faucets; High Efficiency Clothes Washers; and Dishwashers that are Energy Star rated and Water Sense certified in all new and redeveloped residential projects.

Policy 13.3:

The City should educate the development community on the benefits of sub-metering for multi-family residential retrofit projects which will include: separate water meters and monthly records kept of all major water-using functions such as cooling towers and individual units. The City will explore starting a pilot incentive program as a means of encouraging developers that retrofit units to install separate meters and high efficiency appliances. The City will require new multi-family residential developments to install separate water meters for each unit.

Policy 13.4:

The City will educate the development community on the water saving benefits of the use of Florida Friendly Landscapes guidelines and principles; gutter downspouts, roof runoff, and rain harvesting through the use of rain barrels and directing runoff to landscaped areas; drip irrigation or micro-sprinklers; and the use of porous surface materials (bricks, gravel, turf block, mulch, pervious concrete, etc) on walkways, driveways and patios.

Policy 13.5

The City will participate, when warranted, in the SFWMD's Water Savings Incentive Program (WaterSIP) for large-scale retrofits as recommended by the Lower East Coast Water Supply Plan.

Policy 13.6:

The City will continue to enforce the landscape watering restrictions mandated by the South Florida Water Management District. The City will continue to use code enforcement measures such as issuing warning and fines to enforce the water restrictions.

Policy 13.7:

The City will continue to coordinate with Miami-Dade Water and Sewer Department related to leak detection and repair of water lines throughout the City.

Special Notes

1. There are no fresh water bodies of water (rivers, lakes, springs) within the barrier islands of the City. No freshwater naturally dilutes the saltwater of Biscayne Bay within the City's limits.
2. There are no historic structures within the V storm surge zone.
3. There are no airports or harbors within the city; see the Transportation element for policies relative to the port.
4. There are no native vegetative cover communities (forests, mangroves, hammocks) remaining within the city.
5. There are no wetlands or marshes within the City.
6. There are no mineral extraction sites within the City.
7. There are no water recharge areas, cones of influence, or waterwells within the City.
8. There are no agricultural areas within the City.
9. As defined by 9J-5.003 there are no remaining vegetative communities in Miami Beach. (See Soils Map.)
10. No spoil creation or disposal is contemplated.

Future Land Use Catagories

- RS Single family residential

RM-1 Residential multifamily, low intensity

RM-2 Residential multifamily, medium intensity

RM-3 Residential multifamily, high intensity

TH Townhome residential

RO Residential office

CD-1 Commercial, low intensity

CD-2 Commercial, medium intensity

CD-3 Commercial, high intensity
- MXE Mixed use entertainment

ROS Recreation and open space

I-1 Urban light industrial

MR Marine recreational

RM-PRD Multifamily, planned residential development district

RM-PRD-2 Multifamily, planned residential development district

RPS-1 Residential performance standard, medium-low density

RPS-2 Residential performance standard, medium density

RPS-3 Residential performance standard, medium-high density
- RPS-4 Residential performance standard, high denisty

CPS-1 Commercial performance standard, limited mixed use

CPS-2 Commercial performance standard, general mixed use

CPS-3 Commercial performance standard, intensive mixed use

CPS-4 Commercial performance standard, intensive phased bayside

RMPS-1 Residential mixed use performance standard

SPE Special public facilites educational district

PF Public facility, governmental

PF(CCC) Public facility, convention center
- PF(E) Public facility, educational

PF(HD) Public facility, hospital

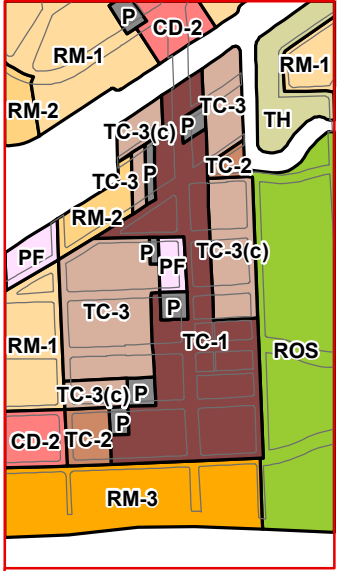
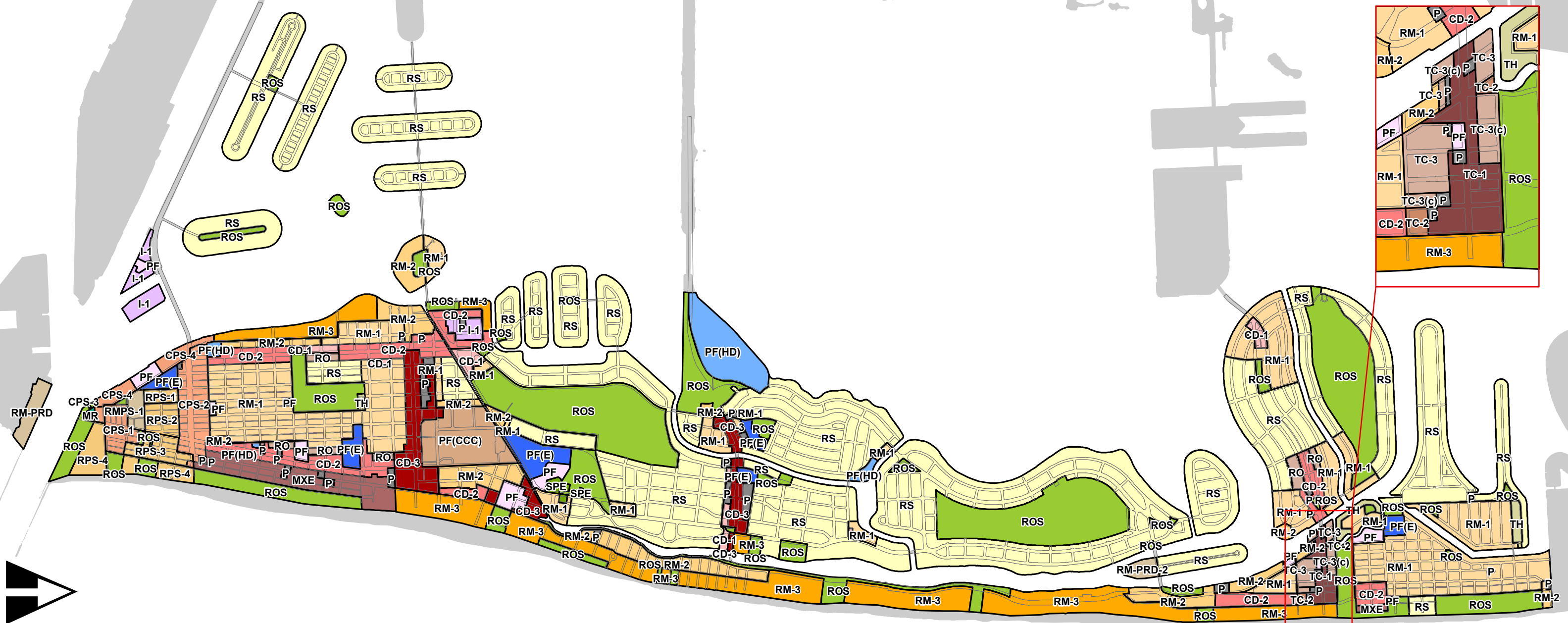
P Parking

TC-1 North Beach Town Center core

TC-2 North Beach Town Center mixed use

TC-3 North Beach Town Center residential/office

TC-3(c) North Beach Town Center residential/office with conditional neighborhood commerical



The City is an Energy Economic Zone.

Appendix B – Land Development Regulations

Chapter 142 – Zoning Districts and Regulations

Zoning for South of Fifth Neighborhood

DIVISION 18. - PS PERFORMANCE STANDARD DISTRICT

Sec. 142-691. - Purpose.

(a) *Establishment of district and divisions.* The PS performance standard district is hereby established as shown on the map designated as the city zoning district map. The PS district consists of all land in the redevelopment area and consists of five districts including: a residential performance standard (R-PS) district, a commercial performance standard (C-PS) district, a residential limited mixed use performance standard (M-PS) district (each of which is further subdivided based upon the type and density or intensity of permitted uses), a GU government use district and MR marine recreation district.

(b) *Residential performance standards.*

(1) The residential-performance standards districts are designed to accommodate a broad spectrum of medium-low to high density residential development including townhome development and multiple-family development pursuant to performance standards which control the permissible type and density of residential development. Performance standards development will allow for modification of requirements affecting certain individual lots, greater flexibility, particularly for large-scale development, and incentives for provision of certain amenities and for conformance with specified objectives, thereby encouraging more flexible and innovative design and development, in accordance with the goals and objectives of the comprehensive plan and the redevelopment plan.

(2) In order to adequately and properly distinguish among the permissible types and densities of residential development, the redevelopment area is divided into the following residential districts:

R-PS1	Medium-Low Density
R-PS2	Medium Density
R-PS3	Medium-High Density
R-PS4	High Density

(c) *Commercial performance standards.*

(1) The commercial performance standards districts are designed to accommodate a range of business, commercial, office and hotel uses, as well as medium to high density residential development pursuant to performance standards which control the permissible type, density or intensity, and mix of development. Performance standards development will allow for modification of requirements affecting certain individual lots; greater flexibility, particularly for large-scale development; large commercial, medium to high density residential and mixed use developments in phases over time where the overall development at a single point in time or in a single instance by private owners would not be practical; providing incentives for provision of certain amenities and for conformance with specified objectives, thereby encouraging more flexible and innovative design and development in accordance with the goals and objectives of the comprehensive plan and the redevelopment plan.

- (2) In order to adequately and properly distinguish between types, densities and intensities of uses and mix of permitted commercial development in the redevelopment area, districts are divided as follows:

C-PS1	Limited mixed-use commercial
C-PS2	General mixed-use commercial
C-PS3	Intensive mixed-use commercial
C-PS4	Intensive mixed-use phased bayside commercial

(d) *Residential limited mixed use performance standards.*

- (1) The residential limited mixed use performance standards district is designed to accommodate the new construction of light commercial, office and public uses, as well as low density residential development pursuant to performance standards which control the permissible type, density or intensity, and mix of development. Performance standards development will allow for modification of requirements affecting certain individual sites; greater flexibility, particularly for large-scale development; light commercial, low density residential and mixed use developments in phases over time where the overall development at a single point in time or in a single instance by private owners would not be practical; providing incentives for provision of certain amenities and for conformance with specified objectives, thereby encouraging more flexible and innovative design and development in accordance with the goals and objectives of the comprehensive plan and the redevelopment plan.
- (2) In order to adequately and properly distinguish between types, densities and intensities of uses and mix of permitted mixed development in the redevelopment area the RM-PS1 residential limited mixed use development is established.

(Ord. No. 89-2665, §§ 20-1, 20-2, eff. 10-1-89)

Sec. 142-692. - Uses permitted by right, uses permitted by conditional use permit and uses not permitted.

No building, structure or land shall be used or occupied except as a main permitted use, a conditional use, or an accessory use to a main permitted use, in accordance with the table and text of permitted uses. A use in any district denoted by the letter "P" is a use permitted by right in such district or subdistrict, provided that all requirements and performance standards applicable to such uses have been met. A use in any district denoted by the letter "C" is permissible as a conditional use in such district or subdistrict, provided that all requirements and performance standards applicable to such use have been met and provided that all requirements of chapter 118, article IV, have been met. A use in any district denoted by the letter "N," or specifically listed as a use not permitted in the text of section 142-693, is not permitted in such district or subdistrict. Uses permitted by right, as a conditional use, or as an accessory use shall be subject to all use regulations and performance standards contained herein and to such other regulations as may be applicable, including site plan review and design review. Uses not listed in the table of permitted uses are not permitted in the district or subdistrict. Notwithstanding any provision of this section, no use is permitted on a parcel, whether listed by right, as a conditional use or as an accessory use in such district,

unless it can be located on such parcel in full compliance with all of the performance standards and other requirements of these land development regulations applicable to the specific use and parcel in question.

(Ord. No. 89-2665, § 20-3(A), eff. 10-1-89; Ord. No. 94-2908, eff. 2-26-94)

Sec. 142-693. - Permitted uses.

(a) The following uses are permitted in the performance standard districts:

General Use Category	R-PS 1, 2	R-PS 3, 4	C-PS 1, 2, 3, 4	RM-PS1
Single-family; townhome; apartment; apartment/hotel	P	P	P	P Apartment/hotel not permitted
Hotel	N	P	P	N
Commercial	N	N	P	P 8% of floor area
Institutional	C	C	C	C 1.25% of floor area
Accessory outdoor bar counters, provided that the accessory outdoor bar counter is not operated or utilized between midnight and 8:00 a.m.; however, for an accessory outdoor bar counter which is adjacent to a property with an apartment unit, the accessory outdoor bar counter may not be operated or utilized between 8:00 p.m. and 8:00 a.m.	N	N	P* North of 5th Street only.	N

Outdoor entertainment establishments and open air entertainment establishments	N	N	N	N
Neighborhood impact establishments	N	N However, in the R-PS4 district, this use is permitted, as an accessory use in oceanfront hotels with 250 or more hotel units, as a conditional use. Access to the establishment shall be only from the interior lobby of the hotel and not from the street.	C	N
Accessory	p*	p*	p*	p*

P—Main permitted use C—Conditional use N—Not permitted

* — Accessory use only

Floor area in the RM-PS1 district refers to total floor area in project. Commercial uses in RM-PS1 limited to stores and restaurants.

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- (b) For purposes of this section, a car wash, filling station and any use that sells gasoline, automobiles or automotive or related repair uses are considered as industrial uses and are not permitted in the redevelopment area.
- (c) For purposes of this section, pawnshops and dance halls and entertainment establishments are not permitted as a main permitted or accessory use south of Fifth Street; however, in the C-PS3 and C-PS4 districts dance halls and entertainment establishments shall be permitted as an accessory use within a hotel of 250 rooms or more with access to the dance hall or entertainment establishment only from the interior lobby and not from the street. Additionally, for restaurants located in the C-PS2 district, on the south side of Fifth Street between Michigan Avenue and Alton Road, non-amplified piano or string instruments, played at a volume that does not interfere with normal conversation, may be permitted as a conditional use within the interior of the premises, in accordance with the requirements of chapter 118, article IV, and only during periods in which full meals are being served, and no later than 2:00 a.m.
- (d) In the R-PS1, 2, 3 and 4 districts, the number of seats for accessory restaurants or bars that serve alcohol shall be limited to a maximum of 1.25 seats per hotel or apartment unit for the entire site. The patron occupant load, as determined by the planning director or designee, for all accessory restaurants and bars that serve alcohol on the entire site shall not exceed 1.5 persons per hotel and/or apartment unit. For a hotel or apartment property of 20 units or more, but less than 32 units, the restaurant or bar may have a maximum of 40 seats in the aggregate on the site. The number of units shall be those that result after any renovation.

- (e) Commercial and noncommercial parking lots and garages shall be considered as a conditional use in the R-PS1, 2, 3 and 4 districts.
- (f) Video game arcades shall be considered as a conditional use in the C-PS1, C- PS2, C-PS3, and C-PS4 districts.
- (g) New construction of structures 50,000 square feet and over in the C-PS1, 2 3, and 4 districts (even when divided by a district boundary line) shall be considered as a conditional use, which review shall be the first step in the process before the review by any of the other land development boards.
- (h) Religious institutions in R-PS1-4 and C-PS1-4 districts shall be permitted as a matter of right up to 199 occupancy, and over that occupancy shall be a conditional use.
- (i) Additional regulations for alcoholic beverage establishments located south of 5th Street.
 - (1) The following additional regulations shall apply to alcoholic beverage establishments, whether as a main use, conditional use, or accessory use, that are located south of 5th Street:
 - (i) Operations shall cease no later than 2:00 a.m., except as otherwise provided herein.
 - (ii) Operations in outdoor or open air areas of an alcoholic beverage establishment shall cease no later than 12:00 a.m., except as otherwise provided herein.
 - (iii) Alcoholic beverage establishments with sidewalk cafe permits shall only serve alcoholic beverages at sidewalk cafes during hours when food is served, shall cease sidewalk cafe operations no later than 12:00 a.m. (except as otherwise provided herein), and shall not be permitted to have outdoor speakers.
 - (iv) Outdoor bar counters shall be prohibited.
 - (v) No special events permits shall be issued.
 - (vi) The provisions of this subsection (i)(1) shall not apply, to the extent the requirements of this subsection are more restrictive, to an alcoholic beverage establishment with a valid business tax receipt that is in application status or issued prior to June 28, 2016; or an establishment that has obtained approval for an alcoholic beverage establishment from a land use board, and which land use board order is active and has not expired prior to June 28, 2016.
 - A. Existing sidewalk cafes issued a sidewalk cafe permit as of June 28, 2016, for alcoholic beverage sales after 12:00 a.m., with food service, may continue to be renewed, but shall not serve alcoholic beverages later than 1:30 a.m., and alcoholic beverages may not be consumed at sidewalk cafes after 2:00 a.m.
 - B. Should an alcoholic beverage establishment with a sidewalk cafe permit under (A), above, be delinquent in a payment obligation to the city, and/or receive two final adjudications of violations of section 12-5 (special event permit), section 46-152 (noise ordinance), or chapter 82, article IV, division 5 (sidewalk cafe ordinance), that alcoholic beverage establishment shall only be allowed to serve alcoholic beverages at its sidewalk cafe until 12:00 a.m. for a 12-month period.
 - (2) Notwithstanding the uses permitted in (a) and (d) above, in all districts except GU, government use district, no alcoholic beverage establishment, or restaurant, may be licensed or operated as a main permitted, conditional, or accessory use in any open area above the ground floor (any area that is not included in the FAR calculations) located south of 5th Street, Except that:
 - (i) Outdoor restaurant seating above the ground floor, not exceeding 40 seats, associated with indoor venues (except as provided under (iii) below) may be permitted until 8:00 p.m. with no background music (amplified or nonamplified).
 - (ii) Outdoor music, whether amplified or nonamplified, and television sets shall be prohibited.
 - (iii) Oceanfront hotels in the R-PS4 district. For purposes of this subsection (iii), eastward-facing oceanfront portions of an open-air seating area shall be limited to the open area 50 feet west of the eastern boundary of the above-ground structure.

- A. Oceanfront hotels in the R-PS4 district with at least 200 hotel units may have no more than 100 outdoor restaurant seats in open-air seating areas on one level that are located above the ground floor, of which at least half shall be located on eastward-facing oceanfront portions of an open-air seating area, at which patrons shall be seated no later than 12:00 a.m., and the seating area shall be closed to the public no later than 1:30 a.m. Patrons shall not be seated in the remainder of any open-air seating areas in a particular hotel later than 11:00 p.m., and such seating areas shall be closed to the public no later than 12:00 a.m. Seating on the main roof shall not be permitted under any circumstances.
- B. Oceanfront hotels in the R-PS4 district with at least 100 hotel units, but less than 200 hotel units, may have no more than 50 outdoor restaurant seats in eastward-facing oceanfront portions of open-air seating areas that are located on one level above the ground floor, at which patrons shall be seated no later than 12:00 a.m., and the seating area shall be closed to the public no later than 1:30 a.m. Seating on the main roof shall not be permitted under any circumstances.
- (iv) Other than as permitted in subsection (i)(2)(iii), no commercial activity may be permitted on areas as described in this subsection (i)(2) between the hours of 8:00 p.m. and 10:00 a.m.
- (v) Nothing herein shall prohibit residents of a multifamily (apartment or condominium) building, or hotel guests and their invitees to use these areas as described in this subsection (i)(2), which may include a pool or other recreational amenities, for their individual, personal use.
- (3) Any increase to an alcoholic beverage establishment's approved hours of operation shall meet the requirements of this section.
- (4) Variances from this subsection (i) shall not be permitted. Special events shall not be permitted.

(Ord. No. 89-2665, § 20-3(B), eff. 10-1-89; Ord. No. 90-2722, eff. 11-21-90; Ord. No. 91-2767, eff. 11-2-91; Ord. No. 94-2908, eff. 2-26-94; Ord. No. 94-2925, eff. 6-15-94; Ord. No. 96-3050, § 3, 7-17-96; Ord. No. 99-3179, § 5, 3-17-99; Ord. No. 99-3222, § 4, 12-15-99; Ord. No. 2003-3417, § 1, 6-11-03; Ord. No. 2004-3445, § 3, 5-5-04; Ord. No. 2007-3546, 1-17-07; Ord. No. 2008-3602, § 1, 3-12-08; Ord. No. 2009-3631, § 1, 3-18-09; Ord. No. 2009-3649, § 1, 9-9-09; Ord. No. 2011-3715, § 1, 1-19-11; Ord. No. 2013-3791, § 7, 2-6-13; Ord. No. 2014-3869, § 1, 5-21-14; Ord. No. 2015-3948, § 1, 7-8-15; Ord. No. 2016-4054, § 1, 11-9-16)

Sec. 142-694. - Nonconforming uses, lots and structures.

Nonconforming uses, lots and structures shall be subject to the regulations contained in chapter 118, article IX.

(Ord. No. 89-2665, § 20-3(C), eff. 10-1-89; Ord. No. 96-3050, § 3, 7-17-96)

Sec. 142-695. - Performance standard regulations generally.

- (a) No building, structure or land shall be used or occupied except in conformance with the performance standards applicable to the use and subdistrict as set forth in the applicable table of performance standards. The purpose of the performance standards are:
 - (1) To provide detailed regulations by means of minimum criteria which must be met by all uses in order to ensure development consistent with the goals and objectives of the comprehensive plan and the redevelopment plan;

- (2) To protect the integrity of the comprehensive plan and the redevelopment plan and the relationships between uses and densities that are essential to the viability of these plans and the redevelopment area; and
 - (3) To promote and protect the public health, safety, and general welfare by requiring all development to be consistent with the land use, circulation and amenities components of the redevelopment element of the comprehensive plan and the capital improvements program for the area, as specified in the comprehensive plan.
- (b) In the R-PS and RM-PS districts, all floors of a building containing parking spaces shall incorporate the following:
- (1) Residential or commercial uses, as applicable, at the first level along every facade facing a street, sidewalk or waterway. For properties not having access to an alley, the required residential space shall accommodate entrance and exit drives.
 - (2) Residential uses above the first level along every facade facing a waterway.
 - (3) For properties less than 60 feet in width, the total amount of residential space at the first level along a street side shall be determined by the design review or historic preservation board, as applicable. All facades above the first level, facing a street or sidewalk, shall include a substantial portion of residential uses; the total amount of residential or commercial space shall be determined by the design review or historic preservation board, as applicable, based upon their respective criteria.
- (c) In the C-PS districts, all floors of a building containing parking spaces shall incorporate the following:
- (1) Residential or commercial uses, as applicable, at the first level along every facade facing a street, sidewalk or waterway. For properties not having access to an alley, the required residential space shall accommodate entrance and exit drives.
 - (2) Residential or commercial uses above the first level along every facade facing a waterway.
 - (3) For properties less than 60 feet in width, the total amount of commercial space at the first level along a street side shall be determined by the design review or historic preservation board, as applicable. All facades above the first level, facing a street or sidewalk, shall include a substantial portion of residential or commercial uses; the total amount of residential or commercial space shall be determined by the design review or historic preservation board, as applicable, based upon their respective criteria.

(Ord. No. 89-2665, § 20-4(A), eff. 10-1-89; Ord. No. 2006-3510, § 9, 3-8-06)

Sec. 142-696. - Residential performance standard area requirements.

The residential performance standard area requirements are as follows:

	Residential Subdistricts			
<i>Performance Standard</i>	<i>R-PS1</i>	<i>R-PS2</i>	<i>R-PS3</i>	<i>R-PS4</i>
Minimum lot area	5,750 square feet	5,750 square feet	5,750 square feet	5,750 square feet
Minimum lot width	50 feet	50 feet	50 feet	50 feet

Required open space ratio	0.60, See section 142-704	0.65, See section 142-704	0.70, See section 142-704	0.70, See section 142-704
Maximum building height*	45 feet Lots 50 feet wide or less—40 feet	45 feet Lots 50 feet wide or less—40 feet	50 feet Lots 50 feet wide or less—40 feet	Nonoceanfront—80 feet; Oceanfront—100 feet; Lots 50 feet wide or less—40 feet
Maximum number of stories	5 Lots 50 feet wide or less—4	5 Lots 50 feet wide or less—4	5 Lots 50 feet wide or less—4	Nonoceanfront—8 Oceanfront—11 Lots 50 feet wide or less—4 In the Ocean Beach Historic District—7
Maximum floor area ratio	1.25	1.50	1.75	2.0
Minimum floor area per apartment unit (square feet); except as provided in section 142-1183 for elderly and low and moderate income non-elderly housing	New construction—700 Rehabilitated buildings—400	New construction—650 Rehabilitated buildings—400	New construction—600 Rehabilitated buildings—400	New construction—550 Rehabilitated buildings—400
Minimum average floor area per apartment unit (square feet); except as provided in section 142-1183 for elderly and low and moderate income non-elderly housing	New construction—900 Rehabilitated buildings—550	New construction—900 Rehabilitated buildings—550	New construction—850 Rehabilitated buildings—550	New construction—800 Rehabilitated buildings—550
Minimum floor area per hotel unit (square feet)	N/A	N/A	15% = 300—335 square feet 85% = 335+ square feet	15% = 300—335 square feet 85% = 335+ square feet

Minimum parking	Pursuant to chapter 130 and section 142-705 requirement.
Minimum off-street loading	Pursuant to chapter 130, article III.
Signs	Pursuant to chapter 138.
Suites hotel	Pursuant to article IV, division 3 of this chapter.

* Notwithstanding the foregoing provisions regarding maximum building height, in the Ocean Beach historic district, as defined in subsection 118-593(e)(2)f., the maximum building height for a lot located in the R-PS1, R-PS2, or R-PS3 zoning districts:

- (i) With a lot exceeding 50 feet, and
 - (ii) Upon which there exists a contributing structure which has not received a certificate of appropriateness for demolition (or any such approval has expired), shall be 40 feet.
1. Notwithstanding the above height restrictions, existing structures within a local historic district are subject to section 142-1161.
 2. In the R-PS4 zoning district, within the Ocean Beach historic district, when an existing contributing structure is nonconforming with respect to the height regulations in section 142-696, such structure may be repaired, renovated or rehabilitated regardless of the cost of such repair, renovation or rehabilitation, notwithstanding the provisions of chapter 118, article IX, "Nonconformances."
 3. Reserved.
 4. Notwithstanding the above height restrictions, in the R-PS4 zoning district, within the Ocean Beach historic district, for lots 100 feet or more in width, the maximum height shall be 35 feet for the first 60 feet of lot depth, 75 feet thereafter, subject to the line-of-sight analysis of section 142-697(d). However, for residential apartment buildings, on lots 100 feet or more in width, the historic preservation board, in accordance with certificate of appropriateness criteria, may allow an increase in the overall height not to exceed six stories, 60 feet for the first 60 feet of lot depth and 11 stories, 100 feet thereafter, and on lots 50 feet wide or less may allow an increase in overall height not to exceed 35 feet for the first 60 feet of lot depth and six stories, 60 feet thereafter, provided all of the following conditions are satisfied:
 - a. The property shall be an oceanfront lot;
 - b. The property shall not contain a contributing building;
 - c. The sixth level of the front portion of the new construction on lots 100 feet or more in width shall meet a line-of-sight, which for the purpose of this section, is defined as not being visible when viewed at eye-level (five feet six inches from grade) from the opposite side of the Ocean Drive right-of-way, and on lots 50 feet or less wide shall be subject to the line-of-sight analysis of section 142-697(d);
 - d. The proposed building shall be sited and massed in a manner that promotes and protects view corridors. At a minimum, a substantial separation of the tower portion of any structure shall be required;
 - e. For lots greater than 50 feet in width, the front portion of the structure shall incorporate a separation in the center of the structure, which is open to sky, and is at least ten feet in width

and 25 feet in depth; the exact location of such separation shall be subject to the historic preservation board, in accordance with certificate of appropriateness criteria. Alternatively, the massing and architectural design of the front portion of the structure shall acknowledge the historic pattern of residential structures along Ocean Drive;

- [g. Reserved;]
- h. The maximum residential density is 60 units per acre;
- i. All required off-street parking for the building shall be provided on site; required parking may not be satisfied through parking impact fees;
- j. The owner restricts the property to permit only rentals that are no less than six months and one day per calendar year, through language in its condominium or cooperative documents, and by proffering a restrictive covenant, running with the land, or other similar instrument enforceable against the owner(s), acceptable to and approved as to form by the city attorney, which shall be executed and recorded prior to the issuance of a building permit, to ensure that the building remains solely as a residential apartment building for a minimum of 30 years, and that no uses under section 142-902(2)e. are permitted on the premises during that time period;
- k. Accepting that the value in the increased height, and the incremental traffic burden and effect on aesthetics in the district are offset by the conveyance of an easement for an extension of the beachwalk east of their structures, the owner provides an easement, acceptable to and approved as to form by the city attorney, for a public beachwalk on the easterly portion of its property, as more specifically provided in the plans on file with the city's public works department.

(Ord. No. 89-2665, § 20-4(B), eff. 10-1-89; Ord. No. 94-2908, eff. 2-26-94; Ord. No. 97-3097, § 3, 10-8-97; Ord. No. 98-3107, § 7, 1-21-98; Ord. No. 98-3150, § 2, 11-4-98; Ord. No. 99-3169, § 1, 2-3-99; Ord. No. 2002-3386, § 1, 11-13-02; Ord. No. 2005-3483, § 8, 5-18-05; Ord. No. 2006-3522, § 1, 7-12-06; Ord. No. 2011-3744, § 10, 10-19-11; Ord. No. 2012-3753, § 1, 2-8-12; Ord. No. 2014-3906, § 1, 11-19-14)

Sec. 142-697. - Setback requirements in the R-PS1, 2, 3, 4 districts.

(a) The setback requirements in the R-PS1, 2, 3, 4 districts are as follows:

	Front	Side, Interior	Side, Facing a Street	Rear
At-grade parking lot (below building)	5 feet	5 feet	5 feet	Nonoceanfront lots—5 feet Oceanfront lots—50 feet from bulkhead line
Subterranean	5 feet	5 feet	5 feet	Nonoceanfront lots—0 feet Oceanfront lots—50 feet from bulkhead line.

Pedestal	5 feet	7.5 feet, except when section (e) below applies. Lots 50 feet wide or less—5 feet, however, for residential apartment structures seeking approval under section 142-696.4 above, on lots greater than 50 feet in width, 15 feet for any portion of the pedestal above 35 feet in height.	5 feet	Nonoceanfront lots—10% of lot depth Oceanfront lots—20% of lot depth, 50 feet minimum from bulkhead line.
Tower	50 feet, except that in the R-PS4 within the Ocean Beach historic district, the minimum shall be 60 feet; however, for residential apartment structures seeking approval under section 142-696.4 above, the tower setback shall be determined by the historic preservation board.	The required pedestal setback plus 0.10 the height of the building; however, for residential apartment structures seeking approval under section 142-696.4 above, 15 feet.	The required pedestal setback plus 0.10 the height of the building.	Nonoceanfront lots—15% of lot depth Oceanfront lots—25% of lot depth, 75 feet minimum from bulkhead line; however, for residential apartment structures seeking approval under section 142-696.4 above, the tower setback shall be the same as the pedestal setback.

- (b) All required setbacks shall be considered as minimum requirements except for the pedestal front yard setback and pedestal side yard facing a street setback which shall be considered as both minimum and maximum requirements.
- (c) For lots greater than 100 feet in width the front setback shall be extended to include at least one open court with a minimum area of three square feet for every linear foot of lot frontage.
- (d) In the R-PS4 zoning district, within the Ocean Beach historic district, the tower portion of ground-floor additions to contributing buildings shall meet a line-of-sight, which for the purpose of this section is

defined as not visible when viewed at eye-level (five feet six inches from grade) from the opposite side of the adjacent right-of-way.

- (e) In the R-PS4 zoning district within the Ocean Beach historic district, when an existing contributing structure has a minimum five-foot side yard setback, the setback of new construction in connection with the existing building may be allowed to follow the existing building line. The maintenance of the existing setback shall apply to the linear extension of the existing building.

(Ord. No. 89-2665, § 20-4(C), eff. 10-1-89; Ord. No. 90-2722, eff. 11-21-90; Ord. No. 94-2908, eff. 2-26-94; Ord. No. 2002-3386, § 2, 11-13-02; Ord. No. 2006-3522, § 2, 7-12-06; Ord. No. 2012-3753, § 1, 2-8-12)

Sec. 142-698. - Commercial performance standard area requirements.

- (a) Definitions. For purposes of this district, the following parcels are defined as set forth below:

- (1) The "Block 51 Properties" shall mean Lots 5-9, 11, 12, 18-30 (and adjacent 10-foot strip of land), Block 51, Ocean Beach Addition No. 3, PB2, Pg81, Public Records of Miami-Dade County.
- (2) The "Block 51 Swap Property" shall mean Lot 4, Block 51, Ocean Beach Addition No. 3, PB2, Pg81, Public Records of Miami-Dade County.
- (3) The "Block 52 Properties" shall mean Lots 4-11, Block 52, Ocean Beach Addition No. 3, PB2, Pg81, Public Records of Miami-Dade County.
- (4) The "Block 1 Properties" shall mean Lots 1-3, 5-13 (and alley adjacent thereto), 17, Block 1, Ocean Beach Florida, PB2, Pg38, Public Records of Miami-Dade County.
- (5) The "Goodman Terrace and Hinson Parcels" shall mean those properties commonly known as the Goodman Terrace and Hinson Parcels, located south of South Pointe Drive and West of Washington Avenue, whose legal description is on file in the City Clerk's Office.
- (6) The "Retail Parcel" shall mean the commercial building located south of South Pointe Drive, between Washington Avenue and the theoretical extension of Collins Avenue.

- (b) The commercial performance standard area requirements are as follows:

	Commercial Subdistricts			
Performance Standard	C-PS1	C-PS2	C-PS3	C-PS4
Minimum lot area	6,000 square feet	6,000 square feet	6,000 square feet	6,000 square feet
Minimum lot width	50 feet	50 feet	50 feet	50 feet
Maximum building height	40 feet; 75 feet for the Block 51 Properties, the Block 51 Swap Property, Block 52	50 feet—East of Lenox Avenue 75 feet—West of Lenox Avenue	Non-oceanfront—80 feet Oceanfront—100 feet	150

	Properties, and Block 1 Properties			
Maximum number of stories	4; 8 for the Block 51 Properties, the Block 51 Swap Property, Block 52 Properties; Block 1 Properties	5—East of Lenox Avenue 7—West of Lenox Avenue	Non-oceanfront—8 Oceanfront—11	16
Maximum floor area ratio	1.0; 1.5 for the Block 51 Properties and Block 52 Properties, and 2.0 for the Block 1 Properties	2.0	2.5	2.5
Residential and/or hotel development	Pursuant to all R-PS2 district regulations, except maximum building height for residential and mixed use buildings shall be 75 feet	Pursuant to all R-PS3 district regulations, except maximum building height for residential and mixed use buildings shall be 75 feet	Pursuant to all R-PS4 district regulations except maximum floor area ratio shall be 2.5; on the Goodman Terrace and Hinson Parcels, the FAR shall be that necessary to achieve 305,500 sq. ft. (estimated at 3.2 FAR), 30 stories and 300 ft. height maximum for the Goodman Terrace and Hinson Parcels, and open space ratio 0.60 measured at or above grade	Pursuant to all R-PS4 district regulations, except maximum floor area ratio shall be 2.5, and open space ratio 0.60 measured at or above grade
Minimum apartment unit size (square feet)	New construction—650 Rehabilitated buildings—400	New construction—600 Rehabilitated buildings—400	New construction—550 Rehabilitated buildings—400	New construction—550 Rehabilitated buildings—400

Average apartment unit size (square feet)	New construction—900 Rehabilitated buildings—550	New construction—850 Rehabilitated buildings—550	New construction—800 Rehabilitated buildings—550	New construction—800 Rehabilitated buildings—550
Minimum floor area per hotel unit (square feet)	15% = 300—335 square feet; 85% = 335 + square feet in all districts.			
Minimum parking requirements	Pursuant to chapter 130 and section 142-702 requirement.			
Minimum off-street loading	Pursuant to chapter 130.			
Signs	Pursuant to chapter 138.			

- (c) Notwithstanding the above height restrictions, existing structures within a local historic district are subject to section 142-1161.
- (d) Notwithstanding the above floor area ratio limits, 75 spaces of required parking located on Block 51 for the Retail Parcel pursuant to a covenant under section 130-36, shall not be counted as permitted floor area. Further, the floor area on the Block 51 Properties and the Block 51 Swap Property may be distributed among such properties by covenant in lieu of unity of title; and the floor area on the Block 1 Properties may be distributed among such properties within the block by covenant in lieu of unity of title.

(Ord. No. 89-2665, § 20-4(D), eff. 10-1-89; Ord. No. 94-2908, eff. 2-26-94; Ord. No. 97-3097, § 3, 10-8-97; Ord. No. 98-3107, § 7, 1-21-98; Ord. No. 98-3150, § 2, 11-4-98; Ord. No. 2004-3452, § 3, 7-28-04; Ord. No. 2004-3452, § 3, 7-28-04; Ord. No. 2006-3539, § 2, 10-11-06)

Sec. 142-699. - Setback requirements in the C-PS1, 2, 3, 4 districts.

- (a) The setback requirements in the C-PS1, 2, 3, 4 districts are as follows:

	Front	Side, Interior	Side, Facing a Street	Rear
Subterranean	0 feet	0 feet	0 feet	0 feet
Pedestal and tower (non-oceanfront)	0 feet; for residential, 5 feet; 20 feet from adjacent streets above the first 40 feet in height for the Block 1	7.5 feet when abutting a residential district, otherwise none. Residential uses	0 feet Residential uses shall follow the R-PS1, 2, 3, 4	10 feet when abutting a residential district, otherwise—5 feet; 3.5 feet for the Block 1 Properties, Block 51

	Properties, Block 51 Properties (except lots 11 and 12), Block 51 Swap Property and Block 52 Properties	shall follow the R-PS1, 2, 3, 4 setbacks (See section 142-697)	setbacks (See section 142-697)	Properties (except lots 11 and 12), Block 51 Swap Property and Block 52 Properties; unless separated by a waterway—None
Pedestal and tower (oceanfront)	Pedestal—15 feet Tower—20 feet plus one foot for every one foot increase in height above 50 feet, to a maximum of 50 feet, then shall remain constant	Commercial uses—10 feet Residential uses shall follow the R-PS1, 2, 3, 4 setbacks (See section 142-697)	Commercial uses—10 feet Residential uses shall follow the R-PS1, 2, 3, 4 setbacks (See section 142-697)	25% of lot depth, 75 feet minimum
Parking lots and garages	If located on the same lot as the main structure the above setbacks shall apply, if primary use the setbacks are listed in section 142-1132(n).			

- (b) All required setbacks shall be considered as minimum requirements except for the pedestal front yard setback and the pedestal side yard facing a street setback, which shall be considered as both a minimum and maximum requirements, except for the Goodman Terrace and Hinson Parcels.
- (c) For lots greater than 100 feet in width the front setback shall be extended to include at least one open court with a minimum area of three square feet for every linear foot of lot frontage, except for those properties located in the C-PS1 district described in section 142-698(a).

(Ord. No. 89-2665, § 20-4(E), eff. 10-1-89; Ord. No. 90-2722, eff. 11-21-90; Ord. No. 94-2908, eff. 2-26-94; Ord. No. 2004-3452, § 4, 7-28-04)

Sec. 142-700. - Mixed use buildings.

The calculation of setbacks and floor area ratio for mixed use buildings shall be as follows:

- (1) *Setbacks.* When more than 25 percent of the total area of a building in a C-PS district is used for residential or hotel units, any floor containing such units shall follow the R-PS1, 2, 3, 4 setback regulations.
- (2) *Floor area ratio.* When at least 75 percent of the linear frontage of the building at the ground floor level is used for commercial uses, the floor area ratio shall follow the range of the commercial district in which the building is located. In all other instances the floor area ratio range shall follow the floor area ratios as follows: In the C-PS1 district, the floor area ratio as set forth in the R-PS1 district; in the C-PS2 district, the floor area ratio as set forth in the R-PS2 district; in the C-PS3

district, the floor area ratio as set forth in the R-PS3 district; in the C-PS4 district, the floor area ratio as set forth in the R-PS4 district.

- (3) Notwithstanding the above, the properties defined in section 142-698(a), except the retail parcel, shall be governed by the development regulations in sections 142-698 and 142-699.

(Ord. No. 89-2665, § 20-4(F), eff. 10-1-89; Ord. No. 94-2908, eff. 2-26-94; Ord. No. 2004-3452, § 5, 7-28-04)

Sec. 142-701. - Residential limited mixed use performance standards.

Residential limited mixed use performance standards shall be as follows:

Mixed Subdistricts	
Performance Standard	RM-PS1
Minimum site area	120,000
Minimum site width	350 feet
Required open space ratio	0.60
Maximum building height	60 feet above ground or above enclosed parking
Maximum number of stories	6 stories above ground or above enclosed parking
Maximum floor area ratio	1.5
Minimum floor area per apartment unit (square feet)	600
Minimum average floor area per apartment unit (square feet)	1,000
Minimum floor area per hotel unit (square feet)	N/A
Minimum parking	Pursuant to chapter 130 and subsection 142-706(c) requirement herein
Minimum off-street loading	Pursuant to chapter 130, article IV

Signs	Pursuant to chapter 138
Suites hotel	N/A

(Ord. No. 89-2665, § 20-4(G), eff. 10-1-89; Ord. No. 92-2775, eff. 3-1-92; Ord. No. 94-2908, eff. 2-26-94; Ord. No. 97-3097, § 3, 10-8-97; Ord. No. 98-3107, § 7, 1-21-98)

Sec. 142-702. - Setback requirements in the RM-PS1 district.

The setback requirements in the RM-PS1 district shall be as follows:

- (1) Front, rear, side yard facing street: 2 feet when approved by the design review board; otherwise section 142-697 applies.
- (2) Side interior: See section 142-697.

(Ord. No. 89-2665, § 20-4(H), eff. 10-1-89)

Sec. 142-703. - Reserved.

Editor's note— Ord. No. 98-3107, § 7, adopted Jan. 21, 1998, repealed § 142-703, which pertained to performance standard bonuses and derived from Ord. No. 89-2665, § 20-4(I), effective Oct. 1, 1989.

Sec. 142-704. - Minimum required yards in relation to minimum open space ratio.

(a) *Open space.*

- (1) Open space ratio in the PS performance standard district refers to a percentage calculated as the area of open space, including required yards, at grade to the gross lot area of a parcel.
- (2) Open space is that part of a lot in the performance standard district, including courts and yards which:
 - a. Is open and unobstructed from its lowest level upward;
 - b. Is accessible to all residents on the lot without restrictions except as may be required for safety; and
 - c. Is not occupied by off-street parking, streets, drives, or other surfaces for vehicles. Open space is, in general, that part of a lot available for entry and use by the occupants of the building or buildings on the premises, but may include space located and treated to enhance the amenity of the development by providing landscaping, screening for the benefit of the occupants or neighboring areas, or a general appearance of openness. Open space may include water surfaces that comprise not more than ten percent of total open space, and may include landscaped roofs and decks pursuant to conditions contained in the district regulations.

(b) *Calculation.* In all cases, except as otherwise provided herein, an applicant shall comply with both minimum required yard and minimum open space requirements.

- (1) The open space ratio may include open space on roof top decks which are 50 feet or less above grade. At least 25 percent of the roof top deck shall constitute living landscape material.
- (2) Required yards and open space, whether at or above grade in the C-PS4 and RM-PS1 districts may also be utilized for drives and off-street parking spaces, except that if drives are ramped, they shall be at least 7½ feet from the front property line and not more than ten feet or one level above grade at their highest point; the total length of an elevated drive shall not exceed 40 percent of that portion of the lot facing the adjacent street.
- (3) Required yards adjacent to Biscayne Bay in the C-PS4 district may be utilized for open and unenclosed decks, platforms, planters, canopies, canvas type awnings, baywalks or removable furniture such as tables and chairs. Required side yards in the C-PS4 district may have public walkways that are partially covered.
- (4) Up to 50 percent of the open space required by these land development regulations may be fulfilled by payment of an in-lieu-of fee into the South Pointe Streetscape Fund. Notwithstanding the above, in no case shall the open space provided at grade be less than the total area resulting from the required setbacks. The in-lieu-of payment as described above shall be made at the rate as provided in appendix A per square foot of open space not provided. Such fee shall be paid in full at the time of application for the building permit. The fee shall be refunded if construction does not commence prior to the expiration of the building permit.
- (5) No variances shall be granted from the requirements of this section, except that variances may be sought as to subsection (b)(4) above, only for major cultural institutions within local historic districts, which only achieve no more than 80 percent of the total allowable FAR and can demonstrate that the open space cannot be provided on the roof top.

(Ord. No. 89-2665, §§ 3-2, 20-4(J), eff. 10-1-89; Ord. No. 94-2908, eff. 2-26-94; Ord. No. 2007-3549, 3-14-07)

Sec. 142-705. - Alternative parking requirement for multifamily residential development in R-PS districts pursuant to the parking impact fee.

Alternative parking requirements for multifamily residential development in R-PS districts shall be as required in the parking impact fee program as set forth in chapter 130, article V.

(Ord. No. 89-2665, § 20-4(K), eff. 10-1-89)

Sec. 142-706. - Supplemental parking regulations.

- (a) *All districts.* All non-oceanfront and non-bayfront residential development shall be encouraged to have parking with access to and from the alley only and such parking shall be rendered not visible from the street by the building's front facade. However, on corner buildings, the side view may be obscured by a wall.
- (b) *C-PS3 and C-PS4 districts.* In C-PS3 and C-PS4 districts:
 - (1) One and one-quarter parking spaces per apartment unit, one parking space per hotel unit, and 2½ parking spaces per 1,000 square feet of commercial space except as otherwise specifically provided in subsection 142-706(b)(2). Required parking for hotel, hotel accessory uses and club uses may be satisfied through the provision of valet parking spaces. Twenty percent of required apartment unit parking spaces may be satisfied through the provision of valet parking spaces.
 - (2) Four parking spaces per 1,000 square feet of commercial space for all of the C-PS3 or C-PS4 properties of which any portion is located south of Second Street and west of Washington Avenue or west of the southern theoretical extension of Washington Avenue.

- (c) *RM-PS1 district.* In the RM-PS1 district 1.65 parking spaces per apartment unit, and one parking space per 1,000 square feet of any nonresidential use. Up to 12 percent of the total parking spaces created on the premises may be for valet parking spaces.

(Ord. No. 89-2665, § 20-4(L), eff. 10-1-89; Ord. No. 94-2908, eff. 2-26-94; Ord. No. 96-3048, § 2, 7-17-96)

Sec. 142-707. - Development regulations for specified properties subject to a F.S. ch. 163, development agreement.

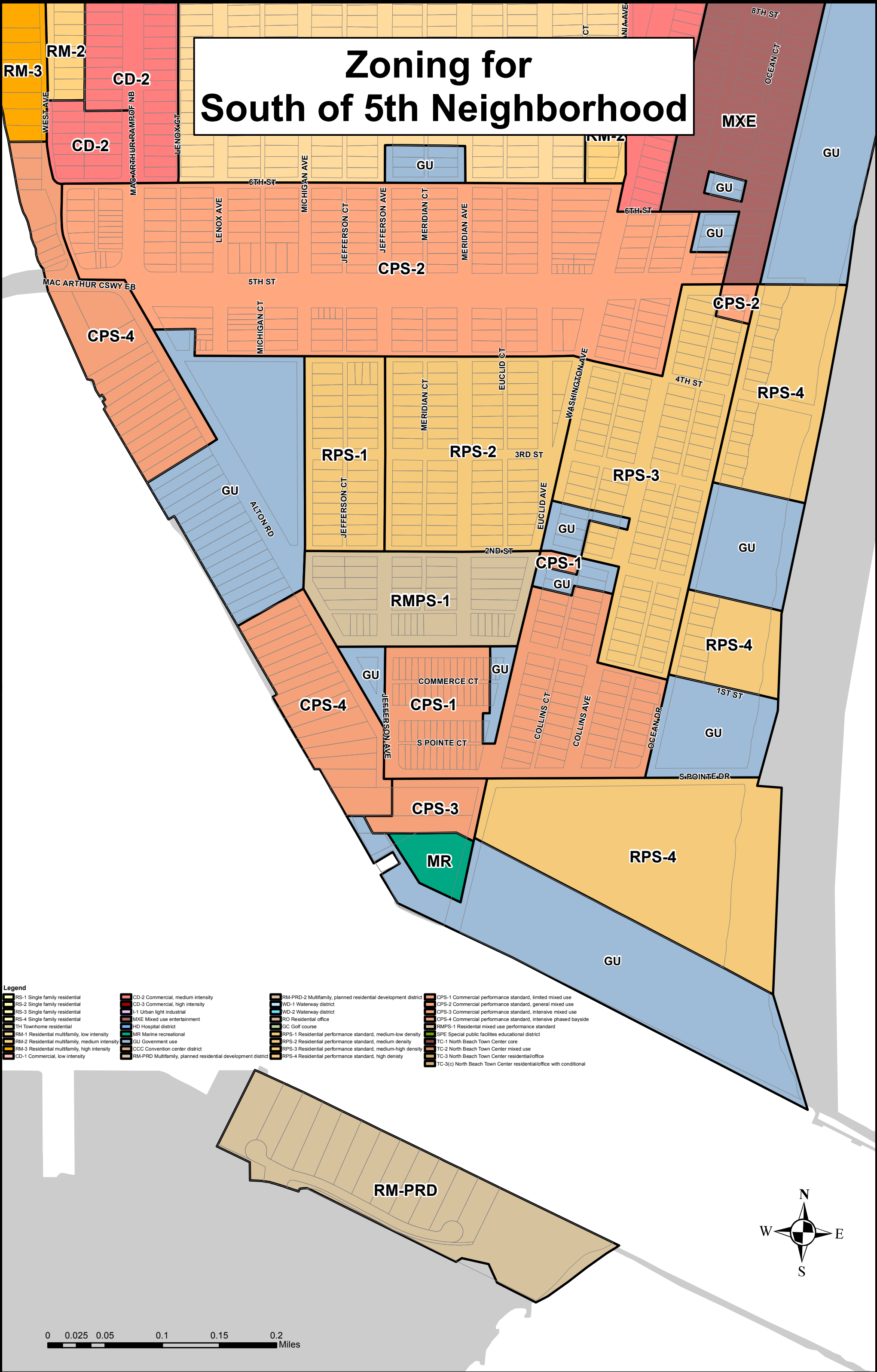
The following development regulations shall be applicable to all properties subject to a F.S. ch. 163, development agreement and to all properties of which any portion is located south of Second Street and west of Washington Avenue or west of the southern theoretical extension of Washington Avenue:

- (1) The provisions of these land development regulations and the Code of the city shall control with respect to all terms, provisions, matters and issues affected by the F.S. ch. 163, development agreement, or any property affected thereby, except to the extent a term, provision, matter or issue is specifically addressed in the F.S. ch. 163, development agreement (including any design guidelines incorporated therein), in which case the provisions of the F.S. ch. 163, development agreement shall control.
- (2) Calculations, determinations and/or measurements of the floor area, floor area ratio, lot area, setbacks or any other land use and/or zoning criteria of these land development regulations shall include and consider any and all lands adjacent or contiguous to the property as specifically provided in the F.S. ch. 163, development agreement.
- (3) Calculations, determinations and/or measurements of the floor area, floor area ratio, lot area, setbacks or any other land use and/or zoning criteria of these land development regulations shall be based upon and not exceed that provided for in the F.S. ch. 163, development agreement and shall be based upon the total open space, floor area and/or other land use and/or zoning criteria, even if portions of such parcels are not under common ownership, provided that the total permissible open space, floor area and/or other land use and zoning criteria for such parcels (in the aggregate) are not exceeded, and such parcels, as a whole, shall be treated as a single building site for zoning and land use purposes, as described in the F.S. ch. 163, development agreement, despite such separate ownership.

(Ord. No. 89-2665, § 20-4(M), eff. 10-1-89; Ord. No. 96-3048, § 2, 7-17-96)

Secs. 142-708—142-730. - Reserved.

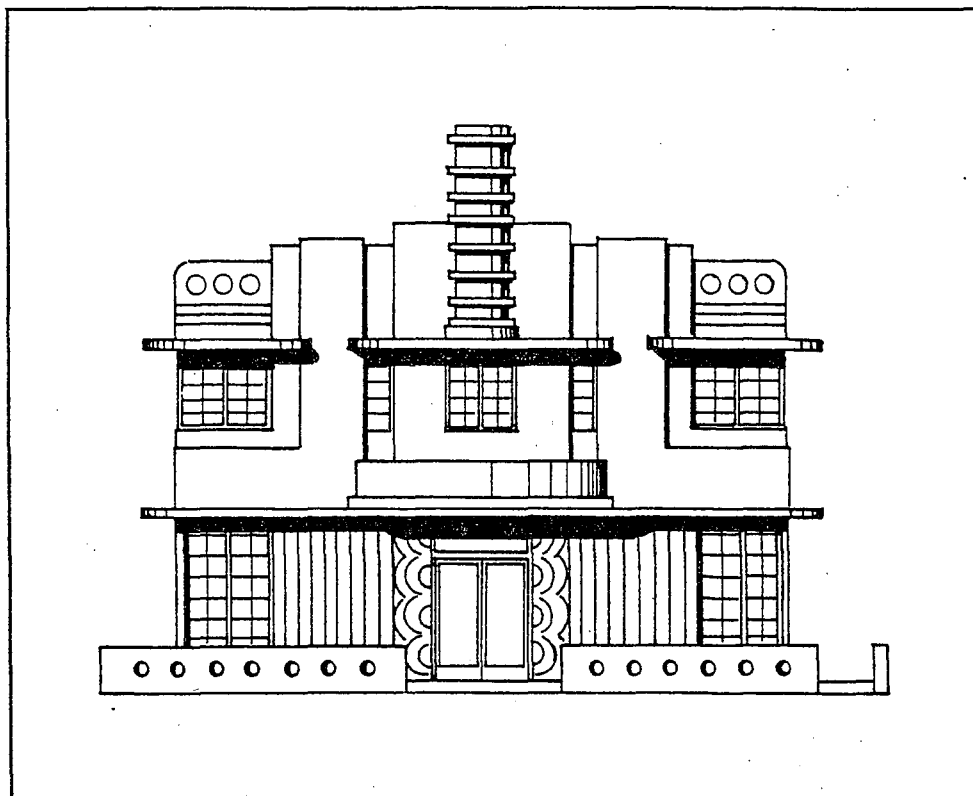
Zoning for South of 5th Neighborhood



- Legend**
- | | | | |
|------------------------------------------------|--------------------------------------------------------------|----------------------------------------------------------------|---------------------------------------------------------------------|
| RS-1 Single family residential | CD-2 Commercial, medium intensity | RM-PRD-2 Multifamily, planned residential development district | CPS-1 Commercial performance standard, limited mixed use |
| RS-2 Single family residential | CD-3 Commercial, high intensity | WD-1 Waterway district | CPS-2 Commercial performance standard, general mixed use |
| RS-3 Single family residential | I-1 Urban light industrial | WD-2 Waterway district | CPS-3 Commercial performance standard, intensive mixed use |
| RS-4 Single family residential | MXE Mixed use entertainment | RO Residential office | CPS-4 Commercial performance standard, intensive phased bayside |
| TH Townhome residential | HD Hospital district | GC Golf course | RMPS-1 Residential mixed use performance standard |
| RM-1 Residential multifamily, low intensity | MR Marine recreational | RPS-1 Residential performance standard, medium-low density | SPE Special public facilities educational district |
| RM-2 Residential multifamily, medium intensity | GU Government use | RPS-2 Residential performance standard, medium density | TC-1 North Beach Town Center core |
| RM-3 Residential multifamily, high intensity | CCC Convention center district | RPS-3 Residential performance standard, medium-high density | TC-2 North Beach Town Center mixed use |
| CD-1 Commercial, low intensity | RM-PRD Multifamily, planned residential development district | RPS-4 Residential performance standard, high density | TC-3 North Beach Town Center residential/office |
| | | | TC-3(c) North Beach Town Center residential/office with conditional |

Appendix C –Ocean Beach Historic Preservation District Designation Report

OCEAN BEACH HISTORIC DISTRICT DESIGNATION REPORT



Century Hotel, 140 Ocean Drive, designed by Henry Hohnseder, 1939.
Illustration by Richard Rickles

REVISED 12/10/95

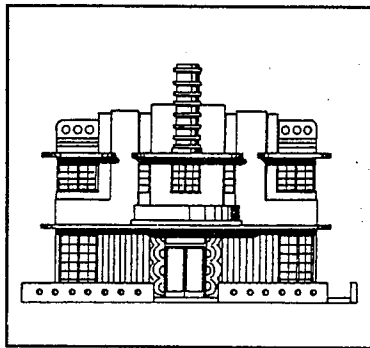
Prepared By:
City of Miami Beach
Planning, Design and Historic Preservation Division
1995

CITY OF MIAMI BEACH
HISTORIC DISTRICT DESIGNATION REPORT
FOR
THE OCEAN BEACH HISTORIC DISTRICT

Prepared by:

CITY OF MIAMI BEACH PLANNING, DESIGN AND HISTORIC PRESERVATION
DIVISION

OCTOBER 1995



Century Hotel, 140 Ocean Drive, Designed by Henry Hohauser, 1939.

MIAMI BEACH CITY COMMISSION

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SERVICES DEPARTMENT**

Harry Mavrogenes, Director
Dean J. Grandin, Jr., Deputy Director/ Planning and Zoning Director

**PLANNING, DESIGN AND HISTORIC PRESERVATION DIVISION
PRINCIPAL AUTHORS**

William H. Cary, Historic Preservation Coordinator
Frank G. Del Toro, AICP, Planner

Bruce Lamberto, Planning Technician

**HISTORIC PROPERTIES DATABASE EXPANSION COMMITTEE
and
Special Contributors**

Arthur J. Marcus

Michael D. Kinnerk
Dennis W. Wilhelm
Randall Robinson
Gordon Loader

Carolyn Klepser
Christine Giles
Laurie Swedroe
William H. Cary

PROPOSED OCEAN BEACH HISTORIC DISTRICT

DESIGNATION REPORT

TABLE OF CONTENTS

I. Request	1
II. Designation Process	1
III. Relation to Ordinance Criteria	2
IV. General Description of Boundaries	7
V. Present Owners	9
VI. Present Use	9
VII. Present Zoning	9
VIII. Historical Background	10
IX. Architectural Background	18
X. Planning Context	39
XI. Planning, Design and Historic Preservation Division Recommendations...	45
XII. Endnotes	48

I. REQUEST

At its April 13, 1995 meeting, the City of Miami Beach Historic Preservation Board, noting the positive impact that preservation has had in the National Register Architectural District and further noting the potential loss of significant structures and sites in the South Pointe Redevelopment Area, requested the staff of the Planning, Design and Historic Preservation Division to prepare a preliminary evaluation and recommendation for the creation of a historic district south of Sixth Street. At its May 11, 1995 meeting, the Historic Preservation Board reviewed the Preliminary Evaluation and Recommendation prepared by the staff for the designation of this new historic district, to be known as the Ocean Beach Historic District, and found the structures and sites located within the proposed boundaries be in compliance with the criteria for designation listed in Section 19-5 of the Zoning Ordinance No. 89-2665. The Board further noted that the boundaries should be expanded in certain areas and directed the staff to prepare this designation report accordingly.

II. DESIGNATION PROCESS

The process of historic designation is delineated in Section 19-5 of the Miami Beach Zoning Ordinance. An outline of this process is provided below:

- Step One: A request for designation is made either by the City Commission, Historic Preservation Board, other agencies and organizations as listed in the Ordinance, or the property owners involved. Proposals for designation shall include a completed application form available from the Planning, Design and Historic Preservation Division.
- Step Two: The Planning, Design and Historic Preservation Division prepares a Preliminary Review and recommendation for consideration by the Board.
- Step Three: The Historic Preservation Board considers the Preliminary Review to determine general compliance with the criteria for designation and then votes to direct the Planning, Design and Historic Preservation Division to prepare a designation report.

The designation report is a historical and architectural analysis of the proposed district or site. The report:

- 1) serves as the basis for recommendation for designation by the Board;
- 2) describes review guidelines to be utilized

by the Board when a Certificate of Appropriateness is requested; and

- 3) will serve as an attachment to the Zoning Ordinance.

Step Four: The designation report is presented to the Board at a public hearing. If the Board determines that the proposed designation meets the intent and criteria set forth in the ordinance, they transmit a recommendation in favor of designation to the Planning Board and City Commission.

Step Five: The Planning Board will hold a public hearing on the proposed designation as a zoning ordinance amendment and, subsequently, transmit its recommendation to the City Commission.

Step Six: The City Commission may, after two (2) public hearings, adopt the amendment to the Zoning Ordinance which thereby designates the Historic Preservation Site or Historic District.

III. RELATION TO ORDINANCE CRITERIA

In accordance with Section 19-5(B) of the Zoning Ordinance, eligibility for designation is determined on the basis of compliance with listed criteria.

1. The Historic Preservation Board shall have the authority to recommend that properties be designated as Historic Buildings, Historic Structures, Historic Improvements, Historic Landscape Features, Historic Interiors (architecturally significant public portions only), Historic Sites or Historic Districts if they are significant in the historical, architectural, cultural, aesthetic or archeological heritage of the City of Miami Beach, the county, state or nation. Such properties shall possess an integrity of location, design, setting, materials, workmanship, feeling or association and meet at least one (1) of the following criteria:
 - a. Association with events that have made a significant contribution to the history of Miami Beach, the county, state or nation;
 - b. Association with the lives of Persons significant in our past history;
 - c. Embody the distinctive characteristics of a historical period,

architectural or design style or method of construction;

- d. Possesses high artistic values;
 - e. Represent the work of a master; Serve as an outstanding or representative work of a master designer, architect or builder who contributed to our historical, aesthetic or architectural heritage;
 - f. Have yielded, or are likely to yield information important in pre-history or history;
 - g. Listed in the National Register of Historic Places;
 - h. Consist of a geographically definable area that possesses a significant concentration of Sites, Buildings or Structures united by historically significant past events or aesthetically by plan or physical development, whose components may lack individual distinction.
2. A Building, Structure (including the public portions of the interior), Improvement or Landscape Feature may be designated historic even if it has been altered if the alteration is reversible and the most significant architectural elements are intact and repairable.

The proposed Ocean Beach Historic District is eligible for designation as it complies with the criteria as outlined above.

1. Staff finds the proposed district to be in conformance with Designation Criteria as specified in section 19.6 of the Zoning Ordinance for the following reasons:

A. Association with events that have made a significant contribution to the history of Miami Beach, the County, state or nation:

The proposed district represents a significant part of the first settlement on Miami Beach, becoming a magnet for pioneer tourists and adventurous residents of fledgling Miami in the early twentieth century. It is also the site of the first subdivision and infrastructure on the Beach, known as the Ocean Beach subdivision platted in 1912. The first hotel (still in existence at 112 Ocean Drive) is located within that original subdivision. The first recreational bathing facility, Smith's Casino, preceded even the original Ocean Beach subdivision. The "Ocean Beach" area was also at the site of Government Cut, which upon

opening enabled Biscayne Bay to be dredged for oceanliner use and influenced the development of the greater Miami area. Because it began the development that eventually grew into the City of Miami Beach, Ocean Beach significantly contributes to the history and development of the City.

B. Association with the lives of Persons significant in our past history:

The proposed district is associated with two of the most important real estate developers in the history of Miami Beach, J.N. and J.E. Lummus, as well as the very earliest recreation entertainment entrepreneurs on Miami Beach, Richard M. Smith (1904) and Avery Smith (1908, not related) and the developer of the City's first hotel in 1915, William Brown.

