

MIAMI BEACH

Finance and Citywide Projects Committee Meeting

City Hall, Commission Chambers, 3rd Floor, 1700 Convention Center Drive

March 26, 2018 - 10:00 AM

Commissioner Ricky Arriola, Chair
Commissioner Mark Samuelian, Vice-Chair
Commissioner Micky Steinberg, Member
Commissioner John Elizabeth Aleman, Alternate

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OLD BUSINESS

1. **DISCUSSION REGARDING THE NORTH BEACH TOWN CENTER REDEVELOPMENT PROPOSAL, INVOLVING CITY-OWNED PARKING LOTS, MADE BY NORTH BEACH TOWN CENTER DEVELOPMENT, LLC, AN AFFILIATE OF PACIFIC STAR CAPITAL, LLC**
May 17, 2017 - C4 C
Sponsored by Commissioner Arriola
Tourism, Culture, and Economic Development
Status: Supplemental updated on 3/23/18.
2. **DISCUSSION REGARDING SUSTAINABLE FUNDING SOURCES FOR EDUCATIONAL ENHANCEMENTS IN MIAMI BEACH PUBLIC SCHOOLS**
March 1, 2017 - R9 F
Sponsored by Commissioner Alemán
Organizational Development Performance Initiatives
Status: Supplemental updated on 3/23/18.

NEW BUSINESS

3. **DISCUSSION REGARDING THE GARAGE RATE INCREASES APPROVED IN 2015**
March 7, 2018 - C4 E
Parking
4. **DISCUSSION ON REQUIRING SUSTAINABILITY STANDARDS SIMILAR TO LEED FOR RETROFITS IN CITY-OWNED PROPERTIES**
February 14, 2018 - C4 W
Environment & Sustainability
5. **DISCUSSION REGARDING MAURICE GIBB MEMORIAL PARK'S BUDGET AND DESIGN SCOPE**
February 14, 2018 - C4 AA
Sponsored by Commissioner Arriola
Capital Improvement Projects
6. **DISCUSSION REGARDING CABLERUNNER AND ITS TECHNOLOGY**
February 14, 2018 - C4 V
Sponsored by Commissioner Alemán
Public Works
7. **DISCUSSION REGARDING A MID-YEAR BUDGET AMENDMENT FOR THE UPCOMING**

**INTERNATIONAL TENNIS FEDERATION (ITF) TOURNAMENT TAKING PLACE AT THE
NORTH SHORE PARK TENNIS CENTER**

March 7, 2018 - C4 B

Parks and Recreation

DEFERRED ITEMS

8. UPDATE ON ENERGOV PERMITTING SYSTEM

April 26, 2017 - C7 M

Information Technology

Status: Deferred to the April 20, 2018 FCWPC meeting.

9. DISCUSSION REGARDING G.O. BOND

January 17, 2018 - R9 J

Sponsored by Commissioner Arriola

Finance

Status: Deferred to the April 20, 2018 FCWPC meeting.

**10. DISCUSS THE RENEGOTIATION OF THE MIAMI BEACH TENNIS MANAGEMENT, LLC
AGREEMENT TO PROVIDE PROFESSIONAL TENNIS MANAGEMENT AND OPERATIONS
SERVICES AT THE CITY'S FLAMINGO PARK TENNIS CENTER**

March 7, 2018 - C4 C

Parks and Recreation

**Status: Deferred to April 20, 2018 FCWPC meeting to provide staff additional time to evaluate options
and seek input from the Parks and Recreational Parks Facilities Advisory Board.**

**11. DISCUSSION TO REVIEW STATUS, ISSUES, AND PLANS RELATED TO THE INDIAN CREEK
DRIVE FLOODING MITIGATION**

March 7, 2018 - C4 F

Sponsored by Commission Samuelian

Public Works

Status: Deferred to the April 20, 2018 FCWPC meeting, pending update on regulatory process.

12. DISCUSSION REGARDING THE COMMUNITY PARK (FKA) PAR 3 PROJECT

January 17, 2018 - C4 B

Capital Improvement Projects

Status: Deferred to the April 20, 2018 FCWPC meeting, pending additional research.

13. DISCUSSION REGARDING THE 72ND STREET PARKING AND PARK COMPLEX

January 17, 2018 - C4 D

Sponsored by Commissioner Alemán

Office of Capital Improvement Projects

Status: Deferred to the April 20, 2018, pending completion of feasibility study.

**14. DISCUSSION REGARDING THE FEES CHARGED TO DEVELOPERS TO APPEAR BEFORE THE
CITY'S LAND USE BOARDS**

April 26, 2017 - C4 F

Sponsored by Commissioner Alemán

Planning

Status: Deferred to the May 18, 2018 FCWPC meeting, pending consultant's report on fees.

**15. DISCUSSION TO CONSIDER REVISING THE "SPECIAL EVENT REQUIREMENTS AND
GUIDELINES", BY AMENDING THE FOLLOWING SECTIONS: "MINIMUM REQUIREMENTS,"
"EXTERNAL REVIEW PROCEDURE," "BOOKING POLICY," "USE OF PUBLIC PROPERTY,"
"SPECIAL EVENT FEE SCHEDULE, AND "SPECIAL EVENT CLASS MATRIX", HEREBY
PERMITTING AND RESTRICTING FURTHER USES ON PUBLIC PROPERTY AND
RECONCILING SPECIAL EVENT FEES TO MATCH RECENT**

October 18, 2017 - C4 F

Tourism, Culture, and Economic Development

Status: Deferred to the June 29, 2018 FCWPC meeting, pending meeting with industry.

16. **DISCUSSION REGARDING SIMPLIFYING THE SIDEWALK CAFÉ APPLICATION PROCESS FOR BUSINESSES IN NORTH BEACH AND WASHINGTON AVENUE**

February 14, 2018 - C4 AE

Sponsored by Commissioner Arriola

Public Works

Status: Deferred to the May 18, 2018 FCWPC meeting, pending additional research.

17. **DISCUSSION REGARDING RECOMMENDATIONS OF THE BLUE RIBBON EMERGENCY RESPONSE COMMITTEE**

February 14, 2018 - R9 J

Sponsored by Vice-Mayor Steinberg

Office of the City Manager

Status: Deferred to the April 20, 2018.

18. **DISCUSSION REGARDING A WATERLESS CAR WASH RFP AT GARAGES**

October 18, 2017 - C4 E

Parking

Status: Deferred to the May 18, 2018 FCWPC meeting to report on success of the pilot program.

19. **DISCUSSION REGARDING THE COSTS RELATED TO HAVING MIAMI BEACH COMMIT TO ENSURING THAT ALL GOVERNMENT BUILDINGS WILL BE POWERED BY 100% RENEWABLE ELECTRICITY**

May 17, 2017 - R9 AB

Sponsored by Commissioner Rosen Gonzalez

Environment & Sustainability/Property Management

Status: Deferred to the April 20, 2018 FCWPC meeting, pending direction from the Sustainability and Resiliency Committee.

20. **DISCUSSION REGARDING THE TRACKING OF TOTAL SHORT TERM RENTAL VIOLATIONS IMPOSED AGAINST PROPERTY OWNERS**

October 31, 2017- C4 A

Sponsored by Commissioner Alemán

Finance/Code Compliance

Status: Deferred to the June 29, 2018 FCWPC meeting, pending report.

21. **DISCUSSION REGARDING FUTURE STORMS' DEBRIS REMOVAL SITE**

Public Works

Status: Deferred to the April 20, 2018 FCWPC meeting, pending additional research.

22. **DISCUSSION REGARDING THE CONTINUED RENTAL OF THE WAREHOUSE CURRENTLY OCCUPIED BY THE SPECTRATEAM DURING THE CONVENTION CENTER RENOVATION**

February 14, 2018 - C4 N

Emergency Management

Status: Deferred to the April 20, 2018 FCWPC meeting, pending further research and discussions.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: March 26, 2018

SUBJECT: **DISCUSSION REGARDING THE NORTH BEACH TOWN CENTER REDEVELOPMENT PROPOSAL, INVOLVING CITY-OWNED PARKING LOTS, MADE BY NORTH BEACH TOWN CENTER DEVELOPMENT, LLC, AN AFFILIATE OF PACIFIC STAR CAPITAL, LLC**

HISTORY:

On or about June 7, 2017, the City engaged Tom Blazejack, to prepare an appraisal, as required by Section 82-39 of the City Code, with respect to a proposal submitted by North Beach Town Center Development, LLC's ("Developer") for the City to convey two of its Parking Lots (P80 and P84) in North Beach, in exchange for the Developer's conveyance to the City of a public parking garage unit or structure, which would be constructed as part of the Developer's proposed mixed use project.

Between July, 2017 and December, 2017, the City and the Developer held various meetings to discuss the differences in valuation. As part of the appraisal discussions, the City and the Developer agreed that the results of the November, 2017 referendum regarding the proposed F.A.R. increase in the Town Center districts in North Beach could affect the valuation of the respective parcels. The decision to incorporate the F.A.R. referendum results as part of the appraisal analysis inured to the benefit of the Developer, as the Developer's properties benefited more from the FAR increase than the City's properties.

On December 21, 2017, Blazejack submitted its revised appraisal analysis, based on the increased F.A.R. associated with the November referendum approved by the voters. The analysis reflects, the higher overall value of the City's properties resulted in an **\$800,000** variance between the City properties and Developer properties.

ANALYSIS:

I. Summary of the Proposed Project

1. The City currently owns the five parcels outlined in red on Exhibit "A" (Parcel Map) which contain 83 surface parking spaces.
2. North Beach Town Center Development, LLC ("Developer") owns the parcels outlined in yellow on Exhibit "A."
3. The portion of the project between Abbott and Byron would consist of two separate structures, consisting of 121,693 SF of retail in four stories and an approximately 459-space parking garage. Approximately 359 of the parking spaces would be gated public parking spaces in a separate City-owned parking structure (the "Town Center Garage"), and 100 of the parking spaces would be for the sole use of the ground floor retail tenant on the Developer's property, which is projected to be a grocery store. The Town Center Garage property would

also include approximately 4,934 sq. ft. ground floor restaurant/retail space.

4. The portion of the project between Abbott and Harding would consist of existing office buildings at 42,456 SF, and new a 134-unit residential building with 42,538 SF of ground floor retail uses and a 275-space parking garage, to serve the residential building and office tenants. City's participation in the project between Abbott and Harding would be limited to City's conveyance of the City-owned property located therein.

5. The City would convey its five parcels to Developer, and Developer would convey its parcels outlined in blue on Exhibit "A" to the City, for use for the 359 space Town Center Garage.

6. Developer will be responsible for designing, developing, permitting and constructing the 359-space City-owned Town Center Garage, with the City to reimburse Developer for the costs, based on the final negotiated terms, as outlined in this term sheet.

7. Once the Developer completes the construction of the Town Center Garage, the City will condominiumize the City-owned parcels (outlined in blue in Exhibit "A"), with the City to own the 359 space Town Center Garage, and the Developer to own the 4,934 sq. ft. ground floor retail space.

II. Direction Provided by the Finance Committee / Revised Term Sheet

- At the February 23, 2018 and March 13, 2018 Finance Committee meetings, the Committee reviewed the Developer's proposed term sheets, and among other comments, provided the feedback to the Developer with respect to the main open issues, including with respect to (1) the number of municipal parking spaces required at the Town Center Garage, taking into account parking demand trends and other planned parking projects in the vicinity; (2) the proposed two (2) hour free parking, which the Finance Committee would only recommend if for a limited term of years; and (3) the need to incorporate City's design criteria to provide flexibility for potential future conversion to other uses, if parking demand continues to decline in the future.

Based on the direction provided at the March 13, 2018 Finance Committee meeting, and the parties' continued discussions, the Developer's revised Term Sheet is attached hereto as Exhibit "B."

A. Two (2) Hour Free Parking for Limited Term of Years.

The most significant revision in the Term Sheet relates to the 2 hour free parking. The Developer's Term Sheet now provides, in pertinent part:

- City will provide, for a period of ten years, two-hour free parking rights at the Town Center Garage, through a ticket validation system, for the benefit of Developer's retail tenants in the Developer's adjacent property between Abbott and Byron only (the "Retail Tenants");

- Developer to pay the City the amount of the operating losses, if any, at the Town Center Garage, and \$66,000 (for the replacement of the net revenue associated with the existing City-owned surface parking lots (collectively, the "Operating Payment"), for the entire ten year period during which 2 hour free parking is provided;

- Commencing on the fifth (5th) anniversary of the date the Town Center Garage is open to the public, and continuing thereafter until the 10th anniversary of the opening of the Town Center Garage, if the Developer's Retail Tenants occupy more than an average of 70% of the floor area in the Developer's retail building in any given calendar year, then the Developer shall pay the City for the value of all parking tickets validated for the Retail Tenants in that year, based on City's then-applicable standard garage parking rates.

- The 2 hour free parking provisions shall terminate after ten years, after which all parking shall be made available at the City's then applicable parking garage rates.

B. Additional Public Benefit for Education.

In addition to the compensation to the City in consideration for the various benefits Developer will receive under this transaction, the Developer has also now proposed an additional public benefit in support of the City's efforts to fund educational enhancements in the City. Specifically, Developer now proposes an additional contribution to the City of **\$125,000**, in the form of an annual payment of \$25,000 for five years, for after school programs at the Biscayne Elementary School in North Beach. The payments would commence upon issuance of full building permit for the Project.

C. Remaining Open Issue Relating to Potential Future Conversion of Garage for Other Purposes if Parking Demand Continues to Decline.

- In a prior iteration of the term sheet presented to the Finance Committee, the Developer accepted the provision that the Town Center Garage will be designed in a way that the garage can be converted to other uses after an initial period of **fifteen years**, i.e., if parking demand continues to decline. This period of fifteen years was specifically intended to provide City with the flexibility to respond to parking demand trends, as in the last two years alone, parking usage within the City has decreased approximately 20%.

Developer now proposes an initial term of **twenty years** during which the City cannot make any changes with respect to the operation of a City-owned garage on City-owned property.

The Administration recommends proceeding with the fifteen year period, as previously proposed by the Developer, as fifteen years is the maximum period of time recommended for the City to be "locked in" and assume the risks of underutilization for a City-owned garage, without the contractual ability to take action as may be deemed necessary in the City's best interests. As this is a policy decision, direction on this final remaining open issue is requested.

D. Concept Design Criteria for Future Garage Conversion for Other Uses.

At the March 13, 2018 meeting, the Finance Committee requested details as to how a design could accommodate potential future uses. Such design criteria includes, at a minimum:

- Increased floor-to-floor heights;
- Maximized flat area floor plates;
- Reduced vehicular ramp footprints in order to minimize future non-convertible areas;
- Structural design to accommodate change of use (increased loading);
- Inclusion of vertical plumbing/waste chases or core for future use;
- Potential inclusion of larger elevator shaft to accommodate future cargo elevator; and
- Utility connection points for future use.

With respect to floor-to-floor heights, **the term sheet provides for a minimum nine (9) foot clear.** This is the bare minimum that is necessary, below which any conversion would be physically impossible to achieve. The Administration's preference is for a ten (10) foot clear, which is the standard the City is applying to its own projects.