C. Embody the distinctive characteristics of a historical period, architectural or design style or method of construction:

The proposed district contains an array of eleven architectural styles, including a significant concentration of Mediterranean Revival and Art Deco styles. Present are examples of the earliest Wood Vernacular and Bungalow styles and many transitional (containing elements of two or more styles), up to the Garden Style apartment buildings of the late 1950's and the early 1960's. These styles collectively trace the historical progression of architectural design and construction in Miami Beach.

D. Possess high artistic values:

The Art Deco, Mediterranean Revival, and Post-World War buildings within the proposed historic district possess artistic value in building form, detail, ornamentation, interior design and site features. For example, the Century Hotel designed by Henry Hohauser and the Savoy Hotel by V.H. Nellenbogen are two of the finest Art Deco period buildings in Miami Beach. Also, Henry Hohauser's 1936 annex to the Beth Jacob Synagogue possesses rare and exceptional bas relief detailing and meticulously designed and executed stained glass windows incorporating religious symbols.

- E. Represent the work of a master designer, architect or builder who contributed to historical, aesthetic or architectural heritage:

In the context of the proposed Ocean Beach Historic District, the term "master" shall relate to architects. The determination of master status is based on quality, quantity and relative importance of the buildings designed by a given architect. The buildings evaluated to make this determination need not be located within the nominated district, or even within the City of Miami Beach or Dade County; however, an architect who was particularly influential in determining the character of buildings within the City would have additional importance.

Many of the local "master" architects are represented in the proposed district including Henry Hohauser, L. Murray Dixon, Albert Anis, Anton Skislewicz, V.H. Nellenbogen, Carlos Schoepl and T. Hunter Henderson.

- F. Have yielded, or are likely to yield information important in pre-history or history:

The proposed Ocean Beach Historic District traces the early development of Miami Beach through its remaining structures and sites, quality in workmanship and design from the first hotel, the Atlantic Beach Hotel, still located at 112 Ocean Drive, to the Beth Jacob Synagogue complex, located at 301-311 Washington Avenue and built between 1929 and 1936. It is also important to note that pre-World War II Ocean Beach, specifically the area south of 6th Street, saw the development of an enterprising and influential Jewish community which established its own institutions there and became a permanent part of the City's resident population.

- G. Listed in the National Register of Historic Places:

The Beth Jacob Synagogue complex, located at 301-311 Washington Avenue within the proposed Ocean Beach Historic District, is listed on the National Register of Historic Places and is also designated as a local historic site in the City of Miami Beach.

- H. Significant entity whose components may lack distinction, but possess a significant concentration of sites, buildings or structures united by historically significant past events or aesthetically by plan or physical development:

Consistency in land use, architectural style, scale and period of development within the proposed boundaries of the Ocean Beach Historic District has created

a significant example of the development of twentieth century oceanfront resort architecture. Not every building in the historic district may possess a high level of architectural significance when viewed by itself, but when viewed together with its neighboring buildings, it reinforces a unified aesthetic image which defines the community's special historic urban character. Many of the structures that survived demolition in Ocean Beach remained because of their architectural significance and viability.

2. Altered structures within the proposed Ocean Beach Historic District Boundaries may be designated historic structures if alterations are reasonably reversible and/or significant architectural elements are intact and repairable. In addition, staff expands its findings to include buildings which are contributing despite alterations as important factors in maintaining the special character of the neighborhood. An excellent example is the addition to the Pommier Building at 81 Washington Avenue.

IV. GENERAL DESCRIPTION OF BOUNDARIES

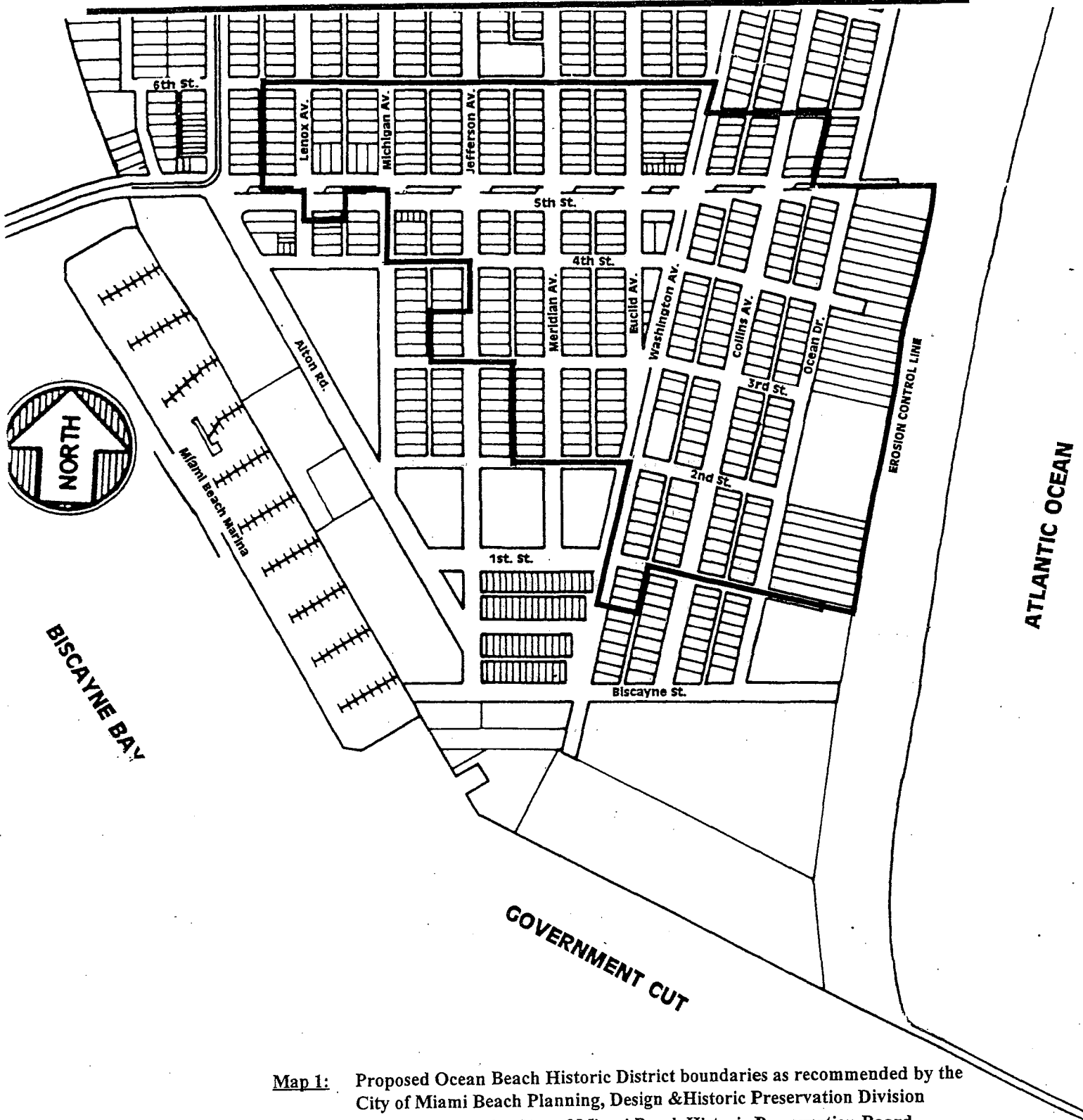
The proposed Ocean Beach Historic District includes parts of the original Ocean Beach Subdivision platted in 1912 and parts of Ocean Beach Additions 3 and 4 platted in 1914, as well as part of the Friedman and Cope Subdivision platted in 1917. The location of these boundaries has been determined through careful investigation and research of building records. They define a geographic area south of Sixth Street which possess a significant concentration of buildings and sites that are united by the historical development of Ocean Beach as a vibrant but modest seaside resort, abundant with enticing recreational amenities for the working class, and unusually welcoming to persons of Jewish heritage. The earliest origins of the City of Miami Beach are contained within this proposed historic district. A detailed description of the proposed boundaries is as follows:

The boundaries of the Ocean Beach Historic District commence at the intersection of the center line of 5th Street and the center line Ocean Court; thence run Easterly, along the extension of the center line of 5th Street to the Erosion Control Line of the Atlantic Ocean; thence run Southerly, along the Erosion Control Line to the center line of 1st Street; thence run Westerly, along 1st Street to the center line of Collins Court; thence run Southerly, along Collins Court to the south line of Lot 18 on Block 10; thence run Westerly along the extension of the south line of Lot 18 on Block 10 to the center line of Washington Avenue; thence run Northerly, along Washington Avenue to the center line of 2nd Street; thence run Westerly, along 2nd Street to the center line of Meridian Court; then run Northerly, along Meridian Court to the center line of 3rd Street; thence run Westerly, along 3rd Street to the center line of Jefferson Court; thence run Northerly, along Jefferson Court to the south line of Lot 4 on Block 82; thence run Easterly along the extension of the south line of Lot 4 on Block 82 to the center line of Jefferson Avenue; thence run Northerly, along Jefferson Avenue to the center line of 4th Street; thence run Westerly, along 4th Street to the center line of Michigan Avenue; thence run Northerly, along Michigan Avenue to the center line of 5th Street; thence run Westerly, along 5th Street to the center line of Michigan Court; then run Southerly along Michigan Court to the south line of Lot 8 on Block 99; thence run Westerly along the extension of the south line of Lot 8 on Block 99 to the center line of Lenox Avenue; thence run Northerly, along Lenox Avenue to the center line of 5th Street; then run Westerly, along 5th Street to the center line of Lenox Court; thence run Northerly, along Lenox Court to the center line of 6th Street; thence run Easterly along 6th Street to the center line of Washington Avenue; thence run Southerly, along Washington Avenue to the center line of 6th Street; thence run Easterly, along 6th Street to the centerline of Ocean Court; thence run Southerly, along Ocean Court to the point of commencement, at the intersection of the center lines of 5th Street and Ocean Court.

The northern boundary of the proposed Ocean Beach Historic District is co-terminus with the southern boundary of the existing National Register Architectural District (also known as the "Art Deco" District).

The described boundaries, as recommended by the Planning, Design and Historic Preservation Division and proposed by the City of Miami Beach Historic Preservation Board, are shown on the following Proposed Ocean Beach Historic District Map (Map 1).

OCEAN BEACH HISTORIC DISTRICT



Map 1: Proposed Ocean Beach Historic District boundaries as recommended by the City of Miami Beach Planning, Design & Historic Preservation Division and adopted by the City of Miami Beach Historic Preservation Board.

V. PRESENT OWNERS

Multiple owners including private individuals and development corporations. A list generated from the 1994-1995 Dade County Tax Assessment Records is available from the City of Miami Beach Planning, Design and Historic Preservation Division.

VI. PRESENT USE

The predominant current use is residential, followed by commercial, hotel, parks and recreational, and institutional use.

VII. PRESENT ZONING

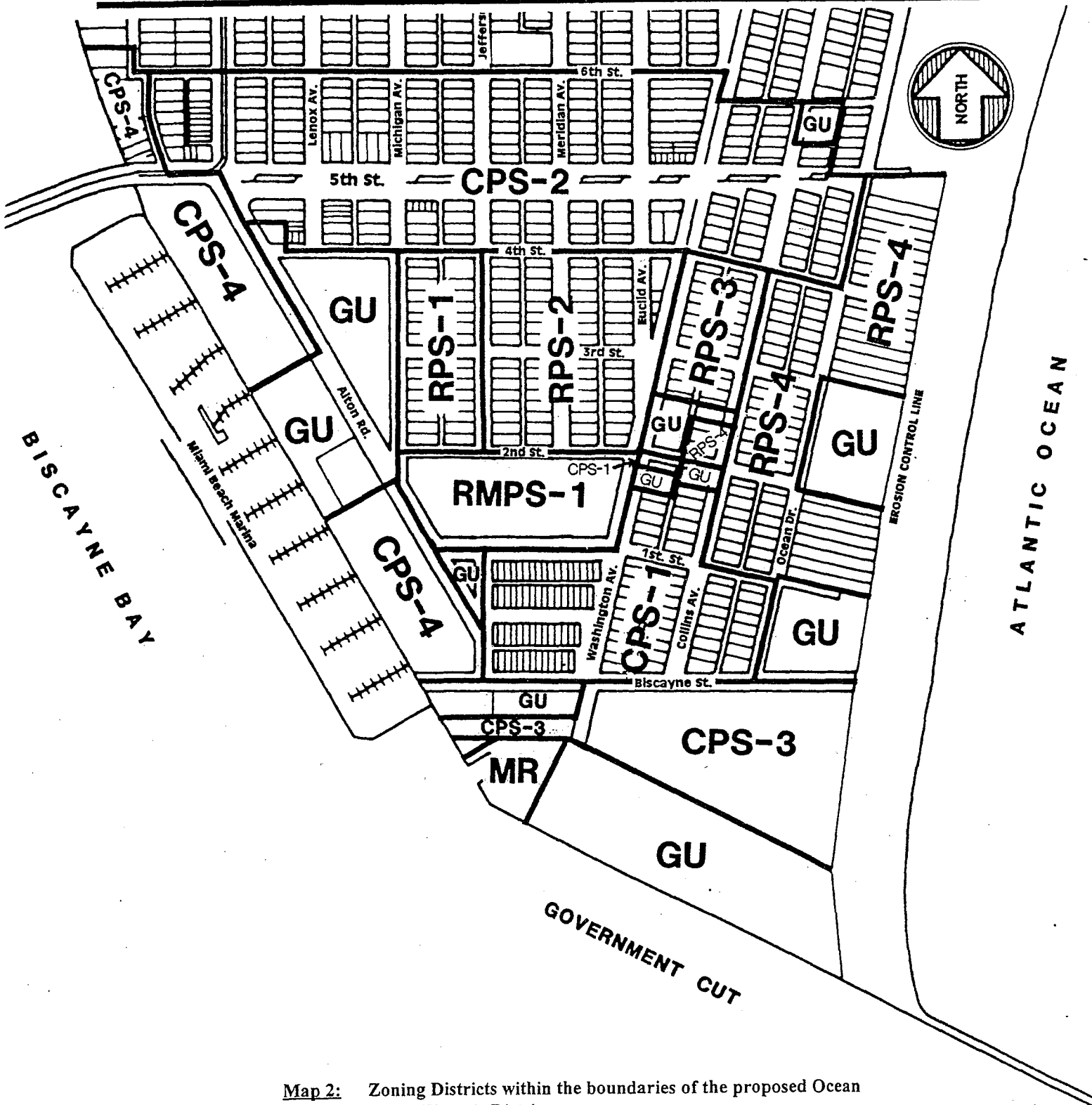
The majority of the nominated district is zoned residential and ranges from residential medium-low to medium-to-high densities. The portion of the proposed historic district abutting the existing National Register Architectural District is zoned commercial general mixed use. Those sites which are owned by the City are zoned GU.

Established Zoning Districts within the proposed boundaries of the Ocean Beach Historic District are as follows:

CPS-1	Commercial Limited Mixed-Use
CPS-2	Commercial General Mixed-Use
RPS-1	Residential Medium-Low Density
RPS-2	Residential Medium Density
RPS-3	Residential Medium-High Density
RPS-4	Residential High Density
GU	Municipal use

Please refer to the zoning map (Map 2) for further reference.

OCEAN BEACH HISTORIC DISTRICT

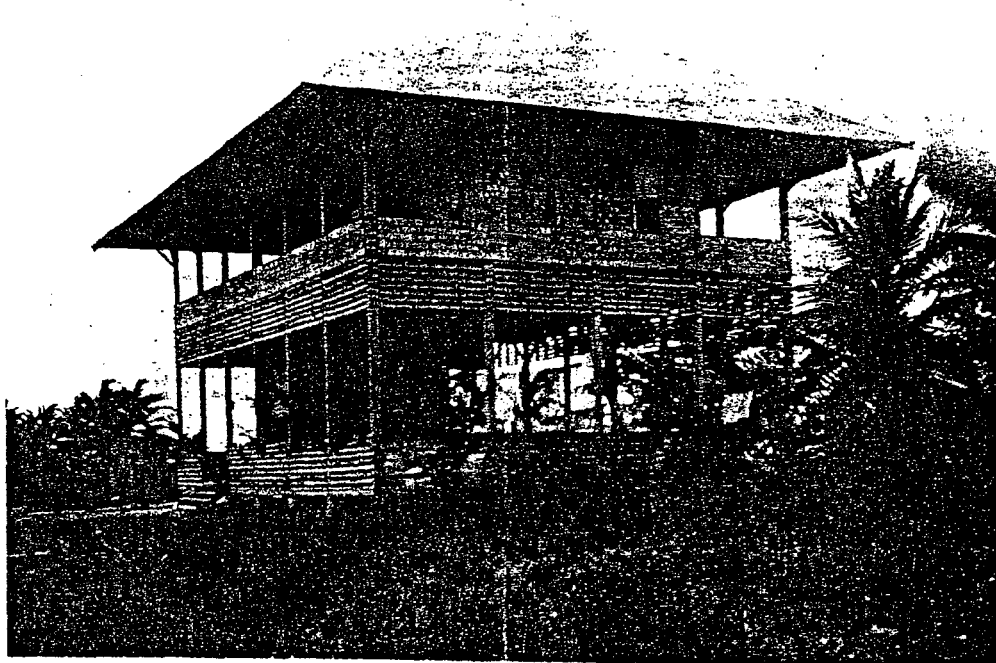


Map 2: Zoning Districts within the boundaries of the proposed Ocean Beach Historic District.

VIII. HISTORICAL BACKGROUND

Situated at the southern tip of present day Miami Beach and surrounded by a magnificent expanse of tropical blue water and boundless sky, Ocean Beach became a magnet for pioneer tourists and adventurous residents of fledgling Miami in the early twentieth century. Today, this sweep of land remains a prime location at the edge of the Miami metropolis, connecting the Atlantic Ocean, Biscayne Bay and the downtown Miami skyline.

The first entrepreneur who dared to tap this virgin peninsula as an oceanside playground was Richard M. Smith, a former Connecticut schooner captain and Dade County Tax assessor, who is credited with inaugurating a rudimentary ferry service between Miami and the beach in 1904 and erecting a pavilion near the foot of present day Ocean Drive.



Smith's Casino, 1904 HASF

The pavilion, described as little more than an elevated open air dance hall and bathing house with a steep pyramid roof, was named Smith's Casino.(1) It was the first resort structure in Ocean Beach and preceded even the completion of Government Cut on March 14, 1905.

Following close on the heels of Richard Smith was another Smith from Connecticut, unrelated, with the first name of Avery. In 1908 Avery Smith purchased from Charles Lum the lease to a portion of land with Richard Smith's casino on it. In the same year he formed the Biscayne Navigation Company with a friend from Massachusetts, James C. Warr. They purchased and remodelled two boats, the *Lady Lou* and the *Sallie*, placing them into service between Miami on the mainland and the beach. This new transportation partnership put the ferries into service, renovated Smith's Casino, added a pier and boardwalk, and renamed the place Fairy Land.(2) An advertisement in the Miami Metropolis describes Fairy Land as:

The People's Playground. Excellent all year-round sea bathing establishment. Average temperature of sea water 76 degrees, winter season. All modern improvements. Large recreation for picnics. (2)



Afternoon landing at Fairy-Land & Boardwalk to Smiths Casino, 1909. HASF.

By 1912, this idyllic aquatic resort area had begun to attract the interest of a cast of personalities who would, in their own ways, play important roles in the development of Miami Beach as a destination in the sun. In that year James and John Lummus, established bankers who came to Miami in 1895, formed the Ocean Beach Realty Company and purchased 500 acres of agricultural land on the southern end of the beach from Charles Lum and Edward Wilson for the sum of \$80,000.00, and another 80 acres from Jennie Richardson of Detroit, Michigan.(3) It is believed the Lummus Brothers intended to develop this property as a modest seaside development resort community, not for agricultural purposes as was previously. On July 9, 1912 the company filed the first plat of the original Ocean Beach Subdivision, bounded by present day 5th Street to the north, Ocean Drive to the east, Biscayne Street to the south, and Washington Avenue to the west. The area itself was subdivided using a strict grid pattern with relatively small 50 x 130 foot lots and access via streets with 50-60 foot rights of way. The intended use for these properties was for the development of small seaside cottages and related commercial uses. Ocean Beach Additions 1,2,3 and 4 were quickly added in 1913 and 1914.

This major pioneering effort in land sales was particularly significant because the Lummus brothers did not place restrictions on property sales and rentals which excluded non-gentiles nor the middle class: "This territory, with its small houses, public beaches and bathing casinos, never lost its proletarian character."(4) Moreover, an analysis of the City's building card records indicates that, unlike in other development areas to the north of the Lummus Properties, at least twenty-five people believed to be of Jewish heritage owned residential or commercial property in the Ocean Beach Subdivision.

Also in 1912, Dan Hardie, a Dade County sheriff with a reputation as a no-nonsense law enforcement man, headed a group which built a second and much more elaborate casino in Ocean Beach, just north of Avery Smith's Fairy Land. The attractive new facility, known as Hardie's Casino, had an impressive list of officers, including John Lummus and Bobo Dean, editor of the local newspaper, the Miami Metropolis. (5)



John Levi, J.N. Lummus, J.E. Lummuss at 1st
and Collins in 1913 HASF

Following the opening of the Collins Bridge in June of 1913, which the Lummus brothers helped to finance, the Ocean Beach Realty Company ran ads boasting lots for sale on the old Lum property from \$650-\$1000, with only 10% down. The Miami Metropolis reported on January 10, 1913:

"Conditions are changing rapidly at the beach...It [Ocean Beach] is beginning to assume the appearance of a seaside resort. What the imagination of the incorporators of the Ocean Beach Realty Company depicted last summer is beginning to take definite shape. It took faith to undertake the job of making the waste of sand and the mangrove swamp into an attractive and habitable place, but faith marches at the head of progress, and there are now few doubters as to the ultimate outcome."(6)

As early as January 1915, Ocean Beach Realty Company had cleared, graded and built streets on forty acres of property. It had also built a ten foot wide boardwalk along the oceanside and had constructed two cement bungalows for sale or rent on Atlantic Boulevard (today known as Collins Avenue). Ocean Beach was heralded as "A Tropical Isle, between the Mighty Atlantic and Beautiful Biscayne Bay."(7)

This acclaim did not go unnoticed by William H. Brown, a Scottish immigrant and plumber, who was already the proprietor of the Biscayne Hotel in Miami. On April 15, 1915, Mr. Brown bought a lot in Ocean Beach, west of the Boardwalk and just north of present day 1st Street. There he built Miami Beach's first hotel, the Atlantic Beach Hotel, which opened for the 1915-1916 tourist season in October 1915. It still stands today at 112 Ocean Drive. Seven years later, in 1922, Mr. Brown sold the hotel to Louis Levin and Charles Optener of Chicago, who almost immediately sold it to N.B.T. Roney, who would become a major figure in the development of Miami Beach.

During the 1920's and 1930's Ocean Beach south of 6th Street became a thriving seaside resort and recreational area. The 1935 Franklin Survey of Miami Beach records several substantial recreational facilities catering to tourists and residents alike as shown below:

Hardie's Beach Casino -- on the Ocean between 1st and 2nd Streets

The Biscayne Plaza Theater--at the SW corner of Biscayne Street and Collins Avenue

Collins Arcade--at the SE corner of 5th Street and Collins Avenue

Cook's Casino--at the SE corner of 5th Street and Ocean Drive

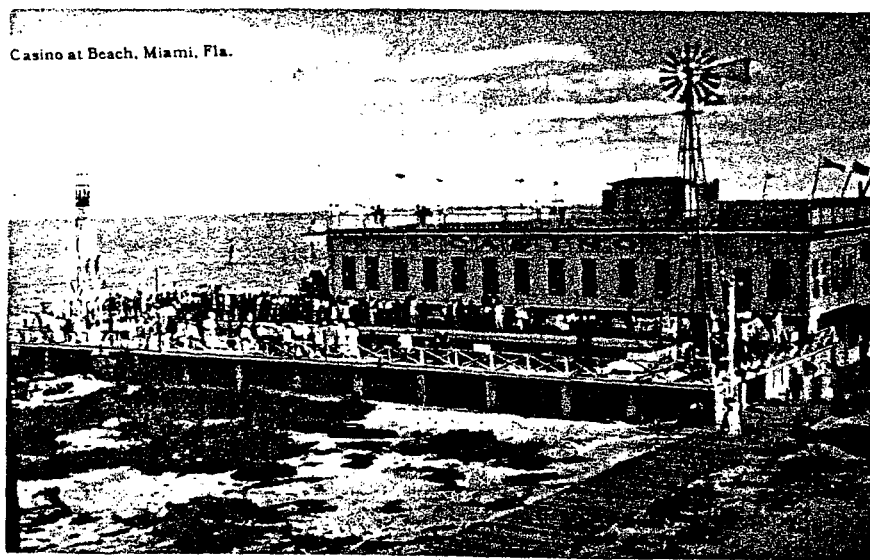
Dixie Bathhouse--at the SE corner of 1st Street and Ocean Drive

The Grandstand and Club House--at the foot of Collins and Government Cut

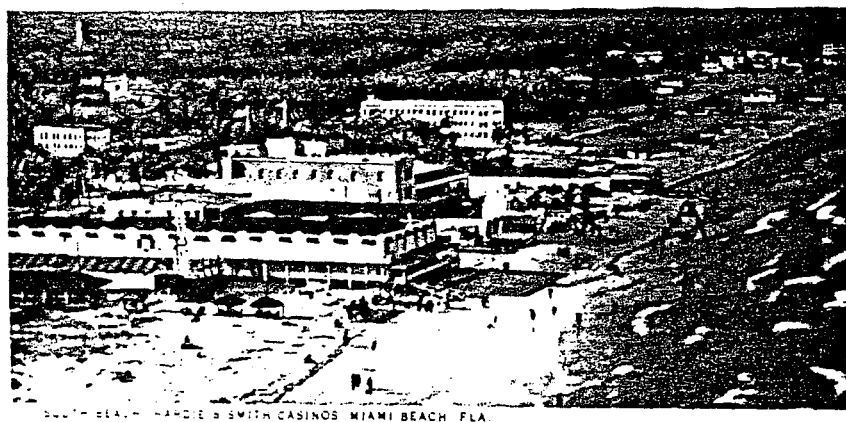
The Miami Beach Kennel Club (racetrack)--at the foot of Ocean Drive on Biscayne Street

The Million Dollar Pier--on the ocean at the east end of Biscayne Street

Minsky Burlesque--on the Million Dollar Pier



Smith's Casino ca.1918 HASF



Hardie & Smith Casinos 1930 HASF

Likewise the 1935 Franklin Survey shows an impressive twenty-six hotels and forty-seven apartment buildings below Sixth Street. Preliminary field analysis reveals several of these structures have escaped the wrecking ball, including but not limited to the following:

- ◆ Hotel Nemo (1926)--100 Collins Ave
- ◆ Hotel Knickerbocker (c.early 1920's)--257 Collins Avenue
- ◆ Brown's Hotel (1915)--112 Ocean Drive (aka Rainbow Hotel, Star Apartments, Atlantic Beach Hotel)
- ◆ Madison Hotel (1922)--259 Washington Ave
- ◆ Hotel Lido (1932)--336 Collins Ave (now the Zilbert Center)
- ◆ Palm Royal Hotel (c.late 1920's)--816 Commerce Street
- ◆ Hotel Meridian (c. 1920's)--426 Meridian Ave
- ◆ Ambassador Hotel (1925)--227 Michigan Ave
- ◆ Hotel Seacrest (c.1920's)--150 Ocean Drive (aka Calvert Hotel, now an annex to the Century Hotel)
- ◆ Hotel Euclid (1937)--320 Euclid Ave
- ◆ Merrill Apartments (1923)--233-238 1st Street
- ◆ Delaware Apartments (1923)--227 1st Street
- ◆ Lorraine Apartments (1930)--941 1st Street
- ◆ Marylan Apartments (1930)--927 4th Street
- ◆ Bell Apartments (1935)--419-423 Washington Ave (aka Ros-Ann Apartments)

a ◆ signifies the building still exists in more or less its original form

Many of the surviving hotels, apartment buildings, commercial buildings, and even bungalows in the proposed Ocean Beach Historic District represent the work of master designers in Miami Beach from the 1920's throughout the 1950's. A preliminary list of architects based on current research includes the following:

L. Murray Dixon
Henry Hohauser
Carlos Schoepl
Albert Anis
V.H. Nellenbogen
Anton Skislewicz
Norden and Nagel

Henry Hohauser and V.H. Nellenbogen, in particular, designed many buildings in Ocean Beach. V.H. Nellenbogen's Savoy Hotel, built in 1935, and Henry Hohauser's Century Hotel built in 1939, are among the finest examples of the Art Deco Style in the City.

Ocean Beach below Sixth Street was clearly not built for the social elite as areas further north were. The Lummus brothers development philosophy was to build a modest resort community by the sea welcoming to the common man. The small scale and simplicity of the architecture is reflective of this attitude and is a significant characteristic of the area. The generally modest Art Deco and Mediterranean Revival hotels on the east side of Ocean Beach were complemented by simple Bungalow blocks on the west side. Handsome two and three story apartment houses reflecting their period of construction filled the center of Ocean Beach. Some of these were small Art Deco gems.

Unlike in other developing areas of Miami Beach, non-gentiles felt welcome to invest and live in Ocean Beach, evident through examination of original building cards and plat survey books. The only unfortunate restriction imposed upon sales at Ocean Beach was that land was to be sold only to anyone who was "white and law abiding."⁽⁸⁾ Of one hundred and forty-one building permit cards reviewed more than twenty-five percent, or forty cards, showed original owners believed to be of Jewish heritage. The dates of building permits issued to non-gentile owners span from 1922 to 1953, with the dominant period being in the 1930's and the very early 1940's. Examination of the 1935 Franklin Survey Company survey Atlas of Miami Beach to Golden Beach, and the 1952 G.M. Hopkins Company survey Platbook of Miami Beach, Golden Beach, reveals that five Jewish institutions were located in Ocean Beach south of Sixth Street. They include the following:

- The original Beth Jacob Synagogue--311 Washington Ave (1935 survey)-existing and in use today
- Beth Jacob Synagogue Annex--301 Washington Ave (1952 survey)-today home of Mosaic Museum
- Daughters of Israel Ritualism--151 Michigan Ave (1952 survey)--ritual baths, non-existent today
- The Hebrew Academy--550 Jefferson Ave (1952 survey)--non-existent today
- The Jewish Cultural Center--429 Lenox Ave (1952 survey)--building exists today as the 5th Street Club

Eventually a strong Jewish retail, institutional and residential presence manifested itself in Ocean Beach, especially along Washington and Collins Avenues and Ocean Drive. In the middle decades of the twentieth century, these streets were dotted with small Jewish businesses and apartments filled with Jewish tenants.⁽⁹⁾ In a two block area on Collins Avenue between Third and Fifth Streets, for example, four Kosher markets and delicatessens later opened to serve a growing clientele.⁽¹⁰⁾

The periods during World War I and World War II brought development on Miami Beach to a standstill. However, the period in between the two wars was one of intense

development, and based on building cards on record with the City of Miami Beach, the greatest development boom period in the City's history.

As World War II came to an end and mid-century approached, development in the original Ocean Beach neighborhood began to grow at a slower rate than in the more northerly areas of the Beach. This is especially true in the period following World War II through the 1960's, when newer hotels were being developed on former Millionaire's Row north of 16th Street and upward on Collins Avenue. It was the beginning of the modern resort hotel concept, complete with numerous restaurants, nightclubs, shops and private beaches--all of which drew many tourists away from southern Miami Beach. The nightclubs and restaurants in and around the Ocean Beach neighborhood closed or were converted to other uses, and the small hotels and seasonal apartments came to depend upon a more modest clientele. Minimal improvement was performed on buildings and many structures no longer enjoyed the maintenance they experienced in earlier years. Within the last ten years, however, the impact of historic preservation elsewhere on the Beach has encouraged substantial rehabilitation and adaptive re-use in the area, especially along the proposed Ocean Beach Historic District's boundaries.

Today approximately two hundred and fifty buildings are located within the boundaries of the proposed Ocean Beach Historic District, not including outbuildings. One hundred and fifty-three of these buildings, or sixty-three percent, have been preliminarily identified as contributing to the special character of the proposed Ocean Beach historic district. They embrace eleven architectural styles, which are referred to in the Inventory and Breakdown of styles in the architectural background section, ranging from 1910's Vernacular to the post WWII Garden Style. The majority of contributing buildings, over fifty percent, are of the Art Deco and Mediterranean Revival styles. Collectively these structures reflect and characterize the historical evolution of Ocean Beach south of Sixth Street as a modest and enticing early twentieth century seaside resort community from the construction of the City's first hotel in 1915.

IX. ARCHITECTURAL BACKGROUND

As the first recorded subdivision in Miami Beach, the neighborhood within the proposed boundaries of the Ocean Beach Historic District deserves overdue recognition as the birthplace of the City of Miami Beach.

Analysis shows that the visual image of Ocean Beach today remarkably still illustrates the continuous development of architectural styles in an area built up over time, yet managing

to retain much of its significant open space throughout the years. The result is a visual cohesiveness leading into a logical progression of architectural styles northward from Biscayne Street across 5th Street and into the National Register Architectural District.

- There are still one story cottages forming small urban nodes, set amidst numerous Deco era gems. Blocks of 1920's Mediterranean Revival buildings create a neighborhood remarkable for its continuity, especially given that a number of buildings within the proposed Ocean Beach Historic District have been demolished(11): "in the 1920's Miami Beach architecture consisted primarily of wood frame cottages, Mission style apartment buildings and Spanish-Mediterranean homes and hotels. In the 1930's, after the stock market crash of 1929, a winter seasonal tourist economy developed, catering to visitors from the north with modestly sized apartments and oceanfront hotels."(12) Examples of all these early styles of Miami Beach architecture still exist within the proposed Ocean Beach Historic District.
- The "openness" afforded the neighborhood by its vacant lots has been consistent throughout the history of Ocean Beach. The haphazard urbanity stamped upon the land of Ocean Beach, yet evident today, shows a neighborhood which still reflects its pioneer days. Examination of the Record Surveys of the area as early as 1935 reveals that Ocean Beach looks essentially the same today as it did in the twenties when development really started booming all over Miami Beach. The area was never really completely covered with structures, as has been true of the adjacent Historic "Art Deco" District where practically every lot has long been built upon.(13)
- "An aerial view of the island in 1924 shows moderate development near the Ocean and relatively little development west of Washington Avenue, although dirt roads are lined with trees."(14) "The same view of the island in 1939 shows the development of larger hotels along the oceanfront and an island full of apartment houses. The beach is substantially wider. At the southern end of the island the pier can be seen, just north of the dog track."(15)

- "There wasn't even a Miami Beach back in 1913 when Joseph Weiss established what would become Miami Beach's most famous restaurant. And the place wasn't even called Joe's, let alone Joe's Stone Crab. It was only a short-order sandwich counter located in Smith's Casino...By 1919, however, the restaurant was at last known as Joe's and, having moved a couple of times, it finally came to rest at its present site"(16) at Biscayne Street and Washington Avenue.
- "Miami Beach's first hotel was built by William J. Brown in 1915. Although modified significantly, it remains today as the Star Apartments at 112 Ocean Drive."(17) Many hotels constructed during the height of the Art Deco period in the 1930's are true classics of the style. "The Savoy Plaza Hotel, by Architect VH Nellenbogen in 1935, has a strong art deco theme."(18)
- During the 1920's, on Miami Beach, "the whole place was selling like mad."(19) "South Beach, too, was experiencing a boom in new but smaller hotels. The 55 room Seabreeze at Collins and Fourth Street and the 30 room Marlin at Collins and Fourth Street and the 18 room Carol, also at Collins and Fourth."(20) The former MacArthur Hotel Building fronting Fifth Street from Euclid to Meridian Avenue, designed by T. Hunter Henderson in 1930, still provides magnificent block-long frontage.(21) "New tropical colors accent the Art Deco architecture. Carved chevron banding and floral corner scroll work over first floor stores and apartments above. Cut corner entry. Reversed stepped pyramids cap corners. Consists of two three story buildings connected by an enclosed walkway at the second and third floors. Formerly 96 hotel rooms, the building now has 44 one and two bedroom apartments."(22)
- "Because of its southernmost location in Ocean Beach, the photogenic little Century Hotel at 140 Ocean Drive is often considered an early example forecasting future Miami Beach architecture. Actually, however, it is one of Henry Hohauser's 1939 fantasies, deriving its main impact from the concrete mast with fins that rises above the entrance."(23)

- Still existing in the 500 block of Washington Avenue, "the Paris Theater's marquee had once included a neon Eiffel Tower." (24) The "vertical marquee...was adapted from the word "Variety," (25) the former name for the theater. (26)
- The Burgos Pharmacy building at 805 Fifth Street, designed by Walter DeGarmo in 1925 is "Spanish Mediterranean. Mission Tile. Corner Tower. Barrel Tile Roof." (27) Originally designed as a Western Union office, demolition for this building may be eminent (Design Review Board approval has been granted for a new building on this site).

Open development sites exist within the boundaries of the proposed Ocean Beach Historic District. These vacant properties are important factors in the designation report as future new development on these lots can greatly reinforce the special character of the historic district. An excellent example is the expansion of Joe's Stone Crab on the vacant lots north of the original restaurant. This project is a clear demonstration of the positive impact of appropriate and sensitive design, in scale with the character of the neighborhood.



The Joe's Stone Crab expansion with a new main entrance on Washington Avenue illustrates how well a new project can be sensitive to a historic structure its neighborhood

Inventory of Architectural Styles in the Proposed District*

Vernacular (1900-1930s)	1
Bungalow (1910s-1930s)	10
Mediterranean Revival (1910s-1930s)	40
Mediterranean Revival-Art Deco Transitional (1920s-1930s)	7
Art Deco (1920s-1930s)	43
Moderne (1930s-1940s)	6
Classic Revival - Art Deco (late 1930s-1940s)	2
Post World War II Transitional Art Deco (ca. pre-WWII-1960)	11
Post World War II Modern (ca. post WWII-1965)	11
Eclectic (1920s-1950s)	2
Garden Style (1940s-1965)	9

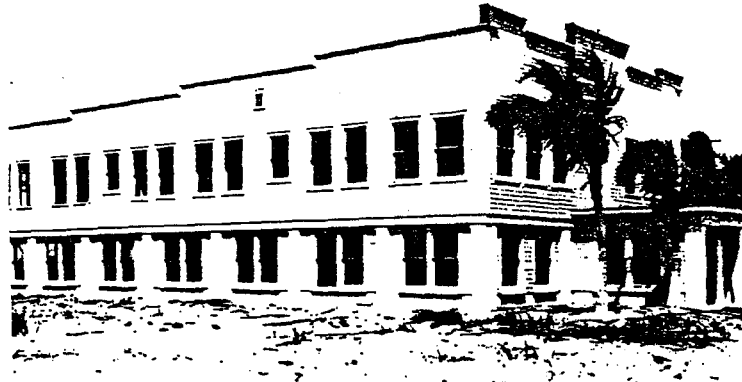
*Approximately twelve structures are awaiting final stylistic classification

ARCHITECTURAL STYLES REPRESENTED IN PROPOSED DISTRICT

Vernacular Style

ca.1900-1930's

Vernacular is not a style "per se," but rather a common method of typical early construction in South Florida. The materials and forms encompassed wood frame and masonry construction. These materials and methods were transferred from abroad with the Beach's early settlers. Through time, many of these structures were replaced.



112 Ocean Drive. Currently modified with stucco on exterior HASF

Wood Frame construction was most evident in the earliest days of Ocean Beach and reflected a secluded resort-like character. Rooms were generous and well ventilated. Tall ceilings, large windows, and sometimes protective overhangs responded to the then untouched environment. Frame vernacular building flourished in the early twentieth century, with most examples in Ocean Beach being built between 1910 and 1920.

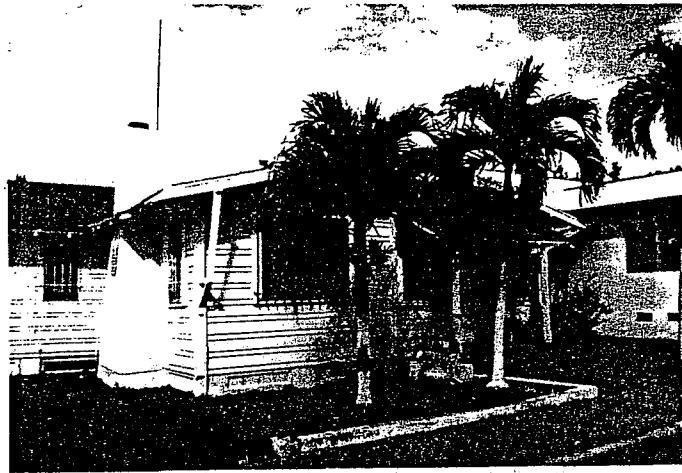
Noted for stark simplicity, vernacular structures are usually rectilinear in form with little or no elaboration. Functional elements supply the only elaboration or decoration except that occasionally modest Classical elements were referenced such as the engaged pilasters that were seen on the Atlantic Hotel at 112 Ocean Drive, built in 1915. Most are one and two stories in height with flat, gable or hipped roof and a single story porch extending across the front. Little or no ornamentation was intentionally applied to residential or commercial structures.

Remaining Examples of "contributing structures" in this style include:

Ocean Drive no. 112

Bungalow Style

ca. 1910s - 1930s



815 4th Street

Bungalows were a popular and economical form of middle class home built in Ocean Beach from the earliest development years through the 1930s. Many of these simple structures may have been constructed from mail order house plans gotten from catalogues published in southern California(29) but others were designed by local architects as distinguished as V. H. Nellenbogen. Three such modest residences located at 900, 906 and 918 Fourth Street were designed by Nellenbogen in 1934 but unfortunately demolished in September 1995.

Typically, bungalows were of wood frame construction, one to one and a half stories in height, with gable roofs, overhanging eaves, front porches, and large wood sash windows. They afforded good cross ventilation, a shaded outdoor area, and adapted well to South Florida coastal conditions, generally being elevated two to three feet above grade on foundation walls or masonry piers.

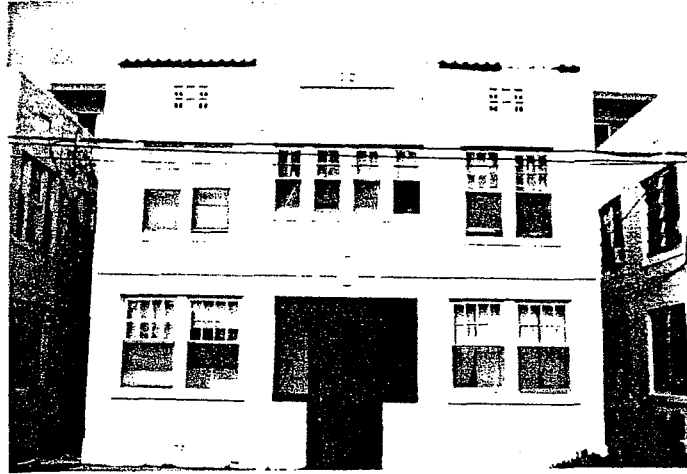
Surface materials used on the exteriors of bungalows in Ocean Beach varied. Narrow wood clapboards, stucco, and even oolitic limestone (locally referred to as "coral rock") provided for a pleasant diversity of outward appearances.

Remaining Examples of "contributing structures" in this style:

Jefferson Avenue	nos. 312 (altered), 361
Meridian Avenue	nos. 242, 313, 327
Washington Avenue	no. 355
4th Street	nos. 815, 828, 912, 919 (Vanity Novelty Garden)

Mediterranean Revival Style

ca. mid 1910s - early 1930s



727 Second Street

Mediterranean Revival architecture was the "style of choice" for the first major boom period in Ocean Beach. Its connotation of Mediterranean resort architecture, combining expressions of Italian, Moorish, North African and Southern Spanish themes, was found to be an appropriate and commercially appealing image for the new Floridian seaside resort.

During the mid 1910s through the early 1930s the style was applied to hotels, apartment buildings, commercial structures, and even modest residences. Its architectural vocabulary was characterized by stucco walls, low pitched terra cotta and historic Cuban tile roofs, arches, scrolled or tile capped parapet walls and articulated door surrounds, sometimes utilizing Spanish Baroque decorative motifs and Classical elements. Feature detailing was occasionally executed in keystone.

Application of the architectural vocabulary in Ocean Beach ranged from sparing to modestly exuberant, and building massing varied from simple rectangular form to stepped massing with recessed wall planes and tower-like corner features. Wooden casement or double hung windows of several configurations provided additional detail to the facades.

Remaining Examples of "contributing structures" in this style:

Ocean Drive	nos. 126 (Red Sands (altered), 150 (Century annex), 222, and 312
Collins Avenue	nos. 100 (Hotel Nemo), 108, 157, 211, 221, 257, and 336

Washington Avenue	nos. 259 (The Madison - altered), 411 (Harrison Hotel), and 421
Euclid Avenue	nos. 334, and 400
Jefferson Avenue	nos. 321, 337-339, and 552
Meridian Avenue	nos. 234, 326, and 426
Michigan Avenue	nos. 321, 411, 532, and 560 (altered)
1st Street	nos. 227, and 233
2nd Street	nos. 723, 727, 735, 739, 803, and 819-821
4th Street	nos. 739, 741, 927, 935, and 941
6th Street	nos. 628-644

Mediterranean Revival - Art Deco Transitional ("Med-Deco") (ca. late 1920s - mid 1930s)



344 Ocean Drive--The "Ocean Beach"

"Med-Deco" in Ocean Beach was a synthesis of Mediterranean Revival form and Art Deco decorative detail. This unique hybrid style became a fascinating bridge between the "familiar" and the "new" as the allure of Art Deco found its way into the Beach's architectural vocabulary. Clean ziggurat roof lines and crisp geometric detailing replaced scrolled parapets, bracketed cornices and Classical features on structures of clear Mediterranean Revival form. Likewise, sloped barrel tile roofs rested gracefully on edifices with spectacular Art Deco entrances and facade treatments.

Some of the most celebrated architects in Miami Beach designed structures in this brief-lived style, including V. H. Nellenbogen, Henry Hohauser and T. Hunter Henderson.

The predominant exterior material of Med-Deco was smooth stucco with raised or incised details. Featured stucco areas were often patterned or scored. Keystone, either natural or filled and colored, was frequently used to define special elements. Windows ranged from wood and steel casement to wood double hung.

Remaining Examples of "contributing structures" in this style include:

Ocean Drive	no. 344 (Ocean Beach Apartments - V. H. Nellenbogen)
Collins Avenue	no. 201 (altered)
Washington Avenue	nos. 245, and 350

Euclid Avenue
5th Street

nos. 328, and 344 (La Belle Apartments - Henry Hohauser)
nos. 705-745 (Lindberg Hotel - T. Hunter Henderson)

Art Deco Style

ca. late 1920s - 1930s



140 Ocean Drive--Century Hotel

Art Deco is considered one of the first twentieth century architectural styles in America to break with traditional revival forms. It emanated largely from the impact of the 1925 Paris *Exposition des Arts Decoratifs et Industriels Modernes*, a design fair celebrating the reconciliation between the decorative arts and advancements in technology and industry.(30) Architects searching for design "purity" became eager to explore new possibilities afforded by the rapidly evolving Machine Age.(31) An architectural style unfolded which looked to both the past and the future for its design inspiration.

Building forms in the Art Deco style were typically angular and clean, with stepped back facades, symmetrical or asymmetrical massing and strong vertical accenting. The preferred decorative language included geometric patterns, abstracted natural forms, modern industrial symbols and ancient cultural motifs employing Mayan, Egyptian and Indigenous American themes.

In Ocean Beach and its immediate environs a unique form of Art Deco employed nautical themes as well as tropical floral and fauna motifs. Ocean liners, palm trees, flamingos and numerous related elements graced the exteriors and interiors of the new local architecture. The favored materials for executing this distinctive "art" decor included bas-relief stucco, keystone, etched glass, a variety of metals, cast concrete, patterned terrazzo, and others. Today this distinctive design vocabulary, which further incorporated glass block, vitrolite and stunning painted wall murals, has become the hallmark of Miami Beach's internationally recognized Art Deco gems.

Remaining Examples of "contributing structures" in this style:

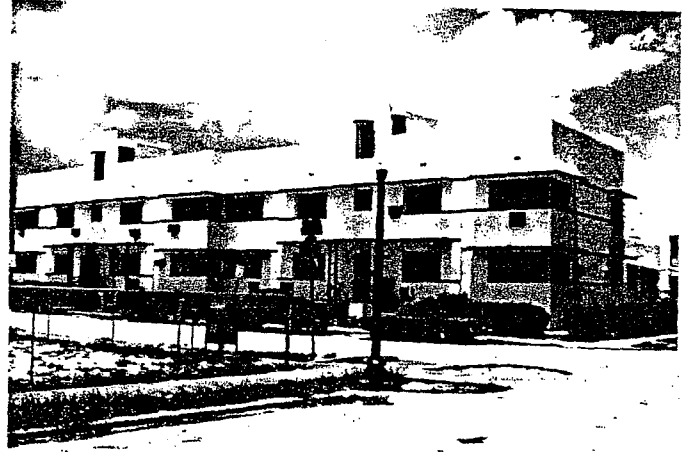
Ocean Drive	nos. 140 (Century Hotel - Henry Hohauser), 201 Collins(may be altered Med.-Rev.), 304, 321 (Simone Hotel), 334, 335 (Sorrento Hotel), 412, 425 (Savoy Plaza), 436, 444, and 460
Collins Avenue	nos. 200 (Bell Ray Apts.), 212, 310, 345, and 361 (President Apts.)
Washington Avenue	nos. 101, 161, 235, 347, 354, 423-437, 536 (Henry Hotel), and 540 (Paris Theater - formerly Variety - Henry Hohauser)
Euclid Avenue	nos. 266, 320, and 350
Jefferson Avenue	nos. 307, 316-320, 324-326, 327, and 343
Meridian Avenue	nos. 300, 308-314 (Marlis Apts), 359 (Forman Apts), 410 (Morea Apts), 411, and 540-550
Michigan Avenue	nos. 550, 551, and 559
1st Street	no. 230 (former Crystal Apts - Henry Hohauser - now Pommier Bldg)
6th Street	no. 1020

Moderne Style (aka "Streamline" Moderne)

ca. 1930s-1940s



349-351 Meridian



901-921 3rd Street

As "Art Deco" evolved on the Beach in the 1930s modern transportation and industrial design began to have an even greater impact upon new construction. The "streamlined" character of automobiles, airplanes, trains, buses, liners and even home appliances inspired powerful horizontal design compositions, accentuated by striking vertical features and punctuated by icons of the technological era. Continuous "eyebrows", racing stripe banding, radio tower-like spires, portholes, and deck railings like those found on grand ocean liners, were among the unique features to set this architecture apart from anything before it. The creative incorporation of nautical themes showed this form of Art Deco to be true to its origins in Ocean Beach.

Smooth, rounded corners often replaced sharp ones on Moderne buildings, especially on corner lots. "Eyebrows" swept around them as did other details. Street corners became inviting architectural focal points, whether the special treatment employed was based upon curves or angles.

Like earlier Art Deco buildings, the Moderne style incorporated smooth and articulated stucco, architectural glass block, keystone and a variety of metals used in detailing. Predominating surfaces became smooth, planer and aerodynamic in character.

Remaining Examples of "contributing structures" in this style:

Ocean Drive	nos. 125 (Villa Luisa), 350 (Lord Balfour - Anton Skislewicz)
Meridian Avenue	nos. 349-351, and 421
Michigan Avenue	nos. 521-539
3rd Street	nos. 901-921 (Carlos B. Schoeppl)

Classical Revival - Art Deco Style
ca. 1930s - early 1940s



455 Ocean Drive

During the 1930s in America, buildings of a religious or monumental nature often relied upon the form and language of Classical Revival architecture as a means of ensuring a traditional and formidable presence in the community. In Ocean Beach, however, the tide of Art Deco was strong. Buildings that exhibited Classical form, such as the Paramount Plaza (formerly the Hotel Arlington) and the 1936 annex to the Beth Jacob Temple, also displayed architectural features and decorative elements that were significantly influenced by the new Deco architecture of the Beach. Cornices and molding bands on the Hotel Arlington were designed to feel more like the continuous "eyebrows" of the Moderne style. Likewise, the columns of the Arlington were relieved of their Classical capitals and allowed to support the balcony above on clean cylindrical shafts. In the annex to the Beth Jacob Temple bas relief cast stone spandrel panels between the stained glass windows were executed in Art Deco stylized acanthus leaves flanking a central Star of David, and the octagonal drum at the "crossing" on the roof above was graced with eight octagonal windows.

Remaining examples of "contributing structures" in this style:

Ocean Drive	no. 455 (Paramount Plaza - formerly Hotel Arlington - Albert Anis)
Washington Avenue	no. 301 (Beth Jacob Synagogue 1936 annex - Henry Hohausser - now home of MOSAIC)

Post World War II Transitional Art Deco (aka Post War Deco)

ca. post World War II - 1960



121 Ocean Drive--Sea Crest Apartments

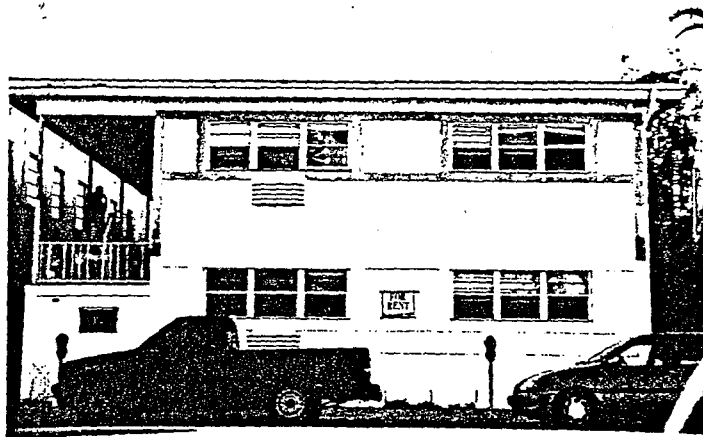
Post War Deco drew significantly from the form and decorative vocabulary of both early Art Deco in Miami Beach and Moderne. Although single block massing was predominant the emphasis could be placed on either horizontal or vertical composition, dependent upon the size of the structure, the character of the site, and the will of the architect. Frequently, continuous eyebrows would be extended to form side or front canopies, either cantilevered or supported on their furthest edge by columns. New decorative materials were introduced which reflected changing tastes nationally, including brick, permastone, and cast architectural block in a variety of "open" patterns. The latter was particularly favored for rails and screen walls. Although steel casement windows were predominant, aluminum "awning" type windows began appear latter. Many of these delightful structures in Ocean Beach paid wonderful tribute to their architectural origins while effectively addressing changing times.

Remaining examples of "contributing structures" in this style include:

Ocean Drive	nos. 121 (Sea Crest Apartments), and 158
Collins Avenue	nos. 301-309, and 428
Meridian Avenue	nos. 320, 336
2nd Street	nos. 201
4th Street	nos. 801-807
6th Street	nos. 1030, 1040, and 1050

Post World War II Modern Style (aka Post War Modern)

ca. post World War II - 1965



130 Ocean Drive

The Post War Modern style in Ocean Beach exhibited many elements of its companion style of the period, Post War Deco, but clearly established a path of its own in terms of modern functional simplicity. Essentially the strong design personality of Art Deco, as it evolved over two decades on the Beach, significantly gave way to the dictates of function in the Post War Modern seaside resort architecture.

Floor plans were commonly reorganized from interior double loaded corridors to "open air" verandas on one side or more. Single block massing remained a dominant characteristic but new functional exterior elements profoundly impacted on design. Overhanging roof plates and projecting floor slabs became typical of the new "style" along with paired or clustered pipe columns to support them. Symmetrical staircases became significant exterior design features.

Additional design elements and materials were added to the architectural vocabulary, including rounded eaves, rock face feature areas, cast concrete decorative panels, and applied masonry elements denoting marine and nautical themes, such as seahorses and anchors.

Remaining Examples of "contributing structures" in this style:

Ocean Drive	nos. 130
Euclid Avenue	nos. 518, and 536

OCEAN BEACH HISTORIC DISTRICT

Meridian Avenue	nos. 220, 224, 250, 253, 350, and 422
Michigan Avenue	nos. 419
2nd Street	nos. 809-815

Eclectic

ca. 1920s - 1950s



321 Collins Avenue

Eclectic architecture in Ocean Beach includes buildings which adopt the style(s) of another time and/or another place selected by the architect, at will, for a purpose. Henry Hohauser's fanciful English Tudor style cottage located at 321 Collins Avenue is an amazing example of Eclectic architecture in Ocean Beach. Its sharp gable roofs, half-frame (exposed) timbers, and Gothic window lintel details are clearly not a part of the natural architectural progression on the Beach, but yet they command the desired attention and assure a special place.

Remaining Examples of "contributing structures" in this style:

Collins Avenue	no. 321
Washington Avenue	no. 311 (the original Beth Jacob Synagogue structure)

The Garden Style

ca. late 1940s - mid 1960s



101 Collins Avenue



Courtyard--Golden Dreams
65 Washington Avenue

The primary defining characteristic of the Garden Style in Ocean Beach is that the entryway and public walkways are placed on the exterior, where they are open to the natural elements and surround a common garden area. A large central front entry leads to an open symmetrical staircase, ascending to the upper level(s), and behind it the courtyard. The plan is "U" shape and basically consists of two identical two to three story buildings facing onto a shared central garden/courtyard, often with a fountain in the center, and joined at the rear. Visually and structurally the buildings are united by a grand low pitched gable roof (typically) extending like gull wings across the front and over the open central entryway. The roof plate usually overhangs open walkways below and may be conclude in a rounded eave characteristic of late 1950s modern architecture in Miami Beach.(32)

Architectural ornamentation is generally modest and minimal in the Garden Style, normally consisting of cantilevered balconies with ornamental pierced block railings, and sometimes exuberantly detailed wrought iron rails on stairs and along open walkways. Occasionally the grand gabled roof visually rests on broad cut stone engaged pilasters.

In providing a large central open entry and situating the apartment units facing inward on a common garden area, this important modern building style in Ocean Beach provides a sense of community facilitating greater social interaction and

security for its occupants.(32)

Remaining Examples of "contributing structures" in this style:

Collins Avenue	nos. 101, 250-260 (Shalom House), 340-350, and 401(Southern Star)
Washington Avenue	nos. 65-75 (Golden Dreams)
Euclid Avenue	nos. 358 (Tranquility House)
Meridian Avenue	nos. 543, and 655
4th Street	nos. 901-911

XI. PLANNING CONTEXT

Development of Vacant Lots:

Examination of aerial photographs from the 1920s through the late 1950s, as well as survey books, including the 1935 Franklin Survey Company's Atlas of Miami Beach to Golden Beach and the 1952 G.M. Hopkins Company's Platbook of Miami Beach, Golden Beach, indicate that "open space" was a common factor historically in the development of Ocean Beach south of 6th Street. The least amount appears to have occurred by about mid century, when the area reached its peak development as a seaside resort community. This openness was seen in a number of ways, including private landscaped vacant lots and gardens, some associated with hotels and guest houses, park areas and open public recreational spaces such as Ocean Park, and Pier Park, and in the form of relatively broad avenues, like Collins and especially Washington Avenue. Other open sites seem to have been simply awaiting later development.

The presence of vacant lots over time would appear to be attributable to a number of factors. First of all, lots in Ocean Beach were relatively small when originally platted so prospective entrepreneurs and future residents of comparatively modest means could afford to invest here. This development philosophy or strategy resulted in a more casual development pattern than if large tracts had been developed, leaving numerous vacant lots dispersed among smaller developed sites. Second, air conditioning did not exist in the near-tropical climate of South Florida for the first half of the century. Vacant lots and open spaces provided places for landscaped and shaded outdoor seating and recreational areas. They also allowed for good natural ventilation, not blocking the ocean breezes so critical to buildings before the time air conditioning. Third, by the late 1930s

tourist development was marching uptown along Collins Avenue, slowing down land development south of 6th Street. By the mid 1950s it had shot all the way to 41st Street with the construction of the Fontainebleau Hotel resort complex. This significantly further reduced development in the south. Fourth, disastrous hurricanes in 1926 and 1947 took their toll on early architecture, some of which may not have been rebuilt.

Simply put, however, cities and their respective parts evolve and change over time, due to an array of circumstances. Ocean Beach, south of 6th Street is no exception. Historic district designation does not mean that privately owned vacant lots should remain undeveloped to preserve a current state of "openness". To the contrary, historic district designation is a vehicle which supports and promotes compatible contemporary development on vacant lots which were planned and zoned to be built upon. Appropriately developed new sites, in combination with municipal parks and planned public open spaces create the balance and richness of a successful urban environment.

The effective preservation and management of this area's historic resources is very much dependent upon quality new infill construction. This is essential in creating and maintaining an economically healthy and culturally vibrant urban context which is in sync with the future and sensitive to the past. World class as well as local architects and developers rise to this challenge regularly in historic districts across the nation, and especially right here in Miami Beach's own National Register Architectural District. The enlightened municipal vision which has united historic preservation and appropriate new development in the "Art Deco" District can be applied with equal success south of 6th Street in the Ocean Beach Historic District.

Historic District Designation Promotes:

Continuous Neighborhood Enhancement

The neighborhoods within the boundaries of the Ocean Beach Historic District are characterized by a remarkable number of "contributing" buildings reflective of distinctive architectural and development patterns from the earliest days of Miami Beach to the present. Ocean Beach in this area still appears much as it did in its rich past, despite the effects of dramatically changed times. Many significant structures, once neighbored by open spaces or buildings of complimentary scale and character, remain very much dependent upon a compatible and supportive environment in the future, which promotes sensitively designed new projects.

The review and approval of projects in the Ocean Beach Historic District under the City's Design Guidelines and the Historic Preservation Ordinance will ensure smart development which is sensitive to the unique aesthetic character of the area and respectful of its early origins. Miami Beach has one of the finest and most progressive historic preservation ordinances in the nation. It was custom designed to address the special needs of a rapidly redeveloping historic seaside resort community with a view toward wise management of historic resources in tandem with appropriate new development. Historic designation will reinforce and promote continuous quality enhancement of the neighborhoods within the Ocean Beach Historic District below 6th Street just as it has done with remarkable success in the National Register Historic District immediately to its north.

Increased Architectural Consideration

Historic district designation is a means of maintaining unified special character through increased architectural consideration when the construction of new buildings or additions to existing buildings are proposed.

Buildings, old and new, are usually the major defining elements in the makeup of a neighborhood's character. The special character of a neighborhood can be maintained and reinforced by highlighting and preserving the significant architectural features of its contributing building stock and by understanding and being considerate of those special qualities in the design of new construction and infill buildings.

Although some buildings within the boundaries of the Ocean Beach Historic District are more representative of specific "styles" than others, there is an eclectic combination of architectural and historic periods here from the early 1900s to the present day which is special in itself. In several instances individual buildings contain elements of more than one period, and often these acquired elements assume a significance of their own and lend yet another facet to the architecture of Ocean Beach.

In other instances a single contributing structure may not seem to possess a special significance when viewed by itself, but when viewed together with its neighboring buildings it reinforces a unified image of a distinct and attractive neighborhood contributing to the special character of the community's urban fabric.

Historic District designation does not preclude the opportunity for appropriate new development to occur on existing vacant lots, it simply promotes compatible quality construction there.

Sensitive New Construction

New buildings and additions to existing buildings can blend into a neighborhood without imitating or trying to replicate an historic architectural period. By incorporating the important architectural qualities of a particular neighborhood into contemporary design and properly siting the building, a new structure or addition can blend with its surroundings and be compatible with the neighborhood. In addition, by following existing design guidelines, renovations deemed appropriate by the Design Review and/or Historic Preservation Boards can be accomplished without being detrimental to the established character of the structure or to the neighborhood as a whole.

A number of elements work together to define not only a building's character but also a neighborhood. These elements include a building's scale, proportion, massing, directional expression, roof shape, placement on the lot, rhythm of openings, sense of entry, windows and doors, and materials and details. These basic elements found in all architecture and are varied to create different styles.

Understanding these elements and their relationship to each other is essential for designing compatible renovations, additions, and new buildings. Along with current Design Guidelines, historic district designation promotes an understanding of such design features and does not require or recommend reproductions of period architecture. To the contrary, compatible contemporary design is encouraged for new construction and additions.

Historic district designation affirms the Design Guidelines based on simplicity and design quality, and helps property owners make the most appropriate improvements to their properties.

**Compatibility with the Character of the Historic District Which
Positively Influences:**

Proportion and Scale

Proportion deals with the relationship of the height to the width of the building and with the relationship of each part to the whole. Scale deals with the relationship of each building to the other buildings in the area, the part to the whole, as well as the scale of the pedestrian. When there is a combination of building types surrounding a project site, scale and proportion of the buildings closest to the proposed construction should be observed. Additions to buildings should respect the original scale and proportions.

Sense of Entry

Every building has an entry but each may be articulated differently. The entry may be a simple door or it could be steps and a door or it might be more strongly articulated by an enframent, a portico, porch, or other prominent architectural feature. If the existing buildings have a strong sense of entry, new construction should respect this.

Massing

Massing deals with the volumes created by the sections of a building. For example, a simple Moderne structure may be one mass but a Mediterranean Revival building with a tower, wings, hip roof, etc., has varied massing. Placing a boxlike structure in a neighborhood of articulated buildings may not be appropriate. Renovations or additions should respect the massing of existing buildings.

Roof Shape

There are several different roof types such as flat, shed, hip and gable. The type and pitch/slope determine the overall roof shape. If one roof shape is predominant, any new buildings should take into consideration this shape and design a new roof that is compatible with the others. Additions and renovations should not adversely affect significant roof shapes, particularly in public view.

Rhythm of Openings

Rhythm of openings refers to the number and spacing of windows and doors in a facade. Most Moderne, Streamline and Vernacular and Garden-Style buildings have regularly spaced openings per floor. Other styles exhibit different rhythms. Any new construction should respect the predominant rhythm of other buildings in the area. Additions to an existing building should be harmonious with the original rhythm of openings. If renovations are planned, this rhythm should not be significantly changed by the removal or addition of openings.

Placement on the lot

A building may be close to the street or further back, parallel to the street or at an angle, and to one side or in the middle of the lot. Predominant siting patterns should be maintained, especially relative to front and side yard setbacks. In some neighborhoods, structures are placed on the front property line, creating a "street wall"; new construction is encouraged to respect prevalent placement characteristics.

Directional Expression

A building may have a vertical emphasis in its principal facade(s), a horizontal emphasis, a balance of the two, or no directional emphasis at all. Additions to existing buildings and new infill construction should be compatible with the predominant directional characteristics of significant structures in the area.

Materials and Details

Materials and details used on a building form an important part of a building's style and character. Materials used on the walls and roofs of new projects should be compatible with those on existing buildings. The use of appropriate materials and textures help new buildings fit into existing neighborhoods and help additions to blend with the original architecture.

**XII. PLANNING, DESIGN AND HISTORIC PRESERVATION DIVISION
RECOMMENDATIONS**

1. **Criteria for Designation:** The Planning, Design and Historic Preservation Division finds the Ocean Beach Historic District in compliance with the Criteria for Designation listed in Section 19-5 (B) of the Miami Beach Zoning Ordinance 89-2665.
2. **District Boundaries:** At its May 11, 1995 meeting the Historic Preservation Board requested that the proposed boundaries of the Ocean Beach Historic District be expanded beyond those recommended by staff and asked that the proposed expansion areas be investigated.

More particularly, the Board requested that the southern boundary of the proposed historic district be extended southward from 1st Street to Biscayne Street between the centerline of Washington Avenue and the Erosion Control Line of the Atlantic Ocean so that the full southern extent of the original Ocean Beach Subdivision platted in 1912 and the southern extent of Ocean Beach Addition 4 platted in 1914 could be included within the historic district boundaries.

Upon investigation and consideration staff determined that the aforementioned proposed southern expansion area is characterized predominantly by vacant lots (many of which are contiguous), contemporary residential buildings, and a large new beach side recreation facility and parking lot (Penrod's). Although a small and modest Mediterranean Revival style commercial building remains at 36-40 Ocean Drive, it stands in solitary isolation mid block between Biscayne Street and 1st Street. Joe's Stone Crab Restaurant, situated at 227 Biscayne Street on the corner of Washington Avenue, is clearly an architecturally and historically significant structure built in the Mediterranean Revival style in 1921, but it is already being meticulously restored on its exterior and sensitively expanded northward on adjacent lots. When completed it will be a highly compatible neighbor to the historic district. Staff believes that expansion of the proposed Ocean Beach historic district southward to Biscayne Street is unnecessary to either enhance its special character or to maintain its historic cohesiveness.

The board, at its May 11, 1995 meeting, additionally requested that the northern boundary of the proposed Ocean Beach Historic District be made co-terminus with the southern boundary of the existing *Miami Beach Architectural District* (a.k.a. National Register "Art Deco" District) to ensure

a continuity of urban scale and character between the two districts. Staff has examined this request thoroughly and fully concurs with the Board. The creation of the aforementioned northern boundary for the Ocean Beach Historic District will significantly underscore and preserve the historical, social and architectural progression of development in early Miami Beach, from the southern regions of Ocean Beach northward to 23rd Street and provide for a "seamless" and cohesive transition which might otherwise be lost to inappropriate development.

Finally, in light of demolition activity which has been approved or already occurred since May 1995 along the western end of 4th Street, staff has re-studied this area and recommended adjusted historic district boundaries. These new boundaries continue to include a significant concentration of surviving contributing structures united by the historical and architectural development of this western residential area.

The Historic Preservation Board, at its October 26, 1995 meeting, adopted the boundary recommendations of the City of Miami Beach Planning, Design and Historic Preservation Division, and recommends historic district designation in accordance with Section 19-5 of the Miami Beach Zoning Ordinance 89-2665, with boundaries shown on Map 1 and more fully described in Section IV (General Description of Boundaries).

3. **Areas Subject to Review:** All building elevations and public areas of interiors, site and landscape features, public open space and public right-of-way. All vacant lots included within the boundaries of the historic district.

Regular maintenance of public utilities, drainage, and mechanical systems, sidewalks and roadways shall not require a Certificate of Appropriateness.

4. **Review Guidelines:** The Planning, Design and Historic Preservation Division recommends that a decision on an application for a Certificate of Appropriateness shall be based upon compatibility of the physical alteration or improvement with surrounding properties and where applicable in substantial compliance with the following:

- a. The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as revised from time to time;
- b. Other guidelines/policies/plans adopted or approved by

ENDNOTES:

1. The term casino is a lexicon of the early 1900's and describes a building used for dancing and other entertainment, but not necessarily for gambling.
2. Kleinberg, Howard. Miami Beach. Miami Beach: A History. 1994 p. 22.
3. ibid. 27-28.
4. Redford, Billion Dollar Sandbar: A Biography of Miami Beach. p.94.
5. Kleinberg, Howard. Miami Beach. Miami Beach: A History. 1994. p. 29.
6. ibid. 29.
7. ibid. 31-32.
8. The Miami Herald, Mostly Sunny Days: A Miami Herald Salute to South Florida History. p.99.
9. George, Paul Dr. "Building a Place in the Sun: Miami Beach Jewry, 1913-1945." p.3.
10. Allman, TD. Miami: City of the Future. 1987. p.221.
11. Marcus, Arthur. "Ocean Beach Historic District." Historical Data Base Expansion Committee Report. p.1
12. Miami Design Preservation League, Miami Beach Art Deco Guide. 1987, p.6.
13. Marcus, Arthur. "Ocean Beach Historic District." Historical Data Base Expansion Committee Report. p.2.
14. Miami Design Preservation League, Miami Beach Art Deco Guide. 1987, p.30.
15. ibid. p.31.
16. Allman, TD. Miami: City of the Future. 1987. pp.113-114.
17. Kleinberg, Howard. Miami Beach: A History. 1994. pp.21-22.
18. Miami Design Preservation League, Miami Beach Art Deco Guide. 1987, p.179.
19. Kleinberg, Howard. Miami Beach: A History. 1994. p.87.
20. ibid. p. 93.
21. Marcus, Arthur. "Ocean Beach Historic District." Historical Data Base Expansion Committee Report. p.2.
22. Miami Design Preservation League, Miami Beach Art Deco Guide. 1987, p.181.
23. ibid. p.181
24. ibid. p.179.
25. ibid. p.179.
26. Marcus, Arthur. "Ocean Beach Historic District." Historical Data Base Expansion Committee Report. p.3.
27. Miami Design Preservation League, Miami Beach Art Deco Guide. 1987, p.181.
28. A contributing building is one which by location, scale, design, setting, materials, workmanship, feeling, or association adds to a local historic district's sense of time and place and historical development.
29. Metropolitan Dade County, From Wilderness to Metropolis, 2nd Edition, 1992, Metropolitan Dade County Office of Community Development Historic Preservation Division, p. 180
30. ibid. p.187.
31. Capitman, Barbara, Kinerk, Michael D. and Wilhelm, Dennis W., Rediscovering Art Deco U.S.A.. A Nationwide Tour of Architectural Delights, 1994, New York, Viking Studio Books, p.2
32. Giles, Christine. An Essay on 65-75 Washington Avenue. A Garden Style Apartment Building Designed by Gerald Pitt in 1963. 1995.

resolution or ordinance by the City Commission.

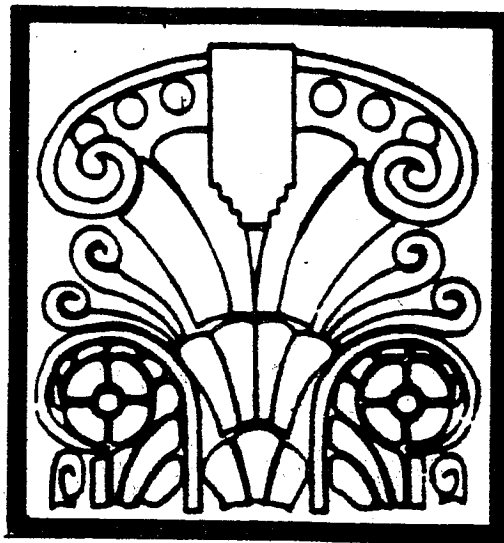
- c. City of Miami Beach Design Guidelines as adopted by the Joint Design Review/Historic Preservation Board October 12, 1993 and Amended June 7, 1994.

Appendix D – Ocean Drive/Collins Avenue Historic Preservation
District Designation

OCEAN DRIVE / COLLINS AVENUE

HISTORIC PRESERVATION DISTRICT

DESIGNATION REPORT



CITY OF MIAMI BEACH PLANNING DEPARTMENT

MARCH 1986

OCEAN DRIVE/COLLINS AVENUE HISTORIC DISTRICT

DESIGNATION REPORT

CONTENTS

I.	REQUEST.....	1
II.	DESIGNATION PROCESS.....	1
III.	PLANNING DEPARTMENT ANALYSIS	
1.	GENERAL INFORMATION.....	2
2.	SIGNIFICANCE	
A.	HISTORICAL.....	2
B.	ARCHITECTURAL.....	4
3.	RELATION TO ORDINANCE CRITERIA.....	5
4.	PLANNING CONTEXT	
A.	PRESENT TRENDS AND CONDITIONS.....	6
B.	CONSERVATION OBJECTIVES.....	7
IV.	PLANNING DEPARTMENT RECOMMENDATION	
1.	DISTRICT BOUNDARIES.....	8
2.	REVIEW STANDARDS.....	9
V.	REFERENCES	
1.	FOOTNOTES.....	10
2.	BIBLIOGRAPHY.....	11
VI.	APPENDIX	
1.	LEGAL DESCRIPTION.....	12
2.	MAPS.....	13

Attachments

I. REQUEST

At its November 14, 1985 meeting, the Miami Beach Historic Preservation Board voted to nominate the area bordered by 6th Street on the south, the Erosion Control Line on the east, Collins Court on the west, and roughly, 16th Street on the north for historic preservation district designation. The first step in the designation process was the preparation of a preliminary evaluation to determine the nominated district's general conformance with the criteria for designation listed in Section 22-5(B) of the Zoning Ordinance.

At its January 3, 1986 meeting, the Historic Preservation Board reviewed the preliminary evaluation and directed staff to proceed with preparation of this designation report.

II. DESIGNATION PROCESS

The process of historic designation is delineated in Section 22-5(A) of the Miami Beach Zoning Ordinance. An outline of this process is provided below:

Step One: A request for designation is made either by the Historic Preservation Board, other agencies and organizations as listed in the Ordinance, or the property owners involved.

Step Two: The Planning Department prepares a preliminary evaluation and recommendation for consideration by the Board.

Step Three: The Historic Preservation Board reviews the evaluation to determine compliance with the criteria for designation and then votes to direct the Planning Department to prepare a designation report.

The designation report is a complete historical and architectural analysis of the proposed district or site. The report 1) serves as the basis for a recommendation for nomination by the Board; 2) describes review guidelines to be utilized by the Board when a Certificate of Appropriateness is requested; and 3) will also serve as an attachment to the Zoning Ordinance creating the new zoning district.

Step Four: The designation report is presented to the Board at a public hearing during a regularly scheduled meeting. If the Board determines that the proposed designation meets the intent and criteria set forth in the Ordinance, they transmit a recommendation to the Planning Board.

Step Five: The Planning Board processes the proposed designation as a Zoning Ordinance amendment.

As such, the Planning Board will hold a public hearing on the proposed designation and, subsequently, transmit its recommendation to the City Commission.

Step Six: The City Commission may, after two (2) public hearings, adopt the amendment to the Zoning Ordinance, which thereby designates the Historic Preservation District (or site).

III. PLANNING DEPARTMENT ANALYSIS

I. GENERAL INFORMATION

Location: The area is generally bounded by:

Erosion Control Line on the east; 6th Street on the south; Collins Court on the west; and the extension of the north lot lines of Lots 4 and 16, Blk 55, Fisher's First Subdivision of Alton Beach (FFSAB) on the north.

For detailed area, see attached map and legal description.

Present owners: Multiple owners, a complete list is available from Miami Beach Planning Department.

Present use: The majority of properties are currently in residential and hotel use. In addition, there are limited commercial uses.

Present zoning: In approximate order of total land area:
RM-125: Multiple family, high density
MU: Municipal Use
C-4: Business
C-5: General Business

Proposed zoning: Mixed Use Entertainment in place of the existing RM-125.

2. STATEMENT OF SIGNIFICANCE

A. Historical: The Ocean Drive/Collins Avenue Historic District is highly representative of a distinct period in Miami Beach's history. The area's development pattern and architecture is reflective of its physical setting, prevalent architectural styles of the 1930's, the aspirations of its original developers, and the changing economic conditions of the nation and the local community.

Nearly all of the proposed district's original plat, up to 15th Street, was first recorded by the Lummus Brothers' Ocean Beach Realty Company in 1912. The smaller portion to the north was recorded by Carl Fisher's Alton Beach Realty Company early in 1914.

The Lummus brothers had acquired all of this property from John Collins and had participated in several activities to promote development. Some of these promotions included investing with Collins in a bridge to the mainland, construction of the area's first streets and sidewalks, and a land

give-away scheme to individuals who would agree to build houses on the property.

The area itself was subdivided using a strict grid pattern with relatively small 50 x 130 foot lots and access via streets with 50-60 foot rights-of-way. The intended use for these properties was for development of small seaside cottages and related commercial uses and, accordingly, J.N. Lummus built his own house at 12th Street and Ocean Drive. As an additional amenity to their oceanside property, The Lummus brothers sold the beachfront portion, (eastward of Ocean Drive) to the City for \$40,000 in 1915.

Bathing casinos, such as Hardie's and Smith's in South Beach and the Miami Beach Casino at 22nd Street (all constructed prior to 1915), were a major attraction for the residents of the Miami mainland. It was near these casinos that the first modest hotel, rooming houses, small apartments, lunch counters, and small stores were developed.

Even after the sale of a second portion of their holdings (west of Washington Avenue) to Carl Fisher, the Lummuses retained control over nearly half of South Beach, and all of the oceanfront portion. In contrast to Carl Fisher, the Lummuses continued with their promotion to the middle class. Accordingly, "This territory, with its small houses, public beach and bathing casinos never lost its proletarian character."¹

"The Lummuses short of cash, with other businesses to manage, were not about to restrict anything on Ocean Beach. Anyone white and reasonably law-abiding could do pretty much what he pleased with his property, if he met the payments."²

This was very different from Fisher's development to the north. Fisher made extensive use of deed restrictions to control the size, type, architecture, and use of buildings. "An easygoing laissez-faire attitude prevailed on the Lummus property, giving South Beach a much more relaxed, though much less ritzy, atmosphere from the very beginning."³ This development was very different in spirit from Fisher's fancy hotels, polo fields and golf courses for the wealthy.

Through the early 1920's, development was taking shape on South Beach. This development frequently took the form of the seaside bungalows; but, increasingly, development was becoming more ambitious as hotels began to take hold. It was in this period that the Ocean Drive hotel (760 Ocean Drive; 1925), Casa Grande (834 Ocean Drive; 1923), Martha Hill Apartments (850 Ocean Drive; 1922), The Collins Hotel (609 Collins Avenue; 1923), and the "El Patio" Apartments (1350 Collins Avenue; 1922) were constructed.

However, the most intensive period of development took place from the mid 1930's until WWII, following the disastrous years from the 1926 Hurricane through the Depression. It was during this period that the single

family residences were demolished, and the low-to-mid rise Art Deco seasonal hotels were constructed.

- B. Architectural: The primary visual image of the Ocean Drive/Collins Avenue District is imprinted with architectural styles commonly grouped under the category of Art Deco. The area was planned and developed as a resort mecca and built-up in a relatively short period of time. The result is visual cohesiveness and a high concentration of distinct resort architecture typical of the fashionable style of the 1930's period. The overall site development and layout of structures was influenced by the proximity to Lummus Park and the ocean. With an open front terrace, a standard design feature, the buildings were clearly designed to take advantage of the beach.

Locally, the term Art Deco has become synonymous with the many different architectural styles of the 1930's. These include Moderne, Streamline Moderne and Depression Moderne. Also visible on Ocean Drive and Collins Avenue are fine examples of other popular resort architectural styles of approximately the same period such as Mediterranean and Colonial Revival. Many buildings show combinations of more than one style.

In brief, the Art Deco style, as seen in the proposed district, was the contemporary architecture of the 1930's. This period represented a break with the predominantly classical architecture prevalent throughout Dade County in the 1920's. As with the Post-Modern movement of the 1980's, the Art Deco style incorporated classical themes (such as Egyptian and Mayan) in a thoroughly modern context. Common elements of the early Art Deco style are a strong verticality, angular forms, ornamentation in relief, and symmetry of fenestration. Examples include the Cavillier (1320 Ocean Drive; 1936), and the Marlin Hotel (1200 Collins Avenue; 1939).

In the later streamline buildings, there is a strong industrial influence in the use of materials such as chrome and glass block. The building forms are rounded and simplified similar to the aerodynamic design of automobiles, trains and airplanes of that time. There is a simplification of ornamentation as well in the form of raised banding (called racing stripes) which takes the place of elaborate friezes seen on earlier buildings. The streamline buildings, while still possessing a strong vertical emphasis, utilize more horizontal elements in their design. Examples include the Cardoza Hotel (1300 Ocean Drive; 1939) and the Essex House Hotel (1001 Collins Avenue; 1938).

The Ocean Drive and Collins Avenue buildings of the 1930's have several elements in common which result in an overall image referred to as Tropical Deco or Miami Beach Deco. These elements utilize tropical and nautical symbols which reinforce the popular image of the seaside resort. Palm fronds, fish, flamingos, and waves were popular subjects for building ornamentation as were port hole windows and ship-like pipe railings. Of a more practical nature, the cantilever window shades called "eyebrows" and

the deep, covered terraces which create a uniform street scale are well designed for the local climate. Another frequently used element is the elaborate finial, or crowning ornament, present on several buildings on Collins Avenue, which presents a futuristic image implying that Miami Beach in the 1930's was not only a tropical resort, but a thoroughly contemporary one, relatively untouched by the depression which gripped the rest of the country.

Constructed somewhat later, from 1939 to 1941, the hotels north of 15th street utilize similar design principles, but on a more impressive scale. Larger lots and direct ocean frontage created the setting for the next phase of resort architecture where buildings contained more private amenities; such as restaurants, nightclubs, and private pools and beaches.

The buildings emphasize the vertical elements on the front (west) elevations, and some (the St. Moritz, Shorecrest, and the Sands) also have tower-like appurtenances to increase the sense of building height. This evolution of local Art Deco architecture toward the skyscraper hotel continued until WWII when construction activities stalled and ended shortly after the war when the international style began to take hold.

3. RELATION TO ORDINANCE CRITERIA

In Accordance with Section 22-5(B) of the Zoning Ordinance, eligibility for designation is determined on the basis of compliance with listed criteria. There are two levels of criteria. The first level is referred to as a Mandatory Criteria, which is required of all nominated sites or districts. The second level is referred to as Review Criteria. In compliance with at least one of several listed criteria is required. The Ocean Drive/Collins Avenue Historic District is eligible for designation as it complies with the criteria as outlined below.

A. Mandatory Criteria

Integrity of location, design, setting, materials, workmanship, and association.

Staff finds the nominated district to be in conformance with the mandatory criteria for the following reasons:

1. The nominated district is located within a National Register Architectural District;
2. The district is the primary tourist/hotel area constructed in the 1930's within the Architectural District and is thus a definable area based on land use;
3. The area possesses high consistency in architectural style, scale, setback, and materials; and
4. The area is dependant on, and well integrated with, the adjacent public oceanfront.

B. Review Criteria

Staff finds the nominated district in conformance with the following review criteria:

1. Association with events that have made a significant contribution to the broad patterns of our history:

The nominated district was the primary tourist/hotel area during the 1930's and 1940's, during which time Miami Beach was established as a premiere oceanfront resort city. Thus, this area and the individual buildings contained within, significantly contributed to the history and development of the City.

2. Embody the distinctive characteristics of a type, period, or method of construction:

The nominated district contains a high concentration of buildings in the Art Deco-Moderne style. Also present are examples of the Mediterranean Revival style and many transitional (containing elements of both styles) buildings. These styles represent the dominant local architectural styles in the mid to late 1920's through the 1940's.

3. Possesses high artistic values:

The Art Deco-Moderne, as well as the Mediterranean Revival buildings within the nominated district, possess artistic value in building form and detail ornamentation.

4. Represent the work of a master:

Many of the local "master" architects are represented in the nominated district including Henry Hohaus, L. Murray Dixon, and Kiehnel and Elliot.

5. Significant entity whose components may lack distinction:

Consistency in land use, architectural style, scale, and period of development within the nominated district has created a significant example of twentieth century oceanfront resort architecture. Although some individual buildings are not of outstanding design, they and Lummus Park contribute to the overall quality of the nominated district.

4. **PLANNING CONTEXT**

- A. Present Trends and Conditions - The proposed Ocean Drive/Collins Avenue Historic District was the focus of Miami Beach's tourism and resort industry from the late 1920's through the early 1940's. The district has

survived the economic decline of a changing travel industry relatively intact, if somewhat deteriorated both physically and economically. As a result of a shift to a secondary market (that of an elderly, poorer, and more transient group of permanent and seasonal "one room apartment" dwellers) the historic buildings within the proposed district have remained to some extent occupied and in use. To a large degree, these demographic and economic conditions persist; however, in recent years, a new direction has taken shape.

Recognizing both the area's potential to make a significant economic change in terms of its market, and the aesthetic value of its rich historic and architectural heritage, the City, private citizens, and property owners have initiated efforts to improve and revive the neighborhood with historic preservation as the guiding principle. For its part, the City has embarked on a major planning effort which is described in detail in Ocean Drive: A Planning and Urban Design Strategy. This plan incorporates an extensive set of public improvements for Ocean Drive, the numbered cross streets, and Lummus Park. Designed to enhance the historic image of the area, these improvements include new streets, sidewalks, lighting, signage, street furniture, landscaping, and an extension of the Beachfront Park and Promenade. In addition, the zoning and other land use regulations are being revised in order to allow the smaller historic hotels to compete in the current tourist market with placement of outdoor recreation and entertainment uses, cafes and restaurants. Design guidelines for appropriate rehabilitation of the area's historic structures have also been established and several business assistance programs have been proposed.

This plan was developed both in response to current preservation activities and as an incentive to new rehabilitation projects. Area buildings which have recently undergone or are currently undergoing rehabilitation include the Carlyle Hotel (1250 Ocean Drive), the Cardozo (1300 Ocean Drive), the Waldorf Towers (860 Ocean Drive), the Locust Apartments (818 Ocean Drive), and the Alamac (1308 Collins Avenue). In this way, public and private efforts are being directed towards the goal of establishing this district (including Ocean Drive, Lummus Park, and Collins Avenue) as a popular tropical historic resort and recreation area which will attract tourists, day visitors, and new residents.

- B. Conservation Objectives: Historic Designation would serve to compliment and reinforce the efforts currently being made by the City, citizens, and property owners to revitalize the area through preservation. The City's plan Ocean Drive: A Planning and Urban Design Strategy outlines an ambitious program of zoning and public improvements intended to promote and guide preservation, rehabilitation, and development of new compatible uses.

Historic designation, linked with this planning program, will aid in the achievement of several important goals for the district which include:

1. to preserve its character and architectural integrity;

2. to safeguard district buildings, streetscape, and open space from undesirable alteration;
3. to enable the Ocean Drive/Collins Avenue District to serve as the model in a continued program to encourage and develop historic preservation opportunities throughout the City; and
4. to promote the economic viability of the hotels and businesses in the proposed district through appropriate rehabilitation, public improvements, and compatible new uses and to demonstrate the viability of preservation as a means to successful neighborhood revitalization.

IV. PLANNING DEPARTMENT RECOMMENDATION

I. DISTRICT BOUNDARIES

- A. The Planning Department recommends the Historic Preservation Board vote in favor of the designation of the Ocean Drive/Collins Avenue Historic Preservation District to be established within the following boundaries:

South: Centerline of 6th Street

The Department recommends 6th Street as the southern boundary as it is also the boundary of the National Register District. Ocean Drive and Collins Avenue architecture is consistent through 6th Street, but Historic District Regulations would conflict with South Pointe Re-development goals and regulations if a more southernly boundary was selected.

East: the Erosion Control Line

The Department recommends the Erosion Control Line as the eastern boundary as it contains Lummus Park and the complete sites of the north Collins Avenue buildings, it is the line separating municipal and private ownership from State ownership of the beach, and (due to State regulations) it is unlikely that any future construction will occur east of this line.

North: Centerline of 16th Street

The Department recommends the centerline of 16th Street rather than the Historic Preservation Board's original recommendation of a boundary north of 16th Street because 1) the City parking lots and vacant land comprises 52.4% of the total area; and 2) the centerline of 16th Street is the boundary of the RM-125 and C-4 districts.

West: Collins Court or the western property lines of all buildings abutting Collins Avenue from 6th Street to 16th Street.

For the reasons stated more fully within the report, the Department recommends Collins Avenue be included in the designation of any

Ocean Drive district. The buildings on Collins Avenue were developed during the same period, by the same architects, and for the same use as Ocean Drive. Collins Avenue contains buildings of equal architectural quality as Ocean Drive and are of the same styles and scale. The two streets functioned jointly as the tourist/hotel district of Miami Beach in the 1930's. The recommended boundary ensures all Collins Avenue sites are included within the district.

2. Review Standards

In accordance with Section 22-5(A)(3) of the Zoning Ordinance, the Planning Department recommends the Secretary of the Interior Standards for Rehabilitation of Historic Structures be adopted as the review standards for buildings within the Ocean Drive/Collins Avenue Historic Preservation District.

FOOTNOTES

1. Polly Redford, Billion-Dollar Sandbar (New York: E.P. Dutton & Co., Inc., 1970). p. 94
2. IBID. p. 96
3. IBID.

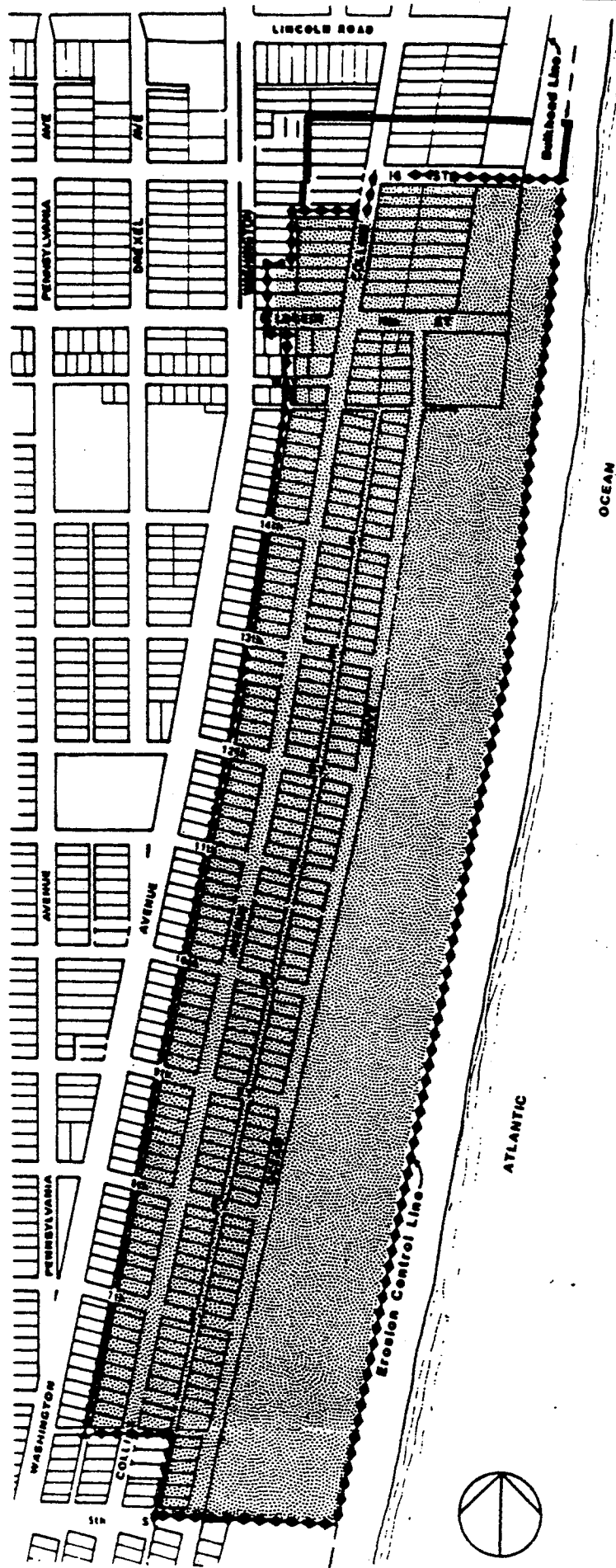
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2. City of Miami Beach Planning Department
Historic Preservation Computer Data Base, 1985.
3. Lummus, J.N. The Miracle of Miami Beach.
Miami: Miami Post Publishing Co., 1952.
4. Redford, Polly. Billion Dollar Sandbar.
New York: E.P. Dutton & Co., Inc., 1970.
5. Rickles, Richard S., ed. Ocean Drive: A Planning and Urban Design Strategy.
Miami Beach: City of Miami Beach Planning Department, 1984.

LEGAL DESCRIPTION

Beginning at the intersection of the centerlines of 6th Street and Collins Court. Proceed east along centerline of 6th Street to the Erosion Control Line as described in plat book 105 page 62, Public Records of Dade County. Proceed north along the Erosion Control Line to the intersection of the eastern extension of the center line of 16th Street. Proceed west along said line to the intersection of the centerline of Collins Avenue, proceed south along said line to the intersection of the north lot line of Lot 7, Blk 57, Fisher's First Subdivision of Alton Beach. Proceed west along said line to the intersection of the west boundary of said lot. Proceed south to the intersection of the centerline of Lot 19, Blk 57, Fisher's First Subdivision of Alton Beach. Proceed 75 feet west along said centerline. Proceed south to north lot line of Lot 4, Blk 76 (Fisher's First Subdivision of Alton Beach). Proceed south until the north lot line of Lot 2, Blk 2-A, Espanola Villas. Proceed west to west lot line of said lot. Proceed south to centerline of Espanola Way. Proceed west along said centerline to the centerline of Collins Court and thence south along said centerline to point of beginning.

PREPARED BY THE CITY OF MIAMI BEACH PLANNING DEPARTMENT



PLANNING DEPARTMENT BOUNDARY

HISTORIC PRESERVATION BOARD BOUNDARY

PROPOSED HISTORIC DISTRICT

The map illustrates the Lincoln Road area in Miami Beach, Florida. Key streets shown include Washington, Pennsylvania, Avenue, and Lincoln Road. The Atlantic Ocean is visible to the right. A compass rose is located in the bottom right corner, and a legend is provided for reference.

CONTRIBUTING 73%
THOSE BUILDINGS WITH SIGNIFICANT
ARCHITECTURAL/HISTORIC MERIT
WHICH ADD TO THE SPECIAL
ARCHITECTURAL QUALITY OF THE
DISTRICT

NON-CONTRIBUTING 27%

Appendix E – Walker Parking Consultants Parking Demand Analysis -
2014



Ahead of the Curve
in creative parking solutions

PARKING DEMAND ANALYSIS

SOUTH BEACH
MIAMI BEACH, FLORIDA

Prepared for:
CITY OF MIAMI BEACH

AUGUST 22, 2014



WALKER
PARKING CONSULTANTS

PROJECT NO. 15-1988.00

PARKING DEMAND ANALYSIS

SOUTH BEACH
MIAMI BEACH, FLORIDA

Prepared for:
CITY OF MIAMI BEACH

AUGUST 22, 2014



WALKER
PARKING CONSULTANTS

AUGUST 22, 2014

PROJECT # 15-1988.00

TABLE OF CONTENTS

EXECUTIVE SUMMARY	vi
INTRODUCTION.....	1
Key Objectives	1
Study Areas.....	1
Summary of Inventory	2
<i>Parking Inventory</i>	3
<i>Observation Periods</i>	4
Definition of Terms.....	5
ZONE 1: ALTON ROAD CORRIDOR.....	6
INTRODUCTION.....	7
Study Area	7
Parking inventory	7
Effective Parking Supply.....	8
CURRENT CONDITIONS.....	9
Parking Occupancy Detail.....	10
<i>Parking Adequacy</i>	13
Parking Turnover.....	15
FUTURE CONDITIONS	17
Planned Developments	17
<i>Changes to Parking Supply</i>	18
Historical Growth.....	18
Growth Scenarios.....	19
Future Parking Adequacy.....	20
Alton Road Parking District	20
<i>No Parking Required</i>	18
ZONE 2: CONVENTION CENTER AND SUNSET HARBOUR	22
INTRODUCTION.....	23
Study Area	23
Parking inventory	23
Effective Parking Supply.....	24
CURRENT CONDITIONS.....	25
Parking Occupancy Detail.....	26
<i>Parking Adequacy</i>	29
Parking Turnover.....	31
FUTURE CONDITIONS	33
Planned Developments	33
<i>Changes to Parking Supply</i>	34
Historical Growth.....	34
Growth Scenarios.....	35
Future Parking Adequacy.....	36

AUGUST 22, 2014

PROJECT # 15-1988.00

ZONE 3: RESIDENTIAL CORE BETWEEN 5TH AND 17TH STREETS.....	37
INTRODUCTION.....	38
Study Area	38
Parking inventory	38
Effective Parking Supply.....	39
CURRENT CONDITIONS.....	40
<i>Parking Occupancy Detail.....</i>	<i>41</i>
<i>Parking Adequacy</i>	<i>44</i>
Parking Turnover.....	47
FUTURE CONDITIONS	49
Planned Developments	49
<i>Changes to Parking Supply</i>	<i>50</i>
Historical Growth	50
Growth Scenarios.....	51
Future Parking Adequacy.....	51
ZONE 4: OCEAN DRIVE CORRIDOR	52
INTRODUCTION.....	53
Study Area	53
Parking inventory	53
Effective Parking Supply.....	54
CURRENT CONDITIONS.....	55
<i>Parking Occupancy Detail.....</i>	<i>56</i>
<i>Adjusting observations due to weather</i>	<i>59</i>
<i>Parking Adequacy</i>	<i>59</i>
Parking Turnover Analysis.....	61
FUTURE CONDITIONS	63
Planned Developments	63
<i>Changes to Parking Supply</i>	<i>64</i>
Historical Growth.....	64
Growth Scenarios.....	65
Future Parking Adequacy.....	65
ZONE 5: SOUTH POINTE	66
INTRODUCTION.....	67
Study Area	67
Parking inventory	67
Effective Parking Supply.....	68
CURRENT CONDITIONS.....	69
Parking Occupancy Detail.....	70
Parking Adequacy.....	72
Parking Turnover Analysis	74

AUGUST 22, 2014

PROJECT # 15-1988.00

FUTURE CONDITIONS	76
Planned Developments	76
<i>Changes to Parking Supply</i>	77
Historical Growth	78
Growth Scenarios	78
Future Parking Adequacy	79
 PARKING MANAGEMENT STRATEGIES AND ALTERNATIVES	 80
 RESIDENTIAL PARKING ZONES	 81
Observations	81
Options	82
 PARKING MANAGEMENT STRATEGIES	 83
Enhanced Wayfinding and Signage	83
Branding and Promoting Parking	84
Dynamic Pricing	84
Car Sharing Programs	85
Parking Reservations	85
 APPENDIX 1: ZONE 1 - ALTON ROAD CORRIDOR OCCUPANCY MAPS	
 APPENDIX 2: ZONE 2 – CONVENTION CENTER AND SUNSET HARBOUR OCCUPANCY MAPS	
 APPENDIX 3: ZONE 3 – RESIDENTIAL CORE OCCUPANCY MAPS	
 APPENDIX 4: ZONE 4 – OCEAN DRIVE CORRIDOR OCCUPANCY MAPS	
 APPENDIX 5: ZONE 5 – SOUTH POINTE OCCUPANCY MAPS	



AUGUST 22, 2014

PROJECT # 15-1988.00

LIST OF FIGURES

Figure 1: Overall Study Area Map	2
Figure 2: Heat Map of Peak Weekday Parking Occupancy	11
Figure 3: Heat Map of Peak Saturday Parking Occupancy	12
Figure 4: Heat Map of Peak Weekday Parking Occupancy	27
Figure 5: Heat Map of Peak Saturday Parking Occupancy	28
Figure 6: Heat Map of Peak Weekday Parking Occupancy	42
Figure 7: Heat Map of Peak Saturday Parking Occupancy	43
Figure 8: Heat Map of Peak Weekday Parking Occupancy	57
Figure 9: Heat Map of Peak Saturday Parking Occupancy	58
Figure 10: Heat Map of Peak Weekday Parking Occupancy	70
Figure 11: Heat Map of Peak Saturday Parking Occupancy	71

LIST OF TABLES

Table 1: Summary of Parking Inventory	3
Table 2: Weekday Observation Times	4
Table 3: Saturday Observation Times	4
Table 4: Zone 1 Parking Inventory Detail	7
Table 5: Zone 1 Effective Parking Supply	8
Table 6: Zone 1 Occupancy Observations	9
Table 7: Zone 1 Parking Adequacy	13
Table 8: Zone 1 Parking Adequacy by Block	13
Table 9: Zone 1 - Weekday Occupancy Sample	15
Table 10: Zone 1 - Weekday Length of Stay	15
Table 11: Zone 1 - Weekend Occupancy Sample	16
Table 12: Zone 1 - Weekend Length of Stay	16
Table 13: Zone 1 Planned Projects	17
Table 14: Zone 1 Added Parking Demand	18
Table 15: Historical Annual Growth Data	19
Table 16: Zone 1 Annual Growth Scenarios	19
Table 17: Projected Future Parking Adequacy	20
Table 18: Zone 2 Parking Inventory Detail	23
Table 19: Zone 2 Effective Parking Supply	24
Table 20: Zone 2 Occupancy Observations	25
Table 21: Zone 2 Parking Adequacy	29
Table 22: Zone 2 Parking Adequacy by Block	30
Table 23: Zone 2 - Weekday Occupancy Sample	31
Table 24: Zone 2 - Weekday Length of Stay	31
Table 25: Zone 2 - Weekend Occupancy Sample	32
Table 26: Zone 2 - Weekend Length of Stay	32
Table 27: Zone 2 Planned Projects	33
Table 28: Zone 2 Added Parking Demand	34
Table 29: Historical Annual Growth Data	35
Table 30: Zone 2 Annual Growth Scenarios	35
Table 31: Projected Future Parking Adequacy	36

SOUTH BEACH

PARKING DEMAND ANALYSIS



WALKER
PARKING CONSULTANTS

AUGUST 22, 2014

PROJECT # 15-1988.00

Table 32: Zone 3 Parking Inventory Detail	38
Table 33: Zone 3 Effective Parking Supply	39
Table 34: Zone 3 Occupancy Observations	40
Table 35: Zone 3 Parking Adequacy	44
Table 36: Zone 3 Parking Adequacy by Block	44
Table 37: Zone 3 - Weekday Occupancy Sample	47
Table 38: Zone 3 - Weekday Length of Stay	47
Table 39: Zone 3 - Weekend Occupancy Sample	48
Table 40: Zone 3 - Weekend Length of Stay	48
Table 41: Zone 3 Planned Projects	49
Table 42: Zone 3 Added Parking Demand	49
Table 43: Historical Annual Growth Data	50
Table 44: Zone 3 Annual Growth Scenarios (north of 16th Street)	51
Table 45: Projected Future Parking Adequacy	51
Table 46: Zone 4 Parking Inventory Detail	53
Table 47: Zone 4 Effective Parking Supply	54
Table 48: Zone 4 Occupancy Observations	55
Table 49: Zone 4 Parking Adequacy	59
Table 50: Zone 4 Parking Adequacy by Block	59
Table 51: Zone 4 - Weekday Occupancy Sample	61
Table 52: Zone 4 - Weekday Length of Stay	61
Table 53: Zone 4 - Weekend Occupancy Sample	62
Table 54: Zone 4 - Weekend Length of Stay	62
Table 55: Zone 4 Planned Projects	63
Table 56: Zone 4 Added Parking Demand	63
Table 57: Historical Annual Growth Data	64
Table 58: Zone 4 Annual Growth Scenarios	65
Table 59: Projected Future Parking Adequacy	65
Table 60: Zone 5 Parking Inventory Detail	67
Table 61: Zone 5 Effective Parking Supply	68
Table 62: Zone 5 Occupancy Observations	69
Table 63: Zone 5 Parking Adequacy	72
Table 64: Zone 5 Parking Adequacy by Block	72
Table 65: Zone 5 - Weekday Occupancy Sample	74
Table 66: Zone 5 - Weekday Length of Stay	74
Table 67: Zone 5 - Weekend Occupancy Sample	75
Table 68: Zone 5 - Weekend Length of Stay	75
Table 69: Zone 5 Planned Projects	76
Table 70: Zone 5 Added Parking Demand	77
Table 71: Historical Annual Growth Data	78
Table 72: Zone 5 Annual Growth Scenarios	78
Table 73: Projected Future Parking Adequacy	79

AUGUST 22, 2014

PROJECT # 15-1988.00

EXECUTIVE SUMMARY

The City of Miami Beach ("the City") engaged Walker Parking Consultants ("Walker") to conduct a parking supply and demand analysis for areas of South Miami Beach from Dade Boulevard to South Pointe Drive. The purpose of the study is to quantify current and future parking conditions based on various development scenarios to assist in the overall parking management plan of the City. Data was collected during a weekday and Saturday and included duration of stay observations.

The study area generally encompasses the area from Dade Boulevard to South Pointe Drive, sub-divided into five Zones for analysis as outlined below:

- Zone 1 (Alton Road Corridor) - 5th Street to 17th Street and from West Avenue/Bay Road to Lenox Avenue
- Zone 2 (Convention Center and Sunset Harbour) – 17th Street to 23rd Street/Dade Boulevard and from Alton Road to Collins Avenue
- Zone 3 (Neighborhood Area) - 5th Street to 17th Street and from Lenox Avenue to Pennsylvania/Drexel Avenue
- Zone 4 (Ocean Drive Corridor) – 5th Street to 10 17th Street and from Pennsylvania/Drexel Avenue to Collin Avenue/Ocean Drive
- Zone 5 (South Pointe) – South Pointe Drive to 5th Street and from Alton Road to Ocean Drive

Parking within each Zone was inventoried and classified as either on-street, off-street public, or off-street private. The off-street public parking facilities were further classified as a City owned and operated garages and lots; and garages and lots open to the general public that are not owned by the City. Private parking consists of garages and lots restricted for a particular use, such as employee parking only, a specific business or condominium tower. Only patrons of that particular venue are permitted to park in that parking facility. Each Zone is broken into blocks for analysis, and the blocks within each zone are numbered to correspond with the Zone number. The Zone numbering system used throughout the report is based on the following numbering series:

- Zone 1: 100's
- Zone 2: 200's
- Zone 3: 300's
- Zone 4: 400's
- Zone 5: 500's

A map on the following page provides an overview of the study area and outlines the five zones and block areas.

SOUTH BEACH

PARKING DEMAND ANALYSIS



AUGUST 22, 2014

PROJECT # 15-1988.00





AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING INVENTORY

A total of 27,644 spaces were inventoried within the areas studied. The City provides roughly 60% of the public parking assets, with 28% provided on-street, 22% in City Garages, and 10% in surface parking lots. Additional public parking is provided, predominantly in public parking garages, by private owners.

Of the spaces surveyed, 25% is considered Private. Private parking includes areas restricted to a particular business or for valet use, as well as areas observed by Walker and the inventory data provided by the City for known areas restricted from observation by the general public. The following table provides a summary of the parking inventory.

Summary of Parking Inventory

Zone #	Description	On-Street	Off-Street				Private	Total:
			City Garage	City Lot	Public Garage	Public Lot		
100	Alton Road	978	1,050	93	698	71	4,004	6,894
200	North of 17th	930	1,081	1,391	300	50	858	4,610
300	Residential	2,944	1,460	776	780	0	120	6,080
400	Ocean Drive	1,616	2,424	126	1,897	213	1,029	7,305
500	South Pointe	1,101	0	342	311	182	819	2,755
	Totals:	7,569	6,015	2,728	3,986	516	6,830	27,644

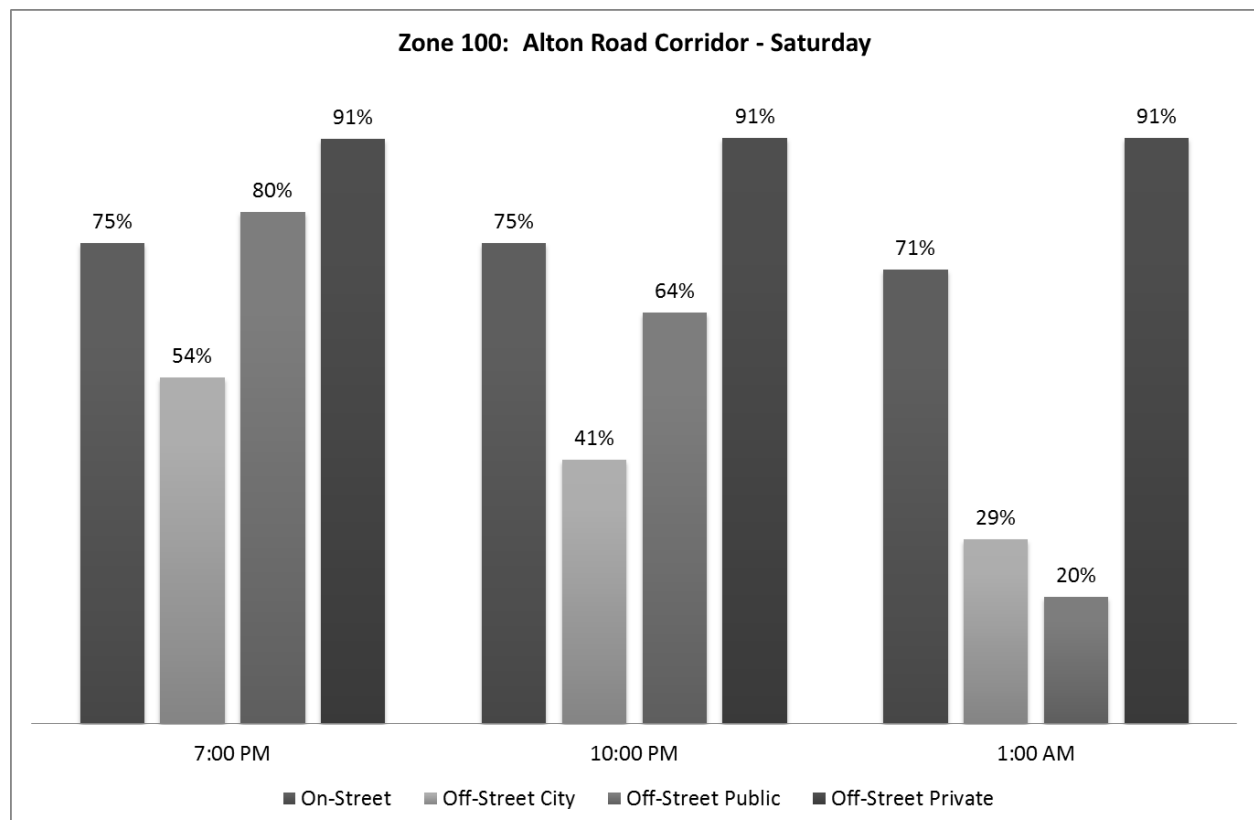
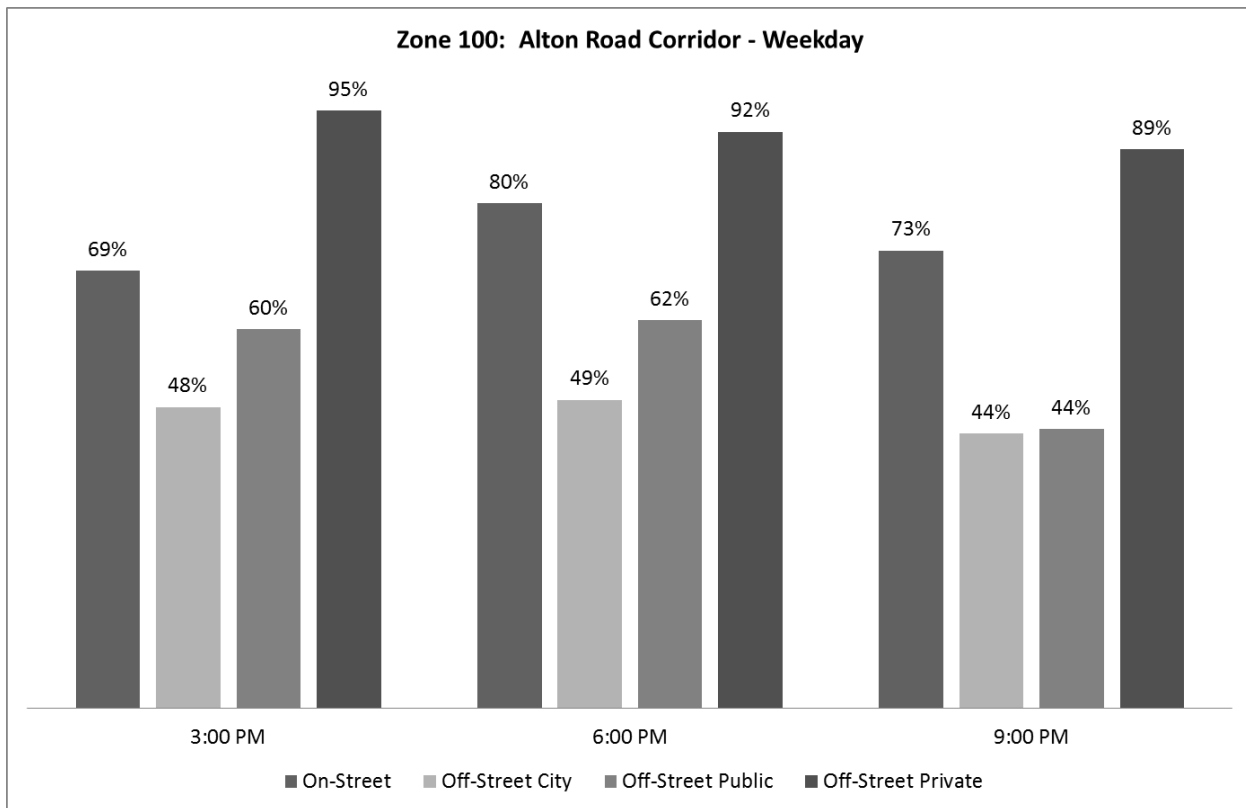
Source: Walker Parking Consultants

OBSERVED CONDITIONS

Parking occupancy for weekday and weekend periods is summarized by type for each zone in the following pages. Total occupancy is shown for each area. Parking occupancy above 85 – 90 percent is generally perceived as difficult to find or problematic. Even when overall parking occupancy is below this level, within each of the zones there are several individual blocks with occupancy greater than the 85-90 percent threshold. These areas are identified in maps located in the Appendix and full report using color codes.

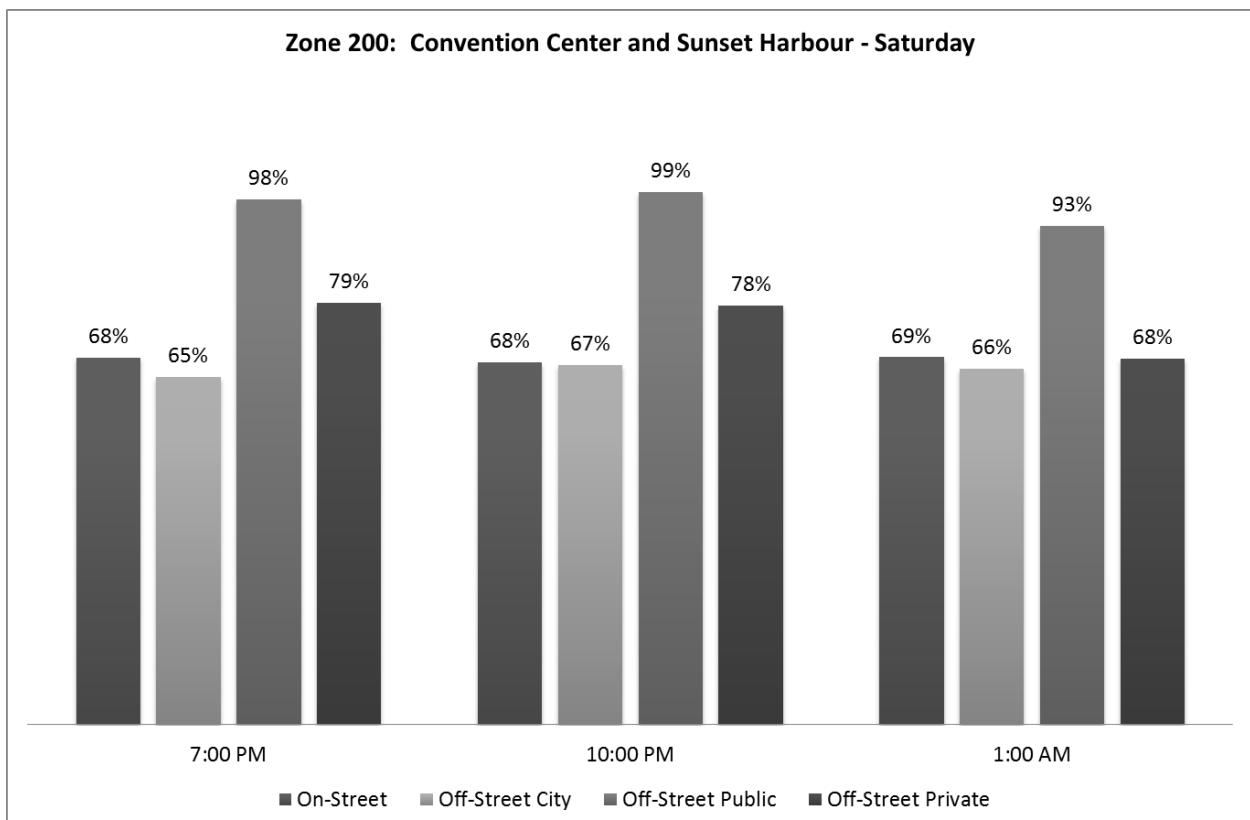
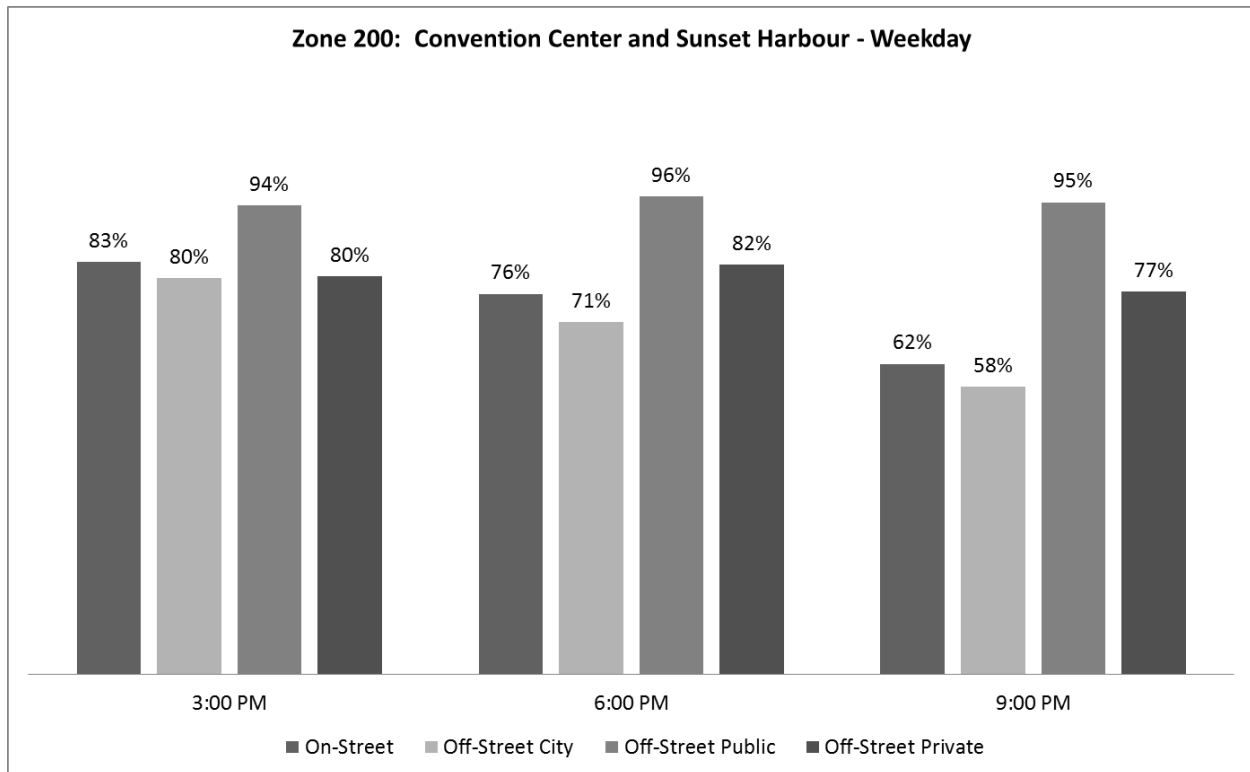
AUGUST 22, 2014

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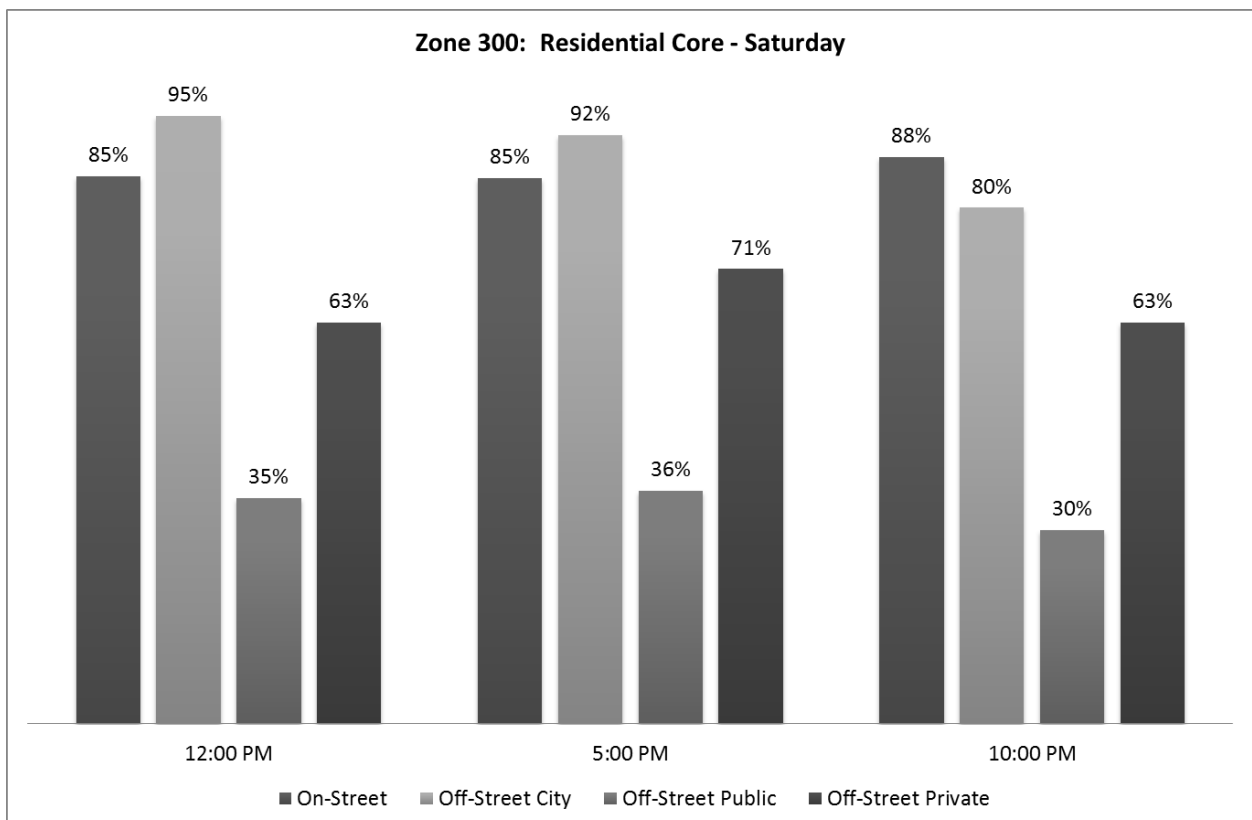
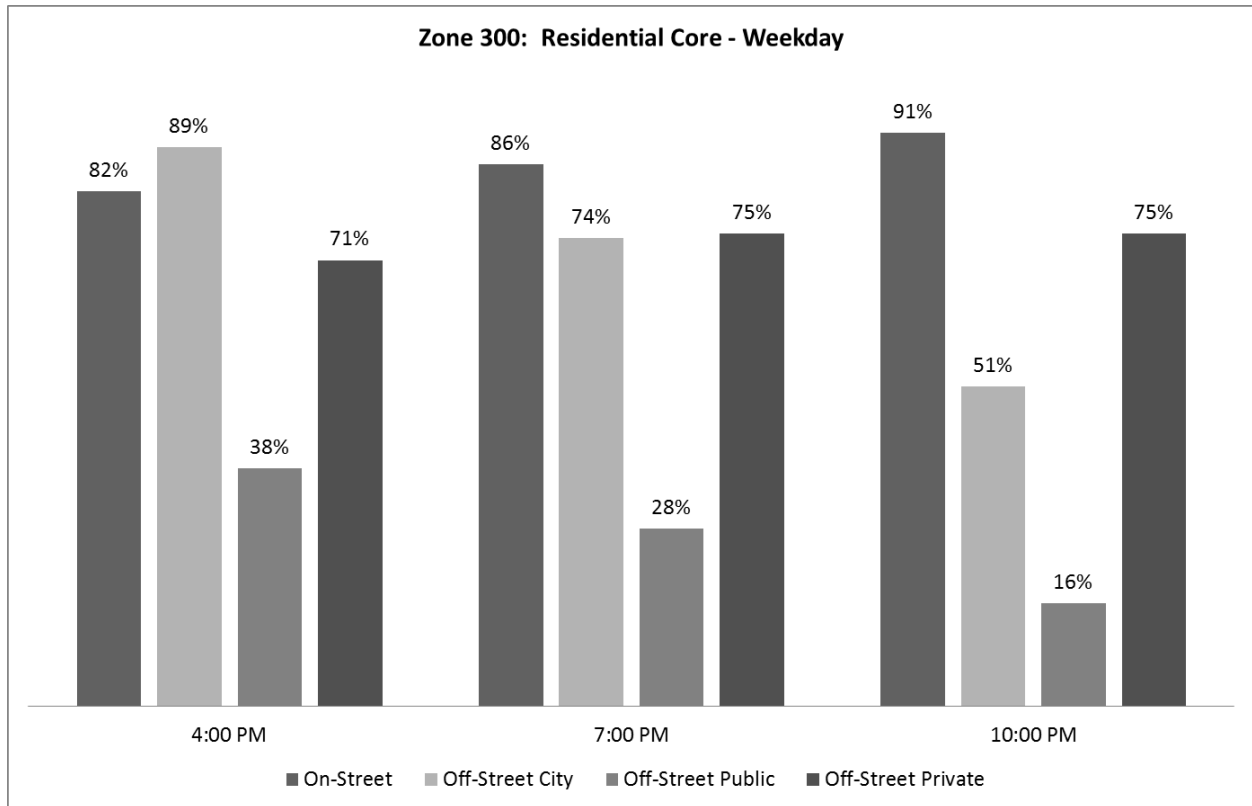
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PROJECT # 15-1988.00