E. Additional Information Requested by the Finance Committee.

At the March 13, 2018 Finance Committee meeting, the Committee requested additional information, a copy of which is attached hereto, as follows:

1. A pro forma for the Town Center Garage, attached as Exhibit "C."
2. Comparative pro formas/financial statements for the Sunset Harbour Garage, the 5th and Alton Garage, and the Collins Park Garage, attached as Exhibit "D."
3. Parking demand analysis for the 72nd Street lot, attached as Exhibit "E."

F. Funding for Design and Construction.

The Administration has identified the funding for the City Costs for the Town Center Garage, with funds to be de-appropriated from the West Avenue Parking Garage and 2660 Collins Avenue Garage, as the garages are being removed from the capital improvement program. If the Finance Committee recommends approval of the Term Sheet, recommendation for a capital budget amendment would also be needed.

G. Next Steps and Pending Legislative Changes.

As the transaction involves a sale of City-owned property, pursuant to Section 1.03(b)(4) of the City Charter, and Section 82-37 of the City Code, the transaction will require approval by a 4/7ths vote of the Planning Board, and a 6/7ths vote of the City Commission. The Development Agreement will require approval of the City Commission following two readings/public hearings.

If the Finance Committee favorably recommends the proposed term sheet, the Finance Committee's recommendation will be presented to the City Commission for consideration at the April 11, 2018 City Commission meeting.

The term sheet would thereafter be presented to the Planning Board on April 17, 2018, in accordance with Section 1.03(b)(4) of the City Charter. Based on the final term sheet, the parties would finalize the Development Agreement for two readings/public hearings as soon as possible thereafter.

In addition, the Project will require the following legislative changes:

- Comp Plan amendment and LDR amendment to implement the F.A.R. increase to 3.5;
- Comp Plan amendment and LDR amendment to rezone GU properties;
- Comp Plan amendment and rezoning, if Developer requires rezoning of the Developer's properties to TC-1 (Developer to specify if Developer is proposing any new uses or height increases); and
- Ordinance to increase the height for the City parking garage to 75 feet.

CONCLUSION:

The Administration notes that much progress has been made with respect to the Term Sheet, in large part due to the clear direction provided by the Finance Committee, and the Committee's willingness to prioritize review of development opportunities in North Beach, including this project. With the exception of the issues related to the future conversion of the Town Center Garage – for which the Administration recommends a maximum initial period of fifteen (15) years, as explained in this Memorandum, the final Term Sheet reflects the direction the Committee provided at the February 23, 2018 and March 13, 2018 Finance Committee meetings. If the Committee recommends the proposed Term Sheet to the City Commission, the Administration recommends that the proposed capital budget amendment also be recommended to the City Commission.

ATTACHMENTS:

Description	Type
❑ Exhibit A - Parcel Map	Memo
❑ Exhibit B - North Beach Town Center Final Term Sheet	Memo
❑ Exhibit C - Town Center Garage Pro Forma	Memo
❑ Exhibit D - Comparative Pro Forma	Memo
❑ Exhibit E - 72nd Street Municipal Complex Potential Parking Requirements	Memo



Final Term Sheet and Comments
71st Street Town Center Development

A. The Project

1. The City currently owns the five parcels outlined in red on Exhibit "A" which contain 83 surface parking spaces.
2. North Beach Town Center Development, LLC ("Developer") owns the parcels outlined in yellow on Exhibit "A."
3. The portion of the project between Abbott and Byron would consist of two separate structures, consisting of 121,693 SF of retail in four stories and a garage with approximately 459-spaces.¹ Approximately 359 of the parking spaces would be gated public parking spaces in a separate City-owned parking structure (the "Town Center Garage"), and 100 of the parking spaces would be for the sole use of the ground floor retail tenant on the Developer's property, which is projected to be a grocery store.² The Town Center Garage property would also include approximately 4,934 sq. ft. ground floor restaurant/retail space.
4. The portion of the project between Abbott and Harding would consist of existing office buildings at 42,456 SF, and new a 134-unit residential building with 42,538 SF of ground floor retail uses and a 275-space parking garage, to serve the residential building and office tenants. City's participation in the project between Abbott and Harding would be limited to City's conveyance of the City-owned property located therein.
5. The City would convey its five parcels to Developer, and Developer would convey its parcels outlined in blue on Exhibit "A" to the City, for use for the Town Center Garage.
6. Developer will be responsible for designing, developing, permitting and constructing the Town Center Garage, with the City to reimburse Developer as provided in Section B.2 below.
7. Once the Developer completes the construction of the Town Center Garage, the City will condominiumize the City-owned parcels (outlined in blue in Exhibit "A"), with the City to own the Town Center Garage, and the Developer to own the approximate 4,934 sq. ft. ground floor retail space.

¹ **Note re the two separate building structures:** As the two structures are separate, each party to handle its own building maintenance. The Developer will reimburse the City for operating expenses and common area maintenance (CAM) for the Developer's condominium units per terms in a condominium document.

² **Note re: access to Developer's 100 spaces:** City uses gate/ticket control system for parking garages and there will be a second gate system, on the Developer's property, installed and operated at the Developer's cost and expenses, to separate the Town Center Garage from the Developer's 100 spaces. Shopping carts on Developer's property shall have a cart lock system to ensure shopping carts are physically maintained within Developer's property, and do not extend into the Town Center Garage.

B. Financial Terms

1. **Developer's Payments to the City.** In consideration for the various benefits the Developer will receive as part of the transaction, the Developer will pay the City a total purchase price of **\$1,746,320³**, consisting of the following:

a. \$800,000, consisting of the difference in the appraisal values between the City's parcels and the parcels the Developer will convey to the City (City's properties are appraised at \$800,000 higher than Developer's parcels).

b. \$354,240, in payment for Developer's easement rights to portions of the Town Center Garage, in perpetuity, generally consisting of 5 loading spaces and 2 trash compactors located within City's garage (the "Easement Area"). (The loading and trash area is approximately 2,952 SF, which valued at \$120/SF, is \$354,240).

c. \$592,080, at the [appraised] value of \$120/SF, for Developer's purchase of the approximately 4,934 square foot retail/restaurant space on the ground floor of the Town Center Garage.

d. The City will provide, **for a period of ten years only**, two-hour free parking rights at the Town Center Garage, through a ticket validation system, for the benefit of Developer's retail tenants in the Developer's adjacent property between Abbott and Byron only (the "Retail Tenants"). Developer to pay for the costs associated with procuring and implementing the validation system for the Developer's Retail Tenants. Once the Town Center Garage is in operation and open to the general public, the Developer shall pay the City the amount of the operating losses, if any, at the Town Center Garage, and \$66,000 (for the replacement of the net revenue associated with the existing City-owned surface parking lots (collectively, the "Operating Payment"), for the ten year period. Commencing on the fifth anniversary of the date the Town Center Garage is open to the public, if the Developer's Retail Tenants occupy more than 70% of the floor area in the Developer's retail building between Abbott Avenue and Byron Avenue in any given calendar year⁴ (the "Occupancy Threshold"), then the Developer shall make a payment to the City for each such calendar year where the Occupancy Threshold is met or exceeded, in an amount equal to the amount of all parking tickets validated for the Retail Tenants during the period in which the Occupancy Threshold was met or exceeded during such calendar year (the "Validation Payment"). The Validation Payment shall be calculated at City's generally applicable garage parking rates, as the same may be amended from time to time. City to provide the amounts due for the Validation Payment for any given year, within thirty (30) days following the end of the year, and Developer shall pay the Validation Payment within thirty (30) days thereafter. The Occupancy Threshold shall be reevaluated annually, and if the Occupancy Threshold is not met in a particular calendar year, then the Validation Payment is not owed from the Developer to the City for that respective year where the Occupancy Threshold is not met. Notwithstanding the foregoing with respect to the Validation Payment, Developer shall be responsible for the Operating Payment for the ten year period wherein two-hour free parking is provided for the Retail Tenants. In any event, after ten years the two-hour free parking terminates, and all parking at the Town Center Garage, for both the general public and the Developer's Retail Tenants shall be made available at the City's then applicable parking garage rates.

³ As the number of public parking spaces in the Town Center Garage, the size of the ground floor retail space and the size of the loading and trash area may change as the design is further developed, the final purchase price shall be adjusted proportionately based on the agreed \$120SF valuation.

⁴ The Occupancy Threshold shall be the average percentage occupancy, defined by tenants in possession of floor area in the Developer's retail building between Abbott Avenue and Byron Avenue, over the 365 day period in each respective calendar year.

e. Developer to pay the City 1.5% of construction costs for the Town Center Garage (approximately \$222,000), as required by the Art in Public Places Ordinance, set forth in Section 82-587 of the City Code. Such Funds to be used for the City Parking Garage or in the vicinity of the Town Center Garage, on City-owned property or City-owned rights-of-way, for public viewing. The Developer shall pay the Public Art Contribution to the City no later than thirty (30) days after the Developer obtains all necessary Building Permits for the Developer's Project.

f. Once the Town Center Garage is in operation and open to the general public, the Developer shall pay the City of the operating losses, if any, including the replacement revenue of the existing City-owned surface parking lots, at the Town Center Garage, for the ten year period where the two hour free parking is provided for the Developer's Retail Tenants.⁵

g. In addition to covering the expenses in Section B.1.f above, Developer to pay all common area maintenance ("CAM") costs for the Easement Area or condominium unit (5 loading spaces and 2 trash compactor spaces) through an Easement Agreement or Declaration of Condominium (final terms re: either easement or condominium for loading area to be determined in the Development Agreement). Developer to also pay for all CAM charges associated with Developer's ownership of the ground floor retail condominium unit.

h. Developer to pay all of City's outside attorneys' fees and transaction costs, as referenced more fully in Section E.5 below.

i. Developer to provide an additional public benefit in the form of an annual payment of \$25,000 for five years following the issuance of all necessary building permits for the Developer's project, to be applied toward after school programs at Biscayne Elementary School.

2. City's Payments to the Developer.

a. The City will pay Developer for the design, permitting and construction of the Town Center Garage, with a construction cost cap in the not-to-exceed amount of \$34,000 per space.⁶ Net of the payments due from the Developer under Section B.1 above (which amount to \$4,864.40 per space), **City to pay the Developer the not-to-exceed amount of \$10,459,680** (or \$29,135.60 per space) to design, permit and construct the Town Center Garage (the "City Costs").⁷

b. The City will reimburse Developer for the City Costs, based on the progress of construction work completed for the Town Center Garage. The City shall not be responsible for the disbursement of any sums in excess of the City Costs, except for City-requested change orders, or if not requested, change orders approved by the City Commission. Should the Developer's actual total construction costs be less than the \$34,000 per space charge to the City (excluding the payments due from the Developer),

⁵ **Note re operating losses to be covered by Developer:** City to provide a pro forma identifying City's line items relating to the operation of the Town Center Garage, in order to avoid any dispute as to what will be included in City's operating costs. Developer's proposal is only "to the extent such losses are [directly due] to the two hour free parking, and not to City mismanagement or other [unspecified] factors." City will operate the garage based upon the City's current parking garage operating standards, and the customary and reasonable operating costs associated therewith.

⁶ The Administration proposes a design and construction cap of \$34,000 per space, in line with the City's most recent design and construction costs for the Collins Park Garage. The City would then use the proceeds from the sale (\$4,864 per space based on 359 spaces and proceeds of \$1,746,320) to offset the \$34,000 per space parking costs.

⁷ The final net not-to-exceed and net per space amounts set forth in Section B.2.a. shall be proportionately adjusted based on the final number of public parking spaces in the Town Center Garage, final size of the ground floor retail space and the final size of the loading and trash area. Specifically, design revisions, such as internalization of loading, or incorporation of City's design criteria for potential future conversion of the garage, may result in fewer total parking spaces at the Town Center Garage.

the City Costs shall be reduced proportionately, and City shall only pay for its share of the actual costs for construction.

c. Developer to separately identify the schedule of values and the costs incurred for the Town Center Garage, and shall track all City Costs separately from the schedule of values or costs incurred for other portions of the Developer's project. The City Costs shall not include the costs to design, permit and construct the ground floor retail/restaurant unit (such costs shall be the sole responsibility of the Developer).

C. Design and Construction of the Town Center Garage.

1. The Developer and the City will work cooperatively to seek approval of the design and development of the Town Center Garage. The Developer will be responsible for submitting any required applications for development approvals, and for securing any and all final, non-appealable development approvals and permits.

2. The City shall have review over, and final approval of, the design and construction plans and specifications for the Town Center Garage to ensure that the Improvements are designed to meet the City's needs and standards. The City shall require a copy of all actual cost estimates, plans, and construction related contracts prior to and during construction.

3. The Town Center Garage will be designed in a way that the garage can be converted to other uses after an initial period of ~~fifteen~~twenty(2015) years, or earlier if mutually-agreed upon. Developer's charges include the costs associated with the City's design criteria for accomplishing a potential future conversion. Design criteria for conversion to future use will include the following: increased floor-to-floor heights (minimum nine foot clear); maximized flat area floor plates; reduced vehicular ramp footprints in order to minimize future non-convertible areas; structural design to accommodate change of use (increased loading); inclusion of vertical plumbing/waste chases or core for future use; larger elevator shaft to accommodate future cargo elevator; and utility connection points for future use.

4. The Developer shall deliver, for the City's review and approval, an estimated budget for the total cost (i.e. hard and soft costs) of the Town Center Garage, which budget shall be based upon the City-approved design and construction plans and specifications. In no event shall the City be responsible for costs in excess of the City Costs, nor shall the City have any obligation to pay any amounts in excess of the City Costs. At its sole option and discretion, the City may retain a consultant (i.e. such as a professional cost estimator) to verify the Developer's total estimated cost, with the cost of the consultant to be paid for by the Developer. Developer shall provide copies of all actual costs and invoices.

5. The Developer shall enter into a separate, stand-alone fixed sum or Guaranteed Maximum Price agreement with an architect and a contractor (the "Contractors") to construct the Town Center Garage. The Developer shall select the Contractors pursuant to a competitive procurement process which will be developed, initiated, and overseen by the Developer; provided, however, that the City shall have the right to approve the recommended Contractors, which approval shall not be unreasonably withheld, and which approval shall be based upon mutually acceptable criteria for the contractor's qualifications and record of performance for a comparable project.. The City shall also have the right to review and approve the contract with the selected General Contractor prior to such Contract being executed between the Developer and General Contractor.

6. The Developer shall provide, and shall cause its General Contractor to also provide, warranties, indemnities, and insurance in favor of the City. Prior to commencement of construction, the Developer shall cause the General Contractor to furnish City with a performance bond and payment

bond, in a form acceptable to the City Attorney, and naming the City and the Developer as co-obligees. Developer and construction contractor shall ensure no liens are filed on City's property. The construction contract must be assignable to the City (i.e., in the event the Developer defaults), and City shall be a third party beneficiary to the construction contract.

7. The Developer shall develop a plan for construction staging in order to minimize disruptions to the area in the vicinity of the Town Center Garage. Such plan shall be subject to the City's prior approval, which shall not be unreasonably withheld, conditioned or delayed.

D. The Operation of the Town Center Garage.

1. The City will operate the Town Center Garage as a municipal parking garage. City to have a validation system for customers of retail tenants on Developer's property for two-hour free parking as specified in Section B.1.d. Developer to pay for the costs of implementing the validation system for the benefit of its tenants.

2. The City will make available to North Beach residents monthly parking permits for the Town Center Garage, in the same manner as provided for residents in other City parking garages.

3. The Developer will also provide 100 parking spaces on its own property between Abbott and Byron, at its own expense, for the tenant on the first floor, and such spaces will not be included as part of the City's Town Center Garage. City shall have no responsibility for the costs of operating, maintaining, insuring, or making repairs to any of the Developer's 100 parking spaces located on Developer-owned property.

4. The Reciprocal Easement Agreement (or condominium structure, if agreed to) will, among other things, allocate common area maintenance costs between the Developer and the City and grant appropriate easements between the Developer's project and the Town Center Garage for access and circulation, including any easements and other rights necessary to allow the Developer's Retail Tenants to (i) utilize the ramp(s) and drive aisles within the Town Center Garage in order to access and use the 100 spaces on the Developer's Property, the Developer's Retail Building, and the parking spaces within the Town Center Garage; and (ii) access and use certain loading spaces and trash compactors serving the Developer's Retail Building, to be constructed within the Town Center Garage. In addition, the Reciprocal Easement Agreement shall expressly provide that, if the City repurposes the Town Center Garage in the future for non-parking uses, the easement rights granted to the Developer in the Reciprocal Easement Agreement shall nevertheless continue undisturbed, and the Developer shall assume the responsibility of maintaining in good condition and repair and in accordance with the Reciprocal Easement Agreement or Declaration of Condominium, as applicable, at the Developer's sole cost and expense, any easement areas that the Developer continues to require for its uses, but which, due to such repurposing, are no longer required for the City's uses, or if agreed in the Development Agreement, at City's option, such easement areas that are or become a separate condominium unit(s) may be conveyed by the City to the Developer for an agreed purchase price and the Developer will thereafter maintain such condominium unit(s) in good condition and repair in accordance with the Declaration of Condominium.⁸

E. Other Terms.

1. The Closing for the exchange of properties shall take place within 30 days following the satisfaction of the following conditions: (i) the City Commission's adoption of all necessary amendments to the City's Comp Plan and Land Development Regulations required for the Project; (ii) the City Commission's appropriation for the City Costs to be paid to the Developer for the design, permitting, and construction of the Town Center Garage; (iii) issuance of all final, non-appealable development approvals

⁸ Pending updated layout to address Developer's discussions with Planning Department re: internalization of loading.

for the Developer's Project; (iv) evidence of Developer equity and financing commitments sufficient to complete the Developer's overall project; and (v) an opinion of the City's Parking Bond rate consultant, as required by the bond covenants in the City's Parking Bond Resolution, that the transaction will not have a material adverse effect on the net revenues of the Parking System. Developer may terminate the Development Agreement for its convenience prior to the Closing, and in such event, neither party shall have or owe any further obligation to the other party.

2. At Closing, Developer to pay the City (i) the \$800,000 for the difference in the appraised value of the land, as set forth in Section B.1 above. The payments from Developer in subsections B.1.b and B.1.c will be applied as credits against the amounts the City is otherwise obligated to pay the Developer for the design and construction of the Town Center Garage, as set forth more fully above in Section B.

3. The Development Agreement shall include permitted uses/prohibited uses for the Developer project, along with provisions regarding a quality tenant mix.

4. Prior to the completion of the Project, any transfer of the property by the Developer (except a transfer to a related company) shall require approval by the City Commission. [Transfer/assignment provisions post-completion of Project to be further discussed, as (1) any successor in interest to Developer must assume all ongoing obligations of Developer, i.e., as to Operating Payment, Validation Payment, and any other post-completion obligations, and (2) City needs to ensure that any successor owner has financial wherewithal to deliver on obligations].

5. Developer reaffirms its commitment, pursuant to the Reimbursement Agreement dated on or about February 18, 2018, to pay for the City's transaction costs, including outside counsel, for the Project.

6. The Developer shall obtain the full building permit for the Town Center Garage within 24 months following the execution of the Development Agreement, subject to tolling in the event of litigation and/or force majeure. Final completion of the Town Center Garage shall occur within 24 months following issuance of full building permits subject to tolling in the event of litigation and/or force majeure.

7. [Termination provisions to be addressed in DA. City does not agree to any Developer termination for convenience after Closing.]

Exhibit A



CITY OF MIAMI BEACH
PARKING DEPARTMENT
North Beach Town Center
459 Spaces

		Based on Sunset Harbor	
	REVENUE	First 2 hours FREE	First 2 hours PAID (\$1/HR)
	TRANSIENT First 2 hours*		\$ 236,000
	TRANSIENT*	\$ 268,000	\$ 268,000
	MONTHLY RESIDENTS (25% of 459 spaces = 115 monthlies)		
	50% resident (50% of 115 = 58)	\$ 52,000	\$ 52,000
	MONTHLY NON-RESIDENT (25% of 459 spaces = 115 monthlies)		
	50% non-resident (50% of 115 = 57)	\$ 73,000	\$ 73,000
	SALES TAX	\$ (26,000)	\$ (42,000)
	TOTAL NET REVENUE	\$ 367,000	\$ 587,000

* Based on pro-rata data with no revenue after 6pm.

Assuming 74% of transaction are 2 hours or less based on Walker Parking Study

	EXPENSES		
000312	TOTAL PROFESSIONAL SERVICE	\$ 102,000.00	\$ 102,000.00
	SUPERVISOR/ATTENDANT (1 attendant/16 hours daily)	\$ 94,000	\$ -
	LANDSCAPING **	\$ 8,000	\$ -
000314	ELECTRICITY **	\$ 23,000.00	\$ 23,000.00
000316	TELEPHONE (\$1,218/MO)	\$ 15,000.00	\$ 15,000.00
000317	WATER (\$20/MO)	\$ 1,000.00	\$ 1,000.00
000318	SEWER (\$200/MO)	\$ 3,000.00	\$ 3,000.00
000319	SANITATION (\$1,300/MO - once weekly)	\$ 16,000.00	\$ 16,000.00
000324	PRINTING/TICKETS ETC.	\$ 5,000.00	\$ 5,000.00
000325	TOTAL MAINTENANCE CONTRACTS	\$ 96,800.00	\$ 96,800.00
	JANITORIAL **	\$ 64,000	\$ -
	ELEVATOR **	\$ 6,000	\$ -
	EXTERMINATING SERVICES \$250/MO	\$ 3,000	\$ -
	FIRE EXTINGUISHERS \$150/MO	\$ 1,800	\$ -
	FIRE ALARM MONITORING \$250/MO	\$ 3,000	\$ -
	COURIER SERVICE \$17/day	\$ 7,000	\$ -
	REVENUE CONTROL EQUIPMENT **	\$ 12,000	\$ -
000329	STORMWATER \$800/MO	\$ 10,000.00	\$ 10,000.00
000341	OFFICE SUPPLIES	\$ 3,000.00	\$ 3,000.00
000342	TOTAL REPAIRS & MAINTENANCE	\$ 15,000.00	\$ 15,000.00
	R & M SUPPLIES	\$ 5,000	\$ -
	REVENUE CONTROL R & M		
	(NOT COVERED UNDER WARRANTY)	\$ 5,000	\$ -
	ELEVATOR REPAIRS		
	(NOT COVERED UNDER CONTRACT)	\$ 5,000	\$ -
000343	Other Operating - Windstorm Insurance **	\$ 60,000.00	\$ 60,000.00
000349	Other Contractual - SECURITY (1 guard - 24/7 @ \$20/hr)	\$ 175,200.00	\$ 175,200.00
	TOTAL OPERATING EXPENSES	\$ 525,000	\$ 525,000
	PROFIT/(LOSS)	\$ (158,000)	\$ 62,000

** Based on pro-rata data for Sunset Harbor Garage Expenses

**CITY OF MIAMI BEACH
PARKING DEPARTMENT
COMPARISON**

COLLINS PARK 500 Spaces		SUNSET HARBOR GARAGE 430 Spaces	FY17 Actual	5TH & ALTON 1080 Spaces	CY17 100% Actual
TRANSIENT 300 x Avg Ticket Price @ \$6.00 Mon-Sun (8a to 6p)	655,200	TRANSIENT	615,231	TRANSIENT	388,697
TRANSIENT 200 x 156 days x \$15.00 Fri Sat & Sun (nights & weekends)	468,000				
MONTHLY RESIDENT (30% of 500 spaces = 150 monthlies)	67,000	MONTHLY	227,544	MONTHLY	15,862
50% resident (50% of 150 = 75)					
MONTHLY NON-RESIDENT (30% of 500 spaces = 150 monthlies)	96,000				
50% non-resident (50% of 150 = 75)				VALET	376,220
SALES TAX	(81,544)			MISC & INTEREST EARNING	20,205
TOTAL NET REVENUE	1,204,656	TOTAL NET REVENUE	842,775	TENANT CONTRIBUTION	394,738
				TOTAL NET REVENUE	1,195,722
EXPENSES	519,092	EXPENSES	459,627	EXPENSES	1,362,671
PROFIT/(LOSS)	685,564	PROFIT/(LOSS)	383,148	PROFIT/(LOSS)	(166,949)

- City owns all the land and is paying all design/build costs.
- There is no third party interest in this project.
- Will be operated as typical municipal garage.

- Developer assembled 43,500 SF of land
- City paid \$8.5M to developer for garage air rights
- Developer paid for retail (31,500 SF) construction costs.
- Developer paid its share of common area construction costs.
- Developer owns retail condominium space (35% of project)
- City paid for all of the garage construction.
- City owns garage condominium space (65% of project).

- Total cost of garage (1,081 spaces): \$19,269,068
- City purchased 500 spaces at \$27,000 each
- City paid \$395,327 for elevator space
- City paid \$333,333 for transit facility dedicated area
- City paid half of parking equipment cost

REVISED Parking Requirements - 72nd Street Municipal Complex and Aquatic Center Options

3/23/2018

Option	LU	Description	Size	Info	Section 130.32	1 space per	Spaces
Garage	Library/Media Center	2-level bldg....SW corner of the garage maybe incl some of the garage interior (40 seats)	4,400	40 seats	(7)	4 seats	10
		Library café (20 seats)	600	20 seats	(13)	4 seats	5
		Subtotal	5,000				15
	Community Mtg Room	Located on Roof Level (50 seats)	5,000	50 seats	(7)	4 seats	13
	Commercial Space	Remaining SF after adjustments for library, community center	10,000	80% eff	(36)(37)	300 SF	27
	Athletic Club ¹	Adult-focused gym with running	7,500	No requirement indicated in regulations ¹			27
	All Wheels Skate Park ²	Area located along Collins Avenue	20,000	No requirement indicated in regulations ²			7
	Passive Space ²	whatever is left unused on the site	40,000	No requirement indicated in regulations ³			14
TOTAL			87,500				102

¹ Athletic Club, 3.55 spaces per 1,000 SF of GFA, Parking Generation Manual, 3rd Edition, Institute of Transportation Engineers

² City Park, 5.0 spaces/acre, Parking Generation Manual, 3rd Edition, Institute of Transportation Engineers

Estimated Parking Generation - Community Pool ³	Size	Info	Section 130.32	1 space/	Spaces
Seating	100 grandstand seats	cap. 100	(7)	4 seats	25
Community Pool (50m x 25m) ⁴	1250 M ² = 12,450 SF	50 SF/Pers	N/A	4 persons	62
Café	850 SF	80% eff.	(13)	60 SF	11
TOTAL					99

³ No parking requirements stated for Parking District 1

⁴ Assumption of capacity equivalent to 50 SF/persons and 1 parking space for every 4 persons

Parking Requirements - 72nd St Municipal Complex

Project Component	Spaces
Existing Parking Demand ⁵	255
Parking Structure	102
Community Pool	99
Total Parking Spaces Required	455

⁵ Walker Parking Analysis, North Beach 2014

NOTE:

The team is proceeding to develop the feasibility study for the 72nd Street Complex, incorporating the following programmatic elements:

- 1) Parking garage
 - Ability to convert to non-parking use in the future
 - Approximately 460 spaces: 107 spaces required for planned facility, 97 spaces required for community pool facility and 255 projected need.
 - Structure and “Active Liner” arranged to reinforce commercial corridor at southwest corner of site
- 2) All-wheels park up to 20,000 SF in size
- 3) Passive Park measuring approximately 56,000 SF
- 4) Roof-top Community Pool measuring 50m x 25m, including all support facilities, with movable bulkheads and movable floor (high school competition model)
- 5) Approximately 20,000 SF of civic/commercial space, inclusive of active liner
 - 5,000-10,000 SF Library/Media Center
 - Roof-top community meeting room up to 2500 SF, potentially part of the Library
 - 7,500 SF adult focused, upscale fitness gym with running track

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: March 26, 2018

SUBJECT: **DISCUSSION REGARDING SUSTAINABLE FUNDING SOURCES FOR
EDUCATIONAL ENHANCEMENTS IN MIAMI BEACH PUBLIC SCHOOLS**

HISTORY:

BACKGROUND

- At the March 1, 2017, Commission meeting, a referral was made to the Finance and Citywide Projects Committee (FCWPC) to examine options that may be available to the City to provide supplemental funding for enhancements and other support for public schools within the City's geographical boundaries. A companion item was also referred to the Neighborhoods/Community Affairs Committee (NCAC), to hold a discussion regarding a governance structure with respect to the manner in which any such supplemental City funds to support public schools should be spent or used. During the March 31, 2017 FCWPC meeting, members recommended the creation of a non-profit charitable 501(c)(3) entity to raise funds for public education within the City. Resolution 2017-30041 on October 18, 2017 was repealed at the February 14, 2018 Commission meeting (Item C7W) to allow for the utilization of One Miami Beach Inc. Not-for-profit 501(C)(3) organization for the public purpose of accepting charitable donations to be used for providing education enhancements to Miami Beach Public Schools.

Staff received direction at the April 26, 2017 Commission meeting to survey members of the community with children in a Miami Beach public school to determine what educational enhancements were needed, and present the findings to the Finance and Citywide Projects Committee (FCWPC). City administration developed and conducted an education enhancement survey in May 2017 to gather input on potential enhancement; this preliminary survey received 374 community responses. Staff met with Miami Beach public school principals and district personnel in July 2017 to identify additional enhancements for inclusion in the follow-up prioritization survey. Between October 11, 2017 and November 13, 2017 administration conducted an Education Enhancement Prioritization Survey as directed. Results from the survey were shared via LTC 562-2017 in November 2017. At the March 13, 2018 FCWPC meeting, staff was directed to review unfunded educational initiative projected costs with each school PTSA Executive Board to further prioritize potential enhancements for each school.

ANALYSIS:

EDUCATION ENHANCEMENT PRIORITIZATION BY SCHOOL PTSA EXECUTIVE BOARDS

Staff met with each Miami Beach public school PTSA Executive Boards to review results from the Educational Enhancement Prioritization Survey, as well as additional proposed enhancements from the Commission Retreat in March 2018 and Commission meeting in March 2018. Below is a summary by schools of prioritized enhancements,

as well as recommendations for the reallocation of funds for enhancements currently underway.