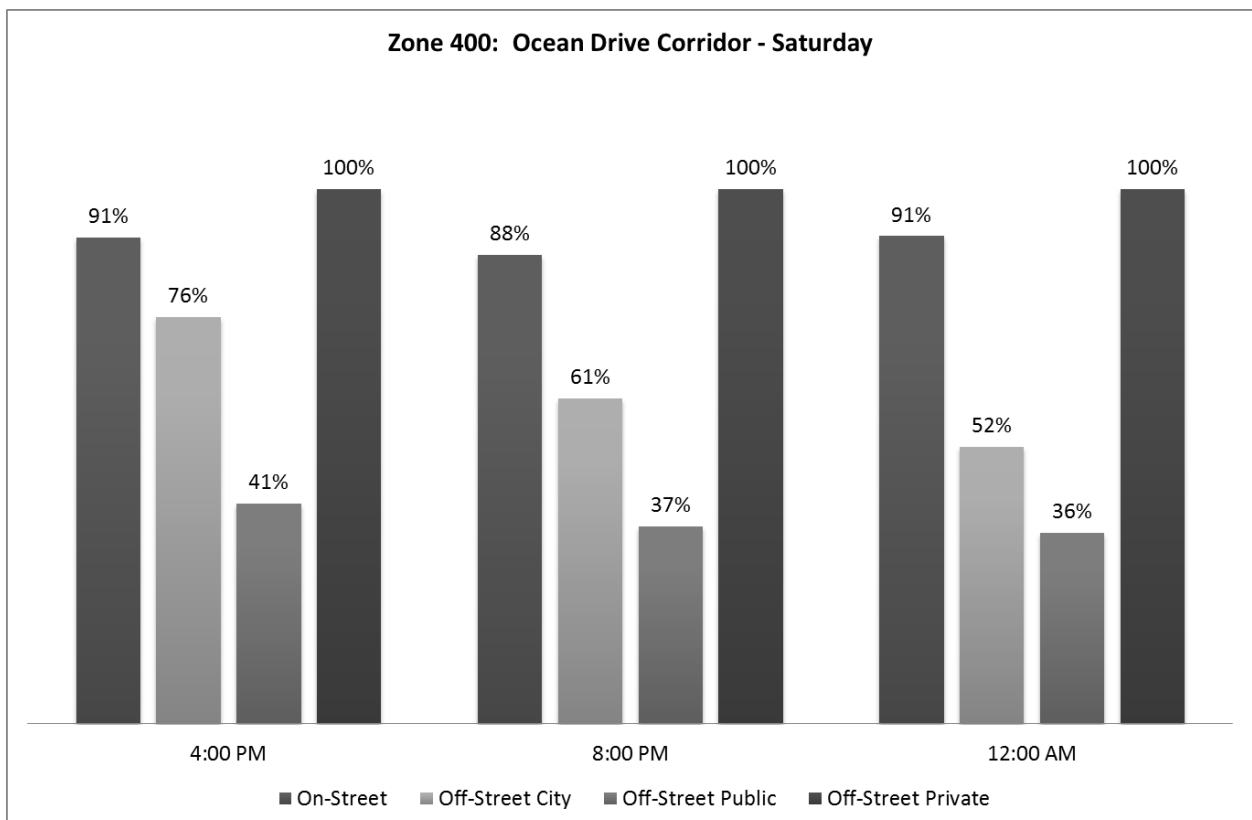
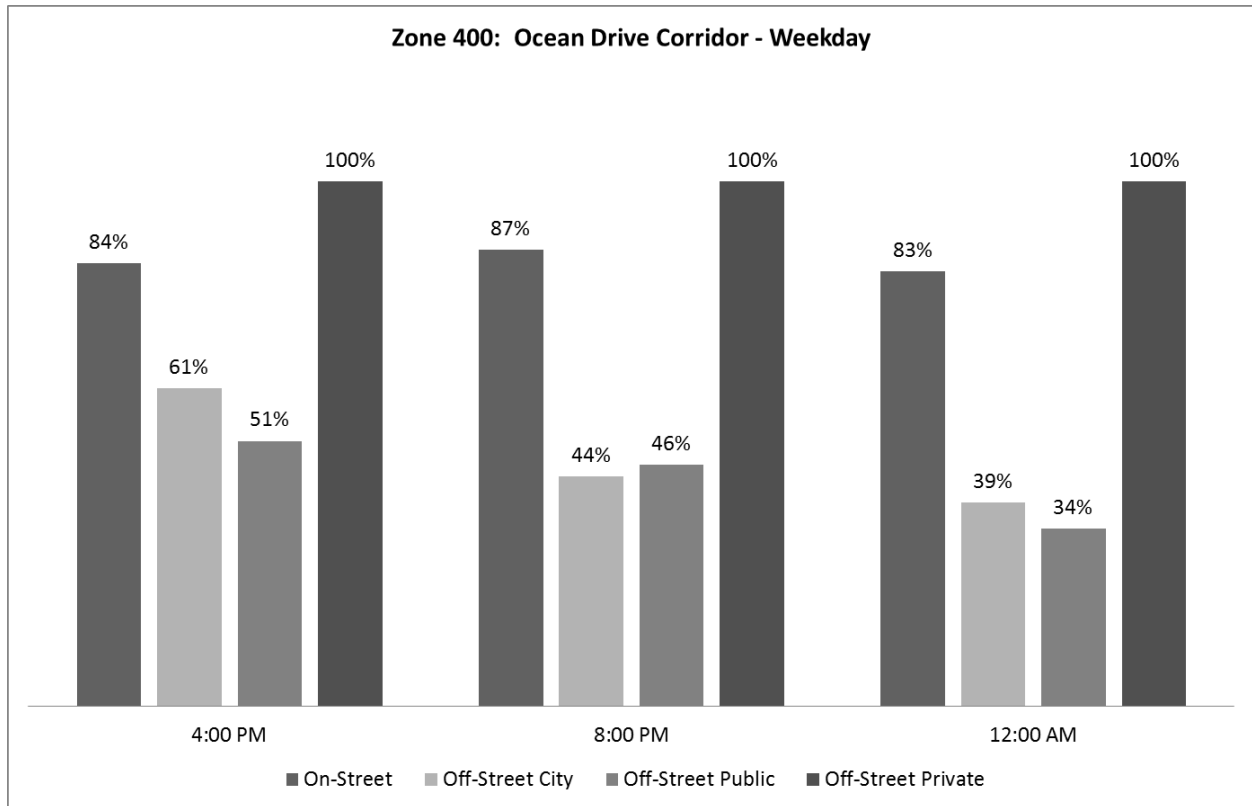
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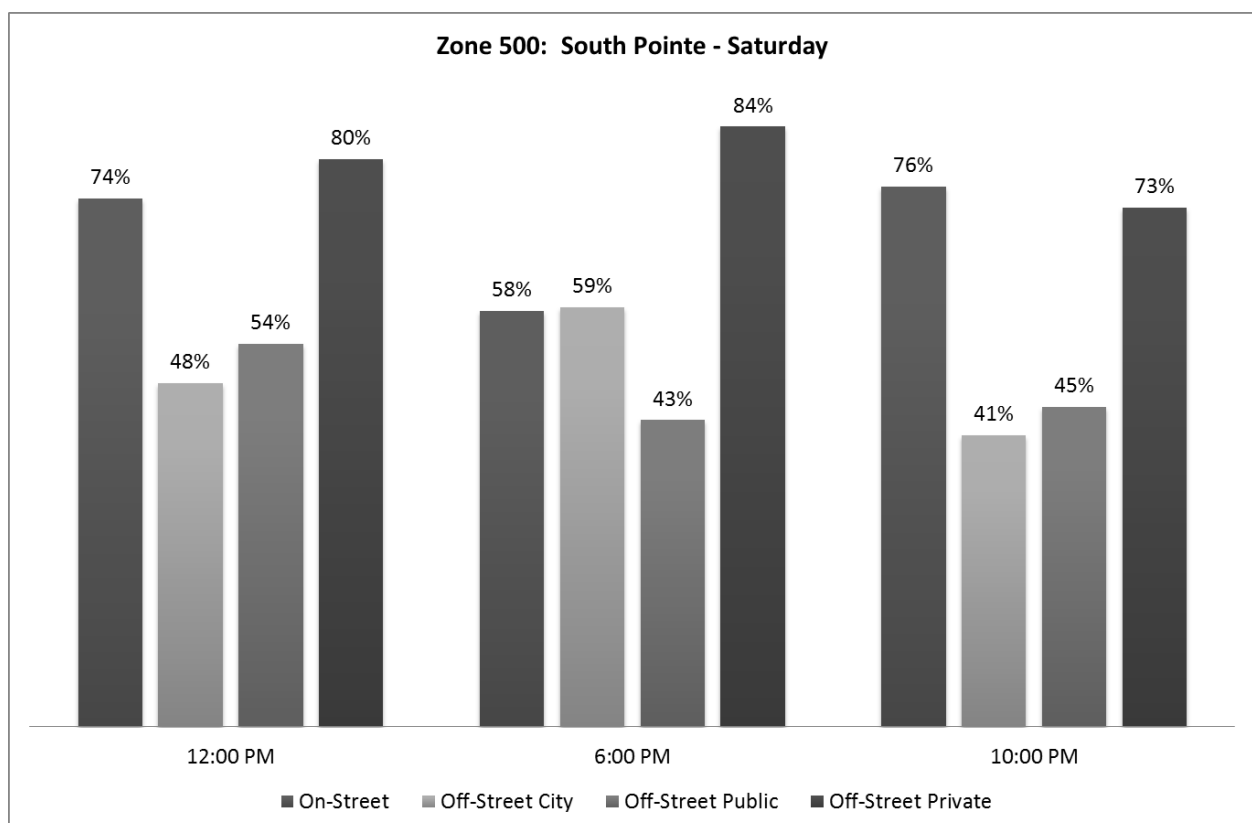
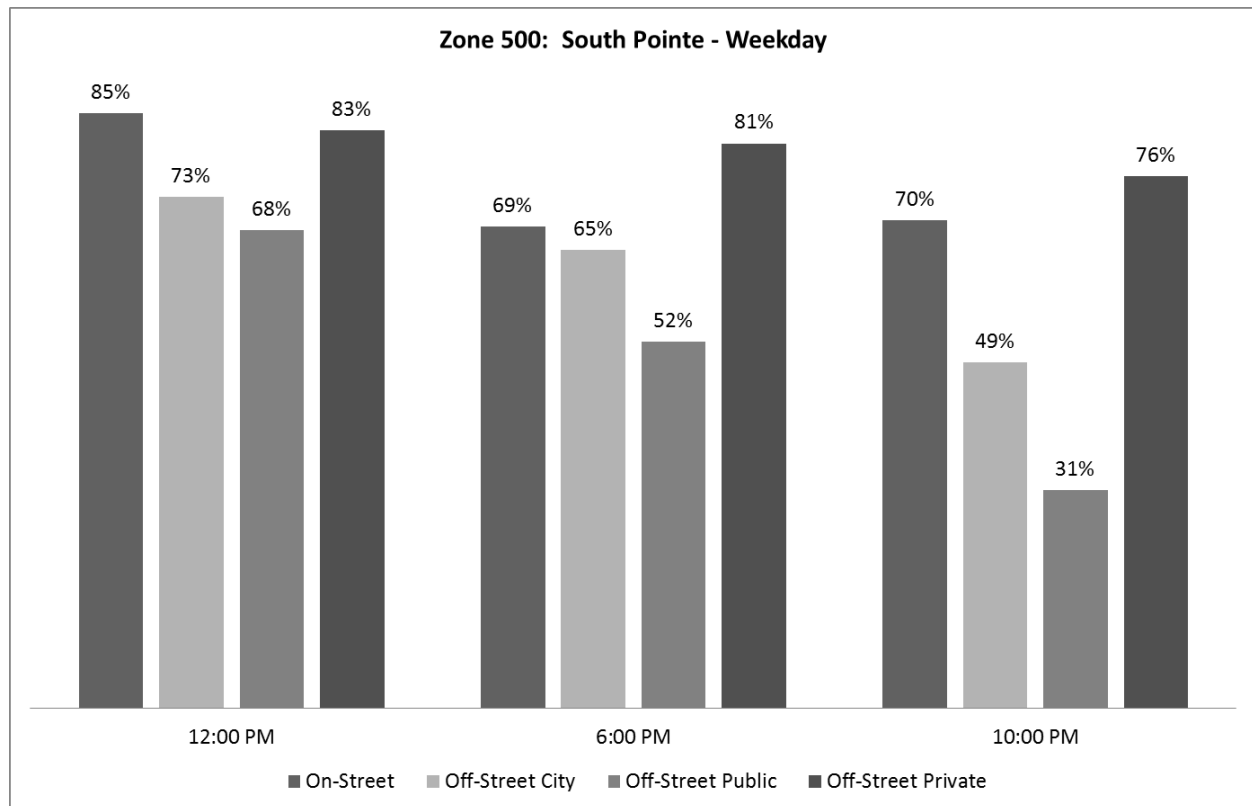
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AUGUST 22, 2014

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FUTURE CONDITIONS

Future parking conditions are based on known projects within each zone combined with data from the *Current Economic Conditions* report compiled and provided by the Tourism, Cultural & Economic Development Department. Factors considered include annual hospitality sales; average daily population statistics; hotel occupancy rate; jobs; building permits; and the food and beverage tax receipts. The annual growth rates are calculated for each period using data from 2006 – 2012. The following tables provide the annual growth rate assumptions and projected future parking adequacy summary for each zone.

ZONE 1: ALTON ROAD CORRIDOR

The Alton Road Corridor is undergoing significant changes in roadway improvements and relaxed zoning requirements to encourage redevelopment along portions of Alton Road. Specifically, smaller redevelopment projects for retail and restaurant spaces do not require providing off-street parking. Our analysis indicates single redevelopment projects can generate small parking demand; however, if multiple sites are developed to the maximum potential without required parking there is a concern for generating parking demand that would spill into the adjacent residential areas. This is especially true for restaurant type land uses which generate some of the largest peak parking demand.

Zone 1 Annual Growth Scenarios

Scenario	Annual Growth Rate	Consideration
1	3.1%	(Smallest Average Annual Growth)
2	5.7%	(Average Daily Population
3	7.0%	(80th Percentile of Average Annual Growth)

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

Projected Future Parking Adequacy

Year	EPS	Scenario 1		Scenario 2		Scenario 3	
		Demand	Adequacy	Demand	Adequacy	Demand	Adequacy
2014	6,359	5,782	577	5,928	431	6,001	358
2015	6,359	5,961	398	6,266	93	6,421	(62)
2016	7,042	6,896	146	7,373	(331)	7,620	(578)
2017	7,042	7,110	(68)	7,793	(751)	8,153	(1,111)
2018	7,042	7,330	(288)	8,237	(1,195)	8,724	(1,682)
2019	7,042	7,557	(515)	8,707	(1,665)	9,335	(2,293)
2020	7,042	7,791	(749)	9,203	(2,161)	9,988	(2,946)
2021	7,042	8,033	(991)	9,728	(2,686)	10,687	(3,645)
2022	7,042	8,282	(1,240)	10,282	(3,240)	11,435	(4,393)
2023	7,042	8,539	(1,497)	10,868	(3,826)	12,235	(5,193)

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

ZONE 2: CONVENTION CENTER AND SUNSET HARBOUR

Planning for renovations to the Miami Beach Convention Center continue and will have an impact on future conditions within Zone 2. Our future conditions analysis includes the preliminary changes to the convention center as well as several planned hotel additions, and restaurants combined with three annual growth rate scenarios.

Zone 2 Annual Growth Scenarios

Scenario	Annual Growth Rate	Consideration
1	3.1%	(Smallest Average Annual Growth)
2	5.7%	(Average Daily Population
3	7.0%	(80th Percentile of Average Annual Growth)

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

Projected Future Parking Adequacy

Year	EPS	Scenario 1		Scenario 2		Scenario 3	
		Demand	Adequacy	Demand	Adequacy	Demand	Adequacy
2014	4,147	3,871	276	3,969	178	4,018	129
2015	4,147	3,991	156	4,195	(48)	4,299	(152)
2016	5,543	5,172	371	5,491	52	5,657	(114)
2017	5,543	5,332	211	5,804	(261)	6,053	(510)
2018	5,543	5,497	46	6,135	(592)	6,477	(934)
2019	5,543	5,667	(124)	6,485	(942)	6,930	(1,387)
2020	5,543	5,843	(300)	6,855	(1,312)	7,415	(1,872)
2021	5,543	6,024	(481)	7,246	(1,703)	7,934	(2,391)
2022	5,543	6,211	(668)	7,659	(2,116)	8,489	(2,946)
2023	5,543	6,404	(861)	8,096	(2,553)	9,083	(3,540)
2024	5,543	6,603	(1,060)	8,557	(3,014)	9,719	(4,176)

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

ZONE 3: RESIDENTIAL CORE

The residential core is challenged by being surrounded by high demand commercial uses and spill over parking demand from employees and visitors. Future developments included in our analysis are primarily for commercial uses along the edges of the study area. The residential parking permit spaces that are not restricted during a portion of the weekday hours indicate high demand from non-residents. This provides some relief during a portion of the weekday and is a valued shared parking asset. Increasing the restricted hours is one option to benefit residents; however, the non-resident demand will impact the surrounding areas negatively and the added residential supply may not meet the demand when it is needed.

Zone 3 Annual Growth Scenarios (north of 16th Street)

Scenario	Annual Growth Rate	Consideration
1	3.1%	(Smallest Average Annual Growth)
2	5.7%	(Average Daily Population
3	7.0%	(80th Percentile of Average Annual Growth)

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

Projected Future Parking Adequacy

Year	EPS	Scenario 1		Scenario 2		Scenario 3	
		Demand	Adequacy	Demand	Adequacy	Demand	Adequacy
2014	5,336	5,056	280	5,121	215	5,154	182
2015	5,336	5,136	200	5,273	63	5,343	(7)
2016	5,297	5,389	(92)	5,603	(306)	5,714	(417)
2017	5,297	5,305	(8)	5,603	(306)	5,760	(463)
2018	5,297	5,393	(96)	5,782	(485)	5,991	(694)
2019	5,297	5,484	(187)	5,971	(674)	6,238	(941)
2020	5,297	5,577	(280)	6,171	(874)	6,502	(1,205)
2021	5,297	5,674	(377)	6,382	(1,085)	6,785	(1,488)
2022	5,297	5,774	(477)	6,606	(1,309)	7,088	(1,791)
2023	5,297	5,876	(579)	6,842	(1,545)	7,411	(2,114)

Source: Walker Parking Consultants

SOUTH BEACH

PARKING DEMAND ANALYSIS



AUGUST 22, 2014

PROJECT # 15-1988.00

ZONE 4: OCEAN DRIVE

The Ocean Drive Zone represents a busy commercial area with nightly entertainment, restaurants, hotels, and visitors. Parking in this area is in high demand and is projected to increase over time. Overall demand is projected to reach deficit levels under the lowest annual growth scenario the earliest of any of the zones.

Zone 4 Annual Growth Scenarios

Scenario	Annual Growth Rate	Consideration
1	3.1%	(Smallest Average Annual Growth)
2	5.7%	(Average Daily Population
3	7.0%	(80th Percentile of Average Annual Growth)

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

Projected Future Parking Adequacy

Year	EPS	Scenario 1		Scenario 2		Scenario 3	
		Demand	Adequacy	Demand	Adequacy	Demand	Adequacy
2014	6,550	6,456	94	6,619	(69)	6,700	(150)
2015	6,550	6,656	(106)	6,996	(446)	7,169	(619)
2016	6,550	7,113	(563)	7,646	(1,096)	7,922	(1,372)
2017	6,550	7,334	(784)	8,082	(1,532)	8,477	(1,927)
2018	6,550	7,561	(1,011)	8,543	(1,993)	9,070	(2,520)
2019	6,550	7,795	(1,245)	9,030	(2,480)	9,705	(3,155)
2020	6,550	8,037	(1,487)	9,545	(2,995)	10,384	(3,834)
2021	6,550	8,286	(1,736)	10,089	(3,539)	11,111	(4,561)
2022	6,550	8,543	(1,993)	10,664	(4,114)	11,889	(5,339)
2023	6,550	8,808	(2,258)	11,272	(4,722)	12,721	(6,171)

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

ZONE 5: SOUTH POINTE

South Pointe is currently undergoing substantial new developments, including hotel, residential and mixed-use developments. Several of these developments include some parking but the parking may or may not be available to the general public. The focus of much of the development and demand is to the south and near the beach where the City has some surface parking assets.

Zone 5 Annual Growth Scenarios

Scenario	Annual Growth Rate	Consideration
1	3.1%	(Smallest Average Annual Growth)
2	5.7%	(Average Daily Population
3	7.0%	(80th Percentile of Average Annual Growth)

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

Projected Future Parking Adequacy

Year	EPS	Scenario 1		Scenario 2		Scenario 3	
		Demand	Adequacy	Demand	Adequacy	Demand	Adequacy
2014	2,470	2,267	203	2,324	146	2,353	117
2015	2,470	2,337	133	2,456	14	2,518	(48)
2016	3,190	2,856	334	3,043	147	3,141	49
2017	3,190	2,945	245	3,216	(26)	3,361	(171)
2018	3,190	3,036	154	3,399	(209)	3,596	(406)
2019	3,190	3,130	60	3,593	(403)	3,848	(658)
2020	3,190	3,227	(37)	3,798	(608)	4,117	(927)
2021	3,190	3,327	(137)	4,014	(824)	4,405	(1,215)
2022	3,190	3,430	(240)	4,243	(1,053)	4,713	(1,523)
2023	3,190	3,536	(346)	4,485	(1,295)	5,043	(1,853)

Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

FUTURE PARKING NEEDS SUMMARY

The analysis indicates parking capacity to be a growing issue in all five Zones under all growth scenarios. While building new standalone parking structures to meet this demand is the most direct solution, it is difficult given the high density of land uses and being surrounded by water on three sides. Procuring parcels for the development of small surface lots is another option; however, smaller lots add to the existing enforcement requirements and may not be efficient.

Partnering with a private developer to include building additional public parking spaces within a new development is an option to increase public parking without building a standalone parking facility. This option may also include allowing the improvement of a public parking asset by a private developer with conditions that any existing parking be replaced and expanded upon. These options should only be pursued where parking is in demand and shown to be needed.

Other options to explore include possible expansion of existing facilities, acquiring privately owned facilities in need of repair, and implementing parking management strategies to distribute parking demand or reduce parking demand.

PARKING MANAGEMENT STRATEGIES

Several parking management strategies are provided in the report, including:

- Expanding residential parking permit hours to 24 hours per day, seven days a week;
- Adding time limit restrictions to residential parking permit zones during periods when the residential parking restrictions are not in effect, but allowing residential permit holders exception to posted time limits;
- Providing enhanced wayfinding and signage to direct patrons to the parking, including displaying the number of available spaces on the signage;
- Increased branding and promotion of public parking;
- Implementing dynamic pricing based on seasonality and occupancy surveys;
- Encouraging car sharing services geared toward residents; and
- Allowing limited car reservations to improve options and increase revenue.

PARKING DEMAND ANALYSIS



WALKER
PARKING CONSULTANTS

AUGUST 22, 2014

PROJECT # 15-1988.00

INTRODUCTION

The City of Miami Beach ("the City") engaged Walker Parking Consultants ("Walker") to conduct a parking supply and demand analysis for areas of South Miami Beach from Dade Boulevard to South Pointe Drive. The purpose of the study is to quantify current and future parking conditions based on various development scenarios to assist in the overall parking management plan of the City. Walker had previously completed a large scale supply/demand analysis in selected areas of Miami Beach in 2004. While the study areas are not an exact match, several of the areas and neighborhoods overlap.

KEY OBJECTIVES

- Update the physical inventory of parking spaces within the study area;
- Gain an understanding of how Residential Parking Permit areas are utilized during non-enforced hours;
- Analyze the impact of extending existing restricted residential parking zone hours; and
- Project future demand based on planned projects within the study area and potential future growth.

STUDY AREAS

The complete study area generally encompasses the area from Dade Boulevard to the north to South Pointe Drive to the south. This area is sub-divided into five Zones for analysis as outlined below:

- Zone 1 (Alton Road Corridor) - 5th Street to 17th Street and from West Avenue/Bay Road to Lenox Avenue
- Zone 2 (Convention Center and Sunset Harbour) – 17th Street to 23rd Street/Dade Boulevard and from Alton Road to Collins Avenue
- Zone 3 (Neighborhood Area) - 5th Street to 17th Street and from Lenox Avenue to Pennsylvania/Drexel Avenue
- Zone 4 (Ocean Drive Corridor) – 5th Street to 10 17th Street and from Pennsylvania/Drexel Avenue to Collins Avenue/Ocean Drive
- Zone 5 (South Pointe) – South Pointe Drive to 5th Street and from Alton Road to Ocean Drive

Each Zone is defined by uniquely numbered blocks for analysis and organization. The report provides an overall summary and detailed analysis by Zone. The map on the following page provides an overview of the study area and outlines the five zones and block areas.





AUGUST 22, 2014

PROJECT # 15-1988.00

SUMMARY OF INVENTORY

Parking within each Zone was inventoried and classified as either on-street, off-street public, or off-street private. The off-street public parking facilities were further classified as a City owned and operated garages and lots; and garages and lots open to the general public that are not owned by the City. Private parking consists of garages and lots restricted for a particular use, such as employee parking only, a specific business or condominium tower. Only patrons of that particular venue are permitted to park in that parking facility. Each Zone is broken into blocks for analysis, and the blocks within each zone are numbered to correspond with the Zone number. The Zone numbering system used throughout this report is based on the following numbering series:

- Zone 1: 100's
- Zone 2: 200's
- Zone 3: 300's
- Zone 4: 400's
- Zone 5: 500's

PARKING INVENTORY

A total of 27,644 spaces were inventoried within the areas studied. The City provides roughly 60% of the public parking assets, with 28% provided on-street, 22% in City Garages, and 10% in surface parking lots. Additional public parking is provided, predominantly in public parking garages, by private owners.

Of the spaces surveyed, 25% is considered Private. Private parking includes areas restricted to a particular business or for valet use, as well as areas observed by Walker and the inventory data provided by the City for known areas restricted from observation by the general public. Table 1 depicts a summary of the total parking inventory.

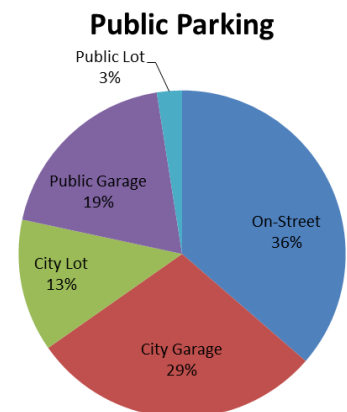


Table 1: Summary of Parking Inventory

Zone #	Description	On-Street	Off-Street				Private	Total:
			City Garage	City Lot	Public Garage	Public Lot		
100	Alton Road	978	1,050	93	698	71	4,004	6,894
200	North of 17th	930	1,081	1,391	300	50	858	4,610
300	Residential	2,944	1,460	776	780	0	120	6,080
400	Ocean Drive	1,616	2,424	126	1,897	213	1,029	7,305
500	South Pointe	1,101	0	342	311	182	819	2,755
Totals:		7,569	6,015	2,728	3,986	516	6,830	27,644

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

OBSERVATION PERIODS

Observations of parked vehicles within each zone were recorded on a weekday and Saturday at three different intervals over the course of a day. The observation periods were agreed upon at the start of the project during a meeting with various City departments. Weekday observations were conducted over a two day period, Wednesday November 6th and Thursday November 7th; while the Saturday counts were taken on November 9, 2013. The actual observation times for each Zone are shown in the following Tables.

Table 2: Weekday Observation Times

Zone	Weekday												
	noon	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
100													
200													
300													
400													
500													

Source: Walker Parking Consultants and Miami Beach Parking

Table 3: Saturday Observation Times

Zone	Saturday												
	noon	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
100													
200													
300													
400													
500													

Source: Walker Parking Consultants and Miami Beach Parking

The report that follows herein delivers a detailed accounting of the findings within each Zone, as well as the observed occupancy and adequacy of the available parking supply.

AUGUST 22, 2014

PROJECT # 15-1988.00

DEFINITION OF TERMS

Several terms used in this report have unique meanings when used in the parking industry. To help clarify these terms and enhance understanding by the reader, definitions for some of these terms are presented below.

- **Demand** – The number of parking spaces recommended to satisfy the visitor, employee and resident demand on a given day.
- **Demand Generator** – Any building, structure, business, or attraction that brings individuals into the study area, thereby increasing parking demand and occupancy.
- **Effective Parking Supply (EPS)** – The actual inventory adjusted to provide the optimum number of parking spaces before parking is typically perceived as being insufficient. This “cushion” in the parking inventory accounts for some spaces lost due vehicles parked in two spaces, spaces lost for repair or temporary blockage and for the time needed for patrons to locate the last few available spaces. The cushion also accounts for the dynamics of vehicles moving in and out of spaces which can lead to “cruising” for the last few open spaces.
- **Effective Supply Factor (ESF)** – The adjustment factor used to calculate the Effective Parking Supply.
- **Inventory** – The total number of parking spaces identified and counted during survey day observations. The intent of this study is to account for all parking within defined geographical areas of study.
- **Occupancy (Counts)** – The number of vehicles observed parked on each survey day.
- **Parking Adequacy** – The difference between the effective parking supply and demand.
- **Private Parking** – A parking space that is restricted from public access and reserved for private use, regardless of ownership.
- **Public Parking** – A parking space that is available for use by the general public on an hourly, daily and/or monthly basis.
- **Survey Days** – The days that the parking occupancy counts were conducted in the study areas.
- **Survey Times** – The time of the survey on the Survey Day. The time generally represents the start time of the data collection.

ZONE 1:

ALTON ROAD CORRIDOR



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AUGUST 22, 2014

PROJECT # 15-1988.00

INTRODUCTION

The Alton Road Corridor Zone resides along Alton Road from 5th Street to 17th Street. Alton Road is a busy commercial area with residential units moving outward to the east and west. Several high rise condominiums with private gated parking areas are located along the waterway. The gated areas are not accessible to the general public for observation, but where possible, the inventory of parking spaces is included in the analysis based on City records. Occupancy of these areas is assumed to be full.

The corridor is currently undergoing a major two-year roadway construction project, which began in April 2013. The project impacts the entire length of Alton Road within the study area and eliminates about 90 on-street parking spaces. At the time of our study, construction was underway; however, traffic was allowed in both directions and some on-street parking was observed. During subsequent visits, construction intensity had increased to include road closures, one-way traffic, and multiple cross road constrictions.



STUDY AREA

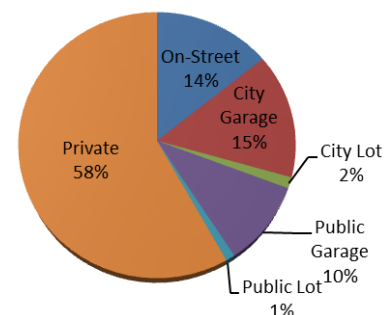
Zone 1 is bordered by 17th Street to the north, mid-block between Alton and Lenox to the east, 5th Street to the south, and the inner coastal waterway to the west. The area is broken down into 46 individual blocks with a total of 6,894 spaces inventoried for analysis.

PARKING INVENTORY

A majority of the Zone 1 parking is Private residential parking restricted within gated areas. The City provides on-street and public garage parking at the 5th and Alton Street garage within Zone 1. The following table and chart detail the parking inventory observed in Zone 1.

Table 4: Zone 1 Parking Inventory Detail

On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
978	1,050	93	698	71	4,004	6,894



Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

EFFECTIVE PARKING SUPPLY

The inventory of parking within the study area is adjusted to allow for a cushion necessary for vehicles moving in and out of spaces, reduce the time necessary to find the last few remaining spaces when the parking supply is nearly full, spaces lost due to mis-parked vehicles, temporary construction, and restricted spaces. To account for this cushion, the parking inventory is adjusted to reflect the *Effective Parking Supply* ("EPS"). We derive the EPS by deducting this cushion from the total parking capacity.

A parking system operates at peak efficiency when parking occupancy is at 85 to 95 percent of the supply. When occupancy exceeds this level patrons may experience delays and frustration while searching for a space; moreover, the parking supply may be perceived as inadequate, even though spaces are available within the parking system. As a result, we use the effective supply when analyzing the adequacy of the parking system, rather than the total supply or inventory of spaces. The following factors affect the efficiency of a parking system:

- Capacity – Large, scattered surface lots operate less efficiently than a more compact facility, such as a double-threaded helix parking structure, which offers one-way traffic that passes each available parking space one time. Moreover, it is difficult to find the available spaces in a widespread parking area rather than in a centralized parking area.
- Type of users – Monthly or regular parking patrons can find the available spaces more efficiently than infrequent visitors because they are familiar with the location of the parking options and typically know where the spaces will be available before they park.
- On-street vs. Off-street – On-street parking is less efficient than off-street due to the time it takes patrons to find the last few vacant on-street spaces. In addition, patrons are typically limited to using one side of the street at a time and often must parallel park in traffic to use an on-street space.

For this analysis, we applied a general *Effective Supply Factor* ("ESF") of 85% for the on-street spaces, 90% for off-street public spaces and 95% for off-street private spaces. The Zone 1 EPS is calculated at 6,359 spaces, as shown in the following table.

Table 5: Zone 1 Effective Parking Supply

	On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
Inventory	978	1,050	93	698	71	4,004	6,894
ESF	0.85	0.90	0.90	0.90	0.90	0.95	
Effective Supply*	834	945	84	628	64	3,804	6,359

* EPS calculated by block and rounded

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

CURRENT CONDITIONS

Observations were conducted at three intervals on a Weekday and Saturday of all inventoried parking spaces within this Zone. Weekday observations were conducted on Wednesday, November 6th and the Saturday observations were made on November 9th. Weather conditions during the Weekday observations were good; Saturday observations experienced intermittent rain during the day and rain in the evening.

The following table provides a summary of the observations for both periods with the overall peak observation period identified for both periods.

Table 6: Zone 1 Occupancy Observations

WEEKDAY	Inventory	PEAK HOUR			SATURDAY	Inventory	PEAK HOUR		
		3:00 PM	6:00 PM	9:00 PM			7:00 PM	10:00 PM	1:00 AM
On-Street	978	679	784	711	On-Street	978	732	732	692
Occupancy Rate		69%	80%	73%	Occupancy Rate		75%	75%	71%
Unoccupied Spaces		299	194	267	Unoccupied Spaces		246	246	286
Public City Garage	1,050	478	481	417	Public City Garage	1,050	544	410	300
Occupancy Rate		46%	46%	40%	Occupancy Rate		52%	39%	29%
Unoccupied Spaces		572	569	633	Unoccupied Spaces		506	640	750
Public City Lot	93	69	79	82	Public City Lot	93	73	60	29
Occupancy Rate		74%	85%	88%	Occupancy Rate		78%	65%	31%
Unoccupied Spaces		24	14	11	Unoccupied Spaces		20	33	64
Public Garage	698	407	445	308	Public Garage	698	580	476	149
Occupancy Rate		58%	64%	44%	Occupancy Rate		83%	68%	21%
Unoccupied Spaces		291	253	390	Unoccupied Spaces		118	222	549
Public Lot	71	56	29	33	Public Lot	71	33	17	3
Occupancy Rate		79%	41%	46%	Occupancy Rate		46%	24%	4%
Unoccupied Spaces		15	42	38	Unoccupied Spaces		38	54	68
Off-Street Private	4,004	3,797	3,665	3,553	Off-Street Private	4,004	3,646	3,654	3,654
Occupancy Rate		95%	92%	89%	Occupancy Rate		91%	91%	91%
Unoccupied Spaces		207	339	451	Unoccupied Spaces		358	350	350
Total	6,894	5,486	5,483	5,104	Total	6,894	5,608	5,349	4,827
Occupancy Rate		80%	80%	74%	Occupancy Rate		81%	78%	70%
Unoccupied Spaces		1,408	1,411	1,790	Unoccupied Spaces		1,286	1,545	2,067

Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING OCCUPANCY DETAIL

The overall peak observed occupancy level of 81% does not in itself indicate a shortage of parking. However, when we look at the individual blocks that comprise the study area, we note that several blocks experience occupancy levels that could indicate an issue with the available supply.

To illustrate parking occupancy in detail, heat maps were developed to depict the peak parking demand observed on the Weekday and Saturday. Generally, the highest parking demand was observed north of 14th Street and along the waterway, where several blocks were observed with occupancy greater than 85%. A majority of the parking west of West Avenue is Private parking, restricted for use by condominium and high rise apartment owners. These areas are assumed to be full whenever direct observation was not possible.



AUGUST 22, 2014

PROJECT # 15-1988.00

Figure 2: Heat Map of Peak Weekday Parking Occupancy

Zone 1 - Occupancy Weekday 3pm

— Study Area / Zone Boundaries

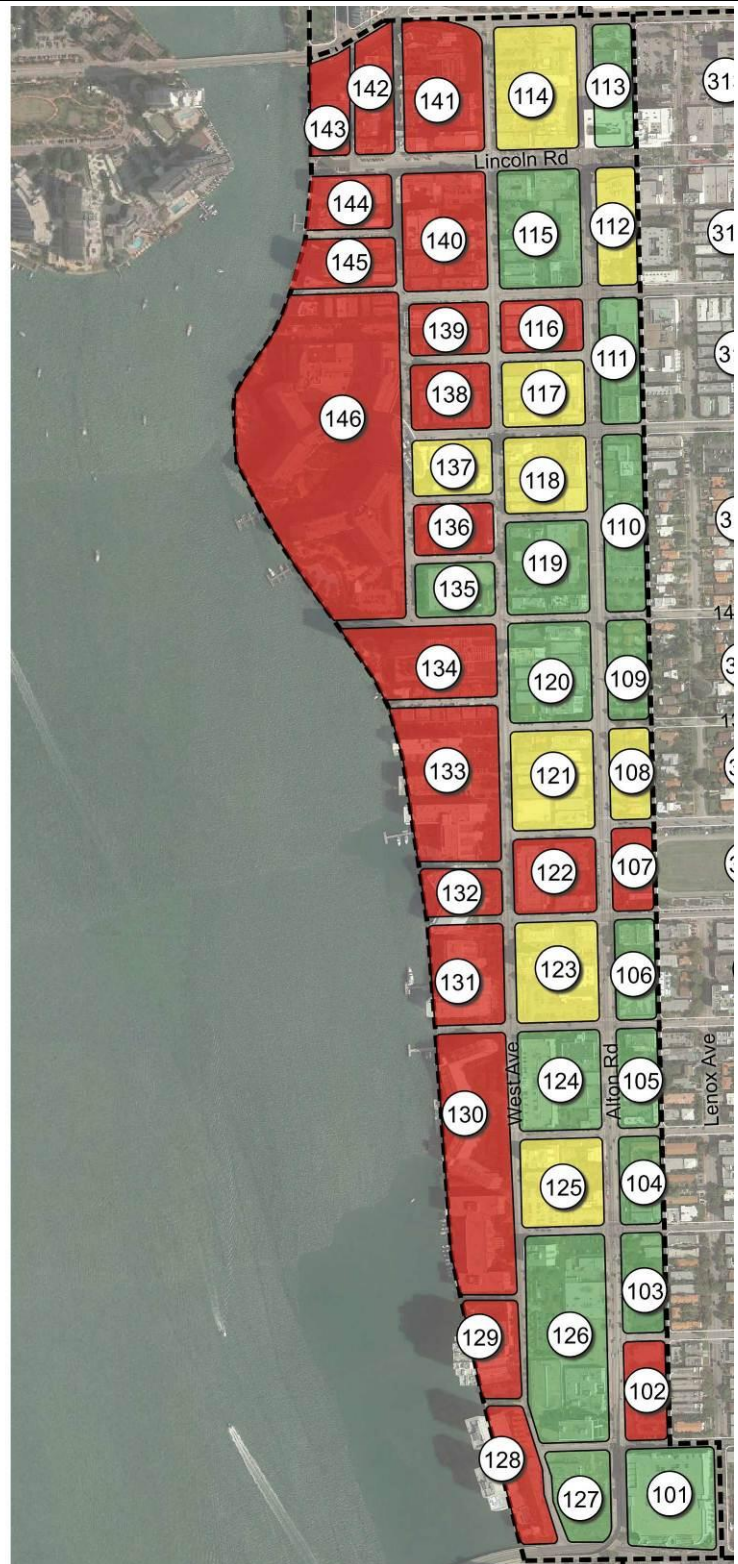
⊙ Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

Figure 3: Heat Map of Peak Saturday Parking Occupancy

Zone 1 - Occupancy Saturday 7pm

--- Study Area / Zone Boundaries

000 Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



Source: Walker Parking Consultants

Zone 1 – Alton Road Corridor

AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING ADEQUACY

Parking adequacy is defined as the ability of the parking supply to accommodate the demand. The parking demand can vary throughout the year due to seasonality, weather, and local events. For comparison purposes, our analysis considers the observed peak conditions as representative of the parking demand for the area. The observed demand is subtracted from the effective parking supply to provide our opinion of the parking adequacy within the area.

Considering Zone 1 as a whole, the following table shows the overall parking adequacy (surplus or deficit) of parking spaces within the zone.

Table 7: Zone 1 Parking Adequacy

	On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
Effective Supply	834	945	84	628	64	3,804	6,359
Demand	732	544	73	580	33	3,646	5,608
Adequacy	102	401	11	48	31	158	751

Source: Walker Parking Consultants

While overall adequacy in Zone 1 is a surplus, there are blocks with adequacy concerns. To illustrate this, the following pages show parking adequacy on a block-by-block basis.

Table 8: Zone 1 Parking Adequacy by Block

Block	On-Street	Public City Garage	Public City Lot	Public Garage	Public Lot	Off-Street Private	Total	Effective Supply	Surplus/ (Deficit)
101	0	544					544	947	403
102	4					17	21	69	48
103	9					56	65	72	7
104	13						13	19	6
105	6					8	14	49	35
106	9					4	13	54	41
107	13						13	19	6
108	13						13	12	(1)
109	5						5	11	6
110	3					22	25	77	52

(continued on next page)

SOUTH BEACH

PARKING DEMAND ANALYSIS



AUGUST 22, 2014

PROJECT # 15-1988.00

Block	On-Street	Public City Garage	Public City Lot	Public Garage	Public Lot	Off-Street Private	Total	Effective Supply	Surplus/ (Deficit)
111	20					40	60	99	39
112	11			298			309	285	(24)
113	12			240			252	270	18
114	32		41		33		106	150	44
115	31		32			6	69	70	1
116	30						30	26	(4)
117	26						26	26	0
118	23					15	38	72	34
119	29						29	26	(3)
120	32						32	33	1
121	25						25	21	(4)
122	24						24	25	1
123	18					48	66	97	31
124	24			42			66	127	61
125	30					44	74	78	4
126	30					2	32	133	101
127	1						1	0	(1)
128	3					278	281	267	(14)
129	0					525	525	499	(26)
130	0					521	521	495	(26)
131	17					273	290	276	(14)
132	0					196	196	186	(10)
133	0					130	130	143	13
134	11					600	611	584	(27)
135	7						7	13	6
136	7						7	6	(1)
137	8						8	16	8
138	32						32	29	(3)
139	21						21	21	0
140	28						28	23	(5)
141	29						29	30	1
142	16						16	18	2
143	8						8	7	(1)
144	27						27	24	(3)
145	14						14	12	(2)
146	31					861	892	843	(49)

Source: Walker Parking Consultants

Zone 1 – Alton Road Corridor

AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING TURNOVER

Walker conducted a parking turnover analysis using a sample of parking spaces within the Zone. Spaces were observed on an hourly basis over the course of a day, and each space was noted as being empty or with a portion of parked vehicle's license plate number on a weekday (Friday, November 8, 2013) and a weekend (Sunday, November 10, 2013). The data allows the average length of stay to be calculated as well as the parking utilization of the sample. The tables below summarize the specific samples for the weekday and weekend observations for Zone 1.

Table 9: Zone 1 - Weekday Occupancy Sample

LPI Occupancy Results				Hourly Occupancies								Peak Hour	
Zone	Street:	Location:	Sample	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	12:00 PM	
100	West	11th	9	9	9	9	8	8	9	9	8	9	
100	MB 23	Lot	6	6	6	6	6	6	5	5	6	6	
100	Pay Lot	16th	11	9	11	10	9	9	7	9	7	11	
Totals:				26	24	26	25	23	23	21	23	21	26
% Occupied:					92%	100%	96%	88%	88%	81%	88%	81%	100%

Source: Walker Parking Consultants

Table 10: Zone 1 - Weekday Length of Stay

LPI Length of Stay Results				Length of Stay									
Zone	Street:	Location:	Sample	1 hr	2 hr	3 hr	4 hr	5 hr	6 hr	7 hr	8 hr	Average	
100	West	11th	9	10	2	1	1	1	2	1	3	3.3	
100	MB 23	Lot	6	7	4	2	1	1	0	0	2	2.7	
100	Pay Lot	16th	11	39	0	0	0	0	0	0	4	1.7	
Total Vehicles:				26	56	6	3	2	2	2	1	9	2.30
Total Hours:					56	12	9	8	10	12	7	72	

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

Table 11: Zone 1 - Weekend Occupancy Sample

LPI Occupancy Results				Hourly Occupancies								Peak Hour
Zone	Street:	Location:	Sample	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	5:00 PM
100	Alton	17th	17	14	16	15	15	15	15	14	15	15
100	Lincoln Road	Alton	7	7	7	6	7	7	7	7	7	7
100	West	15th Terrace	8	6	6	7	7	6	6	8	8	6
Totals:				32	27	29	28	29	28	28	29	30
% Occupied:					84%	91%	88%	91%	88%	88%	91%	94%

Source: Walker Parking Consultants

Table 12: Zone 1 - Weekend Length of Stay

LPI Length of Stay Results				Length of Stay								
Zone	Street:	Location:	Sample	1 hr	2 hr	3 hr	4 hr	5 hr	6 hr	7 hr	8 hr	Average
100	Alton	17th	17	36	14	8	2	0	0	1	2	1.9
100	Lincoln Road	Alton	7	14	6	6	1	0	0	1	0	2.0
100	West	15th Terrace	8	4	3	0	0	1	0	1	4	4.2
Total Vehicles:				32	54	23	14	3	1	0	3	6
Total Hours:					54	46	42	12	5	0	21	48
												2.19

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

FUTURE CONDITIONS

The basis for projecting short-term future parking conditions can be based on adding planned developments specific to an area. Known or planned developments consist of projects registered with the Miami Beach Planning Department that include details on the planned type and size of the land use, as well as the planned parking inventory for the development.

Projecting beyond two to three years, or when there is limited data on planned projects, we typically assess future conditions based on historical growth rates of criteria that directly influence area activity and parking demand, which can provide a good measure of potential changes to the future parking conditions.

PLANNED DEVELOPMENTS

The Miami Beach Planning Department provided the two projects detailed in the following table for consideration within Zone 1, and we assume these developments will be completed and impact parking demand within the next three years for this analysis. The list of proposed improvements may not represent all potential real estate projects or business expansions being considered; only those projects in the planning process at the time of our study.

Table 13: Zone 1 Planned Projects

BLOCK	STREET	Description	Residential (Units)	Retail (SF)	Restaurant (Seats)	Parking Spaces
127	Alton Road	Mixed-Use	444	60,100		759
130	West Avenue	Restaurant			300	

Source: Miami Beach Planning Department and Walker Parking Consultants

Parking demand for each project is based on parking demand generation research by the Urban Land Use ("ULI"), Institute of Transportation Engineers ("ITE"), and Walker. The base parking demand is adjusted by a "non-captive" factor, drive ratio adjustment, and time of day based on the overall observed peak parking demand.

The non-captive adjustment accounts for demand to the development that is already in the area and parked for another land use demand generator. The drive ratio adjustment reflects patrons that arrive to the site via other than a private vehicle. This includes car-pooling, taxi, and walking. The time of day reflects typical activity for a land use during the peak observed conditions.

Based on the land uses in Zone 1, the planned developments are projected to generate additional demand of 750 spaces in the peak-hour. The following table provides a summary of how this figure was derived, moving from top to bottom.

AUGUST 22, 2014

PROJECT # 15-1988.00

Table 14: Zone 1 Added Parking Demand

BLOCK	STREET	Description	Residential (Units)	Retail (SF)	Restaurant (Seats)
127	Alton Road	Mixed-Use	444	60,100	
130	West Avenue	Restaurant			300
Total Added Land Use:			444	60,100	300
Demand Factors	Base Demand Ratio		1.75	4.00	0.25
	Non-Captive Ratio		1.00	0.60	0.60
	Drive Ratio		0.80	0.80	0.80
	Time of Day		1.00	0.80	1.00
	Added Demand		622	92	36
Total Demand:			750		

Source: Miami Beach Planning Department and Walker Parking Consultants

CHANGES TO PARKING SUPPLY

The development in Block 127 is planned to include a parking structure with 759 spaces. This added parking supply equates to an added effective supply of 683 spaces, assuming an effective supply factor of 0.90; therefore, no inventoried spaces will be displaced for the planned developments.

HISTORICAL GROWTH

The annual growth rates for several key criteria were analyzed to project three potential future growth scenarios for Zone 1. The basis of the data is the *Current Economic Conditions* report compiled and provided by the Tourism, Cultural & Economic Development Department. Factors considered include annual hospitality sales; average daily population statistics; hotel occupancy rate; jobs; building permits; and the food and beverage tax receipts. The annual growth rates are calculated for each period covering 2006 – 2012 as shown in the following table. The criteria for all periods generate positive growth, with the exception of the number of building permits from 2007 – 2012, which are estimated to decrease slightly.

AUGUST 22, 2014

PROJECT # 15-1988.00

Table 15: Historical Annual Growth Data

Annual Periods		6	5	4	3	2	1
Criteria		'06-'12	'07-'12	'08-'12	'09-'12	'10-'12	'11-'12
SOBE	Hotel Room Sales	5.43%	3.71%	4.90%	12.54%	12.09%	20.61%
	Food Sales	3.37%	4.12%	4.52%	7.50%	8.04%	8.07%
	Alcohol Sales	3.72%	3.25%	6.20%	9.50%	9.13%	17.08%
	Hospitality Sales	4.28%	3.74%	5.06%	9.97%	9.93%	15.10%
Average Daily Population		3.74%	4.34%	5.68%	4.87%	5.24%	10.06%
Hotel Occupancy		1.11%	0.62%	1.06%	5.13%	5.27%	0.17%
Jobs		2.26%	3.35%	3.94%	3.35%	3.45%	3.98%
Building Permits		0.51%	-0.19%	3.33%	6.88%	11.12%	12.73%
Food and Beverage Tax		7.04%	6.94%	8.71%	10.00%	8.71%	5.33%
Average Annual Growth		3.16%	3.13%	4.63%	6.70%	7.29%	7.90%

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

GROWTH SCENARIOS

Based on the historical data shown in the previous table and our understanding of the potential for development within the Alton Road Corridor, three annual growth scenarios were developed to project the overall change in the parking demand. The annual growth rate percentage scenarios are shown below.

Table 16: Zone 1 Annual Growth Scenarios

Scenario	Annual Growth Rate	Consideration
1	3.1%	(Smallest Average Annual Growth)
2	5.7%	(Average Daily Population
3	7.0%	(80th Percentile of Average Annual Growth)

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

FUTURE PARKING ADEQUACY

The projected parking adequacy over the next ten years is shown below for each of the three annual growth rate scenarios. The projections shown assume that in year three the planned developments are completed, and changes to the parking supply are implemented.

Table 17: Projected Future Parking Adequacy

Year	EPS	Scenario 1		Scenario 2		Scenario 3	
		Demand	Adequacy	Demand	Adequacy	Demand	Adequacy
2014	6,359	5,782	577	5,928	431	6,001	358
2015	6,359	5,961	398	6,266	93	6,421	(62)
2016	7,042	6,896	146	7,373	(331)	7,620	(578)
2017	7,042	7,110	(68)	7,793	(751)	8,153	(1,111)
2018	7,042	7,330	(288)	8,237	(1,195)	8,724	(1,682)
2019	7,042	7,557	(515)	8,707	(1,665)	9,335	(2,293)
2020	7,042	7,791	(749)	9,203	(2,161)	9,988	(2,946)
2021	7,042	8,033	(991)	9,728	(2,686)	10,687	(3,645)
2022	7,042	8,282	(1,240)	10,282	(3,240)	11,435	(4,393)
2023	7,042	8,539	(1,497)	10,868	(3,826)	12,235	(5,193)

Source: Walker Parking Consultants

The three scenario's represent equally distributed annual growth across the Zone with the addition of the known planned developments in the third year (2016). Parking is projected to reach a short fall at some point in all three scenarios within four years. Under the highest annual growth projection overall parking is projected to be inadequate in one year. Walker's analysis includes only the known developments detailed herein and assumes 100% occupancy of the private restricted parking areas that were not available for occupancy counts.

ALTON ROAD PARKING DISTRICT

The Alton Road Parking District was established along Alton Road from 5th Street on the south to Dade Boulevard on the north, excluding portions along Flamingo Park and Lincoln Road. The ordinance, as outlined in Section 130-33 Off-street parking requirements, reduces or eliminates required off-street parking for certain developments to encourage redevelopment along the Alton Road corridor. The impact of the reduced requirements, combined with the on-going Alton Road redevelopment and resulting reduction of 90± on-street parking spaces, has the potential of adding to the future parking needs within this area.



AUGUST 22, 2014

PROJECT # 15-1988.00

NO PARKING REQUIRED

Individual retail, food, or personal service establishments of 2,500 square feet or less, up to a total aggregate of 10,000 square feet per development site do not require providing off-street parking. A single development with 2,500 square feet of retail space is projected to generate demand of less than 8 spaces during the peak hour of the peak month, which alone does not represent significant impact to the area.

Assuming a new retail development site with establishments of 2,500 square feet or less with a total aggregate at or near the maximum (10,000 sf), the peak parking demand per the Urban Land Institute, (adjusted to the Miami Beach area) is roughly 30 spaces during the projected peak hour. Of these spaces, about 5 would be for employees, assuming an employee drive to work reduction. This assumes a full build out scenario to the maximum 10,000 sf aggregate site. This type of development, assuming no additional parking is provided could generate parking issues within the surrounding residential areas if no public parking is available on-street to offset the demand.

Individual restaurants, outdoor cafés, or bars with less than 60 seats or smaller than 1,500 square feet, up to a total aggregate of 5,000 square feet per development do not require providing off-street parking. Parking demand for these types of land uses are much higher and based on the Gross Leasable Area. Based on 1,500 square feet, the peak hour unadjusted demand could be as high as 30 spaces, which including employee parking. Considering an aggregate site with a total of 5,000 square feet, the total peak hour demand could reach close to 100 spaces, which would represent a significant parking issue for the surrounding area. This is especially true as these types of land uses typically peak in the evenings when the surrounding area is restricted to residential parking permit holders.

Our opinion of the overall impact of the lower Alton Road parking requirements to encourage smaller developments is that it depends on each specific development. If multiple development sites are built to the maximum available land use size parking is likely to be a serious concern. If smaller developments are added it is less likely to be a concern, but should be monitored. Employee parking at any new establishment will be a factor and should be considered by the developer/business owner. Additional on-street metered parking may be required at some point in the future based on the specific developments that take advantage of the lower parking requirements.

ZONE 2:

CONVENTION CENTER AND SUNSET HARBOUR



WALKER
PARKING CONSULTANTS

AUGUST 22, 2014

PROJECT # 15-1988.00

INTRODUCTION

Zone 2 generally includes the area between 17th Street and Dade Boulevard. This area includes the Miami Beach Convention Center and Sunset Harbour development area as well as residential areas, museums, and hotels. The portion of the area between Alton Road and Meridian Avenue excluded from the study consist of single family residential homes with no public parking. Drive-through observations confirmed this parking restriction and the lack of parking areas beyond private residents.

During the observations the convention center parking areas were closed for the annual auto show. This included the main surface parking lot, surrounding on-street parking areas, and the Holocaust Memorial parking lot. The closed areas were counted as full, as the spaces were unavailable for use.



STUDY AREA

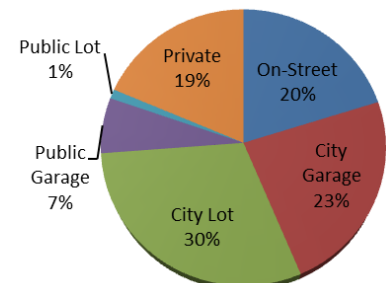
Zone 2 is generally bordered by 23rd Street to the north, the beach to the east, 17th Street to the south, and the inner coastal waterway to the west. The area is broken down into 34 individual blocks for analysis, with a total of 4,610± spaces inventoried for analyses.

PARKING INVENTORY

A majority of the Zone 2 parking is provided by the City, via off-street and on-street parking assets. The following table and chart detail the Zone 2 parking inventory.

Table 18: Zone 2 Parking Inventory Detail

On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
930	1,081	1,391	300	50	858	4,610



Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

EFFECTIVE PARKING SUPPLY

For the Zone 2 analysis, we applied a general *Effective Supply Factor* ("ESF") of 85% for the on-street spaces, 90% for off-street public spaces and 95% for off-street private spaces. The EPS for this zone is calculated to be 4,147 spaces as shown in the following table.

 Table 19: Zone 2 Effective Parking Supply

	On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
Inventory	930	1,081	1,391	300	50	858	4,610
ESF	0.85	0.90	0.90	0.90	0.90	0.95	
Effective Supply*	791	973	1,252	270	45	816	4,147

* EPS calculated by block and rounded

 Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

CURRENT CONDITIONS

Observations were conducted at three intervals on a Weekday and Saturday of all inventoried parking spaces within the Zone. Weekday observations were conducted on Wednesday, November 6th, and Saturday observations were made on November 9th. Weather conditions during the Weekday observations were good; Saturday observations experienced intermittent rain during the day and rain in the evening.

The following table provides a summary of the observations for both periods with the overall peak observation period identified for both periods.

Table 20: Zone 2 Occupancy Observations

PEAK HOUR					PEAK HOUR				
WEEKDAY	Inventory	3:00 PM	6:00 PM	9:00 PM	SATURDAY	Inventory	7:00 PM	10:00 PM	1:00 AM
On-Street	930	770	711	580	On-Street	930	637	629	638
Occupancy Rate		83%	76%	62%	Occupancy Rate		68%	68%	69%
Unoccupied Spaces		160	219	350	Unoccupied Spaces		293	301	292
Public City Garage	1,081	685	505	301	Public City Garage	1,081	344	367	255
Occupancy Rate		63%	47%	28%	Occupancy Rate		32%	34%	24%
Unoccupied Spaces		396	576	780	Unoccupied Spaces		737	714	826
Public City Lot	1,391	1,284	1,245	1,128	Public City Lot	1,391	1,263	1,293	1,387
Occupancy Rate		92%	90%	81%	Occupancy Rate		91%	93%	100%
Unoccupied Spaces		107	146	263	Unoccupied Spaces		128	98	4
Public Garage	300	300	300	300	Public Garage	300	300	300	300
Occupancy Rate		100%	100%	100%	Occupancy Rate		100%	100%	100%
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Public Lot	50	30	36	32	Public Lot	50	43	48	26
Occupancy Rate		60%	72%	64%	Occupancy Rate		86%	96%	52%
Unoccupied Spaces		20	14	18	Unoccupied Spaces		7	2	24
Off-Street Private	858	686	706	660	Off-Street Private	858	676	671	586
Occupancy Rate		80%	82%	77%	Occupancy Rate		79%	78%	68%
Unoccupied Spaces		172	152	198	Unoccupied Spaces		182	187	272
Total	4,610	3,755	3,503	3,001	Total	4,610	3,263	3,308	3,192
Occupancy Rate		81%	76%	65%	Occupancy Rate		71%	72%	69%
Unoccupied Spaces		855	1,107	1,609	Unoccupied Spaces		1,347	1,302	1,418

Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING OCCUPANCY DETAIL

The overall peak observed occupancy level of 81% indicates high parking demand. Part of the reason for the high occupancy is the Convention Center lots that were closed for annual car show and counted as full. In addition, the valet garage located in block 223 was inaccessible for actual counts and counted as full. If we assume this level of occupancy, the parking demand is consistently high for all types. To illustrate parking occupancy on a block-by-block basis, the following heat maps were developed to show the Weekday and Saturday peak parking observed occupancy. Generally, the highest parking demand was observed north of 14th Street with several blocks observed with occupancy greater than 85%.

The area between the Sunset Harbour and the Convention Center is primarily single family homes with no public parking. This area has no significant impact on publicly available parking.

AUGUST 22, 2014

PROJECT # 15-1988.00

Figure 4: Heat Map of Peak Weekday Parking Occupancy



Zone 2 - Occupancy Weekday 3pm

— Study Area / Zone Boundaries

000 Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

Figure 5: Heat Map of Peak Saturday Parking Occupancy



Zone 2 - Occupancy Saturday 10pm

Study Area / Zone Boundaries



Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING ADEQUACY

Parking adequacy is the ability of the parking supply to accommodate the demand, which may vary throughout the year due to seasonality, weather, and local events. For comparison purposes, our analysis considers the observed peak conditions as representative of the parking demand for Zone 2. The observed parking demand is subtracted from the effective supply to provide our opinion on the parking adequacy. Considering Zone 2 as a whole, the following table shows the overall parking adequacy for this area.

Table 21: Zone 2 Parking Adequacy

	On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
Effective Supply	791	973	1,252	270	45	816	4,147
Demand	770	685	1,284	300	30	686	3,755
Adequacy	21	288	(32)	(30)	15	130	392

Source: Walker Parking Consultants

While the overall adequacy of the entire Zone represents a surplus, there are blocks with adequacy concerns. To illustrate this fact, the following page provides a table showing the parking adequacy on a block-by-block basis.