Nautilus Middle School (March 14, 2018)

Priority Enhancements requested needing funding (no specific order):

Reading and math tutors during and after-school
LCSW for Mental Health Support (+1 full-time)
Weekend student tutorial program
MB Police in lieu of SLO
Provide additional security guards (+4)
Provide Internet Safety classes (outside provider)
Arts & Culture enrichment during school hours and addition of similar class electives during school hours (music, art, life skills, coding, etc.)
IT support personnel (+1 PT)
Resources for ESE students/programs
Reduce counseling teacher student ratios
Bus transportation home for after-school PTSA enrichment, student club meetings, and school sports programs
STEAM program support (TBD)

Additionally, the board identified two existing funded enhancements to sunset with those funds to be used for reading and math and LCSW mental health professional:

VPK – Voluntary Pre-Kindergarten \$141,000

Dual Enrollment after-school \$9,000

Miami Beach Senior High School (March 20, 2018)

Priority Enhancements requested needing funding (no specific order):

Access for MB youth to city facilities
Extracurricular after-school activities such as drama/theater, coding, robotics, etc.
LCSW for Mental Health Support (+1 F/T)
Tutoring ACT/SAT/PERT
Reading and math tutors during and after-school
College guidance assistance
Resources for ESE students (+3 P/T)
Reduce counseling teacher student ratios (+4 F/T)
MB Police in lieu of SLO (+1 F/T)
Provide additional security guards (+3 P/T)
IT support personnel (+1 P/T)
STEAM program support (TBD)

Additionally, the board identified two existing funded enhancements to sunset with those funds to be used for reading and math and LCSW mental health professional, and MB PD in schools:

VPK – Voluntary Pre-Kindergarten \$141,000

School Liaison Officers - \$250,000 to be used for MB PD

North Beach Elementary (March 21, 2018)

Priority Enhancements requested needing funding (no specific order):

Access for MB youth to city facilities
LCSW for Mental Health Support (+1 F/T)

Reading and math tutors during school
Elementary Teaching Assistant grades K-1 (+3 F/T)
Resources for ESE students (+3 P/T)
MB Police in lieu of SLO (+1 F/T)
Provide additional security guards (+3 P/T)
IT support personnel (+2 P/T)
STEAM program support (1 P/T lab coordinator and lab)

Additionally, the board identified two existing funded enhancements to sunset with those funds to be used for reading and math and LCSW mental health professional, and MB PD in schools:

VPK – Voluntary Pre-Kindergarten decreased by 1 class \$70,000
School Liaison Officers - \$250,000 to be used for MB PD

South Point Elementary (March 22, 2018)

Priority Enhancements requested needing funding (no specific order):

LCSW for Mental Health Support (+1 F/T)
Reading and math tutors during school
Elementary Teaching Assistant grades K-5 (+2 F/T and +2 F/T)
Resources for ESE students (+1 P/T)
MB Police in lieu of SLO
Provide additional security guards (+3 P/T)
Internet Safety Training (outside provider)
IT support personnel (+2 P/T)
STEAM program support (1 P/T lab coordinator and lab)
Music and Art Enrichment during school

Additionally, the board identified two existing funded enhancements to sunset with those funds to be used for reading and math and LCSW mental health professional, and MB PD in schools:

VPK – Voluntary Pre-Kindergarten decreased by 1 class \$70,000
School Liaison Officers - \$250,000 to be used for MB PD

Biscayne Elementary (March 22, 2018)

Priority Enhancements requested needing funding (no specific order):

Extracurricular after-school activities
LCSW for Mental Health Support (+1 F/T)
Reading and math tutors during school
Elementary Teaching Assistant grades K-1 (+10 P/T)
Resources for ESE students (+10 P/T)
Weekend student tutorial
MB Police in lieu of SLO (+2 F/T)
Provide additional security guards (+2 P/T)
IT support personnel (+1 PT)
STEAM program support (1 P/T lab coordinator and lab \$20,000)
Art and Music Enrichment

Additionally, the board identified two existing funded enhancements to sunset with those funds to be used for reading and math and LCSW mental health professional, and MB PD in schools:

School Liaison Officers - \$250,000 to be used for MB PD

Fienberg Fisher K-8 Center (March 22, 2018)

Priority Enhancements requested needing funding (no specific order):

Extracurricular afterschool activities
LCSW for Mental Health Support (+2 F/T)

Reading and math tutors during school
 Elementary Teaching Assistant grades K-2 (+15 F/T)
 Resources for ESE students (+10 P/T)
 MB Police in lieu of SLO (+1 F/T)
 Provide additional security guards (+2 P/T)
 IT support personnel (+1 PT)
 STEAM program support (1 P/T lab coordinator and lab)
 Art and Music Enrichment

Additionally, the board identified two existing funded enhancements to sunset with those funds to be used for reading and math and LCSW mental health professional, and MB PD in schools:

VPK – Voluntary Pre-Kindergarten decreased by 1 class \$70,000

School Liaison Officers - \$250,000 to be used for MB PD

EDUCATION COMPACT FUNDING CHART

The below chart provides information on enhancements currently underway, and estimated cost per year. Also included is the estimated partner contribution for each enhancement and the number of youth participating annually. Currently, enhancements are funded from waste hauler public benefit contributions to education at \$100,000 per year and for FY18 \$195,000 from parking garage advertisement revenue. Also, \$129,000 in funding is provided from the general fund in FY18.

	CMB Annual Budgeted Funding	Partner Annual Estimated Contribution *	Youth Estimated Participation Annually
Voluntary Pre-Kindergarten	\$ 141,000.00	\$ -	40
International Baccalaureate	\$ 50,000.00	\$ 1,000,000.00	4,825
Miami Dade Public School Agendas	\$ 18,000.00	\$ 11,137.40	5,300
Nurse Initiative w/Neighboring Municipalities	\$ 16,000.00	\$ 17,601.00	2,830
Nurse Initiative - Behavioral Health	\$ 54,000.00	\$ 35,400.00	8,300
Miami-Dade College Dual Enrollment Program	\$ 28,000.00	\$ 15,152.00	150
FIU Dual Enrollment	\$ 62,000.00	\$ 33,568.00	387
Common Threads Program	\$ 19,000.00	\$ 12,928.34	359
Substitute Teacher Incentive Program	\$ 3,000.00	\$ -	
Anti-Defamation League- No Place for Hate	\$ 4,000.00	\$ 4,125.00	7,100
Total	\$ 395,000.00	\$ 1,129,911.74	

*Partner annual estimated contributions are based on the following:

- IB – Per MDCPS estimated annual costs include IB coordinator at each of the six schools, IB materials, IB Diploma exam costs, annual fees, etc.
- Agenda partner contribution \$600 North Bay Village, \$5,300 school PTSA, and \$5,300 ad sales
- Nurse Initiative partner contribution \$3,600 Towns of Surfside, Bay Harbor, and Bal Harbor, and \$6,600 North Bay Village
- Behavioral Health partners for mental health \$22,000 Boringuen and \$13,000 Children's Trust
- Miami-Dade College dual enrollment \$15,152 MDCPS contribution for textbooks
- Florida International University dual enrollment \$33,568 MDCPS contribution for textbooks
- Common Threads partnership contribution of \$12,928
- Anti-Defamation League partnership contribution \$4,125

UNFUNDED PROPOSED EDUCATIONAL ENHANCEMENTS OPTIONS

The below chart provides information on enhancements not funded (if applicable), and estimated cost per year for two (2) potential options (if needed).

Education Enhancements Unfunded (as applicable)	Option #1 Projected Cost	Option #2 Projected Cost
Rate my teacher/professor		
Parent Academy-training by City on using Parent Portal		
Independent Evaluation of school programs	\$ 100,000	
Extracurricular after-school activities, such as: drama/theater, competitions, chorus, robotics, coding etc.,	\$ 58,500	\$ 51,600
Tutoring and ACT/SAT/PERT prep materials	\$ 12,500	\$ 76,250
Reading and Math tutors during and after-school	\$ 50,000	\$ 50,000
Elementary Teaching Assistant grades K-1	\$ 218,484	\$ 599,760
Educational guidance and college application assistance	\$ 85,000	\$ 30,800
Reduce counseling teacher student ratios	\$ 205,665	\$ 89,964
Resources for ESE students/programs	\$ 219,484	\$ 599,760
Weekend student tutorial program		
w/participation incentives and snacks	\$ 82,800	
Training opportunities for school security at public schools in Miami Beach		
Truancy prevention programs		
Provide additional security guards	\$ 171,360	\$ -
Provide Internet safety classes	\$ -	\$ 6,000
Technology training at school sites for parents/guardians		
Provide information technology(IT) support to public schools	\$ 104,358	\$ 200,730
Total	\$ 1,308,151	

Detailed explanations for each enhancement above and options are provided below:

- Rate my teacher/professor – no funding needed as program is available and in use
- Parent Academy-training by City on using Parent Portal – MDCPS offers “Technology and the modern family”, as well as training from the State Attorney, Public Defender’s Office, and Melissa Institute through MB Parent Academy at no cost. Student curriculum includes Digital Citizen Initiative with two lessons per quarter including Common Sense Digital Citizenship and Social Media tips.
- Independent Evaluation of school programs may be completed by consultant pending cooperation from M-DCPS for needed data sets.
- Extracurricular after-school activities, such as: drama/theater, competitions, chorus, robotics, coding etc..
 - Option #1 includes partnership with school PTSA for hourly coach/instructor for various programs at \$65-\$100 per hour for 14 days per semester for 15 youth per program. Option includes \$1,400 per class with 10 classes in both the Fall and Spring for two (2) Biscayne Elementary and Fienberg Fisher K-8 Center, with an additional \$2,500 administrative cost for classjuggler.com for ease of scheduling and registration. **Total cost \$58,500 per year for two schools for between 600 – 800 youth.**
 - Option #2 includes partnership with external STEM company for three step programs (Robotics, STEM rotation, and Advanced STEM) for \$75 per hour for 20-40 youth per semester for 44 days (2 hours each session) at \$6,600 per school for six schools plus an assistant at \$20 per hour at \$2,000 per school. Total \$8,600 per school for 40 youth at each school for 6 schools. Total cost **\$51,600 for 240 youth.**
- Tutoring and ACT/SAT/PERT prep materials
 - Option #1 includes partnership with Prep Works for SAT/ACT/PSAT test preparation for 500 students using online support and teacher training to increase utilization at total cost of **\$12,500 per year for 500 youth.**
 - Option #2 includes partnership with Kaplan SAT/ACT test prep with live online sessions for a 25 hour class for up to 50 youth at \$15,250 per session. **Total cost \$76,250 for 5 sessions for 250 youth.**
- Reading and Math tutors during and after-school
 - Options #1 provides for partnership with local university during critical reading course for 25 college students at a Miami Beach elementary/middle school site at \$10 per hour per student for up to an additional 100 hours per semester (25 youth each semester) each for reading interventions. University professor to supervise. **Total cost \$50,000 for 1,250 youth at five (5) schools.**
 - **Option #2 provides for partnership with local college during practicum class for 25 college students to provide reading intervention at elementary/middle school site at \$10 per hour per**

student for up to an additional 100 hours per semester (25 youth each semester) each for reading interventions. Total cost \$50,000 for 1,250 youth at five (5) schools.

- Elementary Teaching Assistant grades K-1
 - Option #1 includes hourly non-degreed teaching assistants at \$10.20 per hour + 19% fringe (5 hours per days x 180 days = \$10,925 per) for 20 assistants **at \$218,484 for two (2) schools.**
 - Option #2 includes hourly degreed teaching assistants at \$28 per hour + 19% fringe (5 hours per days x 180 days = \$29,988 per) for 20 assistants **at \$599,760 for two (2) schools.**
- Educational guidance and college application assistance
 - Option #1 includes a partnership with college counselor services outside of school for in-person/skype individual youth sessions up to 4 hours per year per youth afterschool/evenings year-round for 500 high school youth and 4-6 onsite parent/student informational sessions. **Total cost is \$85,000 for 2,000 hours for 500 youth.**
 - Option #2 includes online support for 500 students. **Total cost is \$30,800 (\$10,400 startup) for 500 youth.**
- Reduce counseling teacher student ratios
 - Option #1 adds a traditional counselor to three schools per year. Cost \$68,555 per counselor per school with fringe. **Total cost for three counselors \$205,665 per year.**
 - Option #2 hires hourly counselors during school hours at \$28 per hour for 5 hours per day plus 19% fringe. **Total cost is \$89,964 for three hourly counselors per year.**
- Resources for ESE students/programs
 - Option #1 includes hourly non-degreed teaching assistants at \$10.20 per hour + 19% fringe (5 hours per days x 180 days = \$10,925 per) plus \$50 per for paraprofessional exam (\$1,000) for 20 assistants **at \$219,484 for six (6) schools.**
 - Option #2 includes hourly degreed teaching assistants at \$28 per hour + 19% fringe (5 hours per days x 180 days = \$29,988 per) for 20 assistants **at \$599,760 for six (6) schools.**
- Weekend student tutorial program w/participation incentives and snacks provides for hourly MDC honors program students at \$10 per hour for 3 hours per week for 36 weeks plus snacks at \$3,000 per site (\$1,080 per tutor for 10 tutors x 36 days plus snacks). Bus transportation for youth to be determined. **Total cost \$13,800 per school for 6 schools at \$82,800.**
- Truancy prevention programs are provided through MDCPS success programs. City may apply for grant funding (Ex. JAMS) for 75 youth from MBSH in 2018-19 at \$37,000.
- Provide additional security guards provides for hiring of part time security between \$10-\$18 per hour and 19% fringe (\$10,710 per) with projection of 16 positions (8 elementary, 3 Nautilus, 5 Beach High). **Total cost \$171,360.**
- Provide internet safety classes
 - Option #1 provides internet safety through MDCPS at no cost
 - Option #2 provides internet safety through outside provider at \$2,000 for 2 hour class for 1,000 youth per class. **Total cost \$6,000 for three schools.**
- Technology training at school sites for parents/guardians offered at no cost through MDCPS MB Parent Academy
- Provide information technology(IT) support to public schools
 - Option #1 provides for hourly degreed IT support at \$28 per hour plus 19% fringe for 5.8 hours per day for 180 days a year. **Total cost for 3 positions is \$104,358**
 - Option #2 provides for full time IT support at \$28 per hour plus 19% fringe at \$66,910 per position. **Total for 3 positions \$200,730.**

EDUCATION COMPACT

On January 8, 2008, the City entered into an Education Compact (the "Compact") with Miami-Dade County Public Schools (M-DCPS). Developed with significant community input, the Compact reflects the desire of the Miami Beach community to support excellence in its schools and an investment in the overall enhancement of education for its residents. The Compact currently addresses and supports the following priority areas:

- Teacher Recruitment/Retention;
- Communication;
- Parental Involvement/Family Support/Youth and Community Engagement;
- Health and Well-Being;
- Student Achievement;
- Safety; and
- Technology.

In Resolution No. 2015-28997, the City Commission directed the Administration to expand the Compact to address the following areas: Early Learning; Extracurricular/Choice Offerings; and Afterschool Programming.

Since then, the City has entered into contracts with M-DCPS and other organizations for the following initiatives: Voluntary Pre-kindergarten (VPK) at Fienberg Fisher K-8 Center and Biscayne Elementary; Dual Enrollment Expansion through partnerships with Florida International University and Miami-Dade College at Miami Beach Senior High School and Nautilus Middle School; and Afterschool Teen Program at Nautilus Middle School.