SOUTH BEACH

PARKING DEMAND ANALYSIS



AUGUST 22, 2014

PROJECT # 15-1988.00

Table 22: Zone 2 Parking Adequacy by Block

Block	On-Street	Public City Garage	Public City Lot	Public Garage	Public Lot	Off-Street Private	Total Demand	Effective Supply	Surplus/ (Deficit)
201	13						13	14	1
202	8		24				32	55	23
203	14						14	14	0
204	18						18	23	5
205	14						14	17	3
206	8	508					516	593	77
207	21		109				130	162	32
208	19						19	18	(1)
209	22						22	20	(2)
210	37						37	31	(6)
211	20						20	16	(4)
212	30						30	33	3
213	33						33	29	(4)
214	7						7	7	0
215	29		886				915	825	(90)
216	30						30	43	13
217	35					156	191	342	151
218	35		26				61	53	(8)
219	41						41	33	(8)
220	36						36	29	(7)
221	19						19	18	(1)
222	8						8	5	(3)
223	20			300			320	291	(29)
224	27						27	26	(1)
225	30						30	34	4
226	48						48	48	0
227	30		14				44	60	16
228	22		172				194	204	10
229	3					530	533	507	(26)
230	21		20				41	41	0
231	20		33		30		83	105	22
232	6						6	14	8
233	43	177					220	434	214
234	3						3	3	0

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING TURNOVER

Spaces were observed on an hourly basis over the course of a day and each space was noted as being empty or parked (license plate number recorded) on a weekday (Friday, November 8, 2013) and weekend day (Sunday, November 10, 2013). This data is used to calculate the average length of stay as well as the parking utilization for the sample area. The tables below summarize Walker's samples based upon the weekday and weekend observations for Zone 2.

Table 23: Zone 2 - Weekday Occupancy Sample

LPI Occupancy Results				Hourly Occupancies								Peak Hour	
Zone	Street:	Location:	Sample	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	12:00 PM	
200	Purday	18th	9	7	9	9	6	7	6	4	6	9	
200	21st	Washington	9	9	9	9	8	8	8	6	5	9	
200	MB 49	Lot	18	16	18	18	18	18	18	14	4	18	
200	James	19th	7	7	7	6	6	7	7	5	5	6	
Totals:				43	39	43	42	38	40	39	29	20	43
% Occupied:					91%	100%	98%	88%	93%	91%	67%	47%	100%

Source: Walker Parking Consultants

Table 24: Zone 2 - Weekday Length of Stay

LPI Length of Stay Results				Length of Stay									
Zone	Street:	Location:	Sample	1 hr	2 hr	3 hr	4 hr	5 hr	6 hr	7 hr	8 hr	Average	
200	Purday	18th	9	19	5	4	0	0	1	1	0	1.8	
200	21st	Washington	9	6	4	2	0	4	1	0	2	3.3	
200	MB 49	Lot	18	9	4	1	2	3	4	7	1	4.0	
200	James	19th	7	2	1	3	1	1	2	0	2	4.2	
Total Vehicles:				43	36	14	10	3	8	8	8	5	3.15
Total Hours:					36	28	30	12	40	48	56	40	

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

Table 25: Zone 2 - Weekend Occupancy Sample

LPI Occupancy Results				Hourly Occupancies								Peak Hour
Zone	Street:	Location:	Sample	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	12:00 PM
200	21st Street	Park Ave	17	11	13	13	11	11	9	10	9	11
200	Collins Park	South	18	16	17	17	18	18	17	17	12	18
200	Bay	21st	14	13	11	13	14	13	13	12	12	13
Totals:				49	40	41	43	43	42	39	39	43
% Occupied:					82%	84%	88%	88%	86%	80%	80%	88%

Source: Walker Parking Consultants

Table 26: Zone 2 - Weekend Length of Stay

LPI Length of Stay Results				Length of Stay									
Zone	Street:	Location:	Sample	1 hr	2 hr	3 hr	4 hr	5 hr	6 hr	7 hr	8 hr	Average	
200	21st Street	Park Ave	17	13	1	2	3	2	2	0	4	3.2	
200	Collins Park	South	18	13	15	4	6	1	1	2	3	2.9	
200	Bay	21st	14	35	16	2	3	2	1	0	0	1.7	
Total Vehicles:				49	61	32	8	12	5	4	2	7	2.41
Total Hours:					61	64	24	48	25	24	14	56	

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

FUTURE CONDITIONS

The basis for projecting short-term future parking conditions for Zone 2 is the same methodology used to project future conditions for Zone 1.

PLANNED DEVELOPMENTS

The City is currently in the planning phase of a major renovation and expansion of the Miami Beach Convention Center ("MBCC"). Preliminary plans include a new 60,000± square feet ballroom, new parking, and a potential new hotel. Development options have been provided to the City for consideration. For planning purposes our model assumes the addition of an 800 room hotel, 900 space parking facility and 60,000 sf of ballroom convention space.

The Miami Beach Planning Department provided additional projects within Zone 2 for consideration. For this analysis, we assume the developments shown in the table below will be completed and impact parking demand within the next three years. The list shown below may not represent all potential real estate projects or business expansions being considered; only those currently in the planning process in addition to the MBCC.

Table 27: Zone 2 Planned Projects

ZONE	BLOCK	STREET	Description	Residential (Units)	Hotel (Rooms)	Ballroom (SF)	Retail (SF)	Restaurant (Seats)	Parking Spaces
200	214	Convention Center Drive	MBCC Expansion		800	60,000			900
200	201	17 Street	Hotel/Restaurant		116			58	66
200	210	Collins Avenue	Hotel Addition		22				
200	210	Collins Avenue	Hotel Addition		54				
200	216	20th Street	Mixed-Use	50			11,325		153
200	216	Alton Road	Restaurant					222	
200	221	Collins Avenue	Restaurant					515	
200	221	Collins Avenue	Hotel Addition		22				
200	224	21 Street	Hotel Addition		9				
200	225	Park Avenue	Hotel		305				
200	231	23rd Street	Retail/Parking Garage				17,500		489
200	232	Park Avenue	Hotel Addition		10				

Source: Miami Beach Planning Department and Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

The Zone 2 planned developments are projected to generate an additional demand of 448 spaces during the peak-hour. The following table provides a summary of how this figure was derived, moving from top to bottom.

Table 28: Zone 2 Added Parking Demand

	Description	Residential (Units)	Hotel (Rooms)	Ballroom (SF)	Retail (SF)	Restaurant (Seats)
	Total Added Land Use:	50	1,338	60,000	28,825	795
Demand Factors	Base Demand Ratio	1.75	1.00	6.00	4.00	0.25
	Non-Captive Ratio	1.00	1.00	0.70	0.60	0.60
	Drive Ratio	0.80	0.80	0.80	0.80	0.80
	Time of Day	0.70	0.70	0.80	0.90	0.50
	Added Demand	49	749	161	50	48
	Total Demand:	1,057				

Source: Miami Beach Planning Department and Walker Parking Consultants

CHANGES TO PARKING SUPPLY

The planned developments are scheduled to include 1,608 new parking spaces located in three parking structures and a surface parking lot. Construction is assumed to displace 51 spaces based on the reviewed development plans. Thus, the net increase in parking is 1,557 spaces. New parking spaces are adjusted to account for the effective supply factor of 0.90, which provides an added effective parking supply of 1,396 spaces.

HISTORICAL GROWTH

The annual growth rates for several key criteria were analyzed to project three potential future growth scenarios for Zone 2. The basis of the data is the *Current Economic Conditions* report compiled and provided by the Tourism, Cultural & Economic Development Department. Factors considered include annual hospitality sales; average daily population statistics; hotel occupancy rate; jobs; building permits; and the food and beverage tax receipts. The annual growth rates are calculated for each period covering 2006 – 2012 as shown in the following table. All criteria for all periods generate positive growth, with the exception of the number of building permits from 2007 – 2012, which are calculated with a slight decrease for that period.

AUGUST 22, 2014

PROJECT # 15-1988.00

Table 29: Historical Annual Growth Data

Annual Periods		6	5	4	3	2	1
Criteria		'06-'12	'07-'12	'08-'12	'09-'12	'10-'12	'11-'12
SOBE	Hotel Room Sales	5.43%	3.71%	4.90%	12.54%	12.09%	20.61%
	Food Sales	3.37%	4.12%	4.52%	7.50%	8.04%	8.07%
	Alcohol Sales	3.72%	3.25%	6.20%	9.50%	9.13%	17.08%
	Hospitality Sales	4.28%	3.74%	5.06%	9.97%	9.93%	15.10%
Average Daily Population		3.74%	4.34%	5.68%	4.87%	5.24%	10.06%
Hotel Occupancy		1.11%	0.62%	1.06%	5.13%	5.27%	0.17%
Jobs		2.26%	3.35%	3.94%	3.35%	3.45%	3.98%
Building Permits		0.51%	-0.19%	3.33%	6.88%	11.12%	12.73%
Food and Beverage Tax		7.04%	6.94%	8.71%	10.00%	8.71%	5.33%
Average Annual Growth		3.16%	3.13%	4.63%	6.70%	7.29%	7.90%

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

GROWTH SCENARIOS

Based on the historical data shown above and our understanding of the potential development within the zone, three annual growth scenarios were developed to project overall changes to the parking demand in the short-term. The annual growth scenarios are shown in the following table.

Table 30: Zone 2 Annual Growth Scenarios

Scenario	Annual Growth Rate	Consideration
1	3.1%	(Smallest Average Annual Growth)
2	5.7%	(Average Daily Population
3	7.0%	(80th Percentile of Average Annual Growth)

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

FUTURE PARKING ADEQUACY

The projected parking adequacy over the next ten years is shown for each of the three annual growth rate scenarios, which assume that in year three the planned developments are completed and the scheduled changes to the parking supply are implemented.

Table 31: Projected Future Parking Adequacy

Year	EPS	Scenario 1		Scenario 2		Scenario 3	
		Demand	Adequacy	Demand	Adequacy	Demand	Adequacy
2014	4,147	3,871	276	3,969	178	4,018	129
2015	4,147	3,991	156	4,195	(48)	4,299	(152)
2016	5,543	5,172	371	5,491	52	5,657	(114)
2017	5,543	5,332	211	5,804	(261)	6,053	(510)
2018	5,543	5,497	46	6,135	(592)	6,477	(934)
2019	5,543	5,667	(124)	6,485	(942)	6,930	(1,387)
2020	5,543	5,843	(300)	6,855	(1,312)	7,415	(1,872)
2021	5,543	6,024	(481)	7,246	(1,703)	7,934	(2,391)
2022	5,543	6,211	(668)	7,659	(2,116)	8,489	(2,946)
2023	5,543	6,404	(861)	8,096	(2,553)	9,083	(3,540)
2024	5,543	6,603	(1,060)	8,557	(3,014)	9,719	(4,176)

Source: Walker Parking Consultants

The three scenarios assume equally distributed annual growth across the zone with the addition of the known planned developments factored into the third year (2016). Given these assumptions, parking is projected to reach a deficit level under all three options within five years. Under Scenario 2 and 3, overall parking is projected to be inadequate after one year; moreover, Walker's analysis only includes those known developments detailed in this report and also assumes 100% occupancy of the private restricted parking areas that were not available for occupancy counts.

ZONE 3:

RESIDENTIAL CORE BETWEEN 5TH AND 17TH STREETS



WALKER
PARKING CONSULTANTS

AUGUST 22, 2014

PROJECT # 15-1988.00

INTRODUCTION

Zone 3 is the primarily the residential core in the center of South Beach. The northern portion of the Zone is home to the renowned Lincoln Road Mall. The center area of the Zone contains Flamingo Park, which includes green space, ball fields, and tennis courts, while the southern end transitions back to commercial land uses. The predominant land use is a mix of residential, with single family homes and apartments.

Public on-street parking is available throughout the Zone as on-street parking, Residential Permit Zone 2. Permit restrictions are enforced from 6:00 p.m. to 7:00 a.m. Monday-Friday and 24 hours Saturday-Sunday and Holidays. Observations indicate that occupancy during the non-restricted time periods is slightly lower than during the restricted time periods, with 82% occupancy observed on-street on a weekday at 4:00 PM, compared to the peak weekday observation of 91% at 10:00 PM.



STUDY AREA

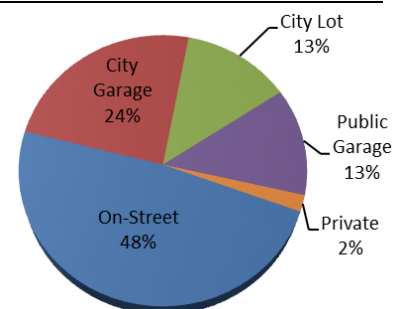
Zone 3 is bordered by 17th Street to the north, Pennsylvania Street to the east, 5th Street to the south, and from the alley between Alton Road and Lenox Avenue to the west. The area is broken down into 69 individual blocks for analysis, with a total of 6,080± spaces inventoried and observed in our analysis.

PARKING INVENTORY

Roughly half of the available parking within Zone 3 is on-street parking, as shown in the following table and chart which details the parking inventory for Zone 3.

Table 32: Zone 3 Parking Inventory Detail

On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
2,944	1,460	776	780	0	120	6,080



Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

EFFECTIVE PARKING SUPPLY

For the Zone 3 analysis, we applied a general *Effective Supply Factor* ("ESF") of 85% for the on-street spaces, 90% for off-street public spaces, and 95% for off-street private spaces. The EPS for Zone 3 is calculated at 5,336 spaces, as shown in the following table.

 Table 33: Zone 3 Effective Parking Supply

	On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
Inventory	2,944	1,460	776	780	0	120	6,080
ESF	0.85	0.90	0.90	0.90	0.90	0.95	
Effective Supply*	2,507	1,314	699	702	0	114	5,336

* EPS calculated by block and rounded

 Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

CURRENT CONDITIONS

Observations were conducted at three intervals on a Weekday and Saturday of the inventoried parking spaces within this Zone. Weekday observations were conducted on Thursday, November 7th, and the Saturday observations were made on November 9th. Weather conditions during the Weekday observations were good; Saturday observations experienced intermittent rain during the day and rain in the evening. The following table provides a summary of both observation periods with the overall peak observation period identified in each table.

Table 34: Zone 3 Occupancy Observations

PEAK HOUR					PEAK HOUR				
WEEKDAY	Inventory	4:00 PM	7:00 PM	10:00 PM	SATURDAY	Inventory	12:00 PM	5:00 PM	10:00 PM
On-Street	2,944	2,406	2,533	2,682	On-Street	2,944	2,512	2,504	2,599
Occupancy Rate		82%	86%	91%	Occupancy Rate		85%	85%	88%
Unoccupied Spaces		538	411	262	Unoccupied Spaces		432	440	345
Public City Garage	1,460	1,336	957	894	Public City Garage	1,460	1,460	1,460	1,349
Occupancy Rate		92%	66%	61%	Occupancy Rate		100%	100%	92%
Unoccupied Spaces		124	503	566	Unoccupied Spaces		0	0	111
Public City Lot	776	649	705	240	Public City Lot	776	657	590	448
Occupancy Rate		84%	91%	31%	Occupancy Rate		85%	76%	58%
Unoccupied Spaces		127	71	536	Unoccupied Spaces		119	186	328
Public Garage	780	295	220	128	Public Garage	780	274	283	236
Occupancy Rate		38%	28%	16%	Occupancy Rate		35%	36%	30%
Unoccupied Spaces		485	560	652	Unoccupied Spaces		506	497	544
Public Lot	0	0	0	0	Public Lot	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Off-Street Private	120	85	90	90	Off-Street Private	120	75	85	75
Occupancy Rate		71%	75%	75%	Occupancy Rate		63%	71%	63%
Unoccupied Spaces		35	30	30	Unoccupied Spaces		45	35	45
Total	6,080	4,771	4,505	4,034	Total	6,080	4,978	4,922	4,707
Occupancy Rate		78%	74%	66%	Occupancy Rate		82%	81%	77%
Unoccupied Spaces		1,309	1,575	2,046	Unoccupied Spaces		1,102	1,158	1,373

Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING OCCUPANCY DETAIL




The peak observed occupancy level (82%) on Saturday at 12:00 PM is high. Occupancy remained fairly consistent, with the weather likely impacting demand for the later Saturday counts. The heat maps illustrate parking occupancy on a block-by-block basis for both the Weekday and Saturday observation periods. Several blocks were observed with occupancy greater than 85%. High demand levels are consistently noted north of 16th Street which includes the Lincoln Road Mall.

AUGUST 22, 2014

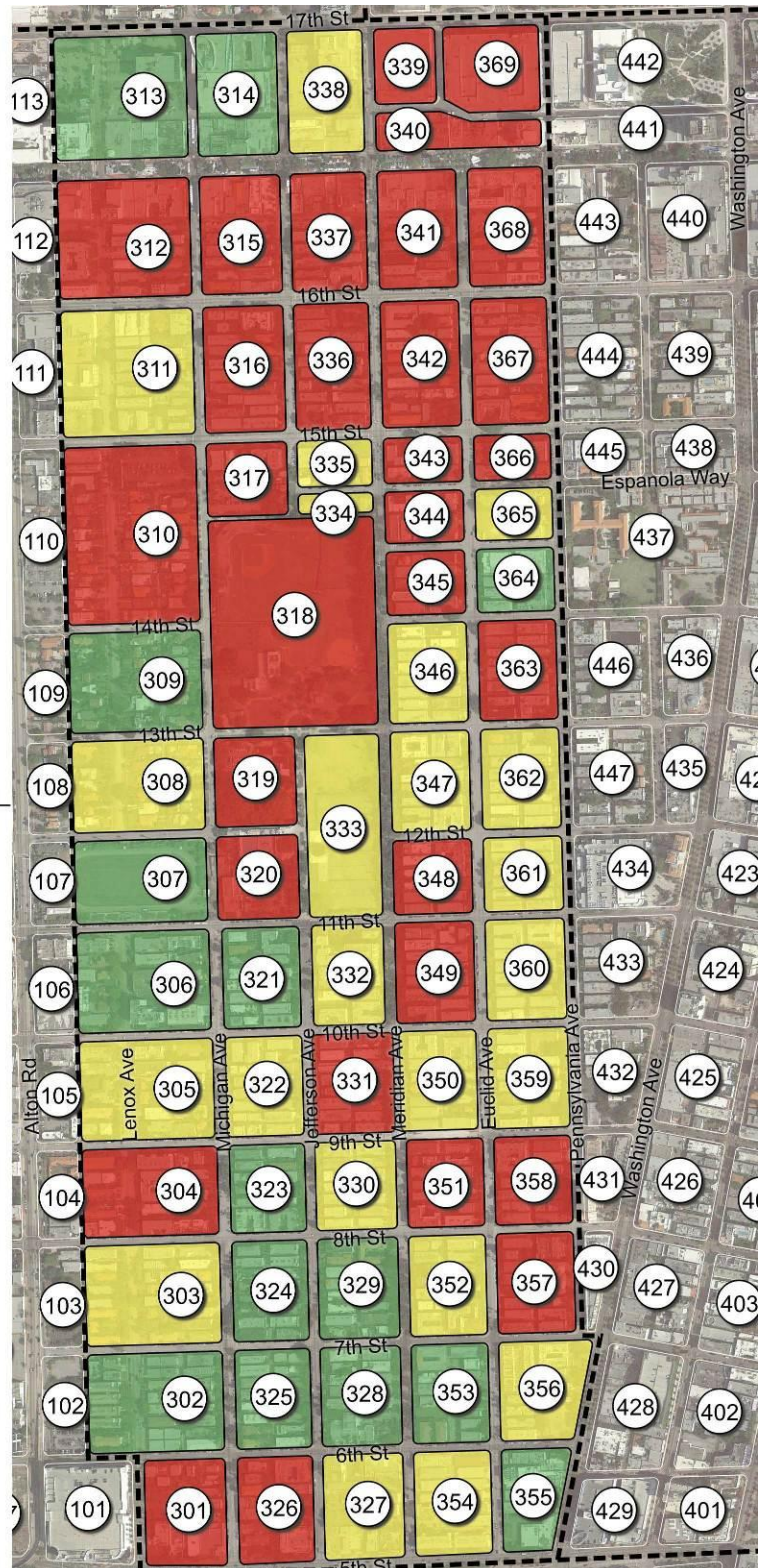
PROJECT # 15-1988.00

Figure 6: Heat Map of Peak Weekday Parking Occupancy

Zone 3 - Occupancy Weekday 4pm

-  Study Area / Zone Boundaries
-  Block Numbers
-  Occupancy $\geq 85\%$
-  Occupancy 70% - 84%
-  Occupancy $\leq 69\%$

Key



Source: Walker Parking Consultants

Zone 3 – Residential Core Between 5th and 17th Streets

AUGUST 22, 2014

PROJECT # 15-1988.00

Figure 7: Heat Map of Peak Saturday Parking Occupancy

Zone 3 - Occupancy Saturday 12pm

Study Area / Zone Boundaries



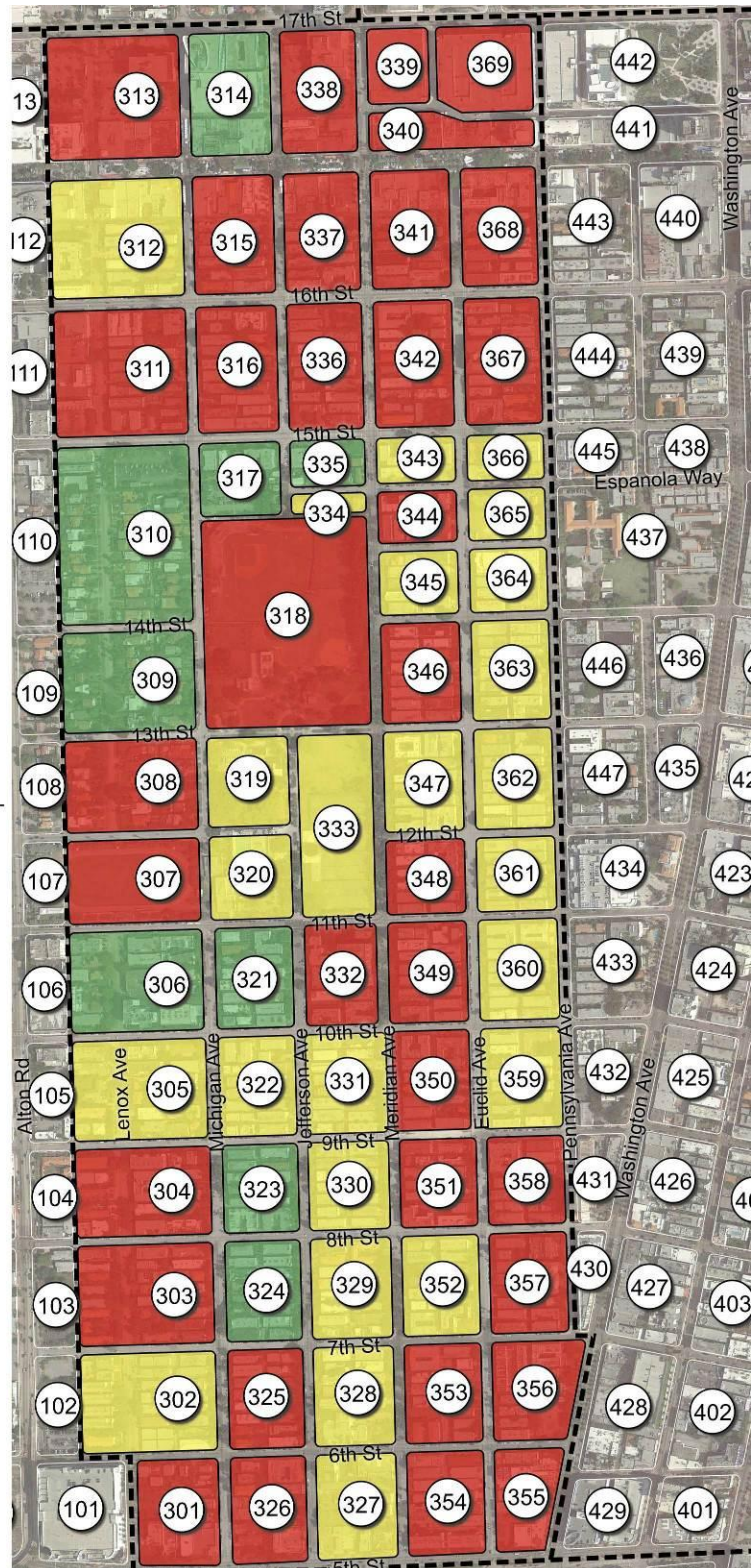
Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



Source: Walker Parking Consultants

Zone 3 – Residential Core Between 5th and 17th Streets



AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING ADEQUACY

Considering Zone 3 as a whole, the following table shows the overall adequacy of the Zone 3 parking supply.

Table 35: Zone 3 Parking Adequacy

	On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
Effective Supply	2,507	1,314	699	702	0	114	5,336
Demand	2,512	1,460	657	274	0	75	4,978
Adequacy	(5)	(146)	42	428	0	39	358

Source: Walker Parking Consultants

Adequacy in this Zone reflects a surplus; however, on-street and the City Garages experienced parking deficits. When considering the area on a block-by-block basis, parking adequacy issues may be identified, and to illustrate this fact, the tables that follow show the parking adequacy on a block-by-block basis.

Table 36: Zone 3 Parking Adequacy by Block

Block	On-Street	Public City Garage	Public City Lot	Public Garage	Public Lot	Off-Street Private	Total	Effective Supply	Surplus/ (Deficit)
301	19						19	16	(3)
302	51						51	59	8
303	67						67	65	(2)
304	53						53	46	(7)
305	53						53	57	4
306	52						52	65	13
307	50						50	47	(3)
308	23						23	20	(3)
309	5						5	0	(5)
310	29					50	79	120	41
311	85					25	110	106	(4)
312	53		20				73	76	3
313	19		180				199	204	5
314	20			274			294	719	425
315	35		66				101	88	(13)

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SOUTH BEACH

PARKING DEMAND ANALYSIS



AUGUST 22, 2014

PROJECT # 15-1988.00

Block	On-Street	Public City Garage	Public City Lot	Public Garage	Public Lot	Off-Street Private	Total	Effective Supply	Surplus/ (Deficit)
316	58						58	57	(1)
317	16		74				90	140	50
318	93						93	76	(17)
319	14						14	14	0
320	10		92				102	115	13
321	36						36	45	9
322	40						40	48	8
323	31						31	43	12
324	41						41	51	10
325	45						45	44	(1)
326	26						26	24	(2)
327	18						18	21	3
328	33		21				54	60	6
329	38						38	43	5
330	38						38	40	2
331	36						36	37	1
332	38						38	37	(1)
333	33						33	34	1
334	12						12	14	2
335	17						17	26	9
336	57						57	56	(1)
337	38		20				58	52	(6)
338	25		144				169	149	(20)
339	31						31	23	(8)
340	8						8	7	(1)
341	33		40				73	62	(11)
342	56						56	50	(6)
343	26						26	30	4
344	29						29	29	0
345	29						29	33	4
346	50						50	43	(7)
347	40						40	46	6
348	35						35	32	(3)

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SOUTH BEACH

PARKING DEMAND ANALYSIS



AUGUST 22, 2014

PROJECT # 15-1988.00

Block	On-Street	Public City Garage	Public City Lot	Public Garage	Public Lot	Off-Street Private	Total	Effective Supply	Surplus/ (Deficit)
349	43						43	43	0
350	37						37	37	0
351	32						32	31	(1)
352	42						42	43	1
353	56						56	48	(8)
354	30						30	24	(6)
355	29						29	25	(4)
356	42						42	35	(7)
357	36						36	33	(3)
358	49						49	40	(9)
359	43						43	46	3
360	42						42	45	3
361	35						35	43	8
362	45						45	50	5
363	45						45	48	3
364	16						16	18	2
365	25						25	29	4
366	17						17	20	3
367	54						54	52	(2)
368	39						39	30	(9)
369	11	1,460					1471	1,327	(144)

Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING TURNOVER

Each space within the Zone 3 sample was noted as being empty or parked on a weekday (Friday, November 8th) and a weekend day (Sunday, November 10th). This data was used to estimate the average length of stay and parking utilization of the area sampled. The tables below summarize the specific samples for the weekday and weekend day Zone 3 observations.

The Weekday data sample is from within a Residential Zone. During this period, the parking is not restricted to residents and no payment is required. Occupancy levels peaked at 85% and remained fairly consistent. The average length of stay is calculated at 2.15 hours. When considering the data by area, the sample along Jefferson Avenue experienced an average length of stay of 3.5 hours, with more than half of the sample staying four or more hours. This indicates spaces in residential restricted zones are used for long-term parking during the non-restricted time periods and experience lower turnover than areas in metered areas.

Table 37: Zone 3 - Weekday Occupancy Sample

LPI Occupancy Results				Hourly Occupancies								Peak Hour	
Zone	Street:	Location:	Sample	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	11:00 AM	
300	Jefferson	8th	12	9	7	8	9	10	9	9	9	8	
300	Meridian	17th	8	8	5	7	6	7	7	5	5	7	
Totals:				20	17	12	15	15	17	16	14	14	17
% Occupied:					85%	60%	75%	75%	85%	80%	70%	70%	85%

Source: Walker Parking Consultants

Table 38: Zone 3 - Weekday Length of Stay

LPI Length of Stay Results				Length of Stay									
Zone	Street:	Location:	Sample	1 hr	2 hr	3 hr	4 hr	5 hr	6 hr	7 hr	8 hr	Average	
300	Jefferson	8th	12	7	3	1	3	1	1	3	1	3.5	
300	Meridian	17th	8	27	6	1	0	0	0	0	1	1.4	
Total Vehicles:				20	34	9	2	3	1	1	3	2	2.15
Total Hours:					34	18	6	12	5	6	21	16	

Source: Walker Parking Consultants

SOUTH BEACH

PARKING DEMAND ANALYSIS



AUGUST 22, 2014

PROJECT # 15-1988.00

The Weekend survey includes parking during the Residential Permit restrictions. Occupancy was consistently high, but peaked later in the day at 82%. The average length of stay increased to 4.08 hours, nearly double the average length of stay when the Residential Parking restrictions are enforced.

Table 39: Zone 3 - Weekend Occupancy Sample

LPI Occupancy Results				Hourly Occupancies								Peak Hour
Zone	Street:	Location:	Sample	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	5:00 PM
300	Euclid Ave	10th	14	11	10	9	9	7	8	8	10	7
300	Lenox	10th	14	10	10	11	13	11	11	12	13	11
Totals:				28	21	20	20	22	18	19	20	23
% Occupied:					75%	71%	71%	79%	64%	68%	71%	82%

Source: Walker Parking Consultants

Table 40: Zone 3 - Weekend Length of Stay

LPI Length of Stay Results				Length of Stay								
Zone	Street:	Location:	Sample	1 hr	2 hr	3 hr	4 hr	5 hr	6 hr	7 hr	8 hr	Average
300	Euclid Ave	10th	14	5	5	2	4	1	1	0	3	3.4
300	Lenox	10th	14	6	1	0	1	1	2	2	6	4.8
Total Vehicles:				28	11	6	2	5	2	3	2	9
Total Hours:					11	12	6	20	10	18	14	72
												4.08

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

FUTURE CONDITIONS

Known or planned developments for Zone 3 include the projects registered with the Miami Beach Planning Department, along with the details on the planned type and size of the land use, including any planned parking for the development.

PLANNED DEVELOPMENTS

The Miami Beach Planning Department provided several projects within Zone 3 for consideration as detailed in the following table. For this analysis, we assume these developments will be completed and impact parking demand within the next three years. The list of proposed improvements may not represent all potential real estate projects or business expansions being considered; only those projects in the planning process at this time.

Table 41: Zone 3 Planned Projects

BLOCK	STREET	Description	Residential (Units)	Retail (SF)	Restaurant (Seats)	Event Venue (Persons)
313	Lincoln Road	Retail		13,845		
313	Lenox Avenue	Restaurant			403	
313	17th Street	Retail		17,898		
314	Michigan Avenue	Entertainment				300
322	Jefferson Avenue	Residential	3			
337	Lincoln Road	Retail		33,750		

Source: Miami Beach Planning Department and Walker Parking Consultants

Based on the projected Zone 3 land uses, planned developments are projected to generate an additional parking demand of 170 spaces, as shown in the following table, moving from top to bottom.

Table 42: Zone 3 Added Parking Demand

	Description	Residential (Units)	Retail (SF)	Restaurant (Seats)	Event Venue
	Total Added Land Use:	3	65,493	403	300
Demand Factors	Base Demand Ratio	1.75	4.00	0.25	0.25
	Non-Captive Ratio	1.00	0.60	0.60	0.60
	Drive Ratio	0.80	0.80	0.80	0.80
	Time of Day	0.70	0.80	1.00	0.50
	Added Demand	3	101	48	18
	Total Demand:	170			

Source: Miami Beach Planning Department and Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

CHANGES TO PARKING SUPPLY

Planned developments within Zone 3 are primarily focused in an area north of 16th Street. Additionally, no added parking supply is planned for the projects; however, 39 existing spaces will be displaced from the Zone 3 inventory of spaces.

HISTORICAL GROWTH

Historical growth for Zone 3 is considered, but only for the area north of 16th Street. The reasoning for this is that the area south of 16th Street considered primarily residential that is at or very near capacity. The area north of 16th Street transitions from residential to high density commercial, with the Lincoln Road Mall as the main attraction. This area is adjusted based on historical annual growth rates.

The annual growth rates for several key criteria were analyzed to project three potential future growth scenarios for the north of 16th Street in Zone 3. The basis of the data is the *Current Economic Conditions* report compiled and provided by the Tourism, Cultural & Economic Development Department. Factors considered include annual hospitality sales; average daily population statistics; hotel occupancy rate; jobs; building permits; and the food and beverage tax receipts. The annual growth rates are calculated for each period covering 2006 – 2012 as shown in the following table. All criteria for all periods generate positive growth, with the exception of the number of building permits from 2007 – 2012, which are calculated with a slight decrease for that period.

Table 43: Historical Annual Growth Data

Annual Periods		6	5	4	3	2	1
Criteria		'06-'12	'07-'12	'08-'12	'09-'12	'10-'12	'11-'12
SOBE	Hotel Room Sales	5.43%	3.71%	4.90%	12.54%	12.09%	20.61%
	Food Sales	3.37%	4.12%	4.52%	7.50%	8.04%	8.07%
	Alcohol Sales	3.72%	3.25%	6.20%	9.50%	9.13%	17.08%
	Hospitality Sales	4.28%	3.74%	5.06%	9.97%	9.93%	15.10%
Average Daily Population		3.74%	4.34%	5.68%	4.87%	5.24%	10.06%
Hotel Occupancy		1.11%	0.62%	1.06%	5.13%	5.27%	0.17%
Jobs		2.26%	3.35%	3.94%	3.35%	3.45%	3.98%
Building Permits		0.51%	-0.19%	3.33%	6.88%	11.12%	12.73%
Food and Beverage Tax		7.04%	6.94%	8.71%	10.00%	8.71%	5.33%
Average Annual Growth		3.16%	3.13%	4.63%	6.70%	7.29%	7.90%

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

GROWTH SCENARIOS

Based on the historical data shown and Walker's understanding of the potential development planned in the area north of 16th Street, three annual growth scenarios were developed for use in projecting the overall change in the parking demand, as shown in the annual growth scenarios that follow below.

Table 44: Zone 3 Annual Growth Scenarios (north of 16th Street)

Scenario	Annual Growth Rate	Consideration
1	3.1%	(Smallest Average Annual Growth)
2	5.7%	(Average Daily Population
3	7.0%	(80th Percentile of Average Annual Growth)

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

FUTURE PARKING ADEQUACY

Parking adequacy was projected for each of the three annual growth rate scenarios, assuming that in year three the planned developments are completed, and changes to the parking supply are implemented.

Table 45: Projected Future Parking Adequacy

Year	EPS	Scenario 1		Scenario 2		Scenario 3	
		Demand	Adequacy	Demand	Adequacy	Demand	Adequacy
2014	5,336	5,056	280	5,121	215	5,154	182
2015	5,336	5,136	200	5,273	63	5,343	(7)
2016	5,297	5,389	(92)	5,603	(306)	5,714	(417)
2017	5,297	5,305	(8)	5,603	(306)	5,760	(463)
2018	5,297	5,393	(96)	5,782	(485)	5,991	(694)
2019	5,297	5,484	(187)	5,971	(674)	6,238	(941)
2020	5,297	5,577	(280)	6,171	(874)	6,502	(1,205)
2021	5,297	5,674	(377)	6,382	(1,085)	6,785	(1,488)
2022	5,297	5,774	(477)	6,606	(1,309)	7,088	(1,791)
2023	5,297	5,876	(579)	6,842	(1,545)	7,411	(2,114)

Source: Walker Parking Consultants

The scenarios assume equally distributed annual growth across the areas north of 16th Street, plus the addition of the known planned developments in the third year (2016). Parking is projected to reach a short fall at some point in all scenarios. This analysis only includes the known developments detailed in the report.

ZONE 4:

OCEAN DRIVE CORRIDOR



WALKER
PARKING CONSULTANTS

AUGUST 22, 2014

PROJECT # 15-1988.00

INTRODUCTION

The Ocean Drive Corridor is a highly visible and active commercial district that runs along the coast that also includes a mix of residential land uses to the west. There are several City owned and public parking garages in this area, as well as multiple valet operations. At the time of the observations, Collins Avenue was undergoing major re-construction along the eastern portion of the roadway. The construction resulted in eliminating numerous on-street parking spaces and reducing traffic to two lanes. Zone 4 also contains Washington Avenue, a major north south artery with active entertainment, restaurant, and commercial land uses with high on-street parking and pedestrian demand.



STUDY AREA

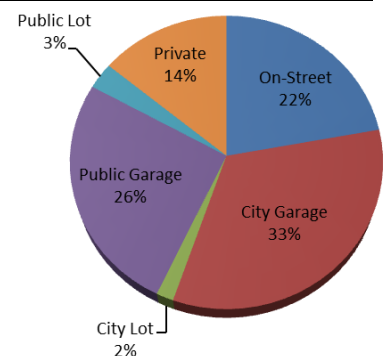
Zone 4 is bordered by 17th Street to the north, the Ocean to the east, 5th Street to the south, and Pennsylvania Avenue to the west. The area is broken down into 47 individual blocks for analysis, with a total of 7,305± spaces inventoried for our analysis.

PARKING INVENTORY

A majority of the parking within Zone 4 is provided by the City, as detailed in the following table and pie chart.

Table 46: Zone 4 Parking Inventory Detail

On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
1,616	2,424	126	1,897	213	1,029	7,305



*Note: Several Private parking areas were noted, but not assessable for observation

Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

EFFECTIVE PARKING SUPPLY

For the Zone 4 analysis, we applied a general *Effective Supply Factor* ("ESF") of 85% for the on-street spaces, 90% for off-street public spaces, and 95% for off-street private spaces. The EPS for Zone 4 is 6,550 spaces as shown in the following table.

 Table 47: Zone 4 Effective Parking Supply

	On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
Inventory	1,616	2,424	126	1,897	213	1,029	7,305
ESF	0.85	0.90	0.90	0.90	0.90	0.95	
Effective Supply*	1,379	2,181	114	1,707	191	978	6,550

* EPS calculated by block and rounded

 Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

CURRENT CONDITIONS

Observations were conducted at three intervals on a Weekday and Saturday within Zone 4. Weekday observations were conducted on Thursday, November 7th and the Saturday observations were made on November 9th. Weather conditions during the Weekday observations were good; Saturday observations experienced intermittent rain during the day and rain in the evening.

The following table provides a summary of both observation periods with the overall peak observation period identified for both days.

Table 48: Zone 4 Occupancy Observations

PEAK HOUR					PEAK HOUR				
WEEKDAY	Inventory	4:00 PM	8:00 PM	12:00 AM	SATURDAY	Inventory	4:00 PM	8:00 PM	12:00 AM
On-Street	1,616	1,365	1,406	1,339	On-Street	1,616	1,469	1,416	1,473
Occupancy Rate		84%	87%	83%	Occupancy Rate		91%	88%	91%
Unoccupied Spaces		251	210	277	Unoccupied Spaces		147	200	143
Public City Garage	2,424	1,426	1,015	884	Public City Garage	2,424	1,820	1,450	1,202
Occupancy Rate		59%	42%	36%	Occupancy Rate		75%	60%	50%
Unoccupied Spaces		998	1,409	1,540	Unoccupied Spaces		604	974	1,222
Public City Lot	126	121	102	105	Public City Lot	126	119	102	120
Occupancy Rate		96%	81%	83%	Occupancy Rate		94%	81%	95%
Unoccupied Spaces		5	24	21	Unoccupied Spaces		7	24	6
Public Garage	1,897	927	800	553	Public Garage	1,897	720	632	556
Occupancy Rate		49%	42%	29%	Occupancy Rate		38%	33%	29%
Unoccupied Spaces		970	1,097	1,344	Unoccupied Spaces		1,177	1,265	1,341
Public Lot	213	140	172	163	Public Lot	213	150	148	198
Occupancy Rate		66%	81%	77%	Occupancy Rate		70%	69%	93%
Unoccupied Spaces		73	41	50	Unoccupied Spaces		63	65	15
Off-Street Private	1,029	1,029	1,029	1,029	Off-Street Private	1,029	1,029	1,029	1,029
Occupancy Rate		100%	100%	100%	Occupancy Rate		100%	100%	100%
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Total	7,305	5,008	4,524	4,073	Total	7,305	5,307	4,777	4,578
Occupancy Rate		69%	62%	56%	Occupancy Rate		73%	65%	63%
Unoccupied Spaces		2,297	2,781	3,232	Unoccupied Spaces		1,998	2,528	2,727

Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING OCCUPANCY DETAIL

The peak observed occupancy (73%) observed on Saturday at 4:00 PM does not indicate an adequacy problem. However, when considering occupancy on a block-by-block basis, there are several blocks with high occupancy. In addition, this area experiences high traffic volumes, which could lead to the perception that sufficient convenient parking is unavailable. The heat maps shown below and on the following page illustrate parking occupancy for the peak Weekday and Saturday observation periods.

AUGUST 22, 2014

PROJECT # 15-1988.00

Figure 8: Heat Map of Peak Weekday Parking Occupancy

Zone 4 - Occupancy Weekday 4pm

--- Study Area / Zone Boundaries

000 Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



AUGUST 22, 2014

PROJECT # 15-1988.00

Figure 9: Heat Map of Peak Saturday Parking Occupancy

Zone 4 - Occupancy Saturday 4pm

— Study Area / Zone Boundaries

⊙ Block Numbers

Occupancy ≥85%

Occupancy 70% - 84%

Occupancy ≤69%

Key



Source: Walker Parking Consultants

Zone 4 – Ocean Drive Corridor

AUGUST 22, 2014

PROJECT # 15-1988.00

ADJUSTING OBSERVATIONS DUE TO WEATHER

Rain affected parking activity when Walker's Saturday occupancy counts were taken; therefore, in an effort to account for the inclement weather, hourly occupancy data from the City owned parking garages for the rainy day were compared with the following weekend's activity, when weather was a non-factor. Based on this comparison, Zone 4 experienced an overall average decrease of 18% when observed by Walker. The decrease was adjusted in our model by increasing the peak parking demand for Saturday from 73% to 86%.

PARKING ADEQUACY

As a whole, Zone 4 exhibited a small surplus of spaces; however, certain areas, such as on-street parking, City Lots, and Private parking areas experienced a parking deficit. The following table shows the overall parking adequacy of for Zone 4.

Table 49: Zone 4 Parking Adequacy

	On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
Effective Supply	1,379	2,181	114	1,707	191	978	6,550
Demand	1,733	2,148	140	850	177	1,214	6,262
Adequacy	(354)	33	(26)	857	14	(236)	288

Source: Walker Parking Consultants

When considered on a block-by-block basis, parking adequacy exist. To illustrate this, the following table shows the adjusted parking adequacy on a block-by-block basis.

Table 50: Zone 4 Parking Adequacy by Block

Block	On-Street	Public City Garage	Public City Lot	Public Garage	Public Lot	Off-Street Private	Total	Effective Supply	Surplus/ (Deficit)
401	27		16				43	48	5
402	28						28	26	(2)
403	54						54	43	(11)
404	55						55	47	(8)
405	39						39	41	2
406	41			195			236	353	117
407	33				38		71	75	4
408	37				29		66	70	4
409	43	247					290	293	3
410	36						36	43	7

(continued next page)

SOUTH BEACH

PARKING DEMAND ANALYSIS



AUGUST 22, 2014

PROJECT # 15-1988.00

Block	On-Street	Public City Garage	Public City Lot	Public Garage	Public Lot	Off-Street Private	Total	Effective Supply	Surplus/ (Deficit)
411	20					88	108	101	(7)
412	9					268	277	264	(13)
413	16					673	689	652	(37)
414	31						31	27	(4)
415	19				48		67	87	20
416	17						17	14	(3)
417	7						7	8	1
418	22			239			261	537	276
419	43	513					556	765	209
420	34						34	29	(5)
421	26						26	24	(2)
422	30		53				83	80	(3)
423	22						22	24	2
424	22						22	20	(2)
425	26						26	24	(2)
426	22						22	24	2
427	16						16	25	9
428	25	426					451	606	155
429	6			168			174	441	267
430	26						26	21	(5)
431	19						19	18	(1)
432	36		24				60	53	(7)
433	36		26				62	67	5
434	32	97					129	151	22
435	45				18		63	70	7
436	47						47	45	(2)
437	38						38	37	(1)
438	14						14	20	6
439	61						61	49	(12)
440	39			118			157	472	315
441	10						10	8	(2)
442	1	537					538	495	(43)
443	39				17		56	55	(1)
444	62						62	54	(8)
445	24						24	21	(3)
446	67						67	64	(3)
447	67						67	59	(8)

Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING TURNOVER ANALYSIS

The parking turnover analysis was conducted using a sample of parking spaces within the Zone. The data used allows the average length of stay to be calculated as well as the parking utilization of the sample area. The tables below summarize the specific samples for the Zone 4 weekday and weekend observations.

Table 51: Zone 4 - Weekday Occupancy Sample

LPI Occupancy Results				Hourly Occupancies								Peak Hour
Zone	Street:	Location:	Sample	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	11:00 AM
400	15th	Penn	8	8	8	8	8	7	8	7	7	8
400	Wash	Espanola	8	8	8	8	8	8	7	8	8	8
400	9th	Washington	6	6	6	6	6	6	6	5	5	6
400	Ocean Dri	10th	15	11	10	10	10	12	11	13	13	10
400	Ocean Dri	13th	8	8	8	8	8	7	8	8	8	8
Totals:				45	41	40	40	40	40	41	41	41
% Occupied:					91%	89%	89%	89%	89%	91%	91%	91%

Source: Walker Parking Consultants

Table 52: Zone 4 - Weekday Length of Stay

LPI Length of Stay Results				Length of Stay								Average
Zone	Street:	Location:	Sample	1 hr	2 hr	3 hr	4 hr	5 hr	6 hr	7 hr	8 hr	
400	15th	Penn	8	1	2	1	1	1	2	0	4	5.1
400	Wash	Espanola	8	14	7	2	1	1	1	2	0	2.3
400	9th	Washington	6	9	5	1	1	1	0	1	1	2.4
400	Ocean Drive	10th	15	20	7	5	1	1	3	2	0	2.3
400	Ocean Drive	13th	8	14	6	4	3	0	1	1	0	2.2
Total Vehicles:			45	58	27	13	7	4	7	6	5	2.54
Total Hours:				58	54	39	28	20	42	42	40	

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

Table 53: Zone 4 - Weekend Occupancy Sample

LPI Occupancy Results				Hourly Occupancies								Peak Hour
Zone	Street:	Location:	Sample	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	2:00 PM
400	Ocean Drive	6th	15	14	15	15	15	15	15	15	15	15
400	Ocean Drive	8th	16	16	16	15	15	16	16	15	15	16
400	10th	Ocean	17	15	13	14	14	14	12	12	13	14
400	Washington	11th	12	8	9	10	11	11	12	12	11	11
Totals:				60	53	53	54	55	56	55	54	56
% Occupied:					88%	88%	90%	92%	93%	92%	90%	93%

Source: Walker Parking Consultants

Table 54: Zone 4 - Weekend Length of Stay

LPI Length of Stay Results				Length of Stay								
Zone	Street:	Location:	Sample	1 hr	2 hr	3 hr	4 hr	5 hr	6 hr	7 hr	8 hr	Average
400	Ocean Drive	6th	15	20	17	6	3	3	2	0	1	2.3
400	Ocean Drive	8th	16	19	17	11	2	0	5	0	0	2.3
400	10th	Ocean	17	28	8	5	4	0	0	0	4	2.2
400	Washington	11th	12	23	9	6	5	1	0	0	0	1.9
Total Vehicles:				60	90	51	28	14	4	7	0	5
Total Hours:					90	102	84	56	20	42	0	40
												2.18

Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

FUTURE CONDITIONS

Known or planned developments in Zone 4 include any projects registered with the Miami Beach Planning Department, and the details on the planned type and size of the land use, including any planned parking.

PLANNED DEVELOPMENTS

The Miami Beach Planning Department provided a list of projects in Zone 4 as detailed in the following table. The primary focuses for this area is retail and hotel additions and we assumed the proposed developments will be completed and impact parking demand within the next three years. The list of proposed improvements may not represent all potential real estate projects or business expansions being considered; only those projects currently in the planning process.

Table 55: Zone 4 Planned Projects

BLOCK	STREET	Description	Hotel (Rooms)	Retail (SF)
405	Collins Avenue	Retail Addition		1,700
407	Collins Avenue	Retail		25,725
416	17 Street	Hotel Addition	7	
418	Lincoln Road	Retail		62,368
418	Collins Avenue	Hotel Addition	98	
433	Washington Avenue	Hotel Addition	51	

Source: Miami Beach Planning Department and Walker Parking Consultants

Based on the land uses proposed for development in Zone 4, additional parking demand of 251 spaces is projected, as shown in the following table, moving from top to bottom.

Table 56: Zone 4 Added Parking Demand

Description		Hotel (Rooms)	Retail (SF)
Total Added Land Use:		156	89,793
Demand Factors	Base Demand Ratio	1.00	4.00
	Non-Captive Ratio	1.00	0.60
	Drive Ratio	0.80	0.80
	Time of Day	0.70	0.95
Added Demand		87	164
Total Demand:		251	

Source: Miami Beach Planning Department and Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

CHANGES TO PARKING SUPPLY

No additional supply of spaces is anticipated in conjunction with the planned developments, as most are additions to existing land-uses that are located within an historic district that does not require additional parking.

HISTORICAL GROWTH

Annual growth rates are calculated for each period covering 2006 – 2012, as shown in the following table. All criteria for these periods generate positive growth, with the exception of the number of building permits from 2007 – 2012, which are projected to decrease slightly.

Table 57: Historical Annual Growth Data

Annual Periods		6	5	4	3	2	1
Criteria		'06-'12	'07-'12	'08-'12	'09-'12	'10-'12	'11-'12
S o b e	Hotel Room Sales	5.43%	3.71%	4.90%	12.54%	12.09%	20.61%
	Food Sales	3.37%	4.12%	4.52%	7.50%	8.04%	8.07%
	Alcohol Sales	3.72%	3.25%	6.20%	9.50%	9.13%	17.08%
	Hospitality Sales	4.28%	3.74%	5.06%	9.97%	9.93%	15.10%
Average Daily Population		3.74%	4.34%	5.68%	4.87%	5.24%	10.06%
Hotel Occupancy		1.11%	0.62%	1.06%	5.13%	5.27%	0.17%
Jobs		2.26%	3.35%	3.94%	3.35%	3.45%	3.98%
Building Permits		0.51%	-0.19%	3.33%	6.88%	11.12%	12.73%
Food and Beverage Tax		7.04%	6.94%	8.71%	10.00%	8.71%	5.33%
Average Annual Growth		3.16%	3.13%	4.63%	6.70%	7.29%	7.90%

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

GROWTH SCENARIOS

Based on the historical data and our understanding of the potential for development within the Ocean Drive Corridor, three annual growth scenarios were developed to project the overall changes to the parking demand in the short-term. The annual growth scenarios are shown in the following table.

Table 58: Zone 4 Annual Growth Scenarios

Scenario	Annual Growth Rate	Consideration
1	3.1%	(Smallest Average Annual Growth)
2	5.7%	(Average Daily Population
3	7.0%	(80th Percentile of Average Annual Growth)

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

FUTURE PARKING ADEQUACY

Parking adequacy over the next ten years are provided for each of the growth rate scenarios that assume the planned developments are completed and the changes to the parking supply have been implemented by year three.

Table 59: Projected Future Parking Adequacy

Year	EPS	Scenario 1		Scenario 2		Scenario 3	
		Demand	Adequacy	Demand	Adequacy	Demand	Adequacy
2014	6,550	6,456	94	6,619	(69)	6,700	(150)
2015	6,550	6,656	(106)	6,996	(446)	7,169	(619)
2016	6,550	7,113	(563)	7,646	(1,096)	7,922	(1,372)
2017	6,550	7,334	(784)	8,082	(1,532)	8,477	(1,927)
2018	6,550	7,561	(1,011)	8,543	(1,993)	9,070	(2,520)
2019	6,550	7,795	(1,245)	9,030	(2,480)	9,705	(3,155)
2020	6,550	8,037	(1,487)	9,545	(2,995)	10,384	(3,834)
2021	6,550	8,286	(1,736)	10,089	(3,539)	11,111	(4,561)
2022	6,550	8,543	(1,993)	10,664	(4,114)	11,889	(5,339)
2023	6,550	8,808	(2,258)	11,272	(4,722)	12,721	(6,171)

Source: Walker Parking Consultants

The scenarios represent equally distributed annual growth across the zone with the addition of the known planned developments in the third year (2016). Parking is projected to reach a deficit within one year for all but the most conservative scenario. Walker's analysis includes only the known developments detailed herein, and assumes 100% occupancy in the private restricted parking areas that were not available for review during the observation period.

ZONE 5:

SOUTH POINTE



WALKER
PARKING CONSULTANTS

AUGUST 22, 2014

PROJECT # 15-1988.00

INTRODUCTION

South Pointe is a unique area with a mix of residential, high rise luxury condominiums, restaurants, hotels, and public park areas. Construction was noted in several areas that included off-street parcels along South Pointe Drive and on Ocean Drive. There are several gated communities with private parking that is not accessible for observation, as well as private valet parking areas that could not be observed, such as Joe's Stone Crab Restaurant and a Marriot Resort. Most of the area falls under Residential Parking permit Zone 1, with restricted on-street parking for residents in the evenings and weekends. In addition, parking meters are generally located south of 1st Street and east of Washington Avenue. The City operates a few small metered surface lots, but no parking garages within Zone 5.



STUDY AREA

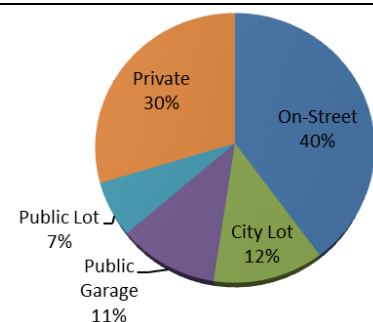
Zone 5 is bordered by 5th Street to the north, the coast to the east, South Pointe Drive to the south, and Alton Road to the west. The area is broken down into 37 individual blocks for analysis, with a total of 2,755± spaces inventoried and observed in our analysis.

PARKING INVENTORY

A mix of on-street, off-street public garages, and small surface parking lots comprise Zone 5. Multiple valet operations reside within the area, with one of the largest noted at Joe's Stone Crab Restaurant. The following table and chart detail the Zone 5 parking inventory.

Table 60: Zone 5 Parking Inventory Detail

On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
1,101	0	342	311	182	819	2,755



Source: Walker Parking Consultants



AUGUST 22, 2014

PROJECT # 15-1988.00

EFFECTIVE PARKING SUPPLY

For the Zone 5 analysis, we applied a general *Effective Supply Factor* ("ESF") of 85% for the on-street spaces, 90% for off-street public spaces, and 95% for off-street private spaces. The EPS for Zone 5 is 2,470 spaces as shown in the following table.

 Table 61: Zone 5 Effective Parking Supply

	On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
Inventory	1,101	0	342	311	182	819	2,755
ESF	0.85	0.90	0.90	0.90	0.90	0.95	
Effective Supply*	939	0	309	280	164	778	2,470

* EPS calculated by block and rounded

 Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

CURRENT CONDITIONS

Observations were conducted at three intervals on a Weekday and Saturday of the inventoried parking spaces within the Zone. Weekday observations were conducted on Thursday, November 7th and Saturday November 9th. Weather conditions during the Weekday observations were good; Saturday observations experienced intermittent rain during the day and rain in the evening. The following table provides a summary of the observations for both periods with the overall peak observation period identified in each table.

Table 62: Zone 5 Occupancy Observations

WEEKDAY	Inventory	PEAK HOUR			SATURDAY	Inventory	PEAK HOUR		
		12:00 PM	6:00 PM	10:00 PM			12:00 PM	6:00 PM	10:00 PM
On-Street	1,101	936	758	768	On-Street	1,101	816	642	834
Occupancy Rate		85%	69%	70%	Occupancy Rate		74%	58%	76%
Unoccupied Spaces		165	343	333	Unoccupied Spaces		285	459	267
Public City Garage	0	0	0	0	Public City Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Public City Lot	342	250	224	169	Public City Lot	342	165	201	140
Occupancy Rate		73%	65%	49%	Occupancy Rate		48%	59%	41%
Unoccupied Spaces		92	118	173	Unoccupied Spaces		177	141	202
Public Garage	311	232	135	61	Public Garage	311	119	96	101
Occupancy Rate		75%	43%	20%	Occupancy Rate		38%	31%	32%
Unoccupied Spaces		79	176	250	Unoccupied Spaces		192	215	210
Public Lot	182	105	123	93	Public Lot	182	146	116	120
Occupancy Rate		58%	68%	51%	Occupancy Rate		80%	64%	66%
Unoccupied Spaces		77	59	89	Unoccupied Spaces		36	66	62
Off-Street Private	819	676	661	623	Off-Street Private	819	652	689	596
Occupancy Rate		83%	81%	76%	Occupancy Rate		80%	84%	73%
Unoccupied Spaces		143	158	196	Unoccupied Spaces		167	130	223
Total	2,755	2,199	1,901	1,714	Total	2,755	1,898	1,744	1,791
Occupancy Rate		80%	69%	62%	Occupancy Rate		69%	63%	65%
Unoccupied Spaces		556	854	1,041	Unoccupied Spaces		857	1,011	964

Source: Walker Parking Consultants

SOUTH BEACH

PARKING DEMAND ANALYSIS



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AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING OCCUPANCY DETAIL

The overall peak observed occupancy occurred during the Weekday 12:00 p.m. with 80% of the spaces occupied. On a block-by-block basis, several blocks were noted with high occupancy. The heat maps illustrate parking occupancy for the peak Weekday and Saturday observations.

Figure 10: Heat Map of Peak Weekday Parking Occupancy



Zone 5 - Occupancy Weekday 12pm

- Study Area / Zone Boundaries
- Block Numbers
- Red: Occupancy $\geq 85\%$
- Yellow: Occupancy 70% - 84%
- Green: Occupancy $\leq 69\%$

Key



AUGUST 22, 2014

PROJECT # 15-1988.00

Figure 11: Heat Map of Peak Saturday Parking Occupancy



Zone 5 - Occupancy Saturday 12pm

- Study Area / Zone Boundaries
- Block Numbers
- Occupancy $\geq 85\%$
- Occupancy 70% - 84%
- Occupancy $\leq 69\%$

Key



Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING ADEQUACY

The table below depicts the overall parking adequacy within Zone 5 based upon Walker's observation of this area.

Table 63: Zone 5 Parking Adequacy

	On-Street	City Garage	City Lot	Public Garage	Public Lot	Private	Total:
Effective Supply	939	0	309	280	164	778	2,470
Demand	936	0	250	232	105	676	2,199
Adequacy	3	0	59	48	59	102	271

Source: Walker Parking Consultants

Adequacy within Zone % is at a surplus; however, when considered on a block-by-block basis, parking adequacy issues may be identified. To illustrate this, the following pages provide a table showing parking adequacy on a block-by-block basis.

Table 64: Zone 5 Parking Adequacy by Block

Block	On-Street	Public City Garage	Public City Lot	Public Garage	Public Lot	Off-Street Private	Total Demand	Effective Supply	Surplus/ (Deficit)
501	3		4			5	12	62	50
502	17			122			139	164	25
503	21						21	18	(3)
504	22						22	18	(4)
505	21						21	19	(2)
506	11			110			121	146	25
507	15				28		43	64	21
508	20				17		37	78	41
509	14						14	24	10
510	6						6	9	3
511	28						28	31	3
512	24						24	31	7
513	26						26	22	(4)
514	45						45	38	(7)
515	49						49	41	(8)
516	43						43	37	(6)
517	46					33	79	105	26
518	41						41	34	(7)

(Continued next page)

SOUTH BEACH

PARKING DEMAND ANALYSIS



AUGUST 22, 2014

PROJECT # 15-1988.00

Block	On-Street	Public City Garage	Public City Lot	Public Garage	Public Lot	Off-Street Private	Total Demand	Effective Supply	Surplus/ (Deficit)
519	44						44	36	(8)
520	38						38	37	(1)
521	27						27	33	6
522	35						35	37	2
523	14						14	15	1
524	9					147	156	149	(7)
525	35				60		95	91	(4)
526	31		28				59	63	4
527	35						35	37	2
528	56					211	267	274	7
529	67		11			85	163	193	30
530	27					195	222	228	6
531	7						7	10	3
532	2						2	2	0
533	26		48				74	78	4
534	13						13	10	(3)
535	9						9	8	(1)
536	5						5	26	21
537	4		159				163	202	39

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING TURNOVER ANALYSIS

Parking turnover data allows the average length of stay to be calculated, as well as the parking utilization within the sample area. The tables below summarize the specific samples for the weekday and weekend observations for Zone 5.

Table 65: Zone 5 - Weekday Occupancy Sample

LPI Occupancy Results				Hourly Occupancies								Peak Hour
Zone	Street:	Location:	Sample	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	12:00 PM
500	South Pointe	Lot	10	10	10	10	10	9	9	7	5	10
500	4th Street	Eucild Ave	11	10	11	11	9	9	10	9	10	11
Totals:				21	20	21	21	19	18	19	16	21
% Occupied:				95%	100%	100%	90%	86%	90%	76%	71%	100%

Source: Walker Parking Consultants

Table 66: Zone 5 - Weekday Length of Stay

LPI Length of Stay Results				Length of Stay								Average
Zone	Street:	Location:	Sample	1 hr	2 hr	3 hr	4 hr	5 hr	6 hr	7 hr	8 hr	
500	South Pointe	Lot	10	11	3	2	1	0	6	1	0	2.9
500	4th Street	Eucild Ave	11	5	6	4	3	1	2	3	0	3.3
Total Vehicles:				21	16	9	6	4	1	8	4	0
Total Hours:					16	18	18	16	5	48	28	0
												3.10

Source: Walker Parking Consultants

SOUTH BEACH

PARKING DEMAND ANALYSIS



AUGUST 22, 2014

PROJECT # 15-1988.00

Table 67: Zone 5 - Weekend Occupancy Sample

LPI Occupancy Results				Hourly Occupancies								Peak Hour
Zone	Street:	Location:	Sample	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	2:00 PM
500	South Pointe	Lot	11	6	6	0	4	11	10	11	5	11
500	1st Street	Meridian	7	3	5	4	7	7	4	4	5	7
Totals:				18	9	11	4	11	18	14	15	18
% Occupied:					50%	61%	22%	61%	100%	78%	83%	100%

Source: Walker Parking Consultants

Table 68: Zone 5 - Weekend Length of Stay

LPI Length of Stay Results				Length of Stay								
Zone	Street:	Location:	Sample	1 hr	2 hr	3 hr	4 hr	5 hr	6 hr	7 hr	8 hr	Average
500	South Pointe	Lot	11	14	12	1	3	0	0	0	0	1.8
500	1st Street	Meridian	7	10	3	1	0	1	0	1	1	2.3
Total Vehicles:				18	24	15	2	3	1	0	1	1.96
Total Hours:					24	30	6	12	5	0	7	

Source: Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

FUTURE CONDITIONS

Known or planned developments within Zone 5 include any projects registered with the Miami Beach Planning Department, and the details on the planned type and size of the land use, including planned parking for the development.

PLANNED DEVELOPMENTS

The Miami Beach Planning Department provided several Zone 5 projects, and we assume these developments will be completed and impact parking demand within the next three years. The list may not represent all potential real estate projects or business expansions being considered; only those projects currently in the planning process.

Table 69: Zone 5 Planned Projects

BLOCK	STREET	Description	Residential (Units)	Hotel (Rooms)	Retail (SF)	Restaurant (Seats)	Parking Spaces
504	Meridian Avenue	Hotel Addition		32			
510	Ocean Drive	Residential	30				
510	Ocean Drive	Hotel Addition		130			
511	Ocean Drive	Hotel Addition		17			
511	Ocean Drive	Hotel Addition		14			
515	Meridian Avenue	Residential	4				
525	Ocean Drive	Residential	10				30
529	Commerce Street	Mixed-Use	32		6,836	163	320
531	Collins Avenue	Restaurant				240	285
532	Ocean Drive	Mixed-Use	9	112	3,290	99	200
535	Commerce Street	Residential Addition	5				

Source: Miami Beach Planning Department and Walker Parking Consultants

Based on the land uses projected in Zone 5, the proposed developments are projected to generate an additional demand of 447 spaces, as summarized below, moving from top to bottom.



AUGUST 22, 2014

PROJECT # 15-1988.00

Table 70: Zone 5 Added Parking Demand

	Description	Residential	Hotel	Retail	Restaurant
		(Units)	(Rooms)	(SF)	(Seats)
	Total Added Land Use:	90	305	10,126	502
Demand Factors	Base Demand Ratio	1.75	1.00	4.00	0.25
	Non-Captive Ratio	1.00	1.00	0.60	0.60
	Drive Ratio	0.80	0.80	0.80	0.80
	Time of Day	1.00	1.00	0.90	1.00
	Added Demand	126	244	17	60
	Total Demand:	447			

Source: Miami Beach Planning Department and Walker Parking Consultants

CHANGES TO PARKING SUPPLY

Several of the developments in Zone 5 include a parking component, including the addition of robotic parking garages. A total of 835 spaces are projected, which equate to an effective supply of 752 spaces. Many of the projects are currently under construction, thus displaced spaces have already been accounted for and based on current conditions, 32 more spaces will be displaced due to construction.



AUGUST 22, 2014

PROJECT # 15-1988.00

HISTORICAL GROWTH

Annual growth rates are calculated for each period covering 2006 – 2012, as shown in the following table. All criteria for all periods generate positive growth, with the exception of the number of building permits from 2007 – 2012, which are projected to decrease slightly.

Table 71: Historical Annual Growth Data

Annual Periods		6	5	4	3	2	1
Criteria		'06-'12	'07-'12	'08-'12	'09-'12	'10-'12	'11-'12
Zone 5	Hotel Room Sales	5.43%	3.71%	4.90%	12.54%	12.09%	20.61%
	Food Sales	3.37%	4.12%	4.52%	7.50%	8.04%	8.07%
	Alcohol Sales	3.72%	3.25%	6.20%	9.50%	9.13%	17.08%
	Hospitality Sales	4.28%	3.74%	5.06%	9.97%	9.93%	15.10%
Average Daily Population		3.74%	4.34%	5.68%	4.87%	5.24%	10.06%
Hotel Occupancy		1.11%	0.62%	1.06%	5.13%	5.27%	0.17%
Jobs		2.26%	3.35%	3.94%	3.35%	3.45%	3.98%
Building Permits		0.51%	-0.19%	3.33%	6.88%	11.12%	12.73%
Food and Beverage Tax		7.04%	6.94%	8.71%	10.00%	8.71%	5.33%
Average Annual Growth		3.16%	3.13%	4.63%	6.70%	7.29%	7.90%

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

GROWTH SCENARIOS

Based on the historical data and our understanding of the potential for development within South Pointe, three annual growth scenarios were developed to project the overall change to the parking demand in the short-term. The growth scenarios are shown in the following table.

Table 72: Zone 5 Annual Growth Scenarios

Scenario	Annual Growth Rate	Consideration
1	3.1%	(Smallest Average Annual Growth)
2	5.7%	(Average Daily Population)
3	7.0%	(80th Percentile of Average Annual Growth)

Source: Select data from the Current Economic Conditions Report and Walker Parking Consultants

AUGUST 22, 2014

PROJECT # 15-1988.00

FUTURE PARKING ADEQUACY

Parking adequacy over the next ten years is projected for each of the growth rate scenarios that assume the planned developments are completed and the changes to the parking supply have been implemented in year three.

Table 73: Projected Future Parking Adequacy

Year	EPS	Scenario 1		Scenario 2		Scenario 3	
		Demand	Adequacy	Demand	Adequacy	Demand	Adequacy
2014	2,470	2,267	203	2,324	146	2,353	117
2015	2,470	2,337	133	2,456	14	2,518	(48)
2016	3,190	2,856	334	3,043	147	3,141	49
2017	3,190	2,945	245	3,216	(26)	3,361	(171)
2018	3,190	3,036	154	3,399	(209)	3,596	(406)
2019	3,190	3,130	60	3,593	(403)	3,848	(658)
2020	3,190	3,227	(37)	3,798	(608)	4,117	(927)
2021	3,190	3,327	(137)	4,014	(824)	4,405	(1,215)
2022	3,190	3,430	(240)	4,243	(1,053)	4,713	(1,523)
2023	3,190	3,536	(346)	4,485	(1,295)	5,043	(1,853)

Source: Walker Parking Consultants

Each scenario assumes equally distributed annual growth across the zone with the addition of the known planned developments in the third year (2016). Parking is projected as adequate until the fourth year, when adequacy begins to be an issue in scenario 2 and 3. Under scenario 1, parking is adequate until the seventh year when deficit conditions could occur. Walker's analysis includes only the known developments detailed in this report, and assumes 100% occupancy of private restricted parking areas that were not available for review during the observation period.

PARKING MANAGEMENT STRATEGIES AND ALTERNATIVES



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AUGUST 22, 2014

PROJECT # 15-1988.00

The Miami Beach Parking Division has incorporated many of today's leading parking strategies to assist in promoting public parking and improving the ability of the user to understand the parking options. These include incorporating a parking app to locate public parking and obtain real-time parking occupancy of city owned parking garages; providing pay-by-license plate multi-space meters; utilizing License Plate Recognition to monitor and assist with enforcement; establishing residential parking zones; and allowing pay by cell phone at the meters to name a few. In this section of the report, we review residential parking zone options and additional methods to manage public parking.

RESIDENTIAL PARKING ZONES

Residential parking zones are located throughout the study area, each with specific restrictions and posted. Residential parking zones restrict parking to permit holders during posted time periods. Only residents within the area qualify to obtain a residential parking permit. This allows normally unrestricted parking to be reserved for residents and guests to ensure parking is not taken by non-residents during the posted restricted time periods. Examples of the residential parking zone signage are provided to the right. The predominant restricted parking is between 6:00 pm and 7:00 am Sunday – Friday and all day Saturday and Sunday; although some signage indicates 24/7 restrictions or only evening restrictions.

OBSERVATIONS

A detailed review of the parking activity within residential permit zones during non-restricted time periods was conducted to determine the length of stay and usage. A sample of spaces was made on an hourly basis to determine if each vehicle had a permit and how long it was parked over an 8 hour period. Key findings of this detailed sample include:

- 96% average occupancy;
- 58% vehicles did not have residential parking permit;
- 5.24 hour average length of stay;
- 79% remaining parked for 6 to 8 hours.

This demonstrates that during non-restricted time periods the parking supply plays a role in dispersing parking demand and providing a valuable parking option to the general public.

This is especially true in areas with limited off-street parking availability and in residential areas adjacent to high commercial corridors where parking is limited.



AUGUST 22, 2014

PROJECT # 15-1988.00

One disadvantage to allowing un-restricted parking in residential parking zones during certain periods is that there is no incentive to encourage turn-over of the parking spaces. The turn-over observation and length of stay during un-restricted time periods indicates that a majority of the unrestricted spaces are used by a mix of residents and employees of the local area.

Those spaces with 24/7 restrictions had little to no on-street parking activity during the weekend periods. These posted restrictions were limited to a few areas with single family homes and not the norm.

OPTIONS

Potential improvements to consider during the unrestricted time periods in areas without meters include:

Changing all residential zones to 24/7 enforcement: While this provides a solution, it greatly reduces the availability of parking in certain areas that would otherwise benefit from sharing the parking assets when they are typically not needed by residents.

Adding paid parking for times during un-restricted parking: Parking meters are already located in some residential parking zones for use during non-restricted time periods. This can be effective, but may not be aesthetically desirable for some residential areas. In addition, the cost to install and maintain may not be justifiable as the main reason some of these un-restricted spaces are used is because there is no fee to park in these spaces.

Adding time restrictions during un-restricted parking periods: This option promotes turnover of the spaces during non-restricted time periods; however, it does require additional enforcement. It may also be a disadvantage for actual residents parking in the area.

Adding restrictions for non-residents while providing exemptions to permit holders: This option adds restrictions to non-residential permit holders during un-restricted time periods to encourage turn-over and discourages abuse of the parking during non-restricted time periods. Monterey, California allows residential permit holders to enjoy parking in their permit zones and to ignore posted time limit restrictions. In addition, registered permit holders may pay a discount for parking if payment is required.

To enforce unique restrictions within residential zones, a database of valid permit holder vehicle license plates could be established to allow mobile license plate recognition cameras to scan and identify non-registered vehicles. These systems can also be used to track length of stay for non-registered vehicles. While not 100 percent, these systems can greatly improve enforcement and reduce the time needed to manually check each vehicle within an area and allow more frequent checks to verify length of stay.

AUGUST 22, 2014

PROJECT # 15-1988.00

PARKING MANAGEMENT STRATEGIES

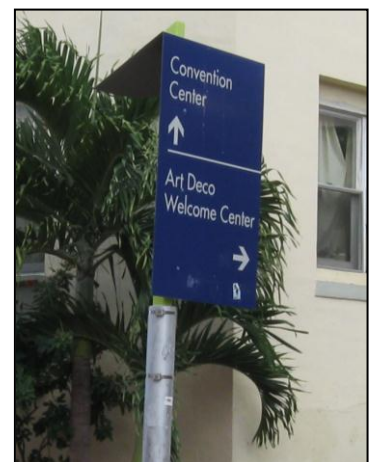
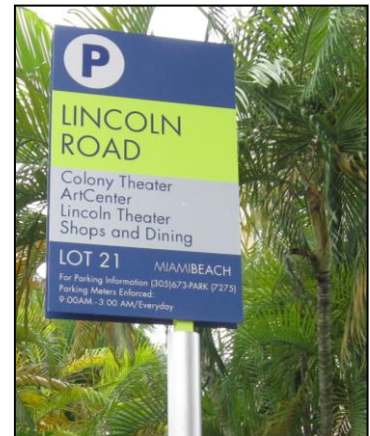
The following strategies are provided to enhance or improve the parking experience or reduce parking demand within the study area without building addition parking assets.

ENHANCED WAYFINDING AND SIGNAGE

Each city owned public parking lot is clearly marked and uniformly signed within the study area. The information provided corresponds to the information found on the Miami Beach parking App, hosted by ParkMe. The area of parking wayfinding that could be improved is signage guiding patrons to the off-street parking. This is particularly true for locating parking structures with larger parking inventories.

Additional directional signage along key thoroughfares should be added to direct patrons to parking. Many cities include parking directional information on directional signage, such as on the sign located to the right that directs patrons to the convention center and Art Deco Welcome Center. Parking information could be added to this type of sign by adding "Parking" with an arrow where appropriate.

This can be taken a step further by adding dynamic signage to show the number of available spaces or if spaces are available in a particular parking garage or area with an arrow to provide directions. Strategically placed signs with real time dynamic messages can direct users to the nearest parking facility with available spaces. Although more common in Europe, several U.S. cities, including Seattle, San Jose, and Charlotte have installed these types of parking wayfinding systems.



Dynamic wayfinding signage installed in Seattle, Washington

AUGUST 22, 2014

PROJECT # 15-1988.00

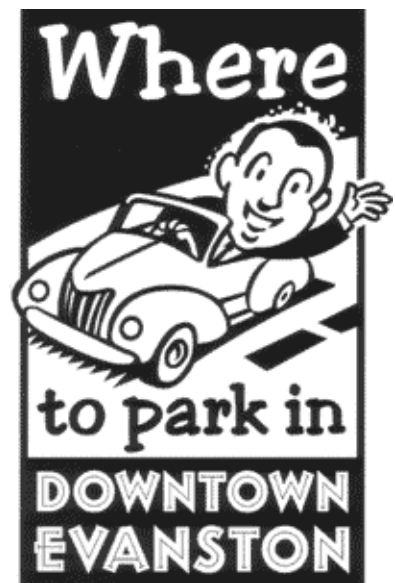
BRANDING AND PROMOTING PARKING

Miami Beach has a website incorporated with the city website, as well as an App, to assist in promoting parking. Some cities have taken this a step further by branding their parking program with a unique logo and phrase. Branding examples include SF Park in San Francisco, L.A. Express Park in Los Angeles, the "Five Seasons" Transportation and Parking Department of Cedar Rapids, Iowa, and "Central City Parking" in Downtown Kalamazoo, Michigan. Branding can assist with educating the public on parking and providing a recognizable image to go to when thinking about parking.

Verbal elements should include a name, style, and taglines. Visual elements include fonts, colors, shapes, and graphic elements (including logo). The elements and standards of the program should be used in a consistent manner. Ubiquity is achieved by using a full range of appropriate media.

Actively communicating and marketing the available public parking spaces is a never ending marketing campaign. Many cities have developed brochures with a map showing public parking areas, city web-site links to a page that contains downtown parking information, and consistent signage and banners directing customers to public parking areas. The city's webpage can be linked to merchant and downtown association websites to encourage visitors to learn about parking before coming downtown. Downtown businesses and government offices should have parking brochures with maps available for the general public.

Evanston, Illinois, developed a "Where to park in Downtown Evanston" flyer and provided a copy on ticketed vehicles. The brochure includes a map of public parking options with rates designed to assist parkers so that they can avoid a ticket in the future.



DYNAMIC PRICING

Charging for parking is an effective strategy to encourage turnover and reducing parking demand. Some cities have effectively instituted dynamic pricing to further manage parking demand based the actual parking demand. Los Angeles, Seattle, and San Francisco all use parking occupancy to adjust on-street parking rates. Generally, occupancy greater than 85 percent results in a higher price. Occupancy levels below 85 percent result in a lower parking rate. Over time, this approach has been shown to spread parking demand to underutilized areas. Occupancy can be measured with sensors or regular visual counts. Changes to parking rates are typically subject to a maximum adjustment amount, frequency, and advance notification of changes.



AUGUST 22, 2014

PROJECT # 15-1988.00

Los Angeles California uses variable pricing by time of day, to reduce prices during known low demand periods and increase rates during known peak demand periods.

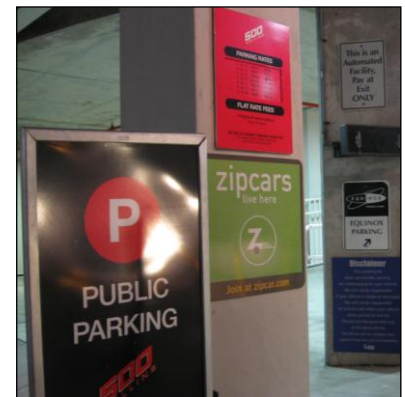
This strategy may be useful in Miami Beach during peak weekends or in season demand periods. Increases in funds may be used to add additional parking or features to the system. The popularity of the area may limit the effectiveness of the program in Miami Beach, as there are limited areas in the study area to redistribute parking demand during peak demand periods.

CAR SHARING PROGRAMS

Car sharing was noted as available in at least one location in Miami Beach at the 500 Collins garage. Car sharing can reduce parking demand by providing a network of privately owned vehicles that are rented by the hour or day to registered users. Costs for using a vehicle include all typical ownership costs, including gas and insurance. By having a car share service available, participants can have use of a vehicle when needed without having to actually own a vehicle. Studies and surveys indicate each car share vehicle in service can be used by 6 to 10 households, thus reducing parking and traffic congestion where successfully implemented.

- 2005 Transportation Research Board reported 21 percent of car share members gave up a vehicle after joining.
- 2006 survey by Flexcar and Zipcar in Washington DC indicated 30 percent of car share members gave up a vehicle after joining and 61 percent postponed purchasing another vehicle.

Some cities assist in promoting car sharing by providing strategically reserved parking spaces to store vehicles when not in use. Vendors include Zipcar, Hertz Connect, U-Haul Car Share, and Enterprise Car Share.



PARKING RESERVATIONS

Allowing parking reservations may be an option to increase the level of service and provide premium pricing. Parking reservations allow users to request a parking space in advance if available and guarantee that space with a premium charge. Users receive a confirming bar code that can be presented to enter the facility even when the facility is shown as full. This type of system can be used to reduce stress for users and increase revenue for the parking facility.

APPENDIX 1
ZONE 1- ALTON ROAD CORRIDOR
OCCUPANCY MAPS



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SOUTH BEACH

PARKING DEMAND ANALYSIS



APPENDIX 1: ZONE 1- ALTON ROAD CORRIDOR

PROJECT # 15-1988.00

Zone 1 - Occupancy Weekday 3pm

— Study Area / Zone Boundaries

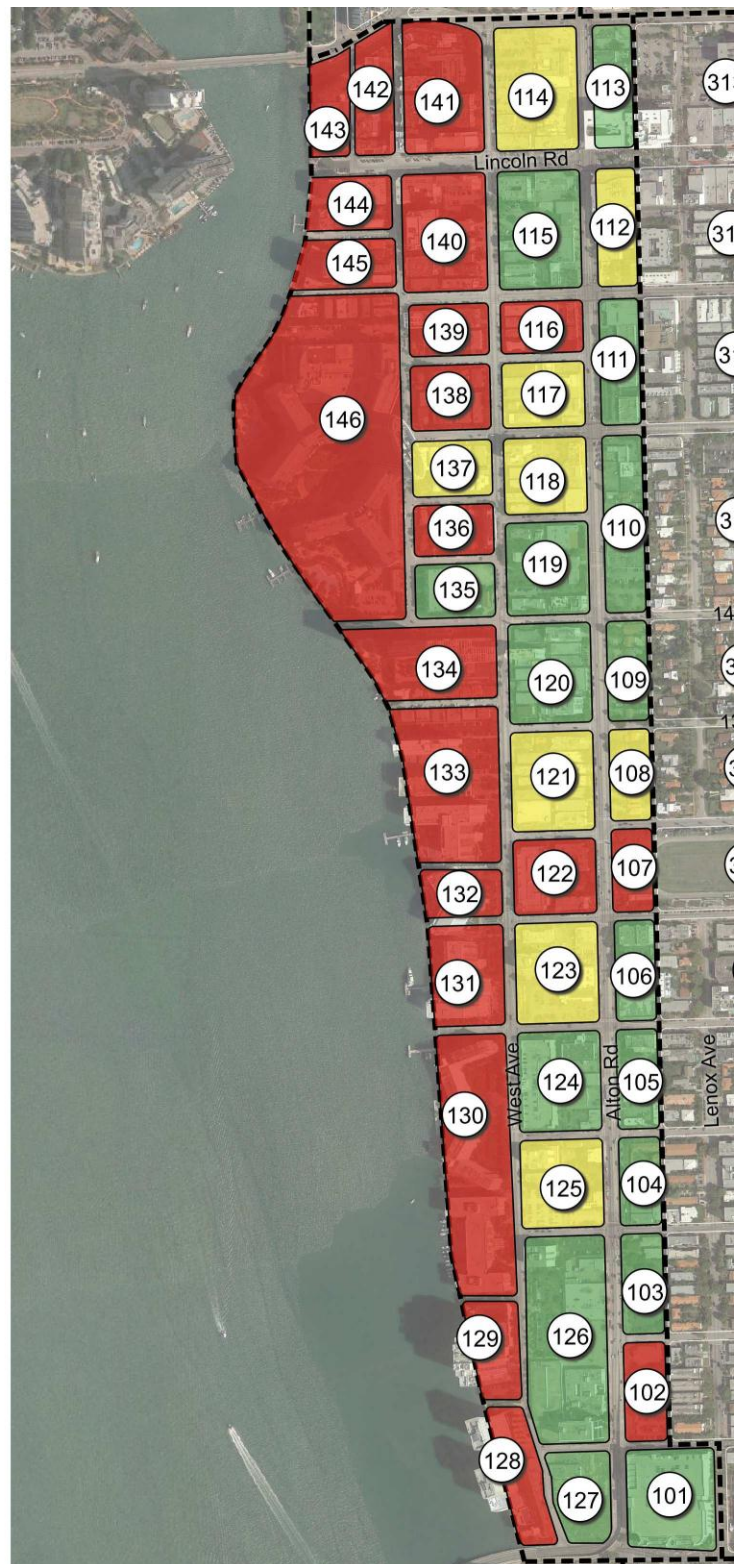
⊙ Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



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PARKING CONSULTANTS

APPENDIX 1: ZONE 1- ALTON ROAD CORRIDOR

PROJECT # 15-1988.00

Zone 1 - Occupancy Weekday 6pm

--- Study Area / Zone Boundaries

⊙ Block Numbers

█ Occupancy $\geq 85\%$

█ Occupancy 70% - 84%

█ Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



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PARKING CONSULTANTS

APPENDIX 1: ZONE 1- ALTON ROAD CORRIDOR

PROJECT # 15-1988.00

Zone 1 - Occupancy Weekday 9pm

— Study Area / Zone Boundaries

⊙ Block Numbers

█ Occupancy $\geq 85\%$

█ Occupancy 70% - 84%

█ Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



WALKER
PARKING CONSULTANTS

APPENDIX 1: ZONE 1- ALTON ROAD CORRIDOR

PROJECT # 15-1988.00

Zone 1 - Occupancy Saturday 7pm

— Study Area / Zone Boundaries

⊙ Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



WALKER
PARKING CONSULTANTS

APPENDIX 1: ZONE 1- ALTON ROAD CORRIDOR

PROJECT # 15-1988.00

Zone 1 - Occupancy Saturday 10pm

--- Study Area / Zone Boundaries

⊙ Block Numbers

█ Occupancy $\geq 85\%$

█ Occupancy 70% - 84%

█ Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



WALKER
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APPENDIX 1: ZONE 1- ALTON ROAD CORRIDOR

PROJECT # 15-1988.00

Zone 1 - Occupancy Sunday 1am

--- Study Area / Zone Boundaries

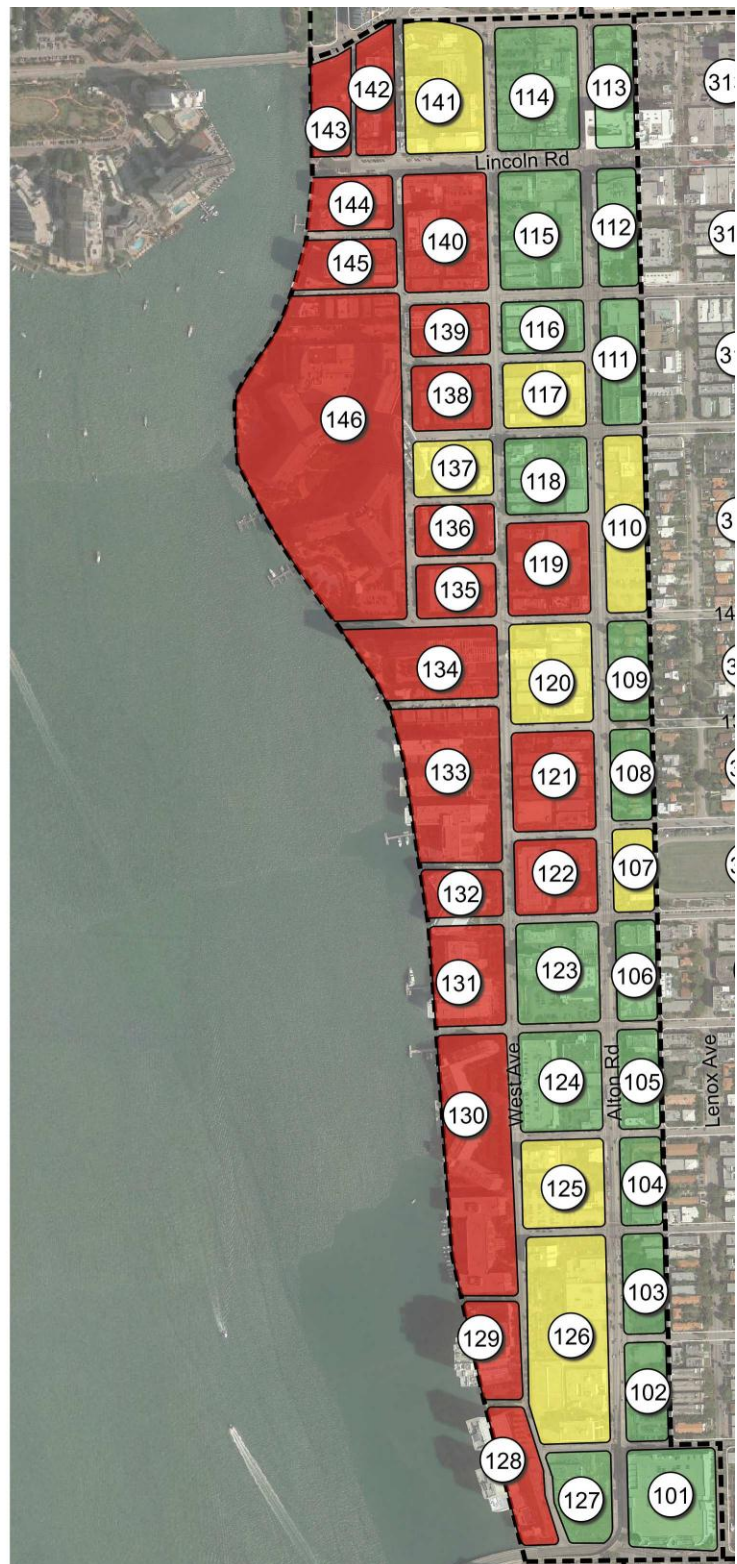
⊙ Block Numbers

█ Occupancy $\geq 85\%$

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Key



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WALKER
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APPENDIX 1: ZONE 1- ALTON ROAD CORRIDOR

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Zone 1 - Occupancy Saturday 7pm

— Study Area / Zone Boundaries

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Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



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APPENDIX 1: ZONE 1- ALTON ROAD CORRIDOR

PROJECT # 15-1988.00

Zone 1 - Occupancy Saturday 7pm

--- Study Area / Zone Boundaries

⊙ Block Numbers

█ Occupancy $\geq 85\%$

█ Occupancy 70% - 84%

█ Occupancy $\leq 69\%$

Key



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PARKING DEMAND ANALYSIS



APPENDIX 1: ZONE 1- ALTON ROAD CORRIDOR

PROJECT # 15-1988.00

Zone 1 - Occupancy Saturday 7pm

— Study Area / Zone Boundaries

⊙ Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



Source: Walker Parking Consultants

Appendix 1: Zone 1 - Alton Road Corridor

APPENDIX 2
ZONE 2 - CONVENTION CENTER AND SUNSET HARBOUR
OCCUPANCY MAPS



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APPENDIX 2: ZONE 2 - CONVENTION CENTER AND SUNSET HARBOUR

PROJECT # 15-1988.00



Zone 2 - Occupancy Weekday 3pm

- Study Area / Zone Boundaries
- 000 Block Numbers
- Occupancy $\geq 85\%$
- Occupancy 70% - 84%
- Occupancy $\leq 69\%$

Key



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APPENDIX 2: ZONE 2 - CONVENTION CENTER AND SUNSET HARBOUR

PROJECT # 15-1988.00



Zone 2 - Occupancy Weekday 6pm

— Study Area / Zone Boundaries

⊙ Block Numbers

Red Occupancy $\geq 85\%$

Yellow Occupancy 70% - 84%

Green Occupancy $\leq 69\%$

Key





Zone 2 - Occupancy Weekday 9pm

- Study Area / Zone Boundaries
- ⊙ Block Numbers
- Red Occupancy $\geq 85\%$
- Yellow Occupancy 70% - 84%
- Green Occupancy $\leq 69\%$

Key



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APPENDIX 2: ZONE 2 - CONVENTION CENTER AND SUNSET HARBOUR

PROJECT # 15-1988.00



Zone 2 - Occupancy Saturday 7pm

— Study Area / Zone Boundaries

⊙ Block Numbers

Red Occupancy $\geq 85\%$

Yellow Occupancy 70% - 84%

Green Occupancy $\leq 69\%$

Key



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APPENDIX 2: ZONE 2 - CONVENTION CENTER AND SUNSET HARBOUR

PROJECT # 15-1988.00



Zone 2 - Occupancy Saturday 10pm

— Study Area / Zone Boundaries

⊙ Block Numbers

Red Occupancy $\geq 85\%$

Yellow Occupancy 70% - 84%

Green Occupancy $\leq 69\%$

Key





Zone 2 - Occupancy Sunday 1am

- Study Area / Zone Boundaries
- ⊙ Block Numbers
- Red Occupancy $\geq 85\%$
- Yellow Occupancy 70% - 84%
- Green Occupancy $\leq 69\%$

Key



Source: Walker Parking Consultants

APPENDIX 3
ZONE 3 - RESIDENTIAL CORE (BETWEEN 5TH & 17TH STREETS)
OCCUPANCY MAPS



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APPENDIX 3: ZONE 3 - RESIDENTIAL CORE

PROJECT # 15-1988.00

Zone 3 - Occupancy Weekday 4pm

— Study Area / Zone Boundaries



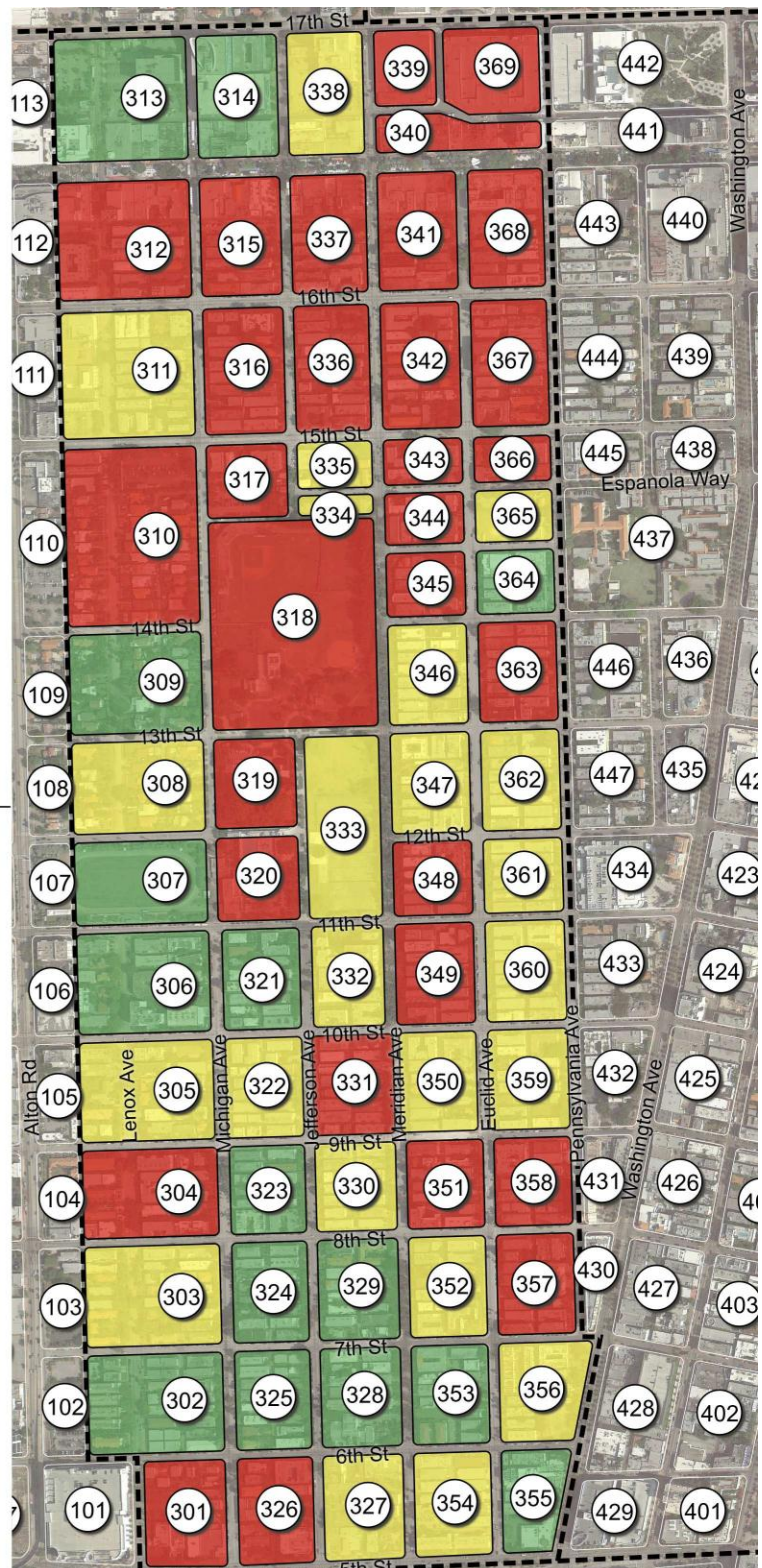
Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



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PARKING DEMAND ANALYSIS



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APPENDIX 3: ZONE 3 - RESIDENTIAL CORE

PROJECT # 15-1988.00

Zone 3 - Occupancy Weekday 7pm

Study Area / Zone Boundaries



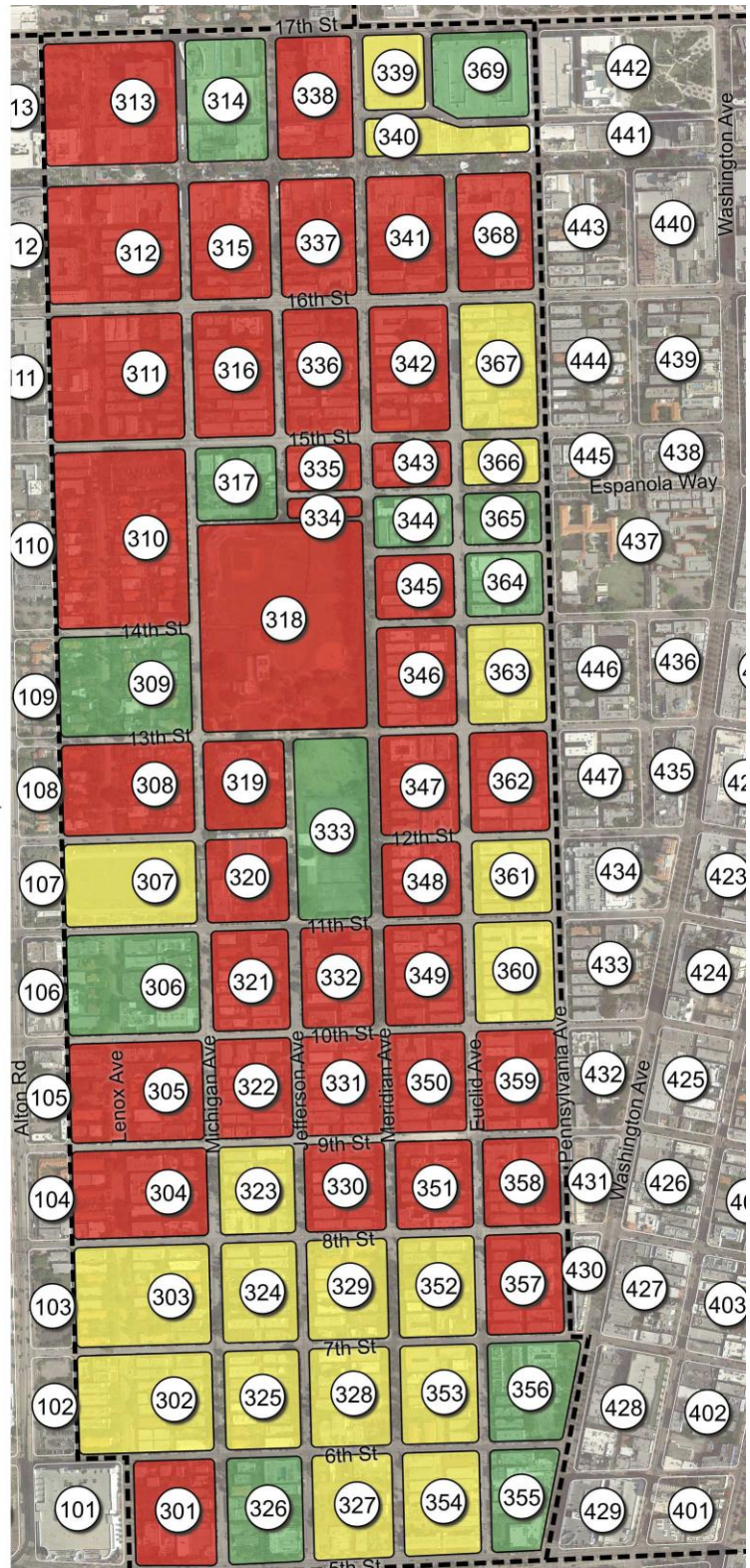
Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



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PARKING DEMAND ANALYSIS



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APPENDIX 3: ZONE 3 - RESIDENTIAL CORE

PROJECT # 15-1988.00

Zone 3 - Occupancy Weekday 10pm

--- Study Area / Zone Boundaries

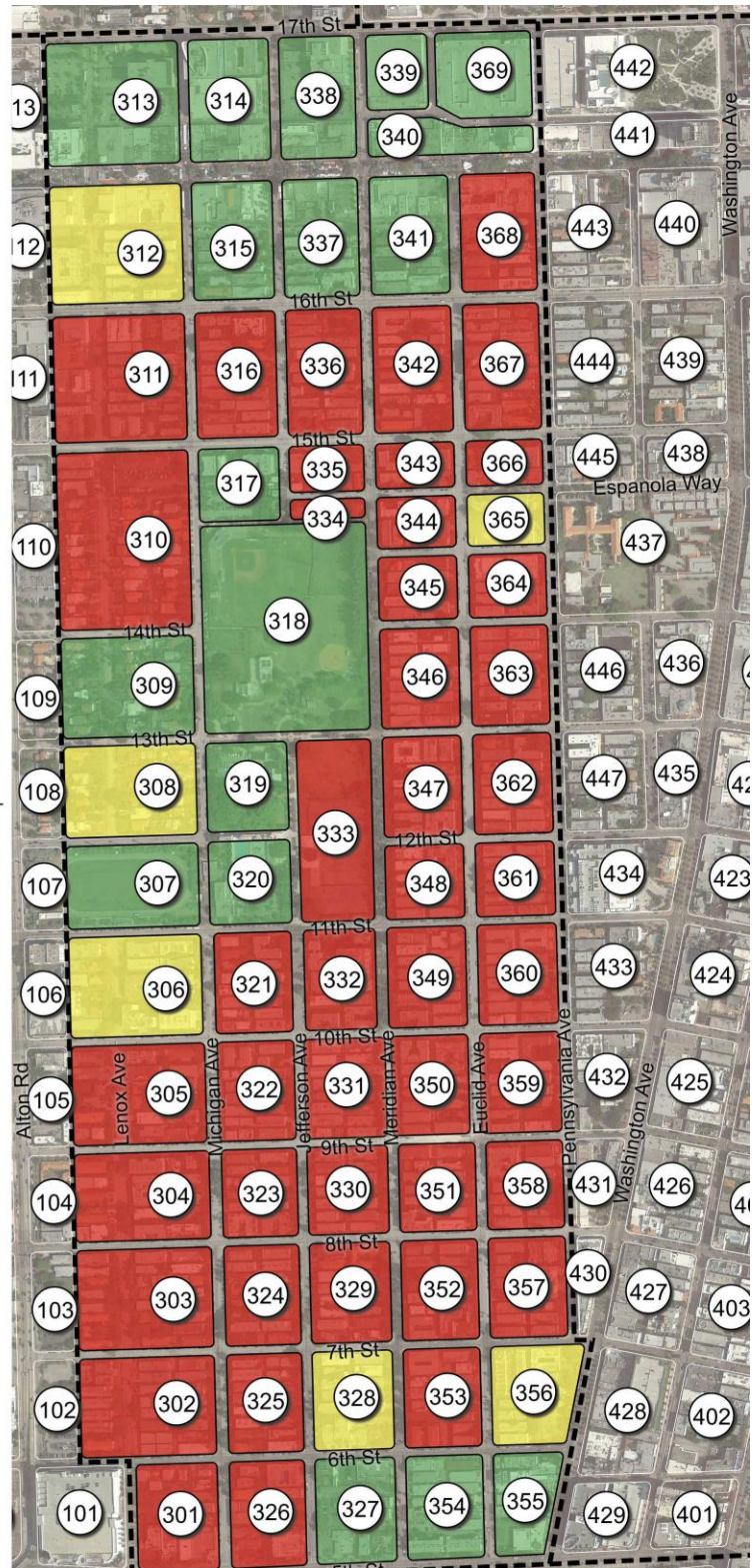
000 Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



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APPENDIX 3: ZONE 3 - RESIDENTIAL CORE

PROJECT # 15-1988.00

Zone 3 - Occupancy Saturday 12pm

--- Study Area / Zone Boundaries

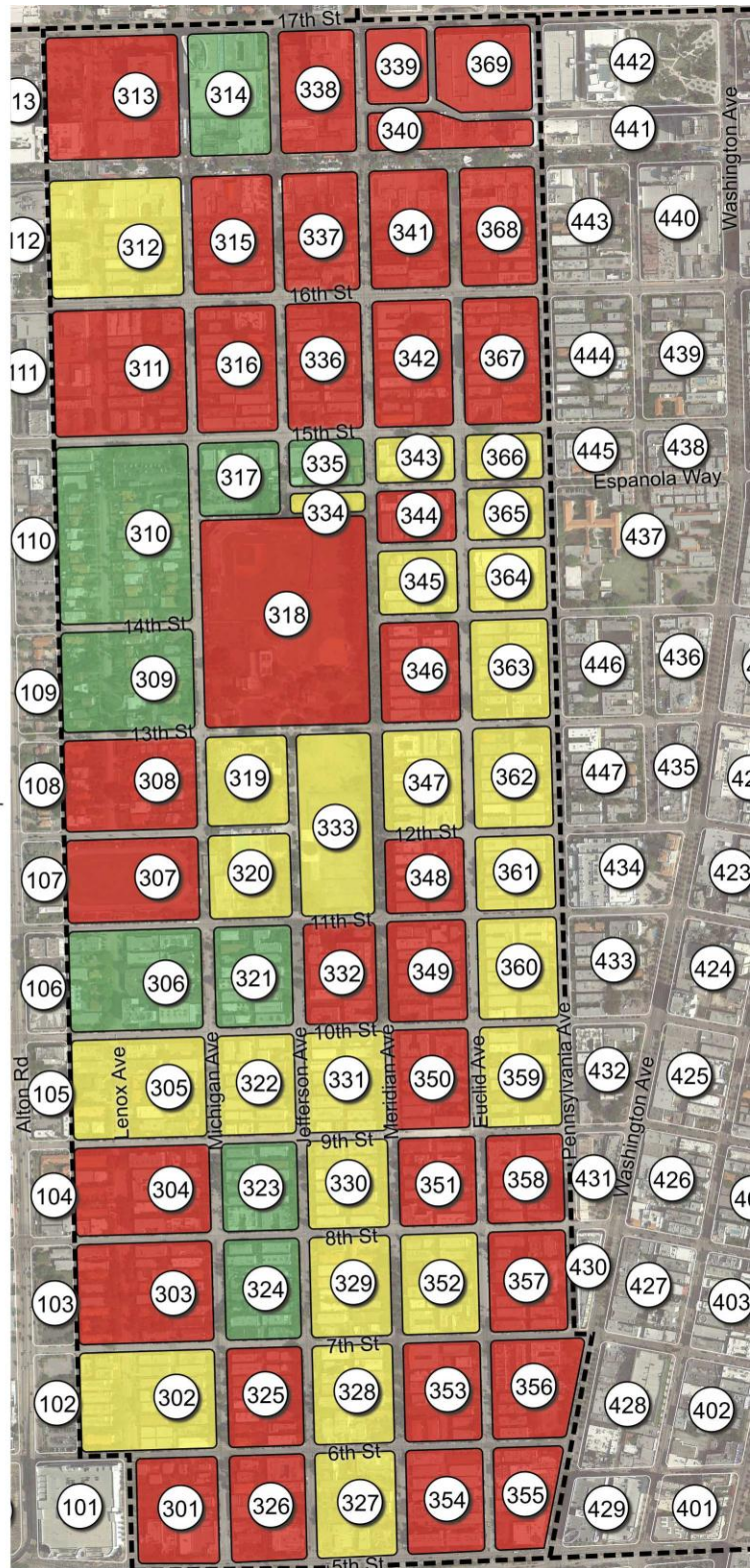
000 Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



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PARKING CONSULTANTS

APPENDIX 3: ZONE 3 - RESIDENTIAL CORE

PROJECT # 15-1988.00

Zone 3 - Occupancy Saturday 10pm

— Study Area / Zone Boundaries

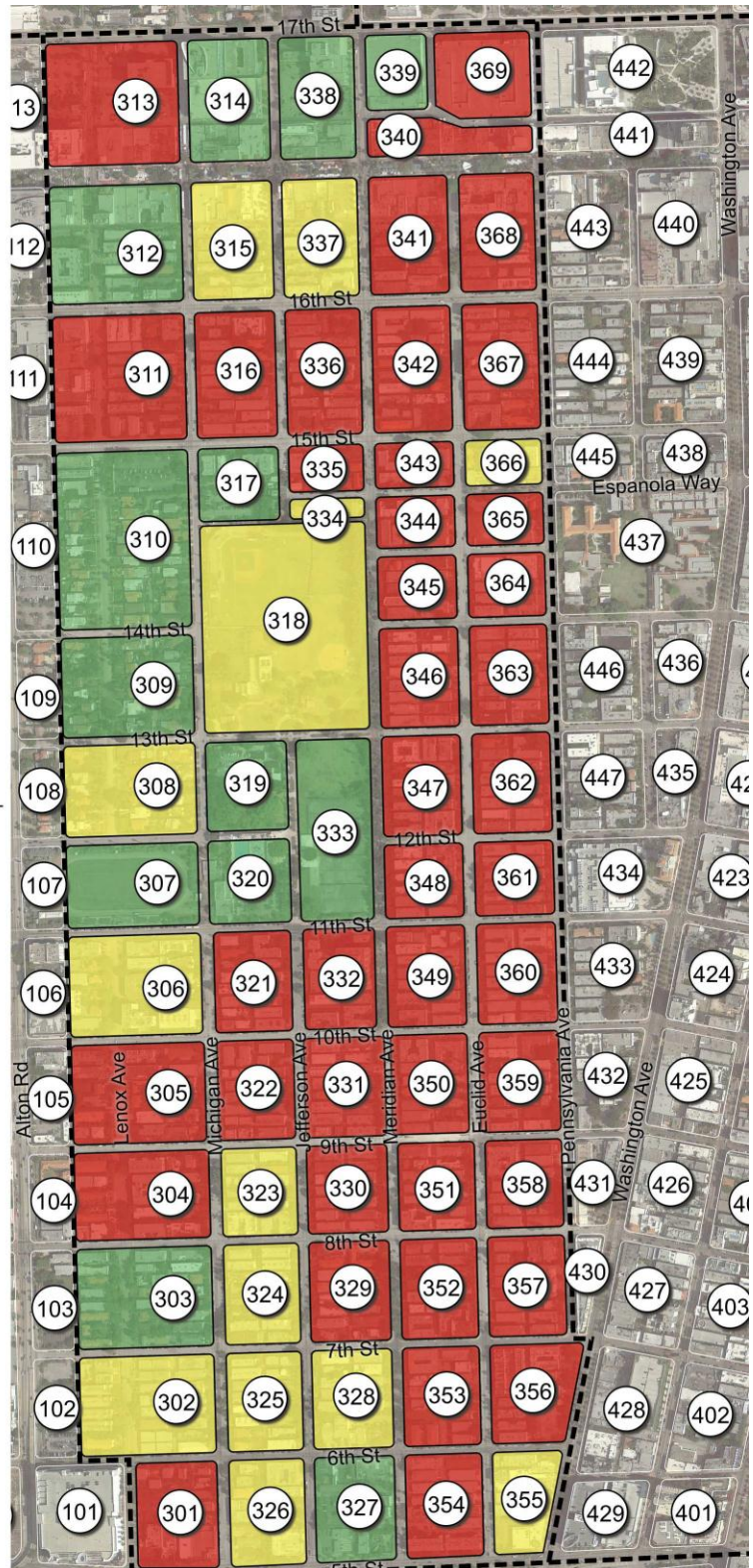
000 Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



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APPENDIX 3: ZONE 3 - RESIDENTIAL CORE

PROJECT # 15-1988.00

Zone 3 - Occupancy Saturday 5pm

--- Study Area / Zone Boundaries

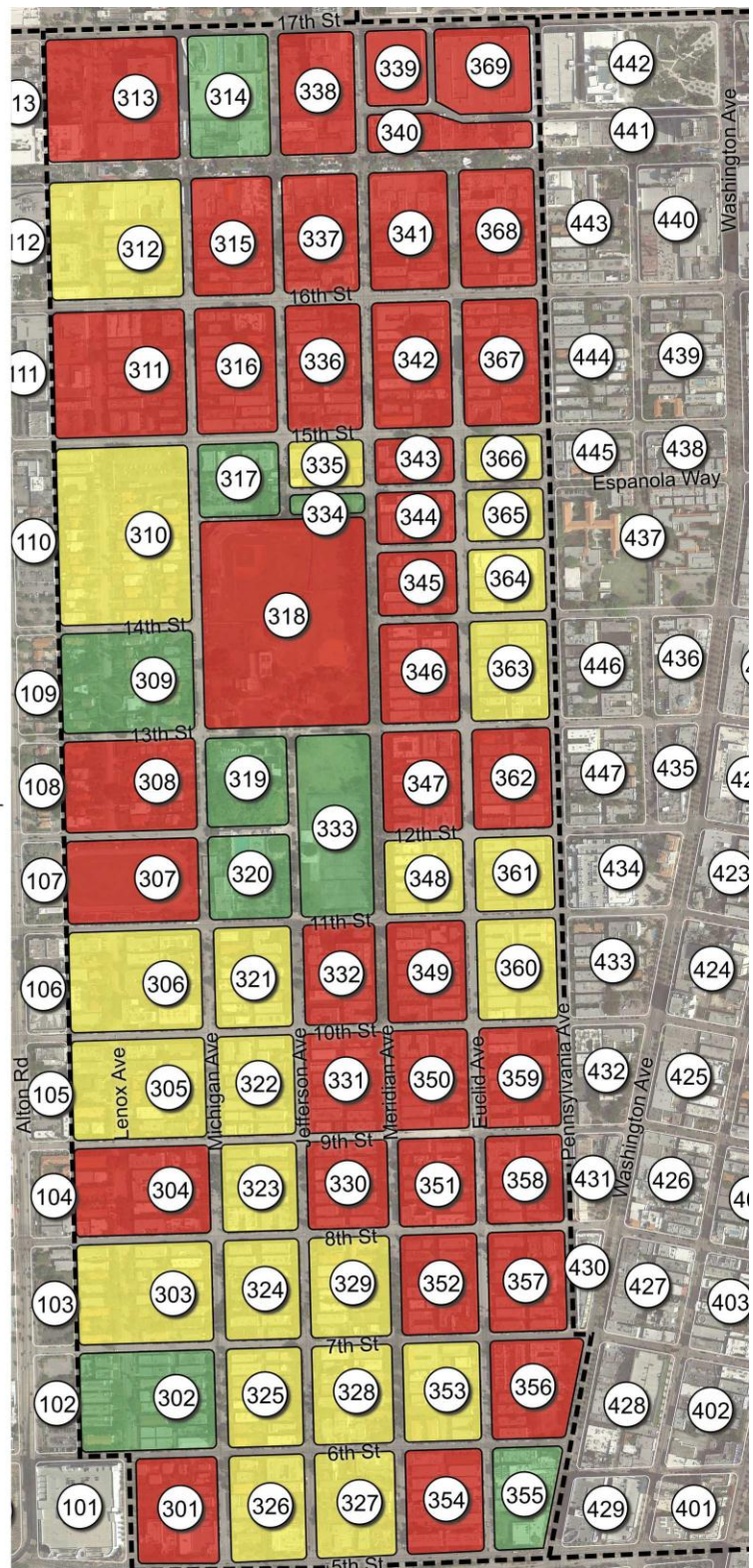
000 Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



Source: Walker Parking Consultants

APPENDIX 4
ZONE 4 - OCEAN DRIVE CORRIDOR

OCCUPANCY MAPS



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SOUTH BEACH

PARKING DEMAND ANALYSIS



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APPENDIX 4: ZONE 4 - OCEAN DRIVE CORRIDOR

PROJECT # 15-1988.00

Zone 4 - Occupancy Weekday 4pm

--- Study Area / Zone Boundaries

000 Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



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APPENDIX 4: ZONE 4 - OCEAN DRIVE CORRIDOR

PROJECT # 15-1988.00

Zone 4 - Occupancy Weekday 8pm

Study Area / Zone Boundaries



Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



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APPENDIX 4: ZONE 4 - OCEAN DRIVE CORRIDOR

PROJECT # 15-1988.00

Zone 4 - Occupancy Weekday 12am

--- Study Area / Zone Boundaries



Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



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APPENDIX 4: ZONE 4 - OCEAN DRIVE CORRIDOR

PROJECT # 15-1988.00

Zone 4 - Occupancy Saturday 4pm

Study Area / Zone Boundaries



Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



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PARKING CONSULTANTS

APPENDIX 4: ZONE 4 - OCEAN DRIVE CORRIDOR

PROJECT # 15-1988.00

Zone 4 - Occupancy Saturday 8pm

Study Area / Zone Boundaries



Block Numbers



Occupancy $\geq 85\%$



Occupancy 70% - 84%



Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



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APPENDIX 4: ZONE 4 - OCEAN DRIVE CORRIDOR

PROJECT # 15-1988.00

Zone 4 - Occupancy Sunday 12am

--- Study Area / Zone Boundaries

000 Block Numbers

Occupancy $\geq 85\%$

Occupancy 70% - 84%

Occupancy $\leq 69\%$

Key



Source: Walker Parking Consultants

APPENDIX 5
ZONE 5 - SOUTH POINTE
OCCUPANCY MAPS



WALKER
PARKING CONSULTANTS



Zone 5 - Occupancy Weekday 12pm

- Study Area / Zone Boundaries**
- Block Numbers**
- Occupancy $\geq 85\%$**
- Occupancy 70% - 84%**
- Occupancy $\leq 69\%$**

Key





Zone 5 - Occupancy Weekday 6pm

- Study Area / Zone Boundaries**
- Block Numbers**
- Occupancy $\geq 85\%$**
- Occupancy 70% - 84%**
- Occupancy $\leq 69\%$**

Key





Zone 5 - Occupancy Weekday 10pm

- Study Area / Zone Boundaries**
- Block Numbers**
- Occupancy $\geq 85\%$**
- Occupancy 70% - 84%**
- Occupancy $\leq 69\%$**

Key





Zone 5 - Occupancy Saturday 12pm

- Study Area / Zone Boundaries
- Block Numbers
- Occupancy $\geq 85\%$
- Occupancy 70% - 84%
- Occupancy $\leq 69\%$

Key



SOUTH BEACH

PARKING DEMAND ANALYSIS



APPENDIX 5: ZONE 5 - SOUTH POINTE

PROJECT # 15-1988.00



Zone 5 - Occupancy Saturday 6pm

- Study Area / Zone Boundaries
- Block Numbers
- Occupancy $\geq 85\%$
- Occupancy 70% - 84%
- Occupancy $\leq 69\%$

Key





Zone 5 - Occupancy Saturday 10pm

- Study Area / Zone Boundaries**
- Block Numbers**
- Occupancy $\geq 85\%$**
- Occupancy 70% - 84%**
- Occupancy $\leq 69\%$**

Key



**Appendix F – Walker Parking Consultants Parking Study Supplemental
Reports -2015**



Ahead of the Curve
in creative parking solutions

PARKING STUDY SUPPLEMENTAL REPORTS

MIAMI BEACH PARKING

MIAMI BEACH, FLORIDA

Prepared for:
CITY OF MIAMI BEACH

SEPTEMBER 4, 2015



WALKER
PARKING CONSULTANTS

PARKING STUDY SUPPLEMENTAL REPORTS

**MIAMI BEACH
PARKING**
MIAMI BEACH, FLORIDA

Prepared for:
CITY OF MIAMI BEACH

SEPTEMBER 4, 2015



WALKER
PARKING CONSULTANTS



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

TABLE OF CONTENTS

EXECUTIVE SUMMARY	vi
SOUTH BEACH - SUPPLEMENTAL REPORT	3
Introduction	1
Parking Inventory	2
Observed Conditions	3
Opportunities to Expand Parking	14
Parking Management Strategies	15
Review and Adjust Residential Parking Permit Program	15
Incorporate Dynamic Wayfinding for Parking.....	16
Adding Car Sharing for Residents	16
Pricing Adjustments	17
MIDDLE BEACH - SUPPLEMENTAL REPORT	18
Introduction	19
Study Area	19
Parking Inventory	20
Observed Conditions	20
Opportunities to Expand Parking	26
Parking Management Strategies	28
Expand Residential Parking Permit Program.....	28
Incorporate Dynamic Wayfinding for Parking.....	28
Pricing Adjustments	29
Adding Car Sharing for Residents	30
NORTH BEACH – SUPPLEMENTAL REPORT.....	31
Introduction	32
Parking Inventory	33
Observed Conditions	34
Adding Parking	45
Parking Management Strategies	45
Adding Car Sharing for Residents	45
Expand Residential Parking Permit Program.....	46
Unbundling Parking Fees for Residents	46
Pricing Adjustments	47



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

LIST OF EXHIBITS

SOUTH BEACH

Exhibit 1: Summary of Public City Parking Inventory.....	2
Exhibit 2: Alton Road Corridor - Weekday and Saturday Parking Occupancy Nov 2013.....	4
Exhibit 3: Alton Road Corridor - Weekday and Saturday Peak Occupancy Maps Nov 2013.....	5
Exhibit 4: Convention Center & Sunset Harbour - Weekday and Saturday Parking Occupancy Nov 2013	6
Exhibit 5: Convention Center & Sunset Harbour - Weekday and Saturday Peak Occupancy Maps	7
Exhibit 6: Flamingo Park/Residential Core - Weekday and Saturday Parking Occupancy Nov 2013.....	8
Exhibit 7: Flamingo Park/Residential Core - Weekday and Saturday Peak Occupancy Maps Nov 2013	9
Exhibit 8: Ocean Drive - Weekday and Saturday Parking Occupancy Nov 2013.....	10
Exhibit 9: Ocean Drive - Weekday and Saturday Peak Occupancy Maps Nov 2013.....	11
Exhibit 10: South Pointe - Weekday and Saturday Parking Occupancy Nov 2013	12
Exhibit 11: South Pointe - Weekday and Saturday Peak Occupancy Maps Nov 2013	13
Exhibit 12: MB Lot P13	14
Exhibit 13: MB Lot P16	15

MIDDLE BEACH

Exhibit 14: Summary of Public City Parking Inventory	20
Exhibit 15: Middle Beach Weekday and Saturday Parking Occupancy Nov 2013.....	21
Exhibit 16: Middle Beach Weekday Peak Occupancy Maps Nov 2013	22
Exhibit 17: Middle Beach Saturday Peak Occupancy Maps Nov 2013	23
Exhibit 18: 41st Street Corridor Weekday and Saturday Parking Occupancy Nov 2013	24
Exhibit 19: 41st Street Corridor Weekday and Saturday Peak Occupancy Map Nov 2013.....	25
Exhibit 20: Conceptual Parking Structure Layouts – Middle Beach	27

NORTH BEACH

Exhibit 21: Summary of Public City Parking Inventory	33
Exhibit 22: Town Center Weekday and Saturday Parking Observations April 2014.....	35
Exhibit 23: Town Center Weekday and Saturday Peak Occupancy Maps April 2014.....	36
Exhibit 24: North Shore Weekday and Saturday Parking Observations July 2014	37
Exhibit 25: North Shore Weekday and Saturday Peak Occupancy Maps July 2014.....	38
Exhibit 26: Biscayne Beach Weekday and Saturday Parking Observations July 2014	39
Exhibit 27: Biscayne Beach Weekday and Saturday Peak Occupancy Maps July 2014	40
Exhibit 28: Normandy Shores Weekday and Saturday Parking Observations July 2014	41
Exhibit 29: Normandy Shores Weekday and Saturday Peak Occupancy Maps July 2014	42
Exhibit 30: Normandy Isle Weekday and Saturday Parking Observations July 2014	43
Exhibit 31: Normandy Isle Weekday and Saturday Peak Occupancy Maps July 2014	44

SOUTH BEACH - SUPPLEMENTAL REPORT



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MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT



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SEPTEMBER 4, 2015

PROJECT # 15-1988.00

INTRODUCTION

The purpose of this supplementary report is to provide a summary of the findings for the South Beach parking study considering only the City owned publicly available parking.

All Private Parking is excluded from this report.

The study area generally encompassed the area from Dade Boulevard to South Pointe Drive, sub-divided into five Zones.

Each Zone is uniquely numbered, broken down by block using a three digit number, with the first number corresponding to the Zone for identification purposes. The Zone number and descriptions are:

- **Zone 1 Alton Road Corridor**
5th Street to 17th Street and from West Avenue/Bay Road to Lenox Avenue
- **Zone 2 Convention Center and Sunset Harbour (north of 17th)**
17th Street to 23rd Street/Dade Boulevard and from Alton Road to Collins Avenue
- **Zone 3 Flamingo Park / Residential Area**
5th Street to 17th Street and from Lenox Avenue to Pennsylvania/Drexel Avenue
- **Zone 4 Ocean Drive Corridor**
5th Street to 1 to 17th Street and from Pennsylvania/Drexel Avenue to Collin Avenue/Ocean Drive
- **Zone 5 South Pointe**
South Pointe Drive to 5th Street and from Alton Road to Ocean Drive



MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT



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SEPTEMBER 4, 2015

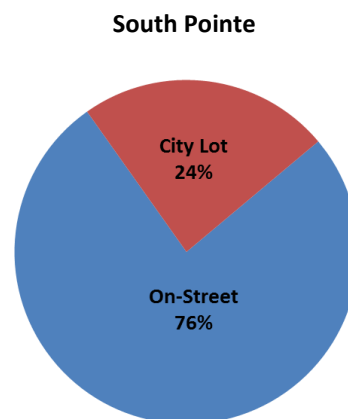
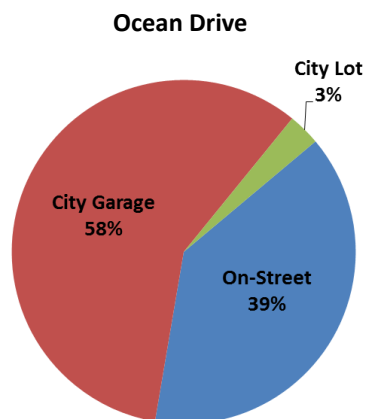
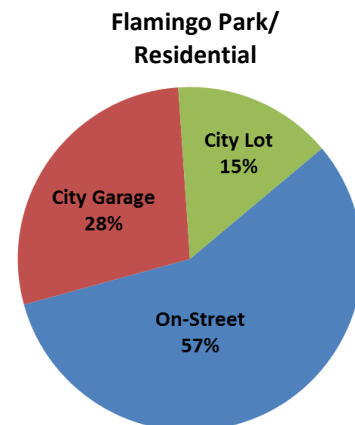
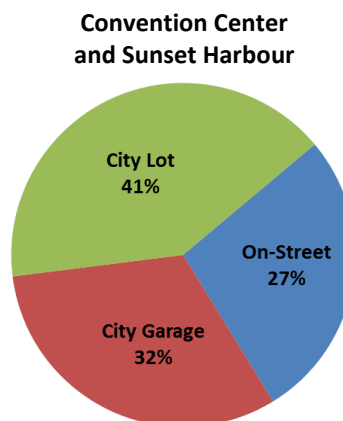
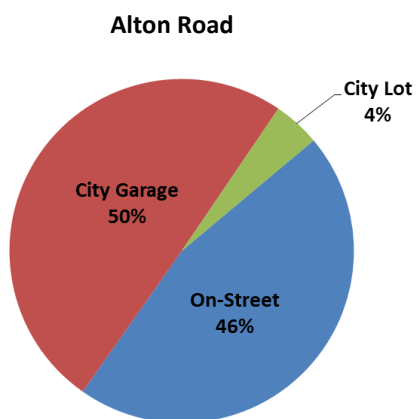
PROJECT # 15-1988.00

PARKING INVENTORY

A total of 16,302± City owned parking spaces were inventoried within the five Zones. On-street parking constitutes the majority of City controlled parking. The City has public parking garages located within Zones 1 – 4 and surface lots within all the five Zones. The following table provides a summary of the City owned parking inventory.