The City supports excellence in education in the City's public schools recognizing it is an investment in the overall enhancement of education for residents. Enhanced student achievement includes a seamless curriculum of advanced studies through the International Baccalaureate (IB) Program, from Pre-Kindergarten through twelfth grade. To date, approximately \$936,000 has been expended for application fees, professional development for teachers, and other youth related activities including dual enrollment, Nurse Initiative, Common Threads, and Mental Health Services (not including Voluntary Pre-K), for an additional \$489,000 for the first three years.

CONCLUSION:

NEXT STEPS

At the request of the FCWPC, administration has obtained cost estimates for those enhancements identified that are not currently underway or not supported by MDCPS MB Parent Academy programming. These estimates include partnership opportunities and the anticipated number of student participants. Additionally, administration has met with each Miami Beach public school PTSA Executive Board to prioritize potential enhancements. This information is provided for further discussion and consideration for implementation.

If you have any questions, please feel free to contact me.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: March 26, 2018

SUBJECT: **DISCUSSION REGARDING THE GARAGE RATE INCREASES APPROVED IN 2015**

HISTORY:

On September 30, 2015, the City Commission approved Ordinance No. 2015-3966 amending several parking rates (see attached).

ANALYSIS:

Below are the rates currently in effect.

Parking Meter Rates

- South Beach Parking Zone
on-street rates \$4.00 hourly
off-street rates \$2.00 hourly
- East Middle Beach Parking Zone
on-street rates \$3.00 hourly
off-street rates \$2.00 hourly
- West Middle Beach Parking Zone
on-street rates \$1.00 hourly
off-street rates \$1.00 hourly
- North Beach Parking Zone
on-street rates \$1.00 hourly
off-street rates \$1.00 hourly

It is important to note that the hourly parking meter rate increases did not apply to Miami Beach residents. Miami Beach residents enjoy a reduced hourly parking meter rate of \$1.00/hour citywide, through Parkmobile (payment mobile application).

Metered Parking Space Rentals

- Valet ramp space rental \$31.50 per day
- Construction space rental \$25.00 per day
- Special Event space rental \$25.00 per day
- Film/Print space rental \$10.00 per day

Residential Parking Virtual Visitor Permits

- \$3.00 per day

However, the approved rate increases at the garages has not taken effect since we did not yet have a mechanism to provide the discounted rate for residents.

We have now completed the transition of the gated parking equipment (SkiData) in nine (9) of ten (10) garages which includes payment acceptance via Parkmobile (mobile app). Therefore, we can now extend the resident parking rate discount currently available at metered parking at our garages as well.

The remaining facility to transition is the 5th & Alton Garage where parking rates are governed by the developer pursuant to the development agreement and therefore not governed by city ordinance.

CONCLUSION:

In summary, the approved increase to the garage rates would increase the first four (4) hours from \$1/hour to \$2/hour, which is the current rate at our parking lots.

The increase to garage parking rates is recommended due to the following:

1. Parking garage hourly rates should be consistent with the metered parking lot rate of \$2.00 per hour to achieve parity for all off-street parking facilities and this increase would achieve parity.
2. Parking utilization and related revenues are trending down. The garage hourly rate increase is projected to increase revenues by \$2,670,000 which would offset this down trend.
3. There are several initiatives funded by the Parking Enterprise Fund, including: transfer to the Transportation Department to fund trolley operations; and transfer to the general fund to offset a millage increase.

We are ready to proceed with the rate increase and are seeking direction as to effective date.

ATTACHMENTS:

Description	Type
□ Ordinance No. 2015-3966	Ordinance

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

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

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

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

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

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

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

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

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

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

CHAPTER 106

TRAFFIC AND VEHICLES

* * *

Article II. Metered Parking

Division I. Generally

* * *

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

(a) Parking meter rates and time limits.

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

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

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

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

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

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

(4) 16th Street Garage:

a. Transient Rate:

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

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

(5) 17th Street Garage:

a. Transient rates:

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

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

(6) City Hall Garage

a. Transient rates:

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

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

(7) Pennsylvania Avenue Garage:

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

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

(8) Sunset Harbor Garage:

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

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

(9) *42nd Street Garage:*

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

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

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

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

(c) Facility specific monthly parking permit program.

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

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

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

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

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

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

(g) Metered parking space rentals.

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

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

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

(h) *Parking space removal.*

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

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

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

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

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

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

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

(l) *Exceptions.*

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

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

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

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

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

(o) *Resident scooter and motorcycle permits.* Annual scooter and motorcycle parking permits are available for a fee of \$100.00 per scooter or motorcycle for Miami Beach residents who are registered with the State of Florida as the scooter or motorcycle owner. The permit will be honored at all designated scooter and motorcycle municipal metered parking spaces.

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

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

SECTION 2. CODIFICATION.

It is the intention of the Mayor and City Commission of the City of Miami Beach, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code of the City of Miami Beach, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section", "article", or other appropriate word.

SECTION 3. REPEALER.

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

SECTION 4. SEVERABILITY.

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

SECTION 5. EFFECTIVE DATE.

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

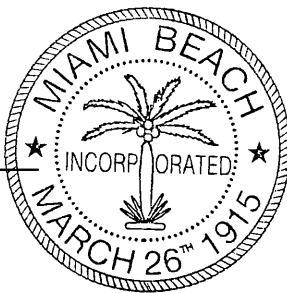
PASSED AND ADOPTED this 30 day of September, 2015.

ATTEST:



Rafael E. Granado, City Clerk

10/1/15





Philip Levine, Mayor

Underline denotes new language

~~Strike through~~ denotes deletions

Double underline denotes new language after First Reading

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

(Sponsored by Commissioner Deede Weithorn)

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION



City Attorney

9/22/15

Date

Condensed Title:

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

Key Intended Outcome Supported:

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

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

Item Summary/Recommendation:

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

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

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

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

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

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

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

Advisory Board Recommendation:

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

Financial Information:

Source of Funds:		Amount	Account
	1		
	2		
OBPI	Total		

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

City Clerk's Office Legislative Tracking:

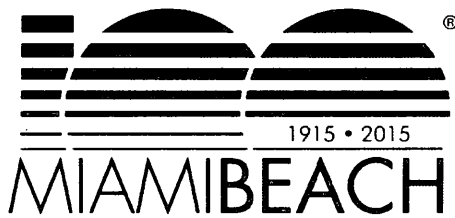
Saul Frances, extension 6483

Sign-Offs:

Department Director	Assistant City Manager	City Manager
SF 	KGB  JW 	JLM 

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

COMMISSION MEMORANDUM

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: September 30, 2015

SECOND READING FINAL PUBLIC HEARING

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

ADMINISTRATION RECOMMENDATION

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

First Reading – September 10, 2015

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

Valet Parking Space Rentals:

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

Construction and Permitted Events Space Rentals:

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

Special Events:

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

South Beach On-Street Parking:

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

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

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

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

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

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

COMMISSION COMMITTEE RECOMMENDATIONS

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

ANALYSIS

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

TRANSPORTATION INITIATIVES:

Intelligent Transportation System (ITS) and Parking Management System

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

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

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

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

Status

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

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

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

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

Transit/Trolley System

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

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

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

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

Light Rail/Modern Streetcar

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

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

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

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

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

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



Short Term Express Bus Service (EBS)

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

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



PARKING INITIATIVES:

Freight Loading Zone Program (FLZ)

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

Parking Management System (PMS)

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

Valet Parking Amendments to the City Code

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

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

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

Washington Avenue Master Plan

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

Municipal Parking Lot No. P16 (1262 Collins Ave)

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



Municipal Parking Lot No. P13 (1020 Washington Ave)

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



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

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



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

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

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

Middle Beach Needs

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

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

North Beach Blue Ribbon Panel

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

FUNDING NEED SUMMARY

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

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

PARKING ENTERPRISE FUND

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

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

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

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

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

Funding

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

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

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

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

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

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

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

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

Parking Rates – Proposed Increases:

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

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

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

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

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

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

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

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

	Current	Proposed	Annual Revenue (Inc)
Parking Meter Hourly Rates:			
South Beach On-Street Meters	\$1.75	\$4.00*	\$12,799,000.00
South Beach Off-Street Meters	\$1.75	\$2.00	\$678,000.00
Collins Ave/Indian Creek 23rd - 44th Streets - On-Street Meters	\$1.00	\$3.00	\$1,628,000.00
Collins Ave/Indian Creek 23rd - 44th Streets - Off-Street Meters	\$1.00	\$2.00	\$236,000.00
Sub-total:			\$15,341,000.00

Parking Meter Hours of Operation:			
Collins Ave/Indian Creek 23rd - 44th Streets - On/Off-Street Meters	8a-6p	9a-3a	\$2,331,000.00
Sub-total:			\$2,331,000.00

Municipal Parking Garages:			
Each of first four hours:	\$1.00	\$2.00	\$3,281,000.00
Monthly Rate:	\$70.00	\$100.00	\$597,000.00
Sub-total:			\$3,878,000.00

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

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

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

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

Five (5) Year Fiscal Impact

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

Parking Available Fund Balance- With Rate Increases						
	FY15	FY16	FY17	FY18	FY19	FY20
Available fund balance in the Parking Fund as of September 30, 2014	22,825,573	12,532,573	19,298,573	19,860,163	29,494,171	37,677,189
Fund Balance Set Aside for R&R	3,228,000	6,258,000	6,883,000	6,883,000	6,883,000	6,883,000
Available Fund Balance	26,053,573	18,790,573	26,181,573	26,743,163	36,377,171	44,560,189
Transfer to Transportation	(1,311,000)	(3,426,000)	(3,426,000)	(3,426,000)	(3,426,000)	(3,426,000)
Transfer to General Fund	(8,400,000)	(8,400,000)	(8,400,000)	(8,400,000)	(8,400,000)	(8,400,000)
R&R/Capital Needs	(5,314,000)	(3,972,000)	(11,492,000)	(1,000,000)	(1,000,000)	(15,500,000)
Net Available Balance	11,028,573	2,992,573	2,863,573	13,917,163	23,551,171	17,234,189
Annual Revenues	52,430,000	77,584,000	77,584,000	77,584,000	77,584,000	77,584,000
Annual Operating Expenses	(41,237,000)	(45,747,000)	(47,119,410)	(48,532,992)	(49,988,982)	(51,488,652)
Debt Service*	(3,431,000)	(8,648,000)	(6,585,000)	(6,591,000)	(6,586,000)	(6,586,000)
Set Aside for R&R	(6,258,000)	(6,883,000)	(6,883,000)	(6,883,000)	(6,883,000)	(6,883,000)
Net Surplus	1,504,000	16,306,000	16,996,590	15,577,008	14,126,018	12,626,348
Projected Available Year End Fund Balance	12,532,573	19,298,573	19,860,163	29,494,171	37,677,189	29,860,537
* Includes \$5.27 million debt service in FY16 related to the Parking Related Convention Center Renovation, which consists of principal, interest and issuance costs. Subsequent years include principal and interest only.						

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

CONCLUSION

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


JLM/KGB/SF

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MIAMI BEACH

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

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

5:01 p.m.
A Resolution Adopting: 1) The Final Ad Valorem Millage Of 5.7092 Mills For General Operating Purposes, Which Is Twelve And Nine-Tenths Percent (12.9%) More Than The "Rolled-Back" Rate Of 5.0584 Mills; And 2) The Debt Service Millage Rate Of 0.2031 Mills. *Inquiries may be directed to the Office of Budget & Performance Improvement at 305.673.7510.*

5:01 p.m.
A Resolution Adopting Final Budgets For The General, G.O. Debt Service, RDA Ad Valorem Taxes, Enterprise, Internal Service Funds, and Special Revenue Funds For Fiscal Year 2016/17. *Inquiries may be directed to the Office of Budget & Performance Improvement at 305.673.7510.*

5:02 p.m.
A Resolution Of The Board Of Directors Of The Normandy Shores Local Government Neighborhood Improvement District Adopting The Final Ad Valorem Millage Rate Of 1.0093 Mills For Fiscal Year (FY) 2015/16 For The Normandy Shores Local Government District, Which Is One And Four-Tenths Percent (1.4%) More Than The "Rolled-Back" Rate Of 0.9956 Mills. *Inquiries may be directed to the Office of Budget & Performance Improvement at 305.673.7510.*

5:02 p.m.
A Resolution Of The Board Of Directors Of The Normandy Shores Local Government Neighborhood Improvement District Adopting The Final Operating Budget For Fiscal Year (FY) 2015/16. *Inquiries may be directed to the Office of Budget & Performance Improvement at 305.673.7510.*

5:03 p.m.
A Resolution Adopting The Final Capital Improvement Plan For Fiscal Years (FY) 2015/16-2019/20 And Adopting The City Of Miami Beach Final Capital Budget For FY 2015/16. *Inquiries may be directed to the Office of Budget & Performance Improvement at 305.673.7510.*

5:04 p.m.
An Ordinance Amending Ordinance No. 1605, The Unclassified Employees Salary Ordinance Of The City Of Miami Beach, Florida, As Follows: Providing For The Classifications In Group VII, Comprised Of At-Will Employees Commonly Referred To As "Unclassified Employees"; Revising The Pay Range For The City Manager And The City Attorney To Reflect The 3 Percent Cost Of Living Adjustment That Went Into Effect October 1, 2014; Adjusting The Pay Range For The Assistant Director-Public Works, Auditor, Tax Auditor, Senior Auditor, Assistant Internal Auditor, Asset Manager, Assistant Director-Human Resources, Construction Manager, Management And Budget Analyst, Agenda Coordinator, Transportation Manager And Financial Analyst; Establishing The Following Newly Created Classifications: Assistant To The City Attorney, CAO Paralegal Specialist, Beach Maintenance Director, Administrative Officer-City Manager's Office, Administrative Officer-Planning Department, Assistant Emergency Services Manager, Greenspace Division Director, Capital Projects Director For The Convention Center District, Assistant Director-Parking Services Compliance, Employee Benefits Manager, Fire Administrative Services Manager, Greenspace Division Director, Fire Inspection Supervisor, Fire Communications Manager, Procurement Contracting Analyst, Streets And Street Lighting Superintendent, Parks And Recreation Projects Coordinator, Parks And Recreation Project Supervisor, Clerk Of Boards, Emergency Management Technician, Police Accreditation Manager, Grants Management Specialist, Rapid Response Team And Excellence Program Assessor; Reclassifying From Development Coordinator To Marketing, Tourism And Development Manager; Grants Manager To Stormwater Superintendent, Parks Surveyor To City Surveyor Manager, Chief Protection Analyst To Fire Protection Analyst Section Manager, From Streets, Lighting And Stormwater Superintendent To Stormwater Superintendent, Parks Superintendent To Greenspace Superintendent, From Procurement Coordinator To Procurement Contracting Officers I And II, Senior Procurement Specialist To Procurement Contracting Officer III And From Leasing Specialist To Real Estate Asset Specialist; Deleting The Following Obsolete Classifications: Affirmative Action Officer, Assistant Director-Neighborhood Services, Development And MBTV Director, Structural Engineer, Employment Supervisor, Historic Preservation Coordinator, PCSU Administrator, Quality Assurance Manager, Quality Assurance Officer, Quality Assurance Coordinator, Senior Business Manager, Housing Manager, Neighborhood Services Projects Administrator, Project Planner/Designer, Public Safety Communications Unit Director, Senior Code Compliance Administrator, Implementation Services Manager, Special Events Liaison, Police Public Information Officer, Elder Affairs Coordinator, Grants Manager, Development Coordinator And Grants Specialist, Requiring That The City Commission Be Informed Whenever An Unclassified Employee Is Hired At An Annual Salary Of \$75,000 Or More; And Providing For Repealer, Severability, And An Effective Date. *Inquiries may be directed to the Human Resources Department at 305.673.7524.*