Exhibit 1: Summary of Public City Parking Inventory

Zone #	Name	On-Street	City Garage	City Lot	Total:
100	Alton Road	968	1,050	93	2,111
200	Convention Center & Sunset Harbour	930	1,081	1,391	3,402
300	Flamingo Park/ Residential	2,944	1,460	776	5,180
400	Ocean Drive	1,616	2,424	126	4,166
500	South Pointe	1,101	0	342	1,443
Totals:		7,559	6,015	2,728	16,302



MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT



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SEPTEMBER 4, 2015

PROJECT # 15-1988.00

OBSERVED CONDITIONS

Parking occupancy for weekday and weekend periods is summarized by type for each zone on the following pages. Parking occupancy above 85 – 90 percent is generally perceived as difficult to find or problematic. Even when overall parking occupancy is below this level as a whole, parking can be difficult to find within individual blocks or areas.

To assist in identifying the high occupancy areas, when occupancy reaches or exceeds 85% red is used to bring attention to the area.

MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT

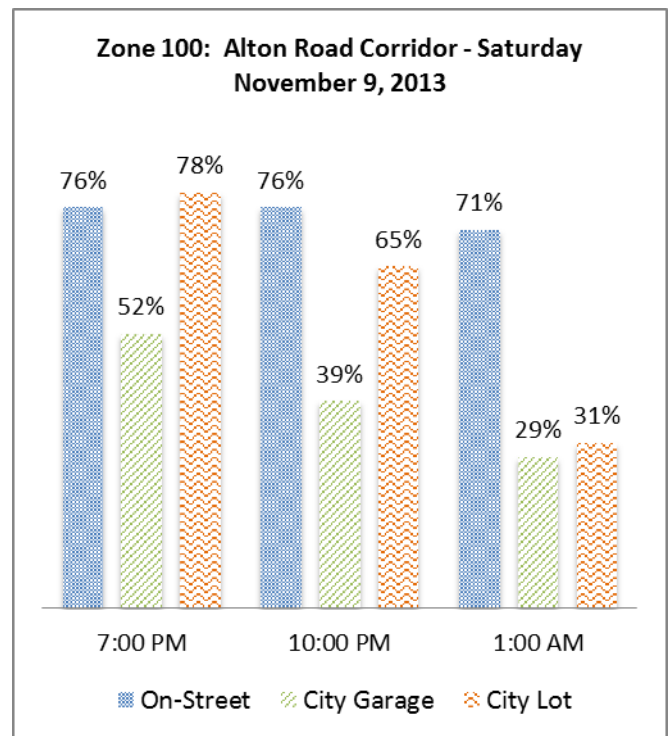
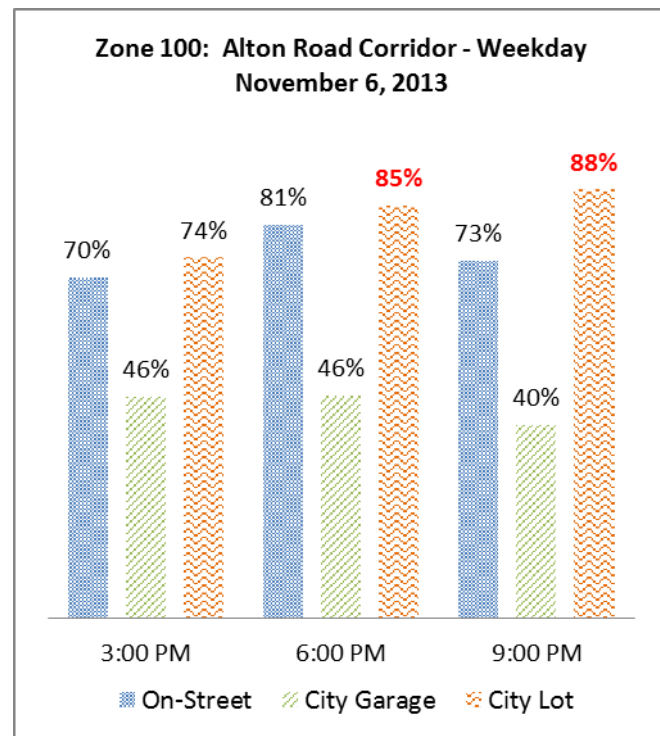


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 2: Alton Road Corridor - Weekday and Saturday Parking Occupancy Nov 2013

November 2013					PEAK HOUR				
WEEKDAY	Inventory	3:00 PM	6:00 PM	9:00 PM	SATURDAY	Inventory	7:00 PM	10:00 PM	1:00 AM
On-Street	968	679	784	711	On-Street	968	732	732	692
Occupancy Rate		70%	81%	73%	Occupancy Rate		76%	76%	71%
Unoccupied Spaces		289	184	257	Unoccupied Spaces		236	236	276
Garage	1,050	478	481	417	Garage	1,050	544	410	300
Occupancy Rate		46%	46%	40%	Occupancy Rate		52%	39%	29%
Unoccupied Spaces		572	569	633	Unoccupied Spaces		506	640	750
Public City Lot	93	69	79	82	Public City Lot	93	73	60	29
Occupancy Rate		74%	85%	88%	Occupancy Rate		78%	65%	31%
Unoccupied Spaces		24	14	11	Unoccupied Spaces		20	33	64
Total	2,111	1,226	1,344	1,210	Total	2,111	1,349	1,202	1,021
Occupancy Rate		58%	64%	57%	Occupancy Rate		64%	57%	48%
Unoccupied Spaces		885	767	901	Unoccupied Spaces		762	909	1,090



MIAMI BEACH PARKING

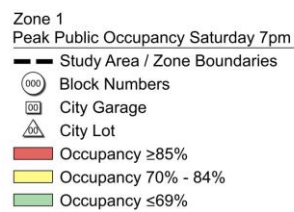
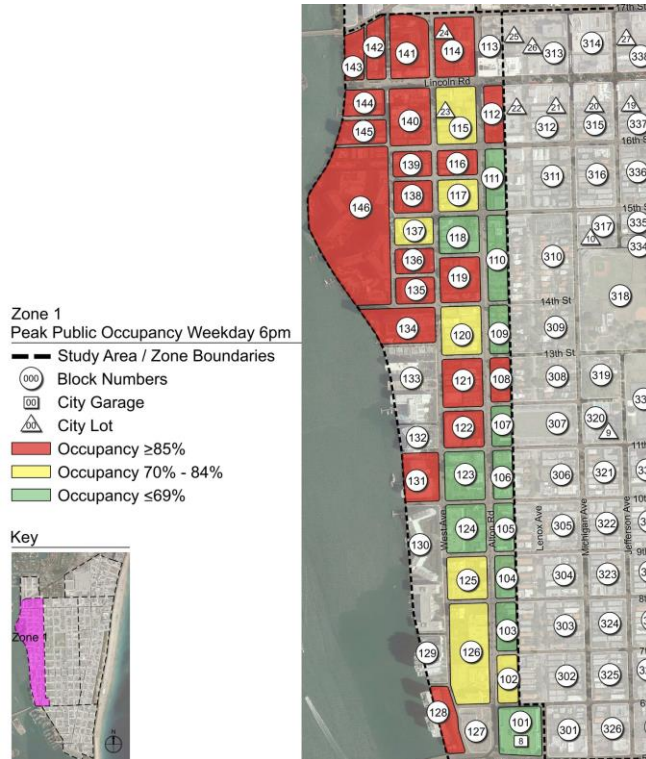
SOUTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 3: Alton Road Corridor - Weekday and Saturday Peak Occupancy Maps Nov 2013



MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT

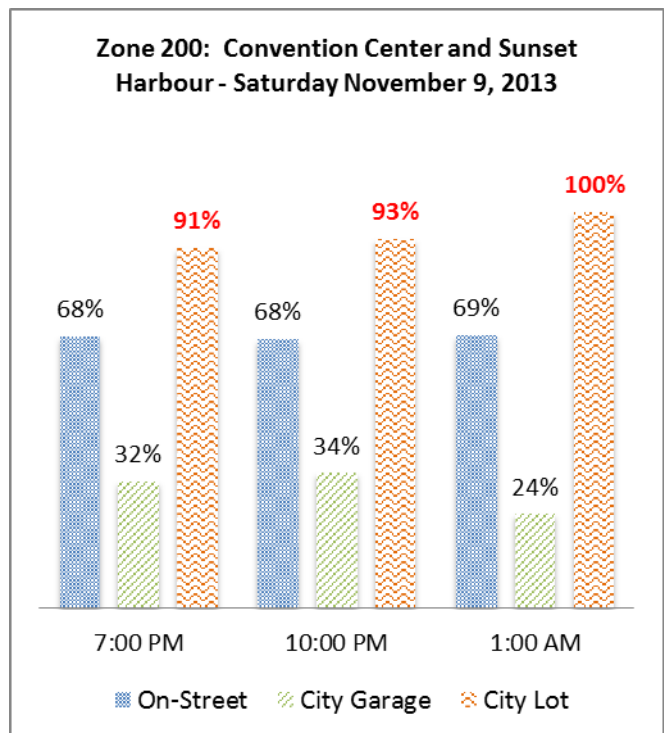
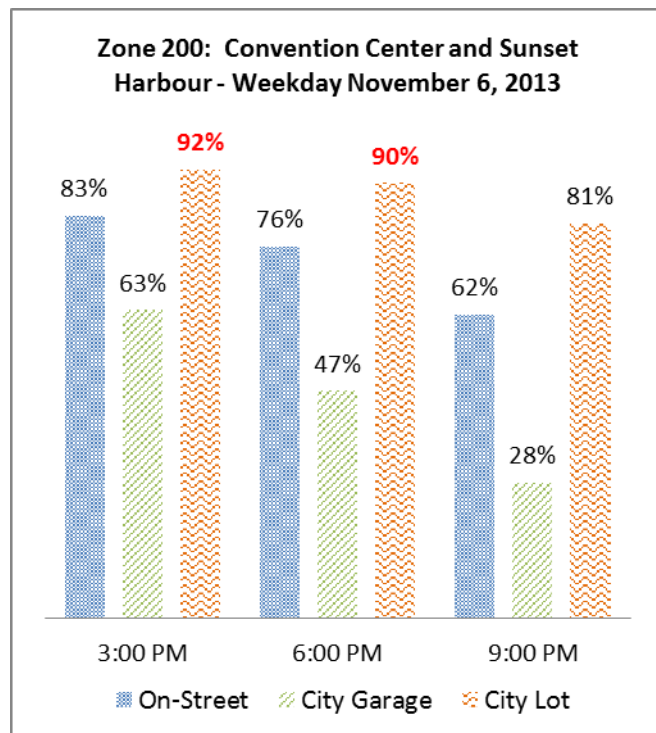


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 4: Convention Center & Sunset Harbour - Weekday and Saturday Parking Occupancy Nov 2013

November 2013					PEAK HOUR				
WEEKDAY	Inventory	3:00 PM	6:00 PM	9:00 PM	SATURDAY	Inventory	7:00 PM	10:00 PM	1:00 AM
On-Street	930	770	711	580	On-Street	930	637	629	638
Occupancy Rate		83%	76%	62%	Occupancy Rate		68%	68%	69%
Unoccupied Spaces		160	219	350	Unoccupied Spaces		293	301	292
Garage	1,081	685	505	301	Garage	1,081	344	367	255
Occupancy Rate		63%	47%	28%	Occupancy Rate		32%	34%	24%
Unoccupied Spaces		396	576	780	Unoccupied Spaces		737	714	826
Public City Lot	1,391	1,284	1,245	1,128	Public City Lot	1,391	1,263	1,293	1,387
Occupancy Rate		92%	90%	81%	Occupancy Rate		91%	93%	100%
Unoccupied Spaces		107	146	263	Unoccupied Spaces		128	98	4
Total	3,402	2,739	2,461	2,009	Total	3,402	2,244	2,289	2,280
Occupancy Rate		81%	72%	59%	Occupancy Rate		66%	67%	67%
Unoccupied Spaces		663	941	1,393	Unoccupied Spaces		1,158	1,113	1,122



MIAMI BEACH PARKING

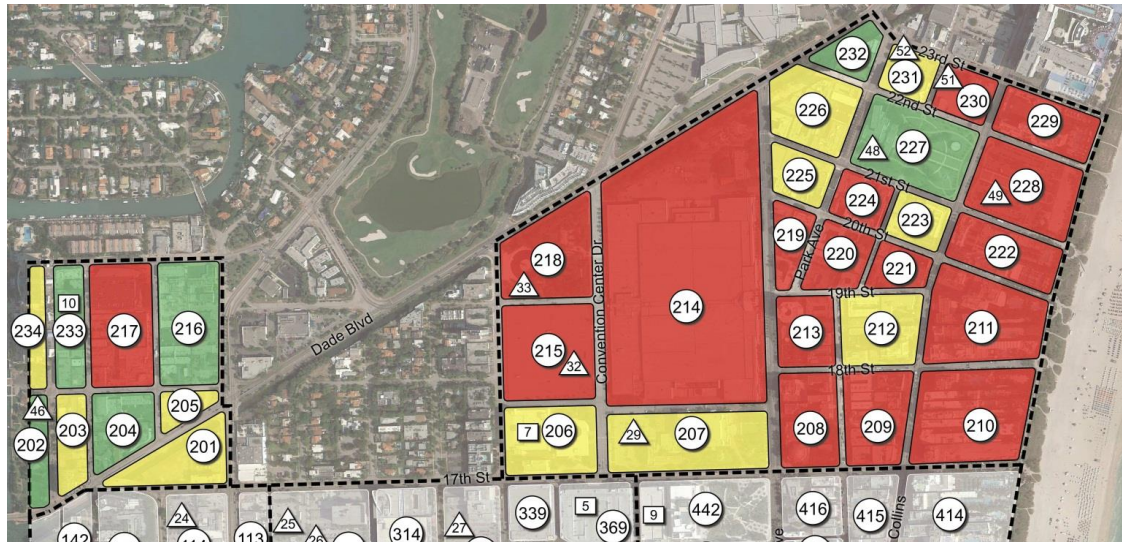
SOUTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

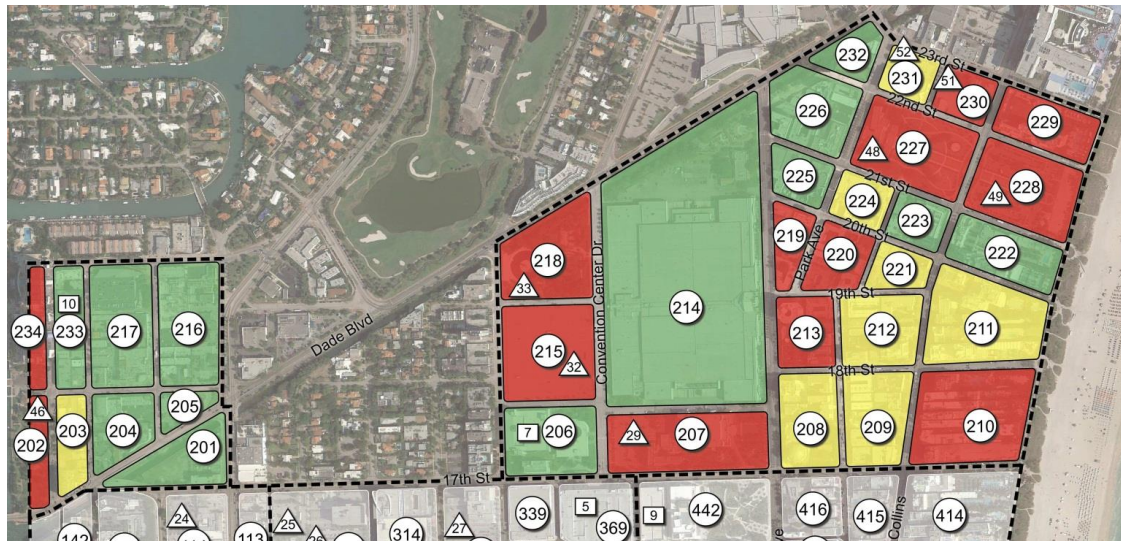
PROJECT # 15-1988.00

Exhibit 5: Convention Center & Sunset Harbour - Weekday and Saturday Peak Occupancy Maps



Zone 2 - Peak Public Occupancy Weekday 3pm

- Study Area / Zone Boundaries
- 000 Block Numbers
- Occupancy $\geq 85\%$
- Occupancy 70% - 84%
- Occupancy $\leq 69\%$
- 00 City Garage
- 00 City Lot



Zone 2 - Peak Public Occupancy Saturday 10pm

- Study Area / Zone Boundaries
- 000 Block Numbers
- Occupancy $\geq 85\%$
- Occupancy 70% - 84%
- Occupancy $\leq 69\%$
- 00 City Garage
- 00 City Lot



MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT

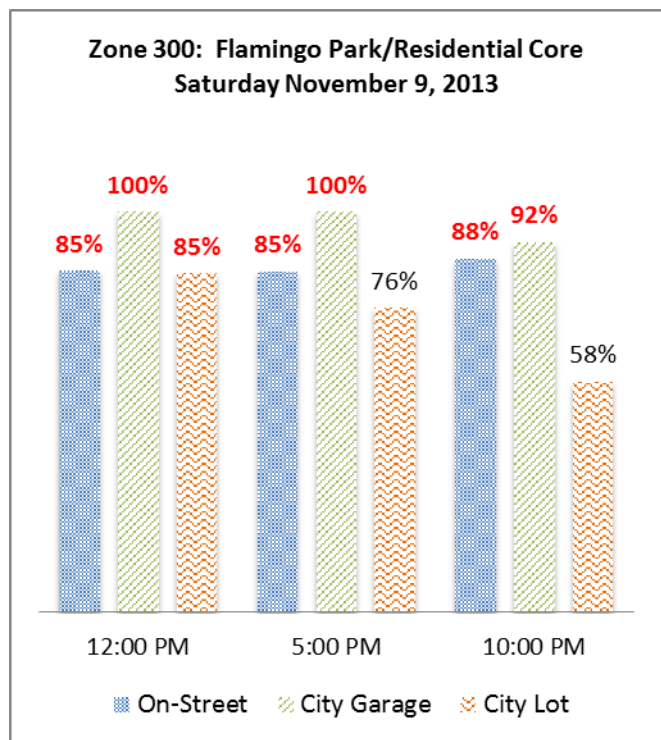
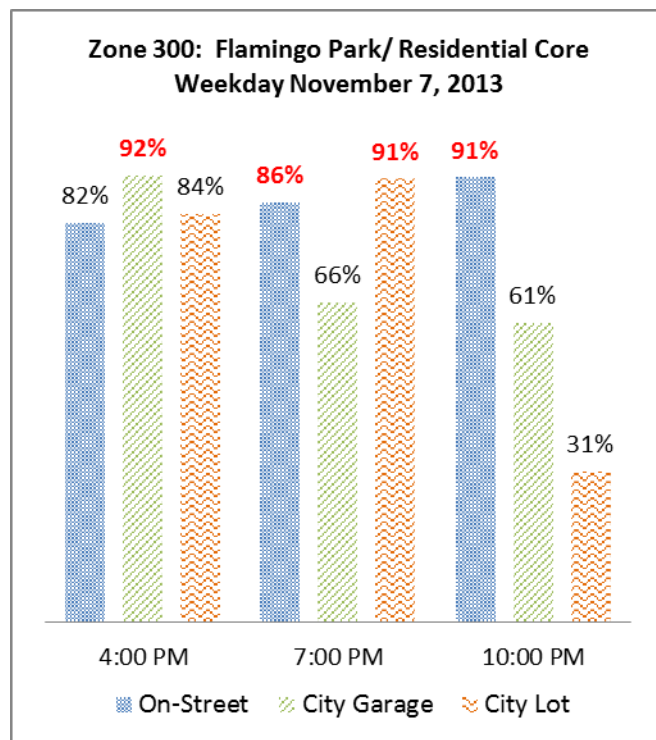


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 6: Flamingo Park/Residential Core - Weekday and Saturday Parking Occupancy Nov 2013

November 2013					PEAK HOUR				
WEEKDAY	Inventory	4:00 PM	7:00 PM	10:00 PM	SATURDAY	Inventory	12:00 PM	5:00 PM	10:00 PM
On-Street	2,944	2,406	2,533	2,682	On-Street	2,944	2,512	2,504	2,599
Occupancy Rate		82%	86%	91%	Occupancy Rate		85%	85%	88%
Unoccupied Spaces		538	411	262	Unoccupied Spaces		432	440	345
Garage	1,460	1,336	957	894	Garage	1,460	1,460	1,460	1,349
Occupancy Rate		92%	66%	61%	Occupancy Rate		100%	100%	92%
Unoccupied Spaces		124	503	566	Unoccupied Spaces		0	0	111
Public City Lot	776	649	705	240	Public City Lot	776	657	590	448
Occupancy Rate		84%	91%	31%	Occupancy Rate		85%	76%	58%
Unoccupied Spaces		127	71	536	Unoccupied Spaces		119	186	328
Total	5,180	4,391	4,195	3,816	Total	5,180	4,629	4,554	4,396
Occupancy Rate		85%	81%	74%	Occupancy Rate		89%	88%	85%
Unoccupied Spaces		789	985	1,364	Unoccupied Spaces		551	626	784



MIAMI BEACH PARKING

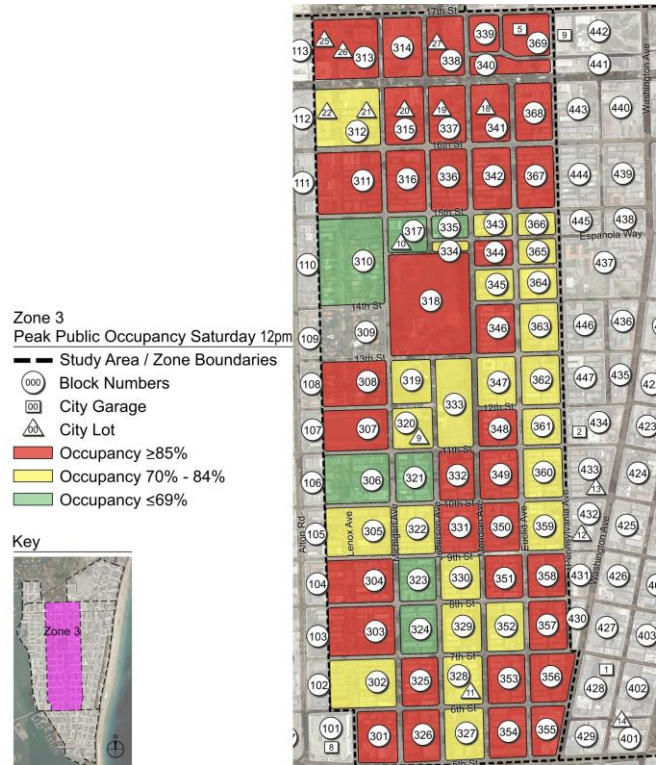
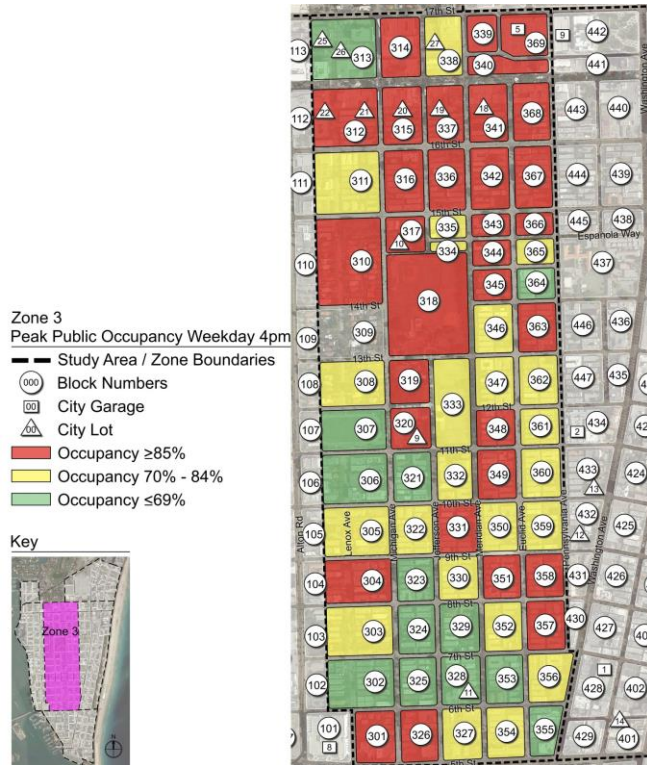
SOUTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 7: Flamingo Park/Residential Core - Weekday and Saturday Peak Occupancy Maps Nov 2013



MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT

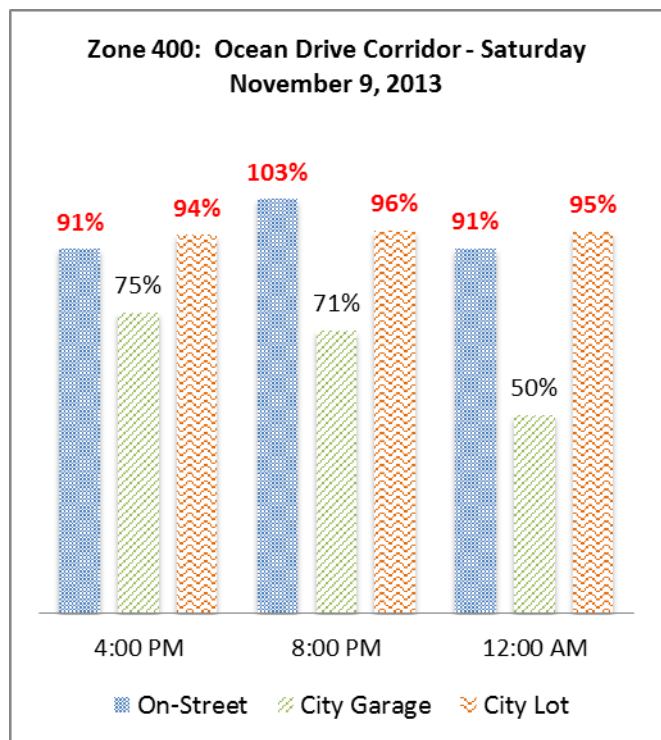
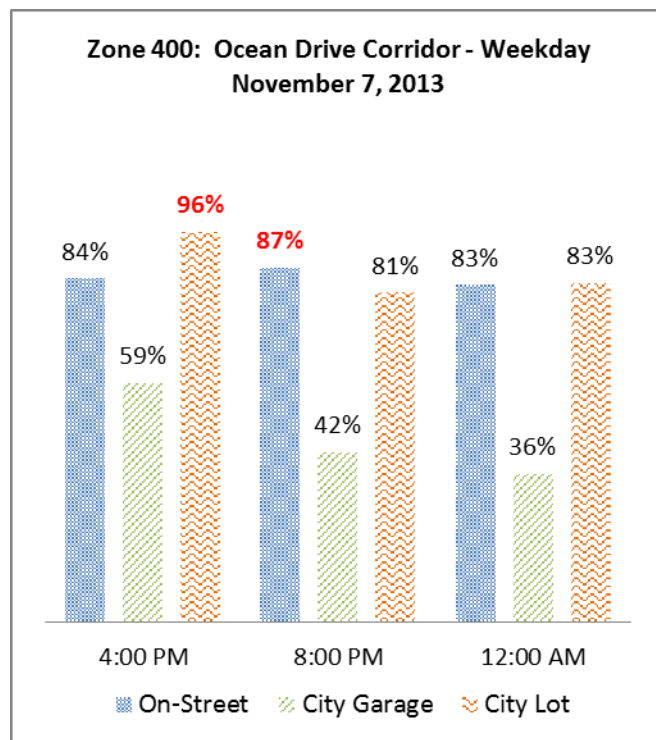


SEPTEMBER 4, 2015

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Exhibit 8: Ocean Drive - Weekday and Saturday Parking Occupancy Nov 2013

November 2013					PEAK HOUR				
WEEKDAY	Inventory	4:00 PM	8:00 PM	12:00 AM	SATURDAY	Inventory	4:00 PM	8:00 PM	12:00 AM
On-Street	1,616	1,365	1,406	1,339	On-Street	1,616	1,469	1,671	1,473
Occupancy Rate		84%	87%	83%	Occupancy Rate		91%	103%	91%
Unoccupied Spaces		251	210	277	Unoccupied Spaces		147	-55	143
Garage	2,424	1,426	1,015	884	Garage	2,424	1,820	1,711	1,202
Occupancy Rate		59%	42%	36%	Occupancy Rate		75%	71%	50%
Unoccupied Spaces		998	1,409	1,540	Unoccupied Spaces		604	713	1,222
Public City Lot	126	121	102	105	Public City Lot	126	119	120	120
Occupancy Rate		96%	81%	83%	Occupancy Rate		94%	96%	95%
Unoccupied Spaces		5	24	21	Unoccupied Spaces		7	6	6
Total	4,166	2,912	2,523	2,328	Total	4,166	3,408	3,502	2,795
Occupancy Rate		70%	61%	56%	Occupancy Rate		82%	84%	67%
Unoccupied Spaces		1,254	1,643	1,838	Unoccupied Spaces		758	664	1,371



*Note: Saturday observation adjusted to account for rain event.

MIAMI BEACH PARKING

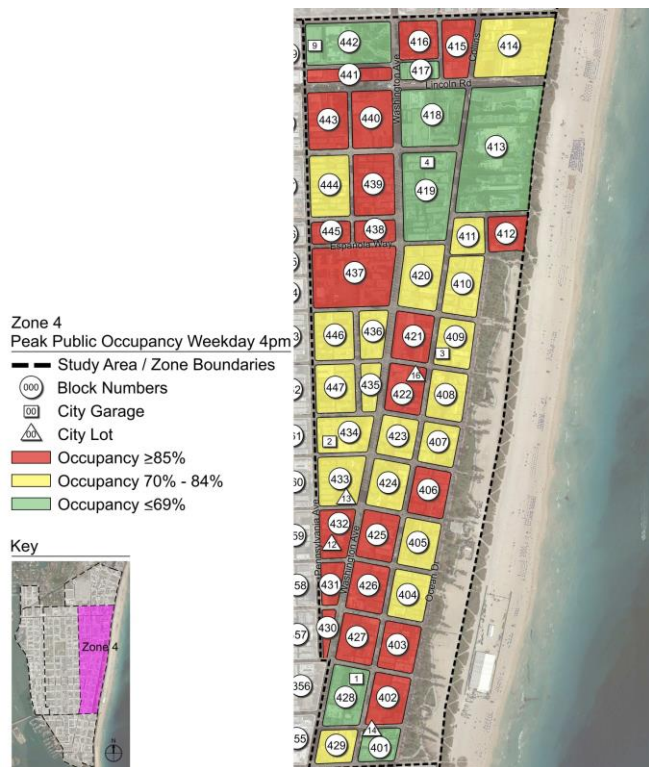
SOUTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 9: Ocean Drive - Weekday and Saturday Peak Occupancy Maps Nov 2013



MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT

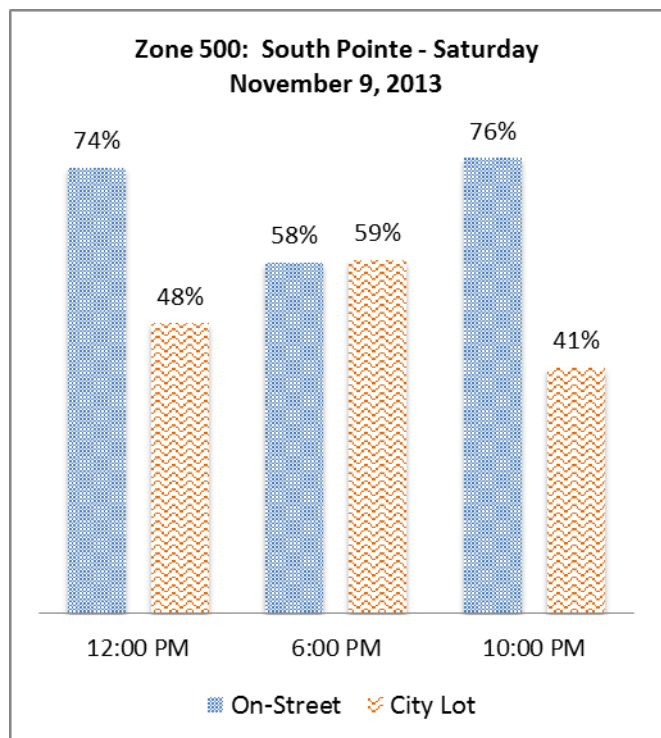
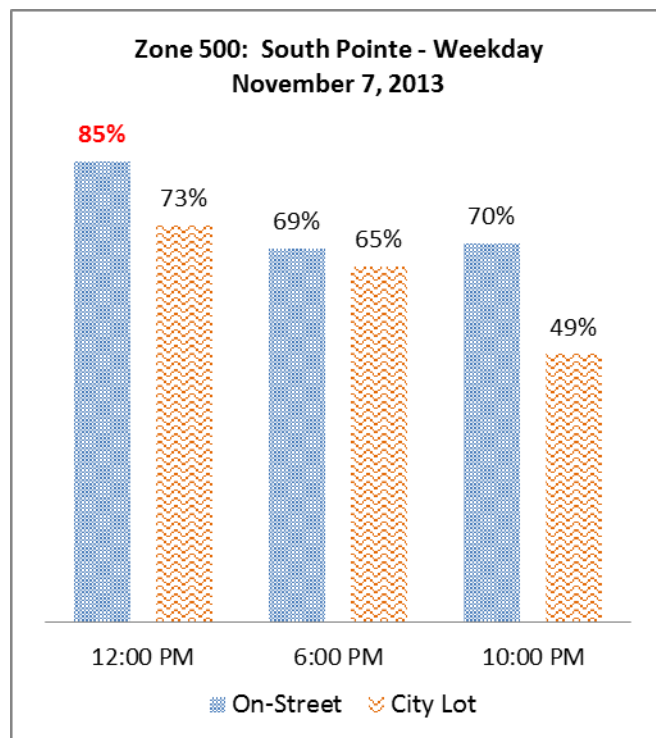


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 10: South Pointe - Weekday and Saturday Parking Occupancy Nov 2013

November 2013					PEAK HOUR				
WEEKDAY	Inventory	12:00 PM	6:00 PM	10:00 PM	SATURDAY	Inventory	12:00 PM	6:00 PM	10:00 PM
On-Street	1,101	936	758	768	On-Street	1,101	816	642	834
Occupancy Rate		85%	69%	70%	Occupancy Rate		74%	58%	76%
Unoccupied Spaces		165	343	333	Unoccupied Spaces		285	459	267
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Public City Lot	342	250	224	169	Public City Lot	342	165	201	140
Occupancy Rate		73%	65%	49%	Occupancy Rate		48%	59%	41%
Unoccupied Spaces		92	118	173	Unoccupied Spaces		177	141	202
Total	1,443	1,186	982	937	Total	1,443	981	843	974
Occupancy Rate		82%	68%	65%	Occupancy Rate		68%	58%	67%
Unoccupied Spaces		257	461	506	Unoccupied Spaces		462	600	469



MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 11: South Pointe - Weekday and Saturday Peak Occupancy Maps Nov 2013



Zone 5
Peak Public Occupancy Weekday 12pm

- Key**
- Study Area / Zone Boundaries
 - 000 Block Numbers
 - 00 City Garage
 - △ City Lot
 - Occupancy $\geq 85\%$
 - Occupancy 70% - 84%
 - Occupancy $\leq 69\%$



Zone 5
Peak Public Occupancy Saturday 12pm

- Key**
- Study Area / Zone Boundaries
 - 000 Block Numbers
 - 00 City Garage
 - △ City Lot
 - Occupancy $\geq 85\%$
 - Occupancy 70% - 84%
 - Occupancy $\leq 69\%$



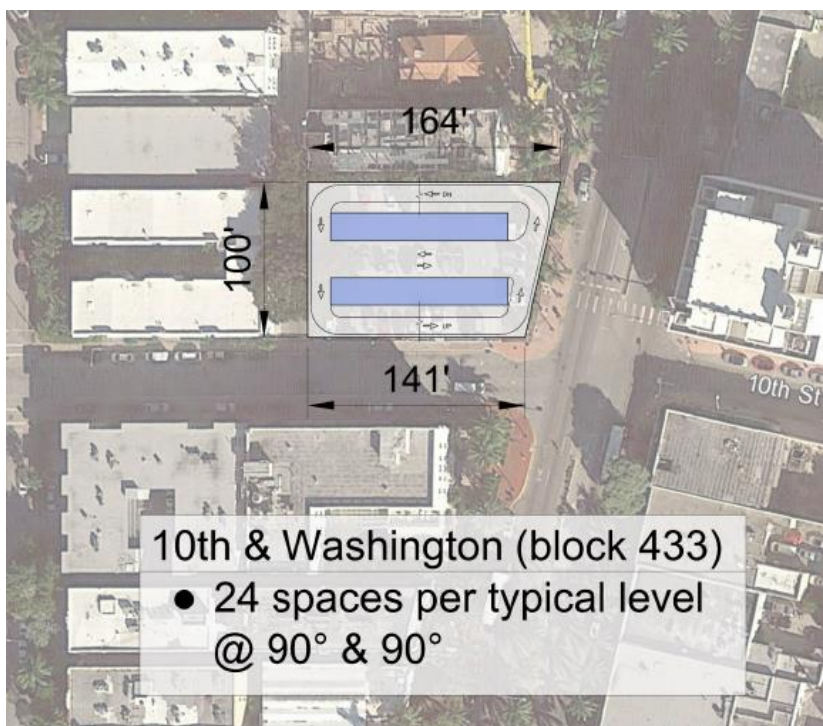
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OPPORTUNITIES FOR ADDING PARKING

All Zones experienced parking demand above the level that users would experience difficulty in finding parking. General areas with the highest and most consistent demand were Zone 3, the Flamingo Park/Residential Core just south of 17th Street and Zone 4, Ocean Drive Corridor. Of these, two sites in the Ocean Drive Corridor were evaluated for adding parking, Miami Beach Parking Lot P13 at 10th and Washington and Miami Beach Lot P16 at 13th and Collins.

Exhibit 12: MB Lot P13



Existing Lot:

30 Spaces
Two-Bay Angled Parking

Evaluation:

The conceptual drawing shows a one bay parking area accessed by two one-way non-parking ramps. The ramp slope is estimated at 10%.

24± spaces could potentially be located on a typical level.

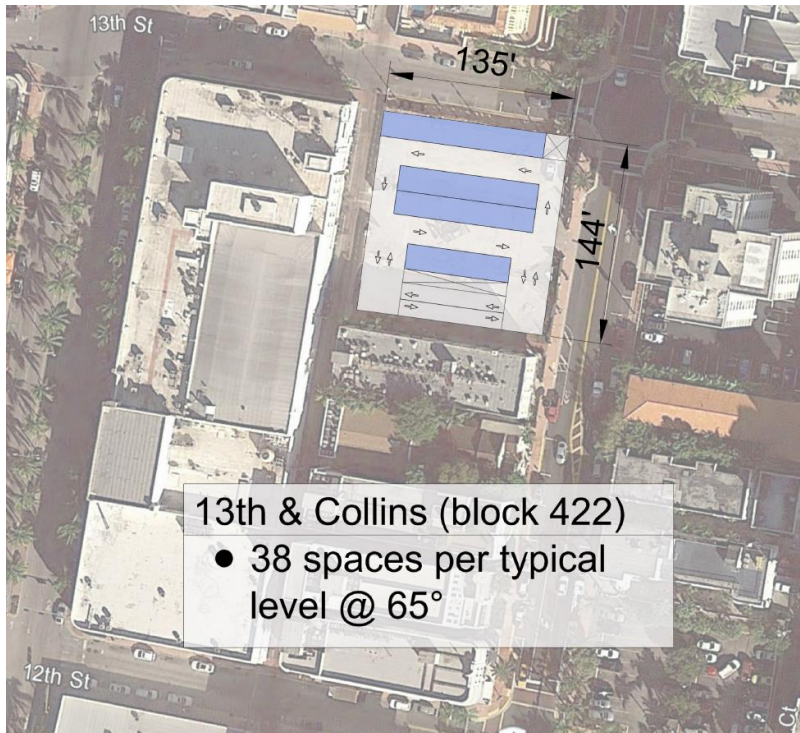
Assuming a three level structure, 90± spaces could potentially be accommodated with parking at grade and three elevated levels.

Source: Walker Parking Consultants

SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 13: MB Lot P16



Existing Lot:

55 Spaces

Three-Bay Angled Parking, with one bay for the parking ramp.

Evaluation:

Conceptually, this site could accommodate a structure with 38± spaces per typical level.

Assuming the ground level plus three elevated levels, roughly 150± spaces could potentially be located on this site with a parking structure.

Source: Walker Parking Consultants

PARKING MANAGEMENT STRATEGIES

Adding parking capacity in high demand areas can assist the City by giving more options to the public and to improve revenue opportunities. Beyond adding capacity, the following management strategies are recommended for consideration for South Beach.

REVIEW AND ADJUST RESIDENTIAL PARKING PERMIT PROGRAM

There are several residential permit areas in South Beach with several variations on the restrictions. Consider each area and adjust based on the area and need. The following options could be implemented if not already in effect:

- Expanding residential parking permit hours to 24 hours per day, seven days a week.
- Adding time limit restrictions to residential parking permit zones during periods when the residential parking restrictions are not in effect, but allowing residential permit holders exception to posted time limits.
- Adding paid parking in residential areas for use when parking is not restricted to residents.



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

INCORPORATE DYNAMIC WAYFINDING FOR PARKING

Provide enhanced wayfinding with dynamic real-time parking availability signage to direct patrons to the available off-street parking. Several cities provide this information along the roadways and more are considering implementing. A few cities with this type of dynamic wayfinding signage include:

- Seattle, WA
- Charlotte, NC
- San Jose, CA
- Milwaukee, WI
- St Paul, MN

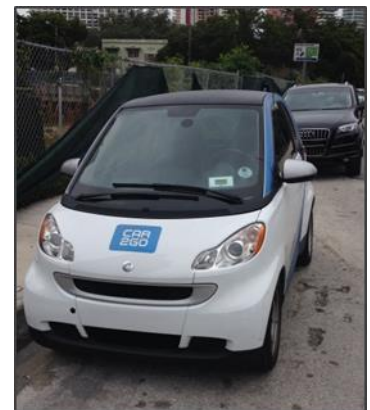


Availability information is already provided on the Cities parking app. This data should be sent out to dynamic signage at key locations to assist all drivers as they look for available parking. Dynamic signage can be augmented with static signage to provide directions to the off-street parking. All signage should incorporate branding to further assist patrons in identifying parking opportunities.

ADDING CAR SHARING FOR RESIDENTS

Car sharing can reduce parking demand by providing a network of privately owned vehicles that are rented by the hour or day to registered users. Costs for using a vehicle include all typical ownership costs, including gas and insurance. By having a car share service available, participants can have use of a vehicle when needed without having to actually own a vehicle. Studies and surveys indicate each car share vehicle in service can be used by 6 to 10 households, thus reducing parking and traffic congestion where successfully implemented.

- 2005 Transportation Research Board reported 21 percent of car share members gave up a vehicle after joining.
- 2006 survey by Flexcar and Zipcar in Washington DC indicated 30 percent of car share members gave up a vehicle after joining and 61 percent postponed purchasing another vehicle.



The City of Miami offers car sharing through Car2Go. For more information on their program see the following website. <http://miami.car2go.com/>

Given the high density of residents, cost of vehicle ownership, Miami Beach should consider adding this or similar service.

SEPTEMBER 4, 2015

PROJECT # 15-1988.00

PRICING ADJUSTMENTS

The established parking rates for City public parking varies based on type and location. The following provides a summary of the rates at the time of this report:

- On-street parking in South Beach is \$1.75 per hour;
- Off-street parking at City facilities is generally \$1.00 per hour during non-events;
- Off-street event parking is set at \$15.00 (flat fee); and
- Enrolled residents using parking app park at a discount of \$1.00 per hour.

We recommend parking fees for City assets be monitored and adjusted to encourage turnover and move patrons from on-street to off-street parking options. Our observations found several on-street areas where occupancy levels reached and exceeded 90 - 95 percent. Based on our observations, we recommend the City consider the following pricing strategies:

- Increase on-street parking rates currently set at \$1.75 per hour to up to \$3.00 per hour in increments of \$0.50 to \$1.00 per hour or if results are wanted sooner, go the full increase at one time, with the goal of reaching occupancy levels of 85 to 90 percent for on-street parking;
- Increase off-street parking rates for off-street parking areas to a level that is slightly lower than the on-street rate, up to \$2.00 per hour;
- Continue to survey parking occupancy and rates with the goal of balancing parking use and encouraging the use of off-street parking areas;
- Utilize additional revenues to increase parking capacity in those areas that would benefit the most; and
- City may elect to continue to provide the same parking discount for registered residents when payment is made using the parking app to limit the impact to non-residents.

Our recommendations are based on our observations and industry best practices. Pricing should be used as a management tool and continually monitored for its effectiveness. We recommend gradual adjustments to achieve the desired results, although implementing one large rate adjustment can result in a more immediate impact. If the increase does not provide satisfactory results, they may need to be tweaked further in the future.

MIDDLE BEACH - SUPPLIMENTAL REPORT



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MIAMI BEACH PARKING

MIDDLE BEACH - SUPPLEMENTAL REPORT



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INTRODUCTION

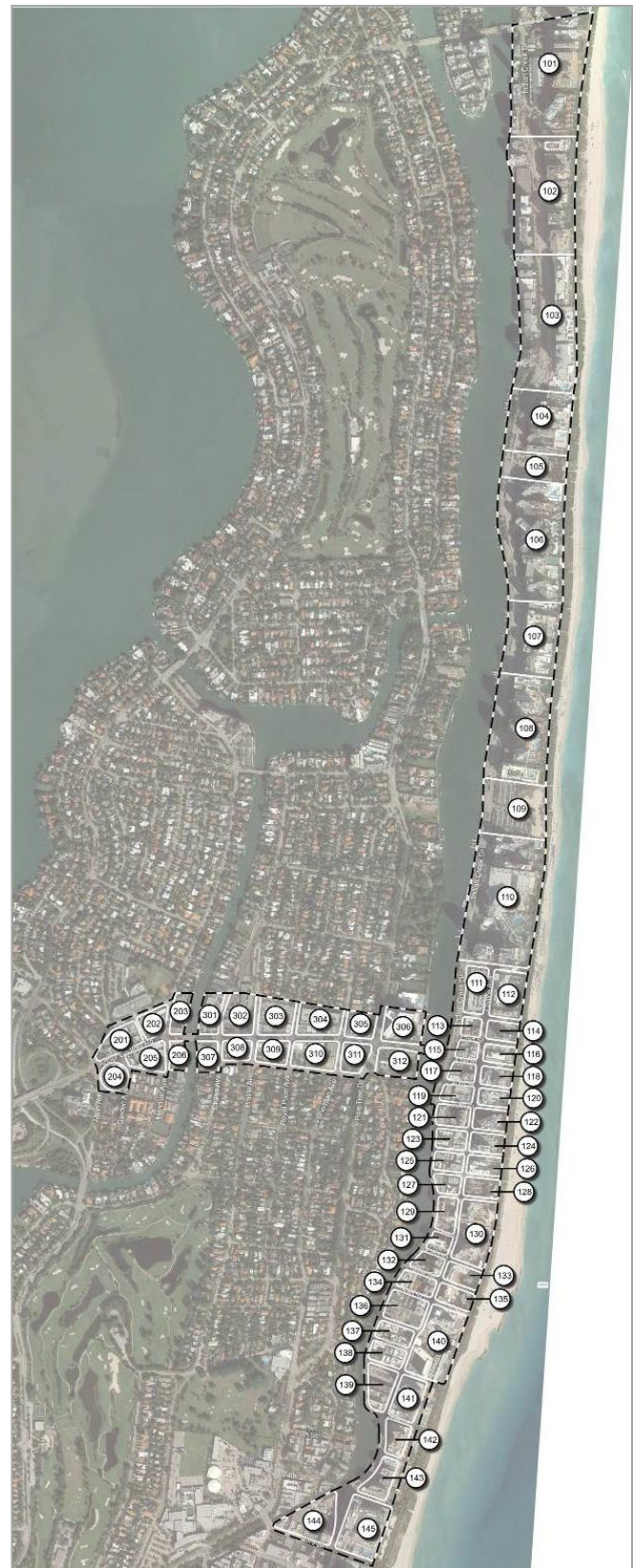
The purpose of this supplementary report is to provide a summary of the findings for the Middle Beach parking study, including the 41st Street Corridor considering only the City owned publicly available parking assets.

All Private Parking is excluded from this report.

STUDY AREA

The Middle Beach study area generally follows Collins Avenue starting at 23rd Street to the south to 63rd Street to the north. The 41st Street Corridor runs east to west, one block to the north and south of 41st Street from Indian Creek Road to Alton Road.

The map on the right provides an overview of the full study area. Each block is assigned a unique three digit number to allow detailed analysis of the area.



MIAMI BEACH PARKING

MIDDLE BEACH - SUPPLEMENTAL REPORT



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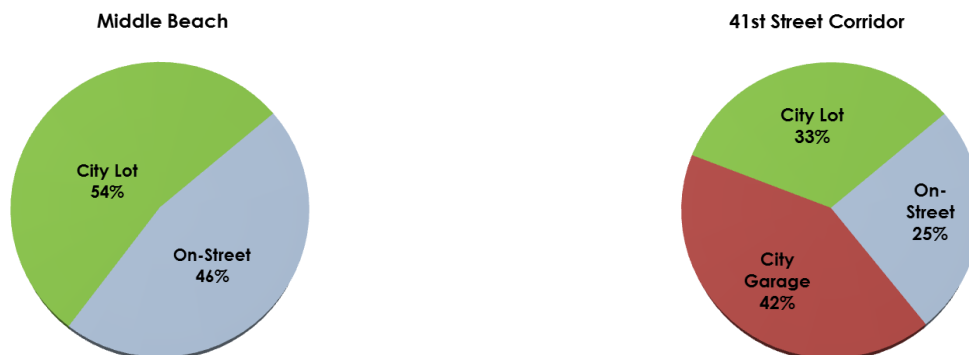
PARKING INVENTORY

A total of 2,928± City owned parking spaces were inventoried within the study area. Total parking is roughly split in half between the north-south Middle Beach area and the 41st Street Corridor. The Middle Beach area has several surface lots but no City owned garages while the 41st Street Corridor has one large City owned parking garage.

The following Exhibit provides a summary of the City owned parking inventory.

Exhibit 14: Summary of Public City Parking Inventory

Area	On-Street	City Garage	City Lot	Total:
Middle Beach	668	-	771	1,439
41st Street Corridor	377	620	492	1,489
Totals:	1,045	620	1,263	2,928
by %	35.7%	21.2%	43.1%	



Source: Walker Parking Consultants

OBSERVED CONDITIONS

Parking occupancy for weekday and weekend periods is summarized by type for each area on the following pages. Parking occupancy above 85 – 90 percent is generally perceived as difficult to find or problematic. Even when overall parking occupancy is below this level as a whole, parking can be difficult to find within individual blocks or areas.

To assist in identifying the high occupancy areas, when occupancy reaches or exceeds 85% red is used to bring attention to the area.

MIAMI BEACH PARKING

MIDDLE BEACH - SUPPLEMENTAL REPORT

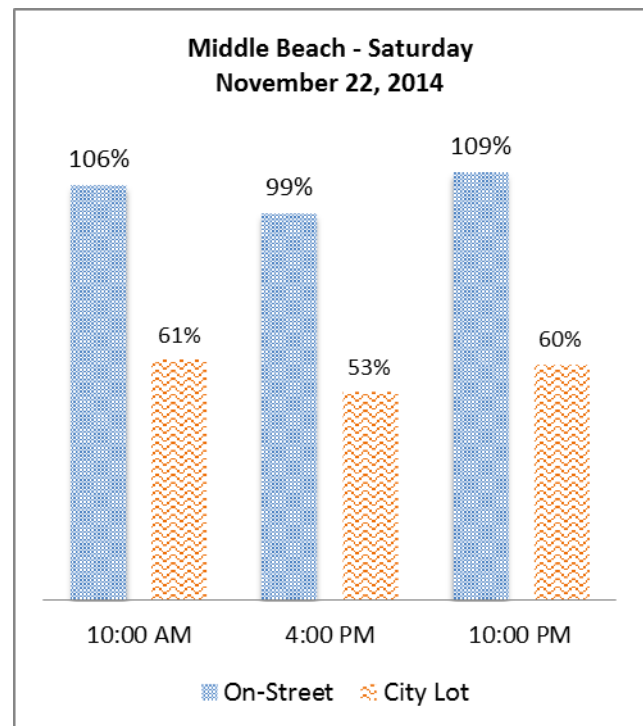
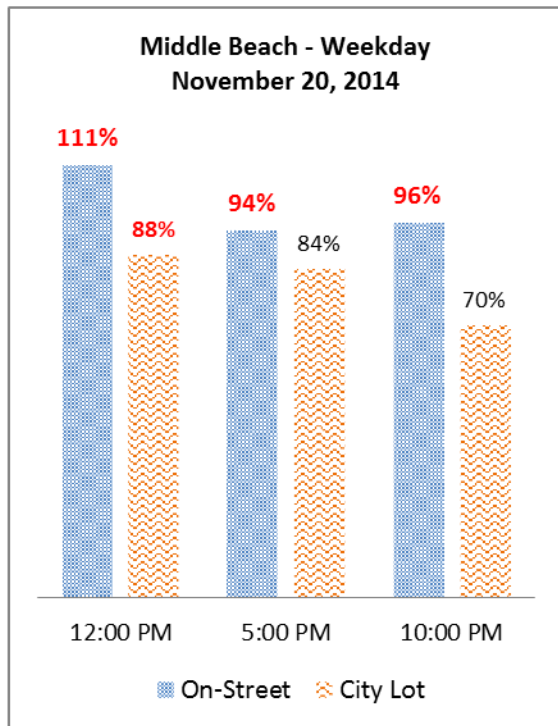


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 15: Middle Beach Weekday and Saturday Parking Occupancy Nov 2013

November 2014		PEAK HOUR					PEAK HOUR		
WEEKDAY	Inventory	12:00 PM	5:00 PM	10:00 PM	SATURDAY	Inventory	10:00 AM	4:00 PM	10:00 PM
On-Street	668	741	630	643	On-Street	668	709	661	730
Occupancy Rate		111%	94%	96%	Occupancy Rate		106%	99%	109%
Unoccupied Spaces		-73	38	25	Unoccupied Spaces		-41	7	-62
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		-	-	-	Unoccupied Spaces		-	-	-
Public City Lot	771	677	650	539	Public City Lot	771	472	410	464
Occupancy Rate		88%	84%	70%	Occupancy Rate		61%	53%	60%
Unoccupied Spaces		94	121	232	Unoccupied Spaces		299	361	307
Total	1,439	1,418	1,280	1,182	Total	1,439	1,181	1,071	1,194
Occupancy Rate		99%	89%	82%	Occupancy Rate		82%	74%	83%
Unoccupied Spaces		21	159	257	Unoccupied Spaces		258	368	245



MIAMI BEACH PARKING

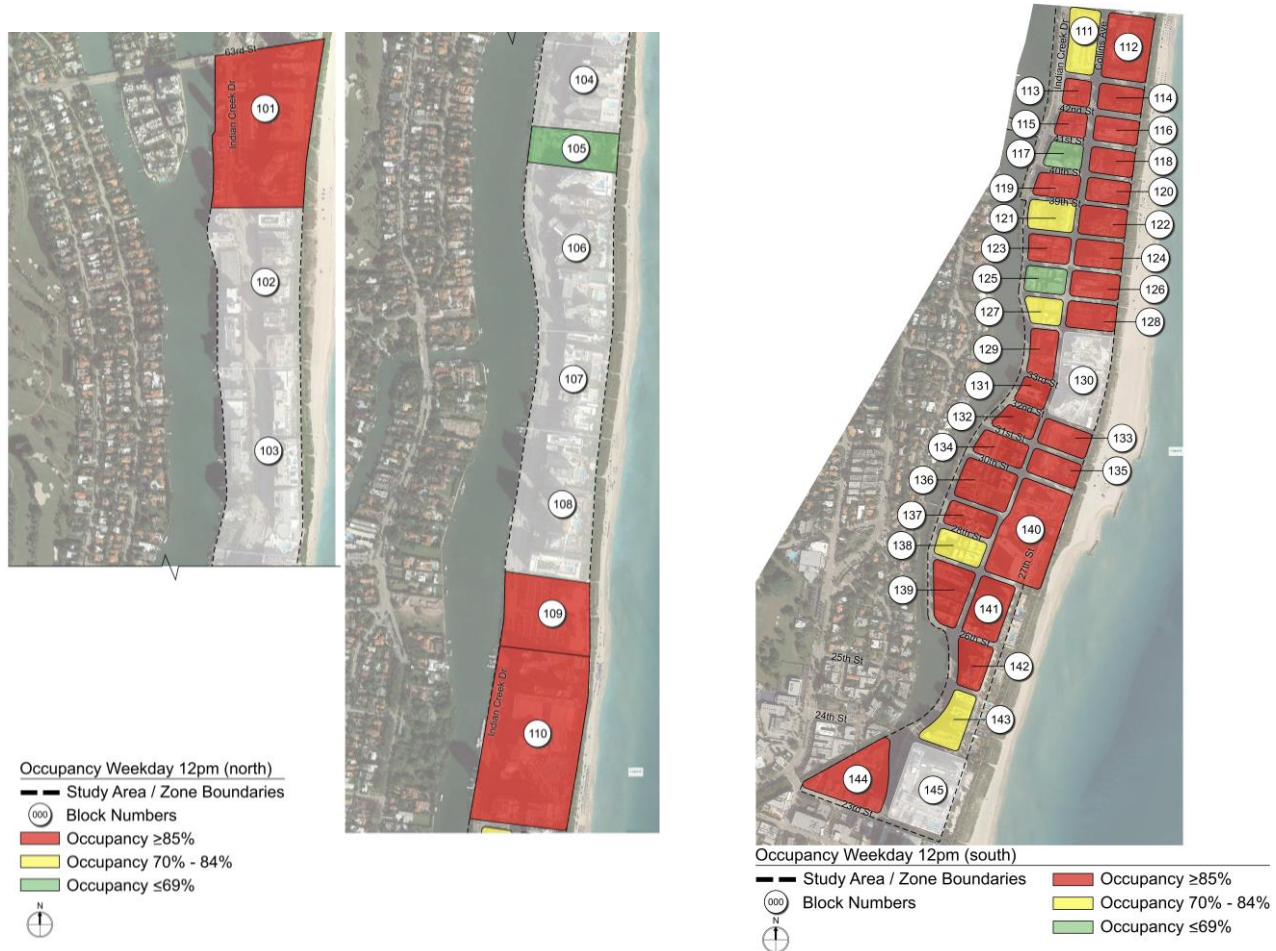
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SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 16: Middle Beach Weekday Peak Occupancy Maps Nov 2013



Note: Maps flow from north to south, starting at the far left.

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SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 17: Middle Beach Saturday Peak Occupancy Maps Nov 2013



Note: Maps flow from north to south, starting at the far left.

MIAMI BEACH PARKING

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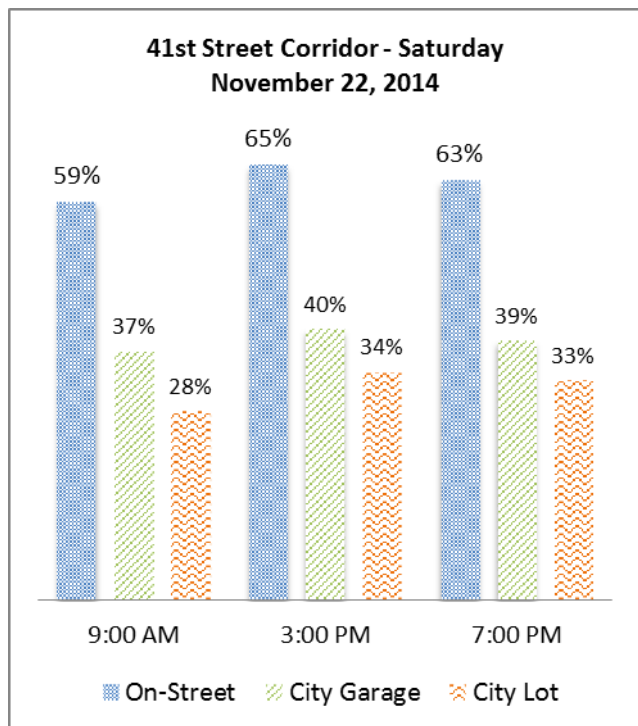
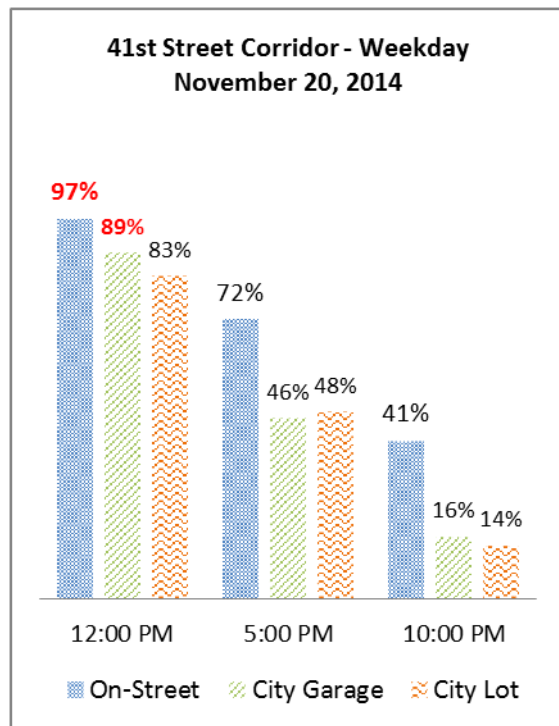


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 18: 41st Street Corridor Weekday and Saturday Parking Occupancy Nov 2013

November 2014		PEAK HOUR					PEAK HOUR		
WEEKDAY	Inventory	12:00 PM	5:00 PM	10:00 PM	SATURDAY	Inventory	9:00 AM	3:00 PM	7:00 PM
On-Street	377	367	270	153	On-Street	377	224	245	236
Occupancy Rate		97%	72%	41%	Occupancy Rate		59%	65%	63%
Unoccupied Spaces		10	107	224	Unoccupied Spaces		153	132	141
Garage	620	550	288	100	Garage	620	230	250	240
Occupancy Rate		89%	46%	16%	Occupancy Rate		37%	40%	39%
Unoccupied Spaces		70	332	520	Unoccupied Spaces		390	370	380
Public City Lot	492	408	236	68	Public City Lot	492	138	167	161
Occupancy Rate		83%	48%	14%	Occupancy Rate		28%	34%	33%
Unoccupied Spaces		84	256	424	Unoccupied Spaces		354	325	331
Total	1,489	1,325	794	321	Total	1,489	592	662	637
Occupancy Rate		89%	53%	22%	Occupancy Rate		40%	44%	43%
Unoccupied Spaces		164	695	1,168	Unoccupied Spaces		897	827	852



MIAMI BEACH PARKING

MIDDLE BEACH - SUPPLEMENTAL REPORT



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PROJECT # 15-1988.00

Exhibit 19: 41st Street Corridor Weekday and Saturday Peak Occupancy Map Nov 2013



Occupancy Weekday 12pm (41st St Corridor)

--- Study Area / Zone Boundaries

000 Block Numbers

Red Occupancy $\geq 85\%$

Yellow Occupancy 70% - 84%

Green Occupancy $\leq 69\%$



Occupancy Saturday 3pm (41st St Corridor)

--- Study Area / Zone Boundaries

000 Block Numbers

Red Occupancy $\geq 85\%$

Yellow Occupancy 70% - 84%

Green Occupancy $\leq 69\%$



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

OPPORTUNITIES TO EXPAND PARKING

The City should consider its options to increase parking supply by adding structured parking on existing surface parking lots. On a conceptual basis our report outlines three potential sites for transforming existing City surface lots into parking structures. Key points considered in our evaluation are existing demand, location, and size of the parcel for an efficient layout.