5:05 p.m.
An Ordinance Amending The Code Of The City Of Miami Beach, By Amending Chapter 106, Entitled "Traffic And Vehicles," By Amending Article II, Entitled "Metered Parking," By Amending Division 1, Entitled "Generally," By Amending Section 106-55, Entitled "Parking Rates, Fees, And Penalties;" By Amending Parking Meter Rates And Time Limits; Municipal Parking Garage And Preferred Parking Lot Rates And Penalties; Regulations Regarding A Facility, Specific Monthly Parking Permit Program, Reserved/Restricted Commercial On-Street Permit Parking, And Valet Storage Spaces; And Amending The Regulations And Fees For Metered Parking Space Rental And Parking Space Removal; Amending The Regulations Regarding The Residential Parking Program; Amending The Exceptions To Section 106-55 To Provide For A Mobile Phone Payment Service And Eliminating The Smart Card Program; And Establishing A Residential Parking Visitor Permit; Providing For Codification, Repealer, Severability, And An Effective Date. *Inquiries may be directed to the Parking Department at 305.673.7505.*

5:06 p.m.
An Ordinance Amending Appendix A, Entitled "Fee Schedule," To Chapter 110 Of The Miami Beach City Code, Entitled "Utilities," Article IV, Entitled "Fees, Charges, Rates And Billing Procedure," Division 2, Entitled "Rates, Fees And Charges," Section 110-166, Entitled "Schedule Of Water Rates And Tapping Charges," And Section 110-168, Entitled "Sanitary Sewer Service Charge," To Increase The Rate For Water Service Charges In Excess Of The Minimum Service Charge; And To Increase The Sanitary Sewer Service Charge By The Same Percentage Enacted By Miami-Dade Water And Sewer Department (WASD) Pursuant To Section 110-168; Providing For Codification, Repealer, Severability, And An Effective Date. *Inquiries may be directed to the Public Works Department at 305.673.7080.*

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

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

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

Rafael E. Granado, City Clerk
City of Miami Beach

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: March 26, 2018

SUBJECT: **DISCUSSION ON REQUIRING SUSTAINABILITY STANDARDS SIMILAR TO
LEED FOR RETROFITS IN CITY-OWNED PROPERTIES**

ATTACHMENTS:

Description	Type
☐ LEED Building Memo	Memo
☐ Attachment A_sensors	Other
☐ Attachment B_Ultra-low flow fixture retrofit	Other
☐ Attachment C_Submetering	Other

MIAMI BEACH

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

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee

FROM: Jimmy L. Morales, City Manager

DATE: February 23, 2018

SUBJECT: **DISCUSSION ON REQUIRING SUSTAINABILITY STANDARDS SIMILAR TO LEED FOR RETROFITS IN CITY-OWNED PROPERTIES**

On January 10, 2018, the Sustainability and Resiliency Committee (SRC) held a discussion on requiring sustainability standards similar to Leadership in Energy and Environment Design (LEED) for retrofits in city-owned properties. After discussing which set of items would be highly beneficial and feasible, the SRC referred the item with a favorable recommendation to the Finance and Citywide Projects Committee (FCWP). The referral was intended to assist with allocating funds to purchase and install ultra-low flow plumbing fixtures and occupancy sensors for City Hall. Staff was directed to track data on how these measures would reduce water and energy consumption and to compare the results with other city properties.

On January 17, 2018, the Mayor and City Commission referred the SRC discussion to the FCWP.

BACKGROUND

The City of Miami Beach has supported numerous policies and initiatives with ambitious goals to reduce greenhouse gas emissions and transition to renewable energy. On October 14, 2015, the city adopted a Resolution to join the Global Covenant of Mayors (formerly the Compact of Mayors) and pledged to reduce greenhouse gas (GHG) emissions. On May 17, 2017, the city joined the Sierra Club's "Ready for 100%" campaign to become a 100% renewable city. Then, on June 7, 2017, a Resolution was adopted upholding the city's commitment to the goals and standards set forth in the Paris Climate Agreement.

Due to physical space constraints, high costs related to solar energy and Renewable Energy Credits (RECs), and the lack of utility-supplied renewable energy provided by Florida and Power Light (FPL), the initial focus of the city's efforts should be in reducing energy consumption. Energy conservation decreases energy demand, which can then lower the cost of solar installations required to cover electricity demand. In addition, the consumption of grid-supplied electricity in buildings represented almost 70% of the city-wide greenhouse gas emissions in 2015.

Renovations, retrofits and refurbishment of existing buildings represent an opportunity to enhance the performance of building assets for their ongoing life. Often retrofits involve modifications to existing buildings that may improve energy efficiency, decrease energy demand and emissions associated to the built environment. Tracking energy performance is fundamental to correlate cost and consumption information and improve energy management challenges, which can assist the city to lower emissions and save money.

ANALYSIS

At this time, we do not have the capability to track the energy and water savings from retrofitting with occupancy sensors and ultra-low flow plumbing fixtures. However, based on the manufactures specifications, energy savings could reach up to 50% of the current energy consumption per fixture. The initial cost will be about \$10,600 for occupancy sensors (Attachment A), based on 30 sensors per floor in City Hall (total of 120 sensors) and \$31,650 for the ultra-low flow plumbing fixtures, based on 33 water closets ad 12 urinals at City Hall (Attachment B).

It should be noted, that it is necessary to have the specific data related to building energy consumption in order to track and monitor energy efficiency programs. After compiling and analyzing the energy data for municipal buildings, staff noticed one meter was connected to several buildings, making it impossible to track the energy consumption of each building. Each meter is connected to one utility account. When there is more than one building feeding from one meter, unless sub-meters are installed, it is not possible to identify how much each building is individually consuming. Submeters will allow the city to monitor consumption of each building and provide recommendations for specific energy efficient upgrades.

The first step is to develop a platform to track energy consumption and efficiency measurements. In order to do this, submeters will need to be installed for each building. It will cost about \$65K to install submeters at each municipal building (Attachment C). Additionally, the city has an open competitive bid for an energy management software which will assist to track, analyze, report and manage use, as well as identifying savings and issues, such as bill anomalies and changes in usage.

By establishing this platform with submeters and the energy management software, the city will be able to organize, monitor and manage its energy data, as well as identify inefficient buildings that are in need of retrofits and, most importantly, benchmark buildings that are being retrofitted.

CONCLUSION

The following is presented to the members of the Finance and Citywide Projects Committee for discussion and direction to allocate funds for potential retrofits and sub-meters.

ATTACHMENTS

ATTACHMENT A- Quote for occupancy sensors

ATTACHMENT B- Quote for ultra-low flow plumbing fixtures

ATTACHMENT C- Quote for submeters

SMT/ESW/FCT

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WHEATON\FINANCE\LEED_Buildings_Memo_2_5_18.docx

FOLDERS\BETSY

	material			removal of old light, installation of new light, hook up power /tie to ceiling grid	total
	cost	plus tax	plus 10% profit		
F&I 2'x4' <u>standard flat panel</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	\$ 85.10	\$ 91.06	\$ 100.16	\$ 65.00	\$ 165.16
F&I 2'x4' <u>standard flat panel with battery back up</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	\$ 349.99	\$ 374.49	\$ 411.94	\$ 65.00	\$ 476.94
F&I 2'x4' <u>DECORATIVE</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	\$ 128.00	\$ 136.96	\$ 150.66	\$ 65.00	\$ 215.66
F&I 2'x4' <u>DECORATIVE with battery back up</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	\$ 398.00	\$ 425.86	\$ 468.45	\$ 65.00	\$ 533.45
F&I 2'x2' <u>standard flat panel</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	\$ 82.24	\$ 88.00	\$ 96.80	\$ 65.00	\$ 161.80
F&I 2'x2' <u>standard flat panel with battery back up</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	\$ 314.00	\$ 335.98	\$ 369.58	\$ 65.00	\$ 434.58
F&I 2'x2' <u>DECORATIVE</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	\$ 104.00	\$ 111.28	\$ 122.41	\$ 65.00	\$ 187.41
F&I 2'x2' <u>DECORATIVE with battery back up</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	\$ 361.00	\$ 386.27	\$ 424.90	\$ 65.00	\$ 489.90
F&I occupancy sensor (wall mounted)	\$ 36.80	\$ 39.38	\$ 43.31	\$ 45.00	\$ 88.31



**ELECTRICAL ENGINEERS
ELECTRICAL CONTRACTORS**

7447 NW 48 Street
Miami, Florida 33166
Phone: (305) 403-7841
Fax: (305) 403-7842
www.RDElectricInc.com

**PROJECT: LED LAY IN REPLACEMENT PROJECT
VARIOUS LOCATIONS**

**EC13001534
1/4/2017**

item	Description	Unit	Qty	Unit Price	Total
2'x4'	F&I 2'x4' <u>standard flat panel</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	EA	1	\$ 165.16	\$ 165.16
2'x4'	F&I 2'x4' <u>standard flat panel with battery back up</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	EA	1	\$ 476.94	\$ 476.94
2'x4'	F&I 2'x4' <u>DECORATIVE</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	EA	1	\$ 215.66	\$ 215.66
2'x4'	F&I 2'x4' <u>DECORATIVE with battery back up</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	EA	1	\$ 533.45	\$ 533.45
2'x2'	F&I 2'x2' <u>standard flat panel</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	EA	1	\$ 161.80	\$ 161.80
2'x2'	F&I 2'x2' <u>standard flat panel with battery back up</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	EA	1	\$ 434.58	\$ 434.58
2'x2'	F&I 2'x2' <u>DECORATIVE</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	EA	1	\$ 187.41	\$ 187.41
2'x2'	F&I 2'x2' <u>DECORATIVE with battery back up</u> LED lay in fixture. Removal & Disposal of existing light included in unit price.	EA	1	\$ 489.90	\$ 489.90
switch	F&I occupancy sensor (wall mounted)	EA	1	\$ 88.31	\$ 88.31

WE SHALL NOT PROVIDE:

ENGINEERING DRAWINGS
DATA WIRING

NOTE:

LS-LUMP SUM EA-EACH

Rafael Echarri

PROPOSAL #

111610



ISLAND PLUMBING

PO BOX 490984

Key Biscayne, FL 33149

Phone: (305) 361-2929

CFC-057486 / CFC-044147

DATE

1/8/2018

REP

GP

PROPOSAL

BILL TO

CITY OF MIAMI BEACH
1833 BAY ROAD
MIAMI BEACH, FL. 33139

JOB ADDRESS

CITY OF MIAMI BEACH
1833 BAY ROAD
MIAMI BEACH, FL 33139

DESCRIPTION

QTY

COST

TOTAL

FIXTURES INSTALLATION

- WE WILL REMOVE AND INSTALL NEW WATER CLOSET COMMERCIAL GRADE AS PER REQUEST. (AMERICAN STANDARD 1.28 GPF)

- WE WILL REMOVE AND INSTALL WALL MOUNT COMMERCIAL GRADE URINAL AS PER REQUEST. (AMERICAN STANDARD .125 GPF)

- WE WILL SUPPLY FLUSHOMETER VALVES FOR NEW FIXTURES.

LABOR AND MISC. MATERIALS (PER FIXTURE)

Red = Water Closets

Blue = Urinals

450.00

450.00

A/S 3043.001.002 WHT MADERA RH (\$119.95)

A/S 2234.001.020 WHT MADERA 15" (\$98.75)

A/S 6581.015.020 WHT MAYBROOK UR (\$147.41)

SLOAN 3072609 URINAL VLV GEM-2 186-0.5 (\$110.25) + Installation and Misc. Materials = \$707.66 ea

SLOAN 3070026 W/C GEM-2 111-1.28 (\$110.25)

A/S 5901.100.020 WHT W/C SEAT (\$20.29)

NOTES:

+ Installation and Misc. Materials = \$700.49 ea

- PLANS AND PERMIT NOT INCLUDED.

- ANY UNFORESEEN WORK TO BE ESTIMATED ACCORDANGLY.

Authorization To Perform Work: Customer authorizes and permits Island Plumbing Co. to perform service, repairs, alterations, and all ancillary work and supply all ancillary materials to perform and complete the work described herein. Customer agrees to timely pay for said work and materials and that the Customer has received, agrees to, and shall be bond by the Terms and Conditions contained on the front and back side of this Agreement. Customer further acknowledges that Island Plumbing Co. Has commenced its work at the same time set forth below. Additional travel charges may apply as set forth herein.

X

SIGNATURE

TOTAL

\$450.00



ELECTRICAL ENGINEERS
ELECTRICAL CONTRACTORS

7447 NW 48 Street
Miami, Florida 33166
Phone: (305) 403-7841
Fax: (305) 403-7842
www.RDElectricInc.com

PROJECT: Electrical Submeters
Miami Beach, FI


EC13001534
2/2/2018

item	Description	Unit	Qty	Unit Price	Total
1	Furnish and Install electrical submeter.	LABOR (HR)	8	\$ 45.00	\$ 360.00
		MATL (LS)	1	\$ 480.00	\$ 480.00
		MARKUP 10%	1	10%	\$ 48.00
				TOTAL	\$ 888.00

NOTES:

EKM-Omnimeter Pulse UL v.4 Spec Sheet



- Nominal Voltage Ranges:
120V, 2-wire, Single-phase, One Line and Neutral
120/208 to 240V, 3-wire, Single-phase, 2 Lines and Neutral
120V, 3-wire, 3-phase, 3 Lines, No Neutral
120/208 to 240V, 4-wire, 3-phase, 3 Lines and Neutral
- Range of allowable environmental conditions: Pollution Degree 2, Measurement Category III, Altitude rating 2000 meters max. Maximum Temperature Range: -30 Deg. C to 70 Deg. C. Tamper Detection Class 1.
- The equipment is protected throughout by double insulation as indicated by this symbol: 
- Accuracy Class 0.5
- Rated Frequency: 50Hz/60Hz
- Red LED on the meter face flashes 800 times/kWh. 1 flash = 1.25Wh.
- Received California Type Approval for revenue grade metering
- Certified to meet ANSI C12.1 and C12.20 standards
- UL and cUL Listed

Safety Precautions:

- Meter should be installed by a qualified electrician.
- Turn off all power supplying the equipment before performing any wiring. Use a properly rated volt meter to confirm power is off.
- Use of this device inconsistent with this manual can cause permanent damage to the unit and/or serious harm to the operator.

Tools/Materials List:

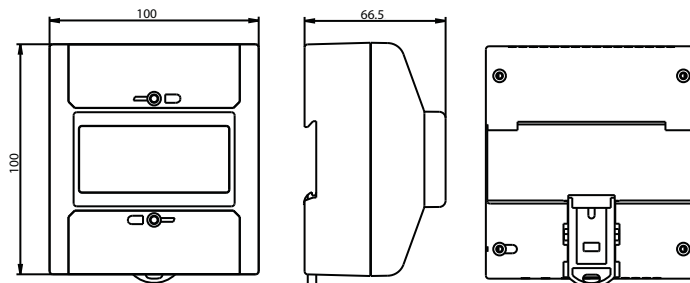
- Volt meter
- Small standard screwdriver
- Wire stripper
- DIN-Rail
- 16-22 AWG UL rated stranded copper wire
- UL Approved Current Transformer(s). See (Fig 7)
- UL rated inline fuse holder with maximum 1Amp UL Listed fuse
- UL Listed Type 4 Enclosure (with appropriately rated conduit and fittings) is required if meter will be installed outdoors

Installation Instructions

For All Systems:

1. Disconnect or switch power off before attempting to install, connect, disconnect or service the meter or the external current transformers (CTs). ALL POWER MUST BE DISCONNECTED!
2. Mount the meter using 35mm DIN Rail in a protected indoor location. If installing outdoors, a UL Listed Type 4 Enclosure is required.
3. IMPORTANT: Distinguish and then identify the Neutral and the Line(s) ('hot' wire(s), usually black or red). Label the Neutral and then, depending on your electrical system, assign labels as described below.

4. Meter installation shall include a disconnect, and labels to indicate:
 - a. In the case of the meter being installed on a circuit panel which has a Main Breaker, that this Main Breaker is the disconnect device for the meter.
 - b. In the case of the meter being installed on a circuit panel which DOES NOT have a Main Breaker, the location of the Main Breaker for that panel.
5. Tightening torque of terminals:
All terminals: 4.4 in-lb. (0.5 Nm)

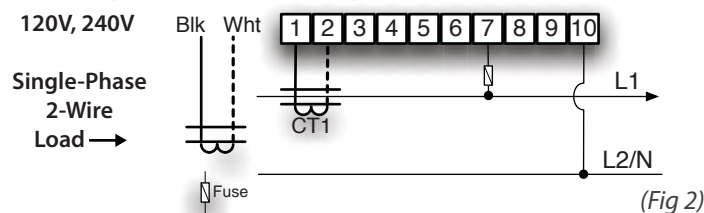


Load current	Power factor COSθ	Basic error %	
		Class 0.5	Class 1
0.05Ib	1.0	±1.0	±1.5
0.1Ib~Imax	1.0	±0.5	±1.0
0.1Ib	0.5(L)	±1.0	±1.5
	0.8(C)	±1.0	±1.5
0.2Ib~Imax	0.5(L)	±0.5	±1.0
	0.8(C)	±0.5	±1.0

(Fig 1)

120V, 2-Wire, Single Phase:

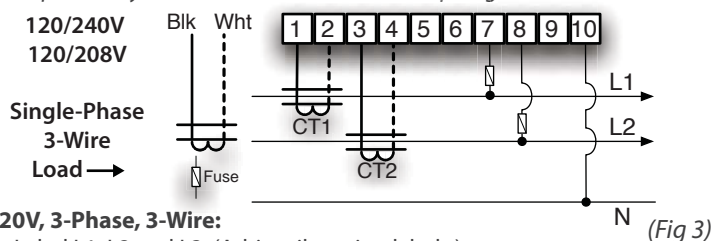
1. Label Line 1 as L1.
2. Fit CT1 around L1. Make sure the arrow is facing towards the load (in the direction of flow). (Fig 2)
3. Black CT wire connects to Port 1 on the Omnimeter. White CT wire connects to Port 2. (Fig 2)
4. With split core CTs, close the CT around the wire to be measured and press firmly until you feel and hear it click to indicate full closure. The buttons should be fully out. Use a zip tie to ensure the CTs remain securely closed.
5. To power the meter and get a voltage reference: Use a maximum 1.0 Amp inline fuse on L1. Connect one fuse holder pigtail to the breaker, lug or an appropriate line-tap device, and connect the other pigtail to 16-22 AWG UL rated stranded copper wire for connection to the meter.
6. L1 connects to Port 7 on the Omnimeter, Neutral to Port 10. (Fig 2)
7. Once the meter is properly mounted to the DIN Rail or enclosure and all wiring is completed, with terminal block covers installed, power can be turned back on.
8. Meter will then begin cycling through meter values. For details go to: http://documents.ekmmetering.com/EKM_Metering_LCD_Display_Value_Reading.pdf
9. A video of proper install of a 120V system can be found here: <http://www.youtube.com/watch?v=ky9sgr1LTMk>



(Fig 2)

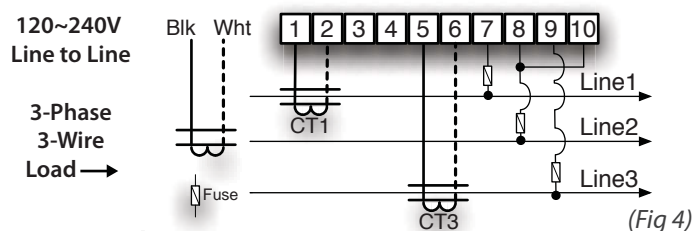
120/240V, 120/208V, Single Phase, 3-Wire:

1. Label L1 and L2. (Arbitrarily assign labels.)
2. You will be using 2 CTs for this install. Label them CT1 and CT2.
3. Fit CT1 around L1. Make sure the arrow is facing towards the load.
4. Fit CT2 around L2.
5. CT1: Black wire connects to Port 1. White wire connects to Port 2. (Fig3)
6. CT2: Black wire connects to Port 3. White wire connects to Port 4. (Fig3)
7. With split core CTs, close the CT around the wire to be measured and press firmly until you feel and hear it click to indicate full closure. The buttons should be fully out. Use a zip tie to ensure the CTs remain securely closed.
8. To power the meter and get a voltage reference: Use a maximum 1 Amp inline fuse on L1 and L2. Connect one fuse holder pigtail to the breaker, lug or an appropriate line-tap device, connect the other pigtail to 16-22 AWG UL rated stranded copper wire.
9. Tap into L1 at the breaker panel, with small stranded copper wire. This L1 tap connects to Port 7 on the Omnimeter. (Fig 3)
10. Tap into L2 at the breaker panel with small stranded copper wire. This L2 tap connects to Port 8 on the Omnimeter. (Fig 3)
11. Neutral connects to Port 10.
12. Once the meter is properly mounted to the DIN Rail or enclosure and all wiring is completed, with terminal block covers installed, power can be turned back on.
13. Meter will then begin cycling through meter values. For details go to: http://documents.ekmmetering.com/EKM_Metering_LCD_Display_Value_Reading.pdf
14. A video of a proper install of a 120V/240V system can be found here: <http://www.youtube.com/watch?v=TFxsMpQQg>



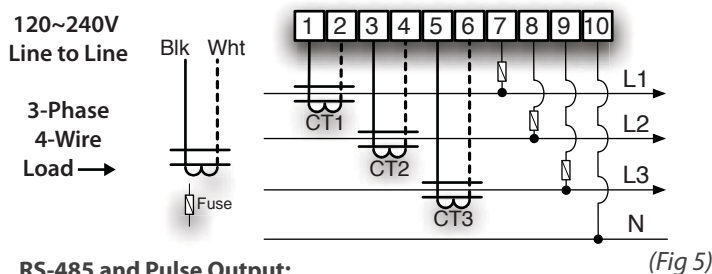
120V, 3-Phase, 3-Wire:

1. Label L1, L2 and L3. (Arbitrarily assign labels.)
2. You will be using 2 CTs for this install. Label them CT1 and CT3.
3. Fit CT1 around L1. Make sure the arrow is facing towards the load.
4. Fit CT3 around L3.
5. CT1: Black wire connects to Port 1. White wire connects to Port 2. (Fig4)
6. CT3: Black wire connects to Port 5. White wire connects to Port 6. (Fig4)
7. With split core CTs, close the CT around the wire to be measured and press firmly until you feel and hear it click to indicate full closure. The buttons should be fully out. Use a zip tie to ensure the CTs remain securely closed.
8. To protect the meter, use a max 1 Amp inline fuse on each line.
9. To power the meter and get a voltage reference: Tap into L1 at the breaker panel. Connect one fuse holder pigtail to the breaker, lug or an appropriate line-tap device, and connect the other pigtail to 16-22 AWG UL rated stranded copper wire for connection to the meter. This L1 tap connects to Port 7 on the Omnimeter. Tap into L2 and L3 and repeat the connection process. L2 tap connects to Port 8. Be sure to add a jumper to Port 10. (Fig 4) L3 tap connects to Port 9.
10. Once the meter is properly mounted to the DIN Rail or enclosure and all wiring is completed, with terminal block covers installed, power can be turned back on.
11. Meter will then begin cycling through meter values. For details go to: http://documents.ekmmetering.com/EKM_Metering_LCD_Display_Value_Reading.pdf
12. A video of a proper 120V-208V, 3-Wire, 3-Phase system can be found here: <http://www.youtube.com/watch?NR=1&v=upNgFNV6EDM>



120V-240V, 3-Phase, 4-Wire:

1. Label L1, L2 and L3. (Arbitrarily assign labels.)
2. You will be using 3 CTs for this install. Label them CT1, CT2 and CT3.
3. Fit CT1 around L1. Make sure the arrow is facing towards the load (in the direction of flow).
4. Fit CT2 around L2.
5. Fit CT3 around L3.
6. Black wire from CT1 connects to Port 1 on the Omnimeter. White wire from CT1 connects to Port 2. (Fig 5)
7. Black wire from CT2 connects to Port 3 on the Omnimeter. White wire from CT2 connects to Port 4. (Fig 5)
8. Black wire from CT3 connects to Port 5 on the Omnimeter. White wire from CT3 connects to Port 6. (Fig 5)
9. With split core CTs, close the CT around the wire to be measured and press firmly until you feel and hear it click to indicate full closure. The buttons should be fully out. Use a zip tie to ensure the CTs remain securely closed.
10. Use a max 1.0 Amp inline fuse on each line to protect the meter.
11. To power the meter and get a voltage reference: Tap into L1 at the breaker panel. Connect one fuse holder pigtail to the breaker, lug or an appropriate line-tap device, and connect the other pigtail to 16-22 AWG UL rated stranded copper wire for connection to the meter. L1 connects to Port 7. Tap into L2 and L3 and repeat the connection process. L2 connects to Port 8. L3 connects to Port 9. Neutral connects to Port 10. (Fig 5)
12. Once the meter is properly mounted to the DIN Rail or enclosure and all wiring is completed, with terminal block covers installed, power can be turned back on.
13. Meter will then begin cycling through meter values. For details go to: http://documents.ekmmetering.com/EKM_Metering_LCD_Display_Value_Reading.pdf
14. A video of proper install of a 120V-208V, 3-Phase, 4-Wire system can be found here: <http://www.youtube.com/watch?v=DeKiZddR0K8>



RS-485 and Pulse Output:

- Terminal 20 (A) connects to RS-485+ or T+ on the RS-485 network. Terminal 21 (B) connects to RS-485- or T-. Terminal 22 (G) is used for the RS-485 network (signal) ground if needed. Observe proper RS-485 network topology. Twisted pair wiring is recommended. Shielded twisted pair may be beneficial in electrically noisy environments or for very long runs. RS-485 supports up to 256 devices on up to 4000 feet wire. Terminating resistors may be beneficial.
- Terminals 16 and 17 are for pulse output. Pulse rate: 800 Impulse/kWh. Polarity sensitive. Maximum 27VDC, 27mA.
- Red LED on the meter face flashes 800 times/kWh. 1 flash = 1.25Wh.

Pulse Output:

Like all of our meters, the Omnimeter Pulse UL v.4 has a Pulse Output. The Pulse Output 1 pulses at a rate of 800 pulses per kilowatt hour when set to 200 amp current transformers. This is the same rate that the red LED flashes on the meter face – 800 times/kWh. It also has a Settable Pulse Output (S02). The Programmable Pulse output can be set in software to pulse anywhere from 1 pulse per kWh to 800 pulses per kWh (limits are dependent on CT ratio). These are unpowered electronic dry contact pulses that can be counted by standard electronic pulse counters. Pulse counters can be located up to 200 feet away from the Omnimeter Pulse UL v.4. Connect Pulse Counter to port 16 and port 14 (ground) for the Fixed Pulse Output (this pulses at the same rate as the red pulse output LED on the face of the meter) or port 15 and port 14 (ground) for the Settable Pulse Output. Pulse Width 90ms, Polarity Sensitive, max 27VDC, max 27mA.

CT Ratio	Impulse Constant	Settable impulse constant range
100/26.6	1600	1600, 800, 400, 320, 200, 160, 100, 80, 64, 50, 40, 32, 25, 20, 16, 10, 8, 5, 4, 2, 1
200/26.6	800	800, 400, 200, 160, 100, 80, 50, 40, 32, 25, 20, 16, 10, 8, 5, 4, 2, 1
400/26.6	400	400, 200, 100, 80, 50, 40, 25, 20, 16, 10, 8, 5, 4, 2, 1
800/26.6	200	200, 100, 50, 40, 25, 20, 10, 8, 5, 4, 2, 1
1000/26.6	160	160, 80, 40, 32, 20, 16, 10, 8, 5, 4, 2, 1
2000/26.6	80	80, 40, 20, 16, 10, 8, 5, 4, 2, 1
4000/26.6	40	40, 20, 10, 8, 5, 4, 2, 1
5000/26.6	32	32, 16, 8, 4, 2, 1

(Fig 6)

Pulse Input:

The Omnimeter Pulse UL v.4 can also count the pulses from up to 3 different pulse output devices. These could be pulses from our Pulse Output Water and Gas Meters or from any other unpowered dry contact pulse output device. Pulse Input ratios can be set in software from 1 to 9999 pulses per increment. The state of the 3 Inputs can also be polled in software, the Omnimeter Pulse UL v.4 will return a High or Low state for each pin in real-time (use this for sensing switch states, open or closed doors, etc). Connect Pulse Generator or Switching Sensor to each of the 3 Pulse Inputs. Connect all grounds to port 14 and each of up to 3 Pulse Generators to ports 11, 12, or 13.

Relay Control:

The Omnimeter Pulse UL v.4 comes with 2 controllable relay outputs. These can be controlled via software. You can set the outputs to be high or low to drive an external relay. The outputs are both 50 mA at 12 volts DC. Control lights, motors, etc by controlling relays. The Relay Control Outputs can also be set to go on or off from 1 to 9999 seconds. The realtime state of the outputs can also be polled via software, such as our EKM Dash. The outputs can also be used to power an external device (Wireless 485Bee Module, sensors, etc). Connect 12VDC (50mA max) relays, LED indicators, or buzzers to port 17 (ground) and port 19 for Output1 or port 17 (ground) and port 18 for Output2.

Working Principle:

When the meter is working, the energy consumed by the user is transformed into voltage and current signals, which are sampled by sample circuits. A pulse signal is then produced by a specialized IC. The Pulse signal is directly proportional to power consumption. The MCU records and stores the corresponding energy use. The LCD screen displays the energy use. Recorded information and data can be transferred using the RS485 interface.