The sites include the following Miami Beach Surface Lots:

1. Miami Beach Lot 71 (46th and Collins)
2. Miami Beach Lot 63 (42nd and Royal Palm)
3. Miami Beach Lot 55 (27th and Collins)

The following page provides three conceptual layouts for sizing feasibility purposes only. The typical number of spaces per floor shown will vary for the ground and roof level based on the final design. Other factors impacting the final capacity numbers include:

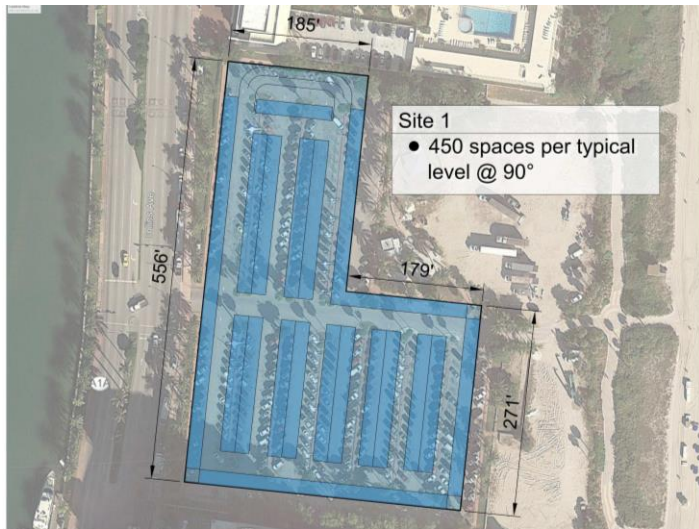
- Commercial space at grade
- Set-back requirements
- Ingress/egress points
- Height restrictions
- Addition of below grade parking
- Displacement of existing parking

Other layout options may be feasible and further developed to determine the overall best solution for the City. We recommend the next steps for evaluation be an in-depth site analysis for any preferred sites, including more detailed design options, sizing, market and preliminary financial analysis.

SEPTEMBER 4, 2015

PROJECT # 15-1988.00

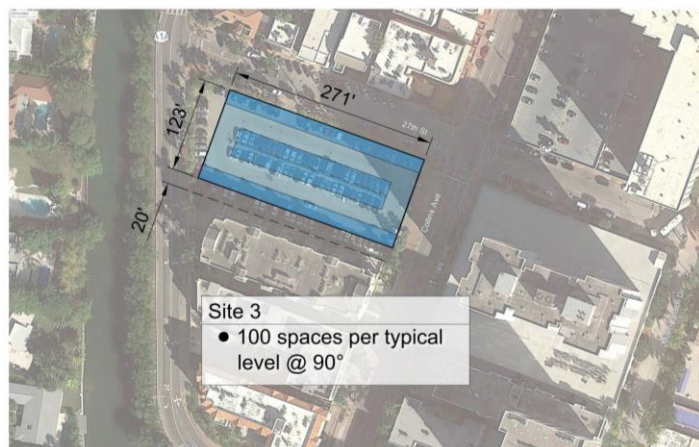
Exhibit 20: Conceptual Parking Structure Layouts – Middle Beach



Site 1 is located on the MB 71 surface lot located at 46th and Collins Avenue (Indian Beach Park). This is a very large lot with multiple options to consider beyond what is shown when configured as a parking structure.



Site 2 is located on the MB 63 surface lot located at 42nd Street and Royal Palm Avenue along the 41st Street Corridor. This site is considered a potential replacement for the existing 42nd Street garage which is aging and features a somewhat confusing functional design to users unfamiliar with the design. This site may also benefit potential redevelopment of the Roosevelt Theater which is located about a block to the southwest.



Site 3 is located on the MB 55 surface lot located at 27th Street and Collins Avenue. The site can accommodate a two-bay structure and could allow commercial space along Collins Avenue. The total added capacity will depend on the overall height of the structure and if there is commercial space on the ground level.

Miami Middle Beach Parking Options





SEPTEMBER 4, 2015

PROJECT # 15-1988.00

PARKING MANAGEMENT STRATEGIES

Adding parking capacity in high demand areas can assist the City by giving more options to the public and to improve revenue opportunities. Beyond adding capacity, the following management strategies are recommended for consideration for Middle Beach.

EXPAND RESIDENTIAL PARKING PERMIT PROGRAM

The City of Miami Beach currently provides residential parking zones in several areas of South Beach. Residential parking zones allow the on-street parking located in residential area to be used by legitimate residents located within the zone. Establishing a residential parking zone requires a majority of the local residents within the specific zone to vote and approve the parking zone. Once established, only residents within the area qualify to obtain a residential parking permit. This allows normally unrestricted parking to be reserved for residents and a limited number of guests to ensure non-residents do not park within the residential parking zone during the posted restricted time periods.

INCORPORATE DYNAMIC WAYFINDING FOR PARKING

Provide enhanced wayfinding with dynamic real-time parking availability signage to direct patrons to the available off-street parking. Several cities provide this information along the roadways and more are considering implementing. A few cities with this type of dynamic wayfinding signage include:

- Seattle, WA
- Charlotte, NC
- San Jose, CA
- Milwaukee, WI
- St Paul, MN



Availability information is already provided on the Cities parking app. This data should be sent out to dynamic signage at key locations to assist all drivers as they look for available parking. Dynamic signage can be augmented with static signage to provide directions to the off-street parking. All signage should incorporate branding to further assist patrons in identifying parking opportunities.

SEPTEMBER 4, 2015

PROJECT # 15-1988.00

PRICING ADJUSTMENTS

The established parking rates for City public parking varies based on type and location. The following provides a summary of the rates in Middle Beach at the time of this report:

- On-street parking north of 23rd Street is \$1.00 per hour;
- Off-street parking at City facilities is generally \$1.00 per hour during non-events;
- Off-street event parking is set at \$15.00 (flat fee); and

We recommend parking fees for City assets be monitored and adjusted to encourage turnover and move patrons from on-street to off-street parking options. Our observations found several on-street areas where occupancy levels reached and exceeded 90 - 95 percent. Based on our observations, we recommend the City consider the following pricing strategies:

- Extend the current on-street parking rate boundary from 23rd Street northward to the 4700 Block between Collins Avenue and Indian Creek Drive extending to the beach recognizing the high demand of parking extends beyond 23rd Street. This would tie the rate to what is currently charged in South Beach and adjust accordingly if the South Beach rate is increases as recommended, up to \$3.00 per hour;
- Increase off-street parking rates for off-street parking areas to a level that is slightly lower than the on-street rate, up to \$2.00 per hour;
- Continue to survey parking occupancy and rates with the goal of balancing parking use and encouraging the use of off-street parking areas;
- Utilize additional revenues to increase parking capacity in those areas that would benefit the most;
- Adjust hours that meters are enforced in Middle Beach from current 8:00 am to 6:00 pm to 9:00 am to 3:00 am to better align with activity levels in this area; and
- City may elect to continue to provide the same parking discount for registered residents when payment is made using the parking app to limit the impact to non-residents.

Our recommendations are based on our observations and industry best practices. Pricing should be used as a management tool and continually monitored for its effectiveness. We recommend gradual adjustments to achieve the desired results. If the increase does not provide satisfactory results, may need to be tweaked further in the future.



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

ADDING CAR SHARING FOR RESIDENTS

Car sharing can reduce parking demand by providing a network of privately owned vehicles that are rented by the hour or day to registered users. Costs for using a vehicle include all typical ownership costs, including gas and insurance. By having a car share service available, participants can have use of a vehicle when needed without having to actually own a vehicle. Studies and surveys indicate each car share vehicle in service can be used by 6 to 10 households, thus reducing parking and traffic congestion where successfully implemented.



- 2005 Transportation Research Board reported 21 percent of car share members gave up a vehicle after joining.
- 2006 survey by Flexcar and Zipcar in Washington DC indicated 30 percent of car share members gave up a vehicle after joining and 61 percent postponed purchasing another vehicle.

The City of Miami offers car sharing through Car2Go. For more information on their program see the following website. <http://miami.car2go.com/>

Given the high density of residents, cost of vehicle ownership, Miami Beach should consider adding this or similar service.

NORTH BEACH – SUPPLEMENTAL REPORT



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NORTH BEACH - SUPPLEMENTAL REPORT



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SEPTEMBER 4, 2015

PROJECT # 15-1988.00

INTRODUCTION

The purpose of this supplementary report is to provide a summary of the findings for the North Beach parking study considering only the City owned publicly available parking.

All Private Parking is excluded from this report.

The study area generally encompassed the area from 63rd Street to the south to 87th Terrace to the north including Biscayne Beach, Normandy Isle, and Normandy Shores.

The entire study area is broken down by uniquely numbered blocks within each sub-area or sections of roadway for single family residential areas.

Town Center

The southern portion of the overall North Beach study area, general south of 73rd Street. (see map lower right)

North Shore

Northern area, generally extending from 73rd Street along the beach and canal.

Biscayne Beach

Residential area directly to the west of the North Shore area.

Normandy Isle

Commercial and residential area to the south of waterway on Normandy Isle.

Normandy Shores

Residential area located on the northern portion of Normandy Isle.



Base Study Area Map

Study Areas
Block Numbers



Town Center Area Map



MIAMI BEACH PARKING

NORTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

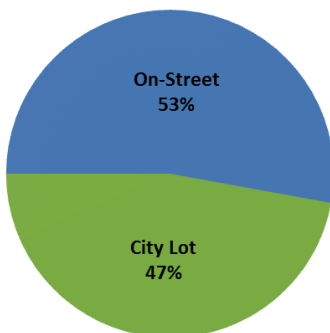
PARKING INVENTORY

A total of 6,945± City owned parking spaces were inventoried within North Beach. On-street parking constitutes the majority of City controlled parking. The only off-street City parking assets are surface parking lots located within three of the distinct areas. The following table provides a summary of the City owned parking inventory.

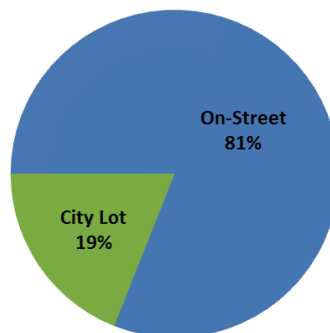
Exhibit 21: Summary of Public City Parking Inventory

	On-Street	City Lot	City Garage	Total:
Town Center	758	676	-	1,434
North Shore	2,210	518	-	2,728
Biscayne Beach	779	-	-	779
Normandy Shores	167	-	-	167
Normandy Isle	1,764	73	-	1,837
Totals:	5,678	1,267	0	6,945
Percentages	81.8%	18.2%	0.0%	

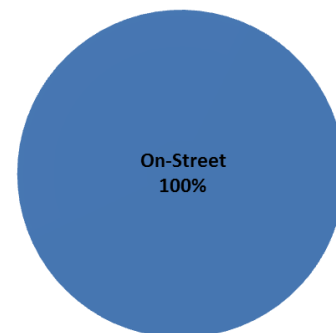
Town Center



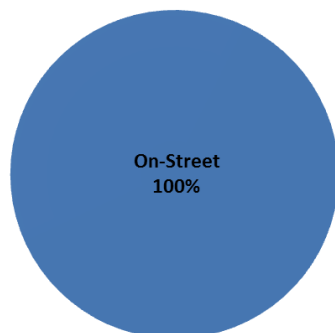
North Shore



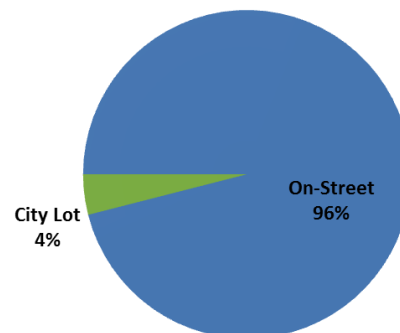
Biscayne Beach



Normandy Shores



Normandy Isle





SEPTEMBER 4, 2015

PROJECT # 15-1988.00

OBSERVED CONDITIONS

Parking occupancy for a Weekday and Saturday are summarized by type for each area within North Beach on the following pages. Parking occupancy rates above 85 percent are generally perceived as difficult to find or problematic. To assist in identifying the high occupancy areas, when occupancy reaches or exceeds 85% red is used to bring attention to the area.

Even when overall parking occupancy is below this level as a whole, parking can be and was found to be difficult to find within individual blocks or areas.

MIAMI BEACH PARKING

NORTH BEACH - SUPPLEMENTAL REPORT

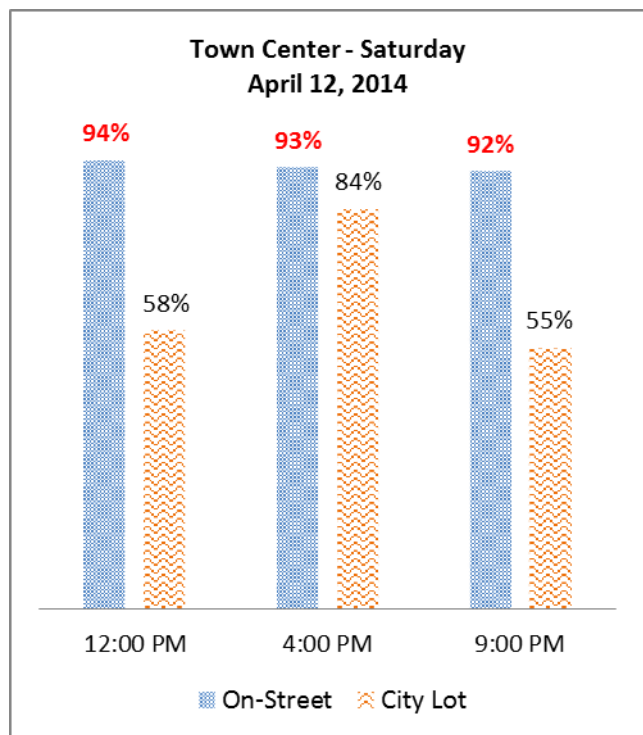
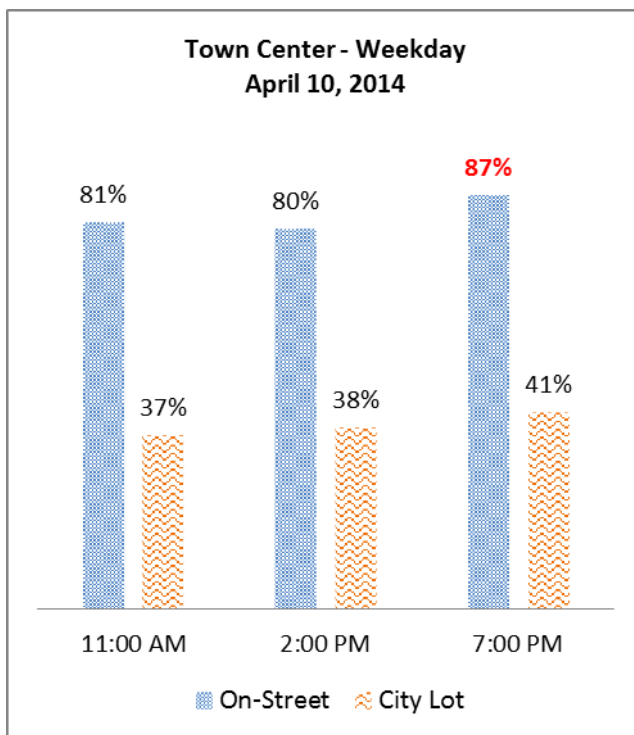


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 22: Town Center Weekday and Saturday Parking Observations April 2014

April 2014					PEAK HOUR				
WEEKDAY	Inventory	11:00 AM	2:00 PM	7:00 PM	SATURDAY	Inventory	12:00 PM	4:00 PM	9:00 PM
On-Street	758	615	605	658	On-Street	758	714	702	696
Occupancy Rate		81%	80%	87%	Occupancy Rate		94%	93%	92%
Unoccupied Spaces		143	153	100	Unoccupied Spaces		44	56	62
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Public City Lot	676	247	258	280	Public City Lot	676	395	567	371
Occupancy Rate		37%	38%	41%	Occupancy Rate		58%	84%	55%
Unoccupied Spaces		429	418	396	Unoccupied Spaces		281	109	305
Total	1,434	862	863	938	Total	1,434	1,109	1,269	1,067
Occupancy Rate		60%	60%	65%	Occupancy Rate		77%	88%	74%
Unoccupied Spaces		572	571	496	Unoccupied Spaces		325	165	367



MIAMI BEACH PARKING

NORTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 23: Town Center Weekday and Saturday Peak Occupancy Maps April 2014



Source: Walker Parking Consultants

Several areas within the Town Center area have no City provided parking. Saturday was the overall peak for this area, with much of the demand focused in residential areas and areas closer to the beach.

MIAMI BEACH PARKING

NORTH BEACH - SUPPLEMENTAL REPORT

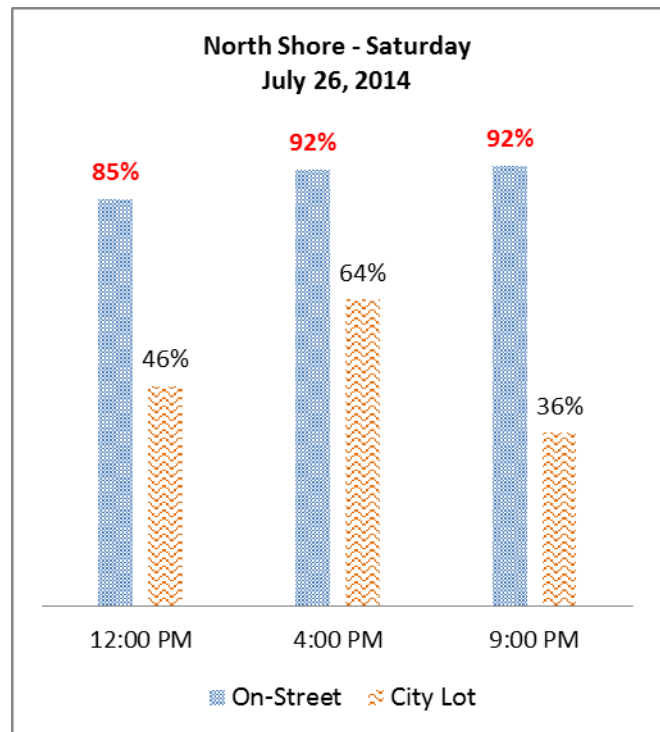
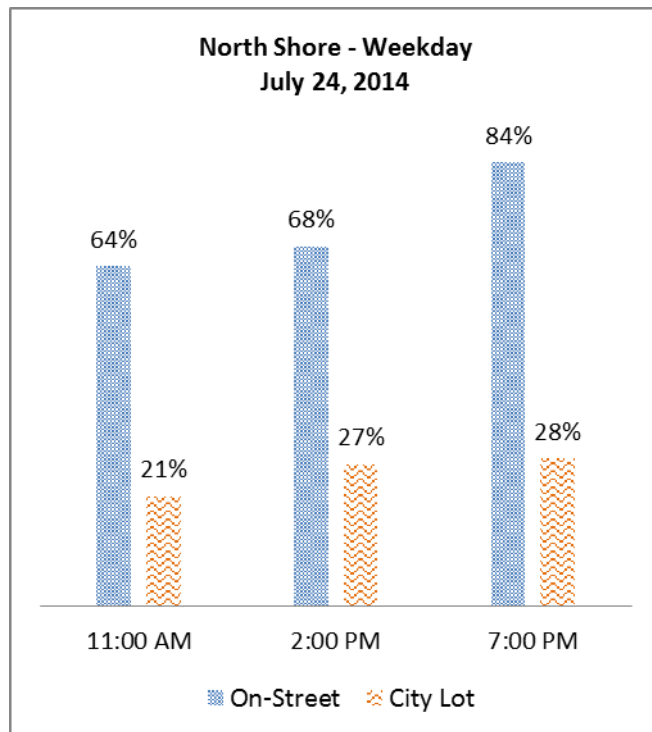


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 24: North Shore Weekday and Saturday Parking Observations July 2014

July 2014					PEAK HOUR				
WEEKDAY	Inventory	11:00 AM	2:00 PM	7:00 PM	SATURDAY	Inventory	12:00 PM	4:00 PM	9:00 PM
On-Street	2,210	1,422	1,505	1,856	On-Street	2,210	1,886	2,025	2,044
Occupancy Rate		64%	68%	84%	Occupancy Rate		85%	92%	92%
Unoccupied Spaces		788	705	354	Unoccupied Spaces		324	185	166
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
City Lot	518	108	139	145	City Lot	518	239	333	188
Occupancy Rate		21%	27%	28%	Occupancy Rate		46%	64%	36%
Unoccupied Spaces		410	379	373	Unoccupied Spaces		279	185	330
Total	2,728	1,530	1,644	2,001	Total	2,728	2,125	2,358	2,232
Occupancy Rate		56%	60%	73%	Occupancy Rate		78%	86%	82%
Unoccupied Spaces		1,198	1,084	727	Unoccupied Spaces		603	370	496



MIAMI BEACH PARKING

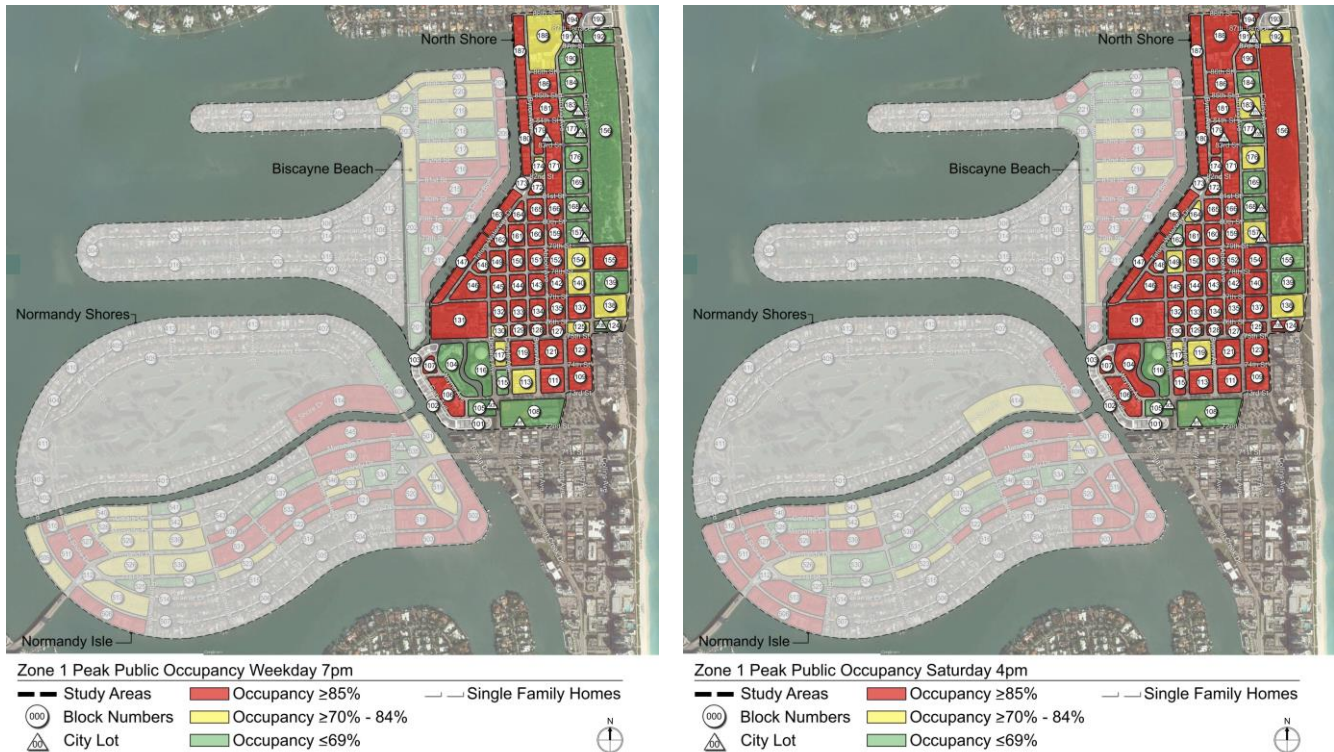
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SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 25: North Shore Weekday and Saturday Peak Occupancy Maps July 2014



Source: Walker Parking Consultants

On-Street parking experienced high demand through-out the area as evident in the heat maps above. City surface lots had available spaces throughout the observation periods.

MIAMI BEACH PARKING

NORTH BEACH - SUPPLEMENTAL REPORT

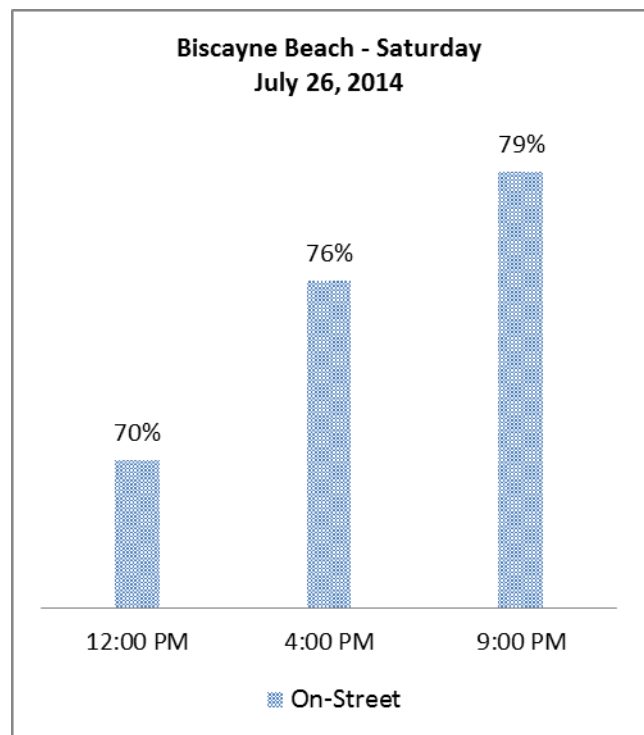
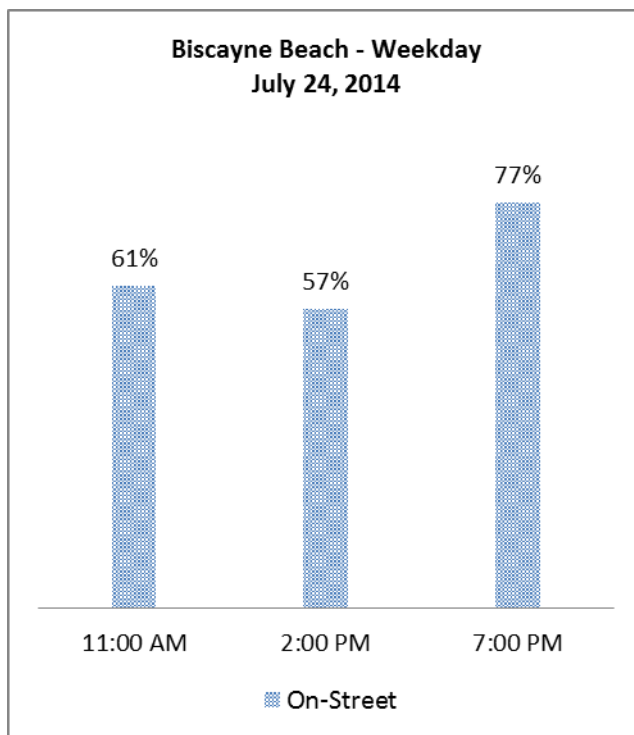


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 26: Biscayne Beach Weekday and Saturday Parking Observations July 2014

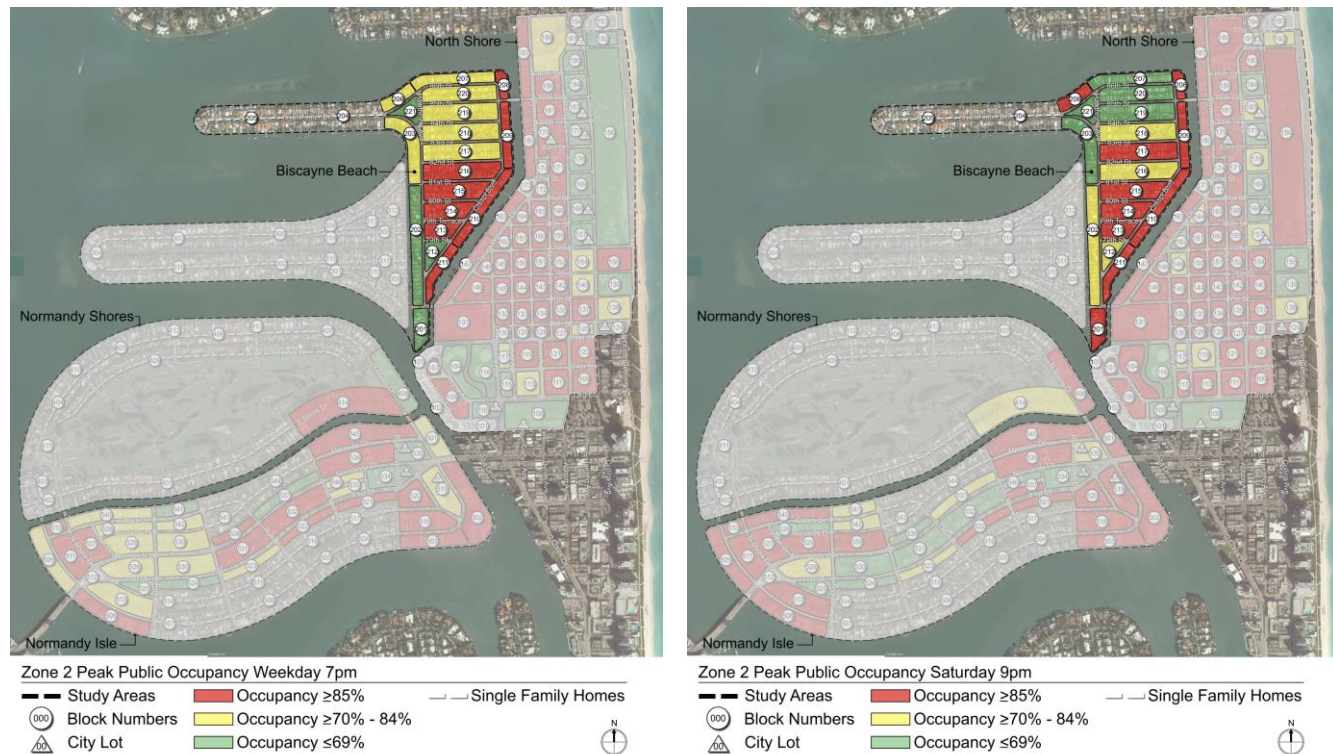
July 2014									
WEEKDAY	Inventory	PEAK HOUR			SATURDAY	Inventory	PEAK HOUR		
		11:00 AM	2:00 PM	7:00 PM			12:00 PM	4:00 PM	9:00 PM
On-Street	779	475	442	599	On-Street	779	548	589	614
Occupancy Rate		61%	57%	77%	Occupancy Rate		70%	76%	79%
Unoccupied Spaces		304	337	180	Unoccupied Spaces		231	190	165
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Public City Lot	0	0	0	0	Public City Lot	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Total	779	475	442	599	Total	779	548	589	614
Occupancy Rate		61%	57%	77%	Occupancy Rate		70%	76%	79%
Unoccupied Spaces		304	337	180	Unoccupied Spaces		231	190	165



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 27: Biscayne Beach Weekday and Saturday Peak Occupancy Maps July 2014



Source: Walker Parking Consultants

The only City parking asset within the Biscayne Beach area is on-street parking. While overall peak observed conditions did not indicate shortage of parking, several blocks experienced high occupancy as notable in the heat maps above. Peak conditions were observed during the later counts on both a weekday and Saturday. Given that the area is dense residential, occupancy would likely be higher later in the evening.

The closest City lots are located between Harding and Collins, which had evening availability during our observations. This may be an option for residents, but it does require payment for parking if the vehicle overstays the next morning.

MIAMI BEACH PARKING

NORTH BEACH - SUPPLEMENTAL REPORT

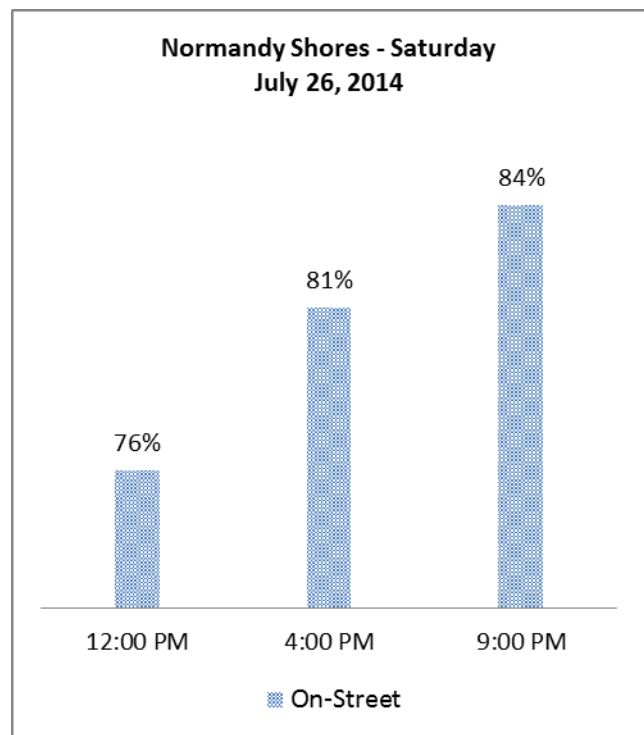
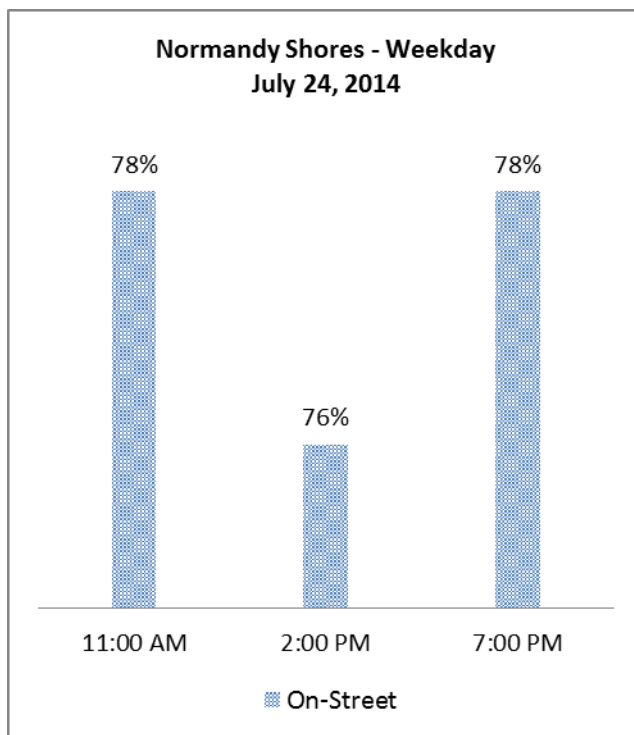


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 28: Normandy Shores Weekday and Saturday Parking Observations July 2014

July 2014									
WEEKDAY	Inventory	PEAK HOUR		PEAK HOUR	SATURDAY	Inventory	PEAK HOUR		PEAK HOUR
		11:00 AM	2:00 PM				12:00 PM	4:00 PM	
On-Street	167	131	127	131	On-Street	167	127	135	140
Occupancy Rate		78%	76%	78%	Occupancy Rate		76%	81%	84%
Unoccupied Spaces		36	40	36	Unoccupied Spaces		40	32	27
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Public City Lot	0	0	0	0	Public City Lot	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Total	167	131	127	131	Total	167	127	135	140
Occupancy Rate		78%	76%	78%	Occupancy Rate		76%	81%	84%
Unoccupied Spaces		36	40	36	Unoccupied Spaces		40	32	27



MIAMI BEACH PARKING

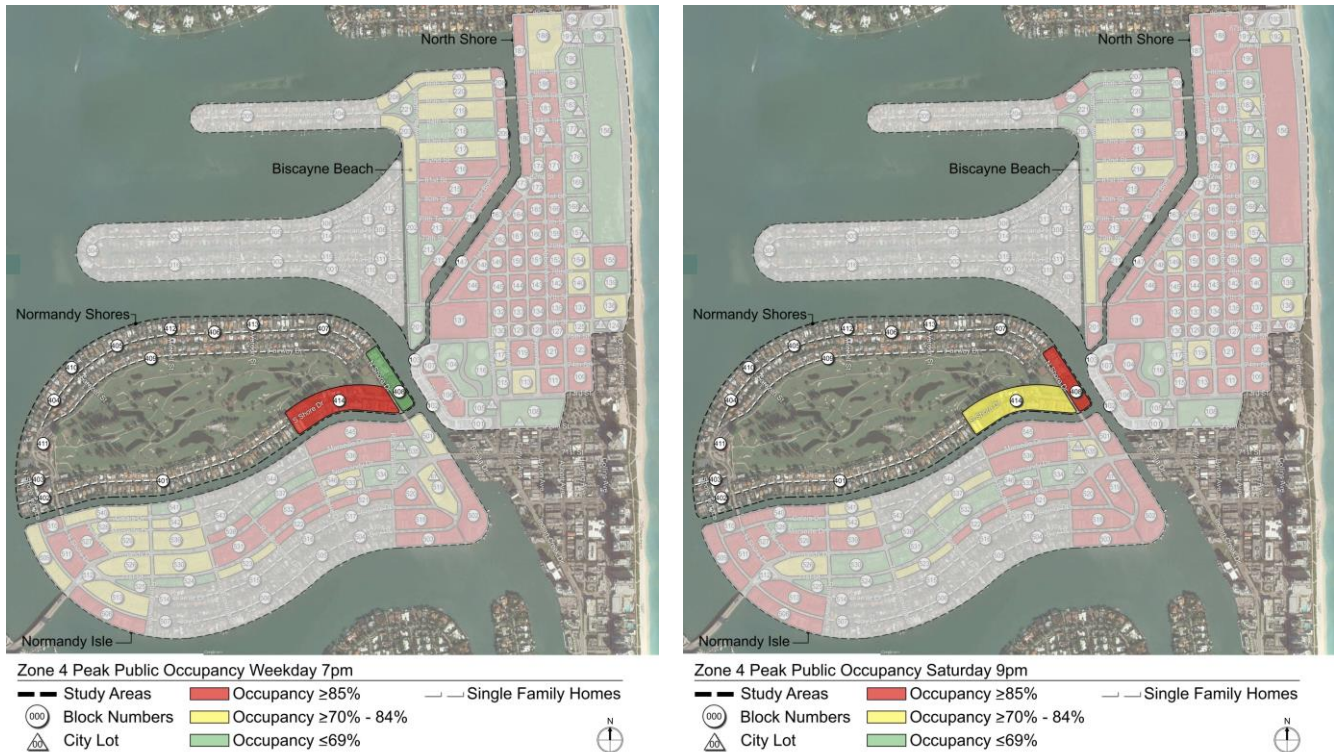
NORTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 29: Normandy Shores Weekday and Saturday Peak Occupancy Maps July 2014



Source: Walker Parking Consultants

The areas covered in this portion of the study are limited to two residential areas. High demand was consistently observed, although as a whole it was just below the 85% occupancy level. Total cars parked during the weekday 11:00 a.m. and 7:00 p.m. observation was the same, with 78% occupancy. The remaining portion of this area is gated single family homes.

MIAMI BEACH PARKING

NORTH BEACH - SUPPLEMENTAL REPORT

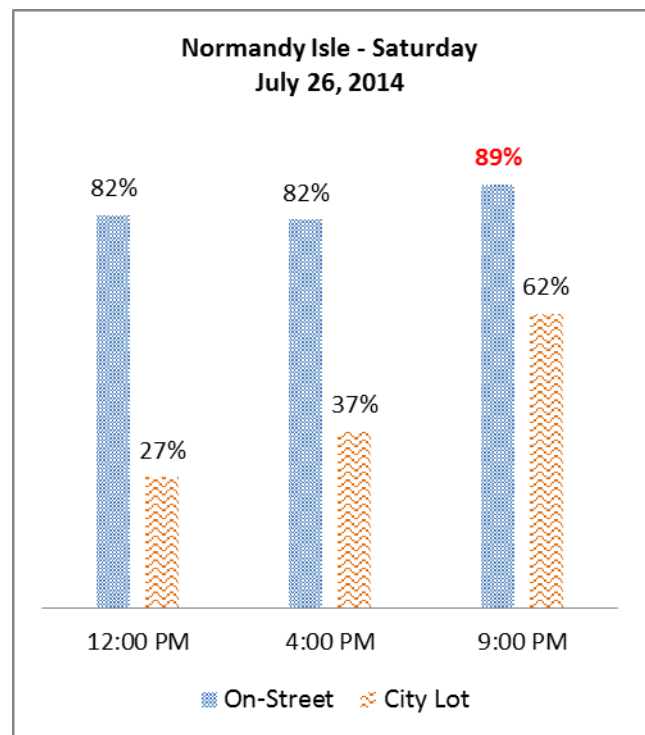
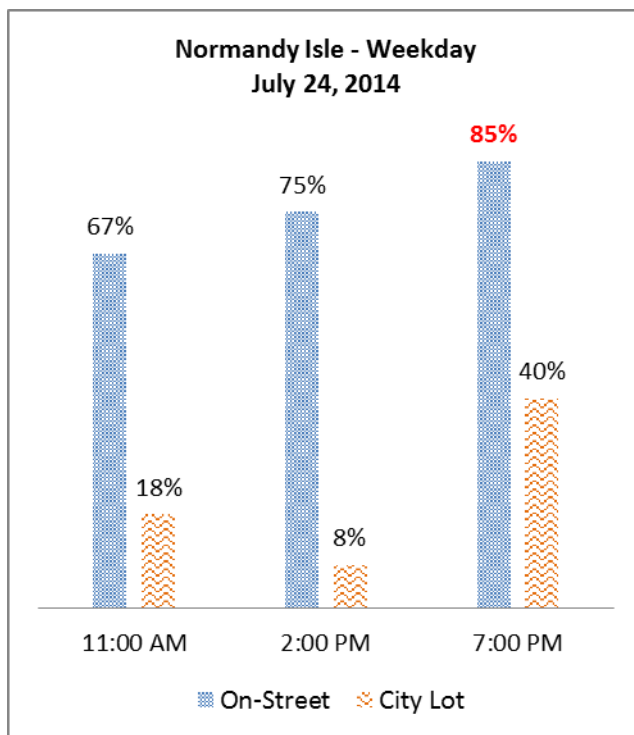


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 30: Normandy Isle Weekday and Saturday Parking Observations July 2014

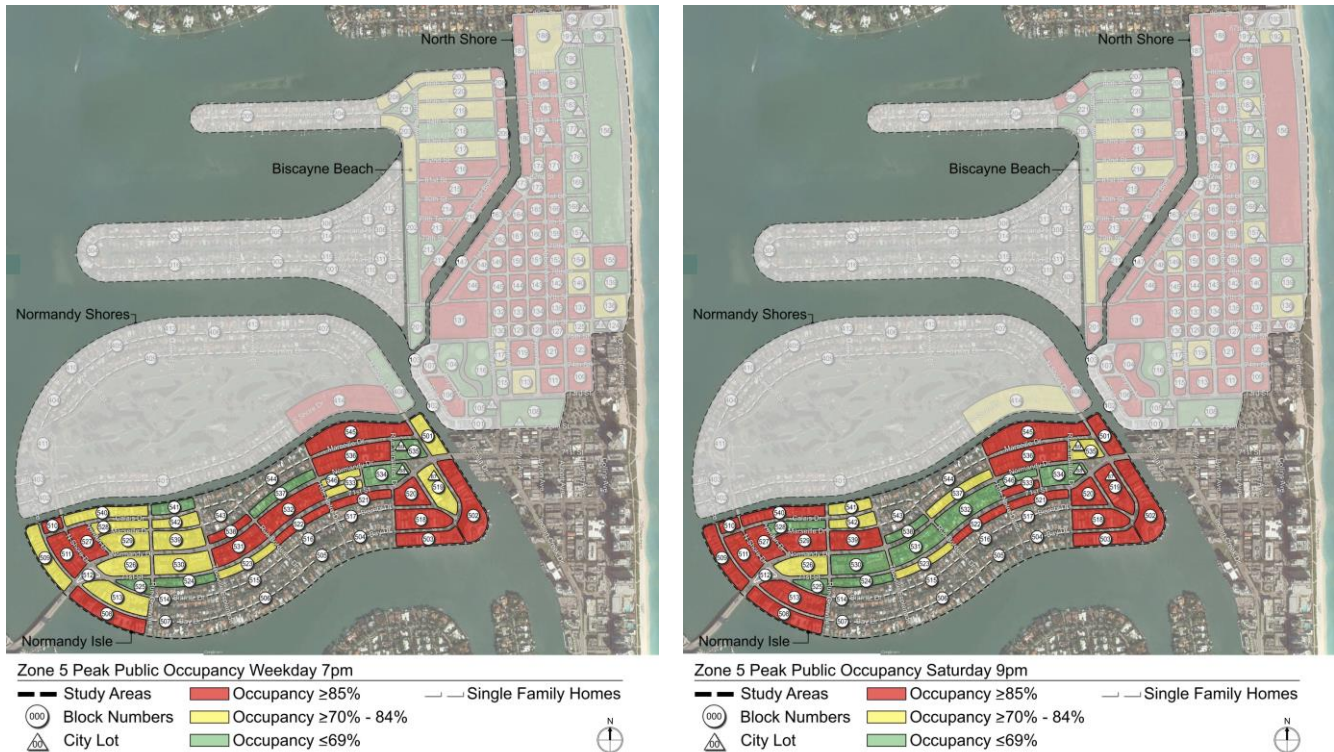
July 2014					PEAK HOUR				
WEEKDAY	Inventory	11:00 AM	2:00 PM	7:00 PM	SATURDAY	Inventory	12:00 PM	4:00 PM	9:00 PM
On-Street	1,764	1,183	1,323	1,493	On-Street	1,764	1,453	1,438	1,567
Occupancy Rate		67%	75%	85%	Occupancy Rate		82%	82%	89%
Unoccupied Spaces		581	441	271	Unoccupied Spaces		311	326	197
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Public City Lot	73	13	6	29	Public City Lot	73	20	27	45
Occupancy Rate		18%	8%	40%	Occupancy Rate		27%	37%	62%
Unoccupied Spaces		60	67	44	Unoccupied Spaces		53	46	28
Total	1,837	1,196	1,329	1,522	Total	1,837	1,473	1,465	1,612
Occupancy Rate		65%	72%	83%	Occupancy Rate		80%	80%	88%
Unoccupied Spaces		641	508	315	Unoccupied Spaces		364	372	225



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 31: Normandy Isle Weekday and Saturday Peak Occupancy Maps July 2014



Source: Walker Parking Consultants

The heat maps show specific areas that experienced high demand levels. These are primarily high density residential areas. Most of the residential buildings provide only a portion of the actual parking demand based on our observations. This leads to residents having to hunt for parking on-street.

SEPTEMBER 4, 2015

PROJECT # 15-1988.00

ADDING CITY PARKING

In areas with high residential demand off-street public parking is limited. This is likely due to the limited availability of suitable sites and the high value of land compared to the highest and best use of a limited resource. That being said, the City should monitor the area and if parcels become available small lots may be built to assist with the parking shortages that exist in several areas. During our observations not specific sites were noted. There are other parking management strategies to assist with the overall parking demand, which are discussed in the next section.

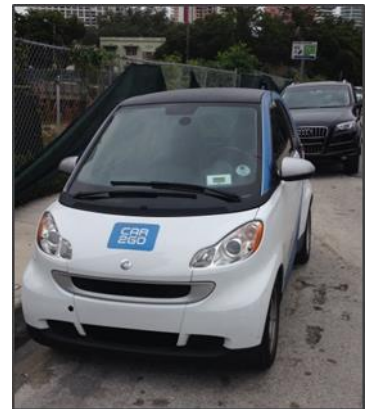
PARKING MANAGEMENT STRATEGIES

Adding parking capacity in high demand areas can assist the City by giving more options to the public and to improve revenue opportunities. Beyond adding capacity, the following management strategies are recommended for consideration for North Beach.

ADDING CAR SHARING FOR RESIDENTS

Car sharing can reduce parking demand by providing a network of privately owned vehicles that are rented by the hour or day to registered users. Costs for using a vehicle include all typical ownership costs, including gas and insurance. By having a car share service available, participants can have use of a vehicle when needed without having to actually own a vehicle. Studies and surveys indicate each car share vehicle in service can be used by 6 to 10 households, thus reducing parking and traffic congestion where successfully implemented.

- 2005 Transportation Research Board reported 21 percent of car share members gave up a vehicle after joining.
- 2006 survey by Flexcar and Zipcar in Washington DC indicated 30 percent of car share members gave up a vehicle after joining and 61 percent postponed purchasing another vehicle.



The City of Miami offers car sharing through Car2Go. For more information on their program see the following website. <http://miami.car2go.com/>

Given the high density of residents, cost of vehicle ownership, Miami Beach should consider adding this or similar service.



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

EXPAND RESIDENTIAL PARKING PERMIT PROGRAM

The City of Miami Beach currently provides residential parking zones in several areas of South Beach. Residential parking zones allow the on-street parking located in residential area to be used by legitimate residents located within the zone. Establishing a residential parking zone requires a majority of the local residents within the specific zone to vote and approve the parking zone. Once established, only residents within the area qualify to obtain a residential parking permit. This allows normally unrestricted parking to be reserved for residents and a limited number of guests to ensure non-residents do not park within the residential parking zone during the posted restricted time periods.

North Beach has a huge residential population. These programs may be useful in certain areas that abut commercial areas where spillover demand may be occurring. In areas that are only residential in nature, a residential permit program would not be very beneficial, as spillover demand is limited.

UNBUNDLING PARKING FEES FOR RESIDENTS

While the City may not have direct control of how the parking is provided to residents, it should encourage landlords to unbundle parking from the monthly rental fee if that is not already being done. This strategy offers residents leasing an apartment the opportunity to lease a parking space for an additional fee, but does not automatically include a parking space with the lease. By providing a separate fee for parking, the true cost and value of parking may be determined by residents. This extra cost or savings, depending on if the space is actually leased, can reduce parking demand in high residential areas and encourage alternative transportation or reducing the number of vehicles per household.



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

PRICING ADJUSTMENTS

The established parking rates for City public parking varies based on type and location. The following provides a summary of the rates at the time of this report:

- On-street parking within North Beach is \$1.00 per hour;
- Off-street parking at City facilities is generally \$1.00 per hour during non-events; and
- Off-street event parking is set at \$15.00 (flat fee).

We recommend parking fees for City assets be monitored and adjusted to encourage turnover and move patrons from on-street to off-street parking options. Our observations found several on-street areas where occupancy levels reached and exceeded 90 - 95 percent. Based on our observations, we recommend the City consider the following pricing strategies:

- Increase metered on-street parking rates that are currently \$1.00 per hour to up to \$2.00 per hour in increments of \$0.50 to \$1.00 per hour or if results are wanted sooner, go the full increase at one time, with the goal of reaching occupancy levels of 85 to 90 percent for on-street parking;
- Continue to survey parking occupancy and rates with the goal of balancing parking use and encouraging the use of off-street parking areas;
- Utilize additional revenues to increase parking capacity in those areas that would benefit the most; and

Our recommendations are based on our observations and industry best practices. Pricing should be used as a management tool and continually monitored for its effectiveness. We recommend gradual adjustments to achieve the desired results, although implementing one large rate adjustment can result in a more immediate impact. If the increase does not provide satisfactory results, they may need to be tweaked further in the future.

Appendix G – SOFI Timeline of Development and Entertainment

Regulations

(Prepared by City of Miami Beach Planning Department)

1973

Miami Beach City Commission creates the Miami Beach Redevelopment Agency (RDA) and imposes a construction moratorium for the South Shore area (south of Fifth Street.)

February 1975

Miami Beach, south of Fifth Street, is declared “blighted.”

April 1979

Mariel boatlift begins.

October 1980

The Mariel boatlift ends by mutual agreement between in late October 1980, after as many as 125,000 Cubans had reached Florida. A number of the refugees had been released from Cuban jails and mental health facilities. In the end, only 2.2% (or 2,746) of the refugees were classified as serious or violent criminals under U.S. law and denied citizenship on that basis.

December 1982

The nine-year construction moratorium is lifted from the South Shore redevelopment area.

1983

The South Pointe Association comprised of local residents and property owners south of Fifth Street is formed.

March 1984

In a special election, voters approve \$9.8 million infrastructure improvements for the South Pointe area.

June 1984

The city enters into an option agreement with the owners of the “Kennel Club” to buy 20 acres of prime beachfront and waterfront property, which is today the site of South Pointe Park.

September 1984

Miami Vice premieres on fall television schedule.

January 1987

A 750 seat entertainment venue called “Woody’s” opens at 455 Ocean Drive in the former derelict Arlington Hotel.

1987

South Pointe Tower, a 24 story residential tower, is completed. This is the first new building in the former South Shore redevelopment area.

October 1987

The New York Times publishes an article entitled “National Notebook: Miami Beach; New Vitality in South Beach,” October 25, 1987.

1988

Penrod’s opens at 1 Ocean Drive (what is now Nikki Beach.) The owner signs a 20 year lease with the city of Miami Beach. The owner planned to have jazz concerts, reggae jams, and luaus.

1989

Ordinance No. 89-2665, effective October 1, 1989, creates the district regulations for the City’s performance standard (“PS”) districts which are geographically located south of Sixth Street in Miami Beach. The purpose of the new zoning designation is stated in the city code as follows:

“Sec. 142-691. - Purpose.

- (b) *Establishment of district and divisions.* The PS performance standard district is hereby established as shown on the map designated as the city zoning district map. The PS district consists of all land in the redevelopment area

and consists of five districts including: a residential performance standard (R-PS) district, a commercial performance standard (C-PS) district, a residential limited mixed use performance standard (M-PS) district (each of which is further subdivided based upon the type and density or intensity of permitted uses), a GU government use district and MR marine recreation district.”

* * *

(c) Commercial performance standards.

(2) The commercial performance standards districts are designed to accommodate a range of business, commercial, office and hotel uses, as well as medium to high density residential development pursuant to performance standards which control the permissible type, density or intensity, and mix of development. Performance standards development will allow for modification of requirements affecting certain individual lots; greater flexibility, particularly for large-scale development; large commercial, medium to high density residential and mixed use developments in phases over time where the overall development at a single point in time or in a single instance by private owners would not be practical; providing incentives for provision of certain amenities and for conformance with specified objectives, thereby encouraging more flexible and innovative design and development in accordance with the goals and objectives of the comprehensive plan and the redevelopment plan.

August 1992

Hurricane Andrew hits the greater Miami area.

1993

Thomas Kramer, head of the Portofino Group, buys large sections of South Pointe real estate and plans the Portofino Tower on an adjacent parcel to the South Pointe Towers.

May 1993

Fifth Street Gym is demolished.

July 1993

Thomas Kramer opens a night club named “Hell” at 54 Ocean Dr.

February 1994

Amnesia night club opens at 136 Collins Avenue and angry South Pointe residents file dozens of complaints with the city.

1994

Ordinance No. 94-2908, effective February 26, 1994, amends the district regulations for the City’s performance standard (“PS”) districts, to prohibit nightclubs in the redevelopment area, except that hotels of 250 rooms or more in the C-PS3 and C-PS4 districts could have nightclubs as an accessory use, with access to the nightclub only from an interior lobby and not from the street.

February 1996

Ocean Beach Historic District extends preservation controls into the area south of Sixth Street after 81 building had been demolished in the previous five years.

1996

Ordinance No. 96-3050, enacted on July 17, 1996, prohibits outdoor entertainment establishments, open air entertainment establishments, and neighborhood impact establishments (“NIEs”) in the R-PS1, 2, 3, and 4 districts, and RM-PS1 district (except that, in the R-PS4 district, these uses were permitted as accessory uses in oceanfront hotels with 250 or more hotel units with access to the establishment only from an interior lobby and not from the street). The Ordinance designated outdoor entertainment establishments, open air entertainment establishments, and NIEs as a conditional use, and only as an accessory use, in the C-PS1, 2, 3, and 4 districts.

July 1997

Gianni Versace is murdered on steps of Casa Casuarina.

1997

The completion of the 44-story Portofino Tower ushers a new wave of high-rise residential construction in the South Pointe area.

1997-1998

A four year legal battle between residents, the City of Miami Beach and the Amnesia night club results in a settlement agreement and the installation of a retractable roof over the open courtyard area. The residents galvanized over the issues of noise, the rowdiness of club patrons, and other secondary impacts of entertainment establishment. South of Fifth neighbors lobby the city for stricter rules governing entertainment uses.

1999

Ordinance No. 99-3222, enacted on December 15, 1999, creates a definition for “entertainment establishment” (among other terms), and amended the PS district regulations to prohibit the following uses in the redevelopment area: dance halls and entertainment establishments not also operating as alcoholic beverage establishments and as restaurants with full kitchens and serving full meals. However, in the C-PS3 and C-PS4 districts, dancehalls and entertainment establishments were permitted as accessory uses within hotels of 250 rooms or more with access to the dance hall or entertainment establishment only from the interior lobby and not from the street.

2003

Ordinance No. 2003-3417, enacted on June 11, 2003, prohibits outdoor entertainment establishments and open air entertainment establishments in all PS districts. NIEs remained prohibited in R-PS1, 2, 3, and 4, and RM-PS1 (except that, in the R-PS4 district, NIEs were permitted as an accessory use in oceanfront hotels with 250 or more units, as a conditional use, and with access to the establishment only from the interior lobby of a hotel and not from the street). NIEs were listed as a conditional use in C-PS1, 2, 3, and 4.

2004

Ordinance No. 2004-3445, enacted on May 5, 2004, prohibits all entertainment establishments South of Fifth Street, and eliminated the distinction between (i) standalone entertainment establishments, and (ii) entertainment establishments

also operated as alcoholic beverage establishments and as restaurants with full kitchens that served full meals. (Previously, entertainment was permissible if associated with a restaurant.)

August 2004

The Miami Beach Planning Board discusses entertainment and where it should be located and with what regulations.

September 2004

The Miami Beach Planning Board holds a public workshop regarding creating entertainment districts. The City Commission requests that the Board look at the possibility of creating Entertainment Districts. The areas examined: South of Fifth Street; Ocean Dr/Washington Avenue corridor to 17th Street; Collins Avenue from 17th to 23rd Streets; Lincoln Road; Normandy Fountain area; and Sunset Harbor. A presentation regarding entertainment uses was given to the Planning Board.

May 2005

The Planning Board discusses redefining the areas of the City where entertainment uses are allowed to proliferate, particularly studying those areas where entertainment uses are permitted in close proximity to residential areas where it may not be appropriate. At the time, the board looked closely at CD-1 commercial low-intensity zoning districts which allow uses such as retail sales and personal services, designed to provide service to surrounding residential neighborhoods. It was suggested that the definition of neighborhood commercial use may not be compatible with entertainment uses. Staff suggested that the Planning Board may wish to prohibit entertainment uses in the CD-1 districts.

April 2011

The City of Miami Beach's 2025 Comprehensive Plan, adopted on April 13, 2011 states in the future land use element, objective one (1), land use development regulations, policy 1.2, the Limited Mixed Use Commercial "Performance Standard" Category's (C-PS1) purpose is to provide development opportunities for and to enhance the desirability and quality of existing and/or new residential areas which accommodate a mix of different residential types developed in accordance with flexible design standards. It further states that uses which may be permitted are single family detached dwellings, single family attached dwellings, townhouse dwellings, apartments, apartment hotels, hotels and

commercial uses. Furthermore, other uses which may be permitted are accessory uses specifically authorized in this land use category, as described in the Land Development Regulations, which are required to be subordinate to the main use...”

Also, in objective two (2), land use compatibility, policy 2.2, “Development in land use categories which permit both residential and non-residential uses shall be regulated by formalized land development regulations which are designed to ensure adequate land use compatibility.

Compatibility shall be achieved by one or more of the following:

1. Enumeration of special land uses which may be particularly incompatible with Residential uses and may be prohibited in specified areas or zoning districts;...”

June 2011

The applicant, 730 1st St Associates, LLC requests a Conditional Use on June 28, 2011 from the Planning Board for the approval to construct a new 7-story, mixed use building, with commercial space on the ground level, robotic parking on 3 levels above ground, and one 3-level single family residential unit above parking, greater than 50,000 square feet at 730-804 1st Street (PB file no. 2014.) The development order specifically prohibits entertainment:

16. “Entertainment,” as defined in the City Code shall be prohibited within the site, inclusive of the accessory use restaurant, rooftop and any outdoor area.

September 2011

The applicant, 730 1st St Associates, LLC requests Design Review approval on September 6, 2011 for the construction of a new 7-story mixed-use building, including a robotic parking garage, on the vacant portion of a site containing an existing one (1) and two (2) story building (DRB file no.22858.) The development order specifically prohibits entertainment:

11 (A) vi. Entertainment establishments, as well as dance halls, as defined in the Miami Beach City Code, shall be prohibited, and the applicant will not seek permits therefore.

2015

Ordinance No. 2015-3948, enacted on July 8, 2015, amends the PS district regulations to allow restaurants in the C-PS2 district on the south side of Fifth Street, between Michigan Avenue and Alton Road, to play non-amplified piano or string instruments played at a volume that does not interfere with normal conversation as a conditional use, when full meals are served, and no later than 2:00 am.

June 2016

The Bake House restaurant obtains a business tax receipt for a 77 seat restaurant serving alcohol until 5:00 AM on June 8, 2016 at the address 800 1st Street.

November 2016

Ordinance No. 2016-4054, adopted on November 9, 2016, amends the PS district regulations to require alcoholic beverage establishments to close at 2:00 AM. South Fifth Street. The provisions of the ordinance did not apply to any alcoholic beverage establishments with a valid business tax receipt that is in application status or issued prior to June 28, 2016 with hours pat 2:00 AM.

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