Transport and Handling:

The meter should be handled with care, as there are precision components inside that could break and/or cause faulty readings should the meter become damaged. The process of transportation, handling, and installation should be done according to the transportation and storage rule of GB/T15464-1995. Keep the meter in the original packaging when stored. The storage temperature range should be 0–40°C. The relative humidity should be ≤85%. There should be no toxic chemicals present and no corrosive substances or gases in the air. The meters should be stacked on a platform no more than ten units high.

Warranty:

Within ten years from the date of sale, and on the condition that the user abide by the specifications and installation instructions listed here, and the sealing is kept completely intact. If the meter does not correspond with the rule of the enterprise standard, the meter shall be repaired free or replaced.

UL Approved Current Transformers			
Part Number	Type	Inside Diameter	Max Amperage
EKM BCT-013-200	Solid Core	13mm	200A
EKM BCT-015-200	Solid Core	15mm	200A
EKM BCT-025-200	Solid Core	25mm	200A
EKM BCT-025-400	Solid Core	25mm	400A
EKM SCT-013-200	Split Core	13mm	200A
EKM SCT-023-400	Split Core	23mm	400A
EKM SCT-032-400	Split Core	32mm	400A

(Fig 7)

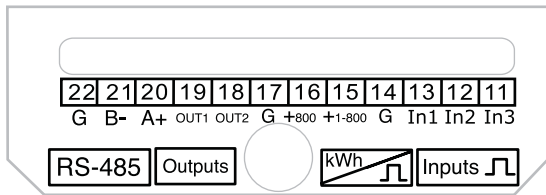
Data:

The LCD display shows 42 pieces of data. Every five seconds the LCD screen will display a new piece of data. The meter also provides max demand(kW) data and the demand period can be set to one of three intervals: 15minutes, 30 minutes, or 60 minutes. The max demand can be reset to zero in software over RS485. The meter has four time-of-use tariffs(T1, T2, T3, T4) to calculate the power during different time periods, and it can set up to four time periods per day, and specify the number of the tariff for that period(from T1 to T4). The meter time can be set using the RS485 interface. By design the main kWh registers 01 and 02 cannot be reset, though registers 39 and 40 can be reset. The meter will go at least 30 years without power and still keep its kWh readings. In other words, the memory will not be erased if there is no power. See Fig 8 below for a list of all 42 data values.

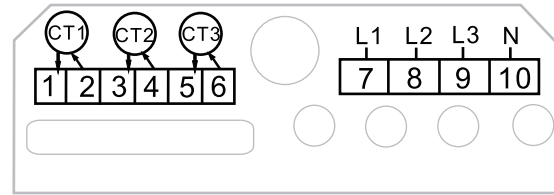
#	LCD Display Data	#	LCD Display Data	#	LCD Display Data
01	Total kWh	15	Cos θ L3	29	Pulse Count 1
02	Reverse kWh	16	T1 kWh (Time of Use 1)	30	Pulse Count 2
03	Volts L1 (Line 1)	17	T2 kWh	31	Pulse Count 3
04	Volts L2	18	T3 kWh	32	kWh on L1 (Line 1)
05	Volts L3	19	T4 kWh	33	Reverse kWh on L1
06	Amps L1	20	Reverse T1 kWh	34	kWh on L2
07	Amps L2	21	Reverse T2 kWh	35	Reverse kWh on L2
08	Amps L3	22	Reverse T3 kWh	36	kWh on L3
09	Watts L1	23	Reverse T4 kWh	37	Reverse kWh on L3
10	Watts L2	24	VARs L1 (Reactive)	38	Total KVARh (Reactive Total kWh)
11	Watts L3	25	VARs L2	39	Resettable kWh
12	Watts Total	26	VARs L3	40	Resettable Reverse kWh
13	Cos θ L1 (Power Factor)	27	VARs Total	41	3 Inputs High/Low
14	Cos θ L2	28	Frequency (Hz)	42	Maximum Demand

(Fig 8)

Terminal Block Layout:



(Fig 9)



(Fig 10)

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: March 26, 2018

SUBJECT: **DISCUSSION REGARDING MAURICE GIBB MEMORIAL PARK’S BUDGET AND DESIGN SCOPE**

HISTORY:
Discussion at Committee.

ATTACHMENTS:

Description		Type
❏ February 14, 2018 C4AA Commission Memo		Memo

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Commissioner Ricky Arriola
DATE: February 14, 2018

SUBJECT: REFERRAL TO THE FINANCE AND CITYWIDE PROJECTS COMMITTEE TO DISCUSS MAURICE GIBB MEMORIAL PARK'S BUDGET AND DESIGN SCOPE.

ANALYSIS

Please place this referral item on the February 14, 2018 City Commission agenda.

The City of Miami Beach contracted Coastal Systems International, Inc (Coastal Systems) to conduct architectural and engineering design services for Maurice Gibb Memorial Park. I ask the Finance and Citywide Projects Committee to discuss the following items and determine if the project's budget and scope of work should be amended before Coastal Systems continues design work.

1. Evaluate the condition of the existing restroom facilities and propose improvements that could include renovation of the existing facilities, expansion, or construction of a new facility. The challenge is that the existing restrooms are part of the marine patrol building. If a renovation or expansion is considered it could trigger significant upgrades to the whole structure to meet current building code requirements.
2. Determine the need to add a fire patrol station at Maurice Gibb Memorial Park to provide efficient public safety services in South Beach. The current fire patrol boat is in North Beach, which can cause response times to emergency calls in the south end of the City to be longer than desired.
3. Add recreational greenspace to Maurice Gibb Memorial Park for the community's enjoyment by eliminating the on-site surface parking lot. A parking analysis should be conducted to determine: (a) if there is enough parking supply at the Sunset Harbour garage to merit the elimination of the 43 parking spaces (Exhibit A) and (b) financial impact, if any, to the City's Parking Enterprise Fund and related parking revenue bonds.
4. Collaborate with Art in Public Places (AiPP) to conduct a search for an artist or firm that can design an iconic children's playground that pays tribute to the life and art of Maurice Gibb.

Legislative Tracking

Commissioner Ricky Arriola

ATTACHMENTS:

Description

- Exhibit A - Sunset Harbour Garage Occupancy

G10 Sunset Harbor Garage

<u>Contract</u>	<u>Maximum Occupancy</u>
<u>Date</u>	<u>Per Day</u>
06/02/17	78
06/03/17	48
06/04/17	32
06/05/17	70
06/06/17	61
06/07/17	69
06/08/17	78
06/09/17	70
06/10/17	43
06/11/17	30
06/12/17	75
06/13/17	73
06/14/17	75
06/15/17	67
06/16/17	72
06/17/17	39
06/18/17	27
06/19/17	60
06/20/17	60
06/21/17	59
06/22/17	62
06/23/17	79
06/24/17	48
06/25/17	39
06/26/17	76
06/27/17	87
06/28/17	82
06/29/17	80
06/30/17	88
07/01/17	61

G10 Sunset Harbor Garage**Contract**

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
07/02/17	43
07/03/17	67
07/04/17	45
07/05/17	84
07/06/17	97
07/07/17	92
07/08/17	51
07/09/17	48
07/10/17	89
07/11/17	93
07/12/17	84
07/13/17	76
07/14/17	64
07/15/17	23
07/16/17	10
07/17/17	68
07/18/17	65
07/19/17	52
07/20/17	53
07/21/17	102
07/22/17	63
07/23/17	51
07/24/17	100
07/25/17	94
07/26/17	90
07/27/17	87
07/28/17	78
07/29/17	37
07/30/17	33
07/31/17	80

G10 Sunset Harbor Garage**Contract**

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
08/01/17	72
08/02/17	91
08/03/17	75
08/04/17	75
08/05/17	49
08/06/17	32
08/07/17	92
08/08/17	93
08/09/17	83
08/10/17	85
08/11/17	82
08/12/17	34
08/13/17	28
08/14/17	85
08/15/17	76
08/16/17	74
08/17/17	84
08/18/17	86
08/19/17	40
08/20/17	33
08/21/17	89
08/22/17	80
08/23/17	85
08/24/17	82
08/25/17	91
08/26/17	52
08/27/17	43
08/28/17	99
08/29/17	103
08/30/17	105

G10 Sunset Harbor Garage

Contract	<u>Maximum Occupancy</u>
<u>Date</u>	<u>Per Day</u>
08/31/17	106
09/01/17	105
09/02/17	49
09/03/17	48
09/04/17	42
09/05/17	96
09/06/17	86
09/07/17	82
09/08/17	82
09/09/17	82
09/10/17	82
09/11/17	82
09/12/17	82
09/13/17	86
09/14/17	85
09/15/17	86
09/16/17	84
09/17/17	84
09/18/17	89
09/19/17	143
09/20/17	109
09/21/17	105
09/22/17	94
09/23/17	52
09/24/17	45
09/25/17	83
09/26/17	92
09/27/17	83
09/28/17	69
09/29/17	99

G10 Sunset Harbor Garage**Contract**

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
09/30/17	35
10/01/17	26
10/02/17	80
10/03/17	77
10/04/17	60
10/05/17	47
10/06/17	88
10/07/17	50
10/08/17	41
10/09/17	97
10/10/17	98
10/11/17	94
10/12/17	90
10/13/17	90
10/14/17	41
10/15/17	30
10/16/17	80
10/17/17	93
10/18/17	90
10/19/17	84
10/20/17	84
10/21/17	44
10/22/17	34
10/23/17	88
10/24/17	82
10/25/17	100
10/26/17	80
10/27/17	84
10/28/17	36
10/29/17	29

G10 Sunset Harbor Garage

<i>Contract</i>	<u>Maximum Occupancy</u>
<u>Date</u>	<u>Per Day</u>
10/30/17	84
10/31/17	78
11/01/17	82
11/02/17	82
11/03/17	69
11/04/17	33
11/05/17	20
11/06/17	79
11/07/17	88
11/08/17	83
11/09/17	81
11/10/17	54
11/11/17	29
11/12/17	20
11/13/17	71
11/14/17	81
11/15/17	82
11/16/17	75
11/17/17	77
11/18/17	31
11/19/17	29
11/20/17	82
11/21/17	87
11/22/17	78
11/23/17	13
11/24/17	45
11/25/17	37
11/26/17	33
11/27/17	94
11/28/17	85

G10 Sunset Harbor Garage**Contract**

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
11/29/17	85
11/30/17	77
12/01/17	86
12/02/17	30
12/03/17	25
12/04/17	89
12/05/17	83
12/06/17	54
12/07/17	57
12/08/17	79
12/09/17	35
12/10/17	26
12/11/17	74
12/12/17	79
12/13/17	71
12/14/17	74
12/15/17	91
12/16/17	42
12/17/17	29
12/18/17	87
12/19/17	91
12/20/17	88
12/21/17	77
12/22/17	76
12/23/17	30
12/24/17	23
12/25/17	17
12/26/17	55
12/27/17	64
12/28/17	55

G10 Sunset Harbor Garage**Contract**

<u>Date</u>	<u>Maximum Occupancy Per Day</u>
12/29/17	67
12/30/17	36
12/31/17	30
01/01/18	29
01/02/18	70
01/03/18	86
01/04/18	86
01/05/18	73
01/06/18	31
01/07/18	31
01/08/18	76
01/09/18	80
01/10/18	82
01/11/18	87
01/12/18	73
01/13/18	31
01/14/18	31
01/15/18	50
01/16/18	80
01/17/18	91
01/18/18	95
01/19/18	92
01/20/18	35
01/21/18	34
01/22/18	89

Short-Term

<u>Date</u>	<u>Maximum Occupancy Per Day</u>
06/02/17	155
06/03/17	191

G10 Sunset Harbor Garage**Short-Term**

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
06/04/17	159
06/05/17	150
06/06/17	160
06/07/17	168
06/08/17	179
06/09/17	173
06/10/17	186
06/11/17	165
06/12/17	170
06/13/17	160
06/14/17	153
06/15/17	161
06/16/17	178
06/17/17	208
06/18/17	174
06/19/17	163
06/20/17	188
06/21/17	181
06/22/17	191
06/23/17	141
06/24/17	161
06/25/17	165
06/26/17	124
06/27/17	149
06/28/17	155
06/29/17	144
06/30/17	164
07/01/17	181
07/02/17	166
07/03/17	158

G10 Sunset Harbor Garage**Short-Term**

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
07/04/17	162
07/05/17	144
07/06/17	192
07/07/17	170
07/08/17	225
07/09/17	210
07/10/17	182
07/11/17	197
07/12/17	203
07/13/17	259
07/14/17	238
07/15/17	229
07/16/17	228
07/17/17	190
07/18/17	228
07/19/17	230
07/20/17	218
07/21/17	190
07/22/17	205
07/23/17	195
07/24/17	170
07/25/17	191
07/26/17	193
07/27/17	191
07/28/17	193
07/29/17	215
07/30/17	185
07/31/17	194
08/01/17	188
08/02/17	186

G10 Sunset Harbor Garage**Short-Term**

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
08/03/17	240
08/04/17	182
08/05/17	191
08/06/17	169
08/07/17	185
08/08/17	173
08/09/17	198
08/10/17	207
08/11/17	207
08/12/17	216
08/13/17	191
08/14/17	179
08/15/17	192
08/16/17	204
08/17/17	198
08/18/17	199
08/19/17	212
08/20/17	194
08/21/17	179
08/22/17	211
08/23/17	204
08/24/17	218
08/25/17	188
08/26/17	215
08/27/17	187
08/28/17	151
08/29/17	168
08/30/17	181
08/31/17	199
09/01/17	182

G10 Sunset Harbor Garage**Short-Term**

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
09/02/17	202
09/03/17	153
09/04/17	175
09/05/17	169
09/06/17	204
09/07/17	204
09/08/17	204
09/09/17	204
09/10/17	204
09/11/17	204
09/12/17	204
09/13/17	244
09/14/17	218
09/15/17	222
09/16/17	199
09/17/17	180
09/18/17	170
09/19/17	122
09/20/17	162
09/21/17	190
09/22/17	188
09/23/17	236
09/24/17	209
09/25/17	189
09/26/17	252
09/27/17	216
09/28/17	207
09/29/17	223
09/30/17	221
10/01/17	223

G10 Sunset Harbor Garage**Short-Term**

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
10/02/17	219
10/03/17	266
10/04/17	226
10/05/17	223
10/06/17	189
10/07/17	208
10/08/17	182
10/09/17	186
10/10/17	185
10/11/17	192
10/12/17	227
10/13/17	213
10/14/17	227
10/15/17	247
10/16/17	177
10/17/17	233
10/18/17	189
10/19/17	213
10/20/17	201
10/21/17	201
10/22/17	185
10/23/17	182
10/24/17	205
10/25/17	186
10/26/17	181
10/27/17	199
10/28/17	209
10/29/17	190
10/30/17	194
10/31/17	172

G10 Sunset Harbor Garage**Short-Term**

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
11/01/17	196
11/02/17	206
11/03/17	218
11/04/17	228
11/05/17	230
11/06/17	196
11/07/17	222
11/08/17	226
11/09/17	240
11/10/17	224
11/11/17	223
11/12/17	203
11/13/17	196
11/14/17	202
11/15/17	191
11/16/17	220
11/17/17	199
11/18/17	208
11/19/17	211
11/20/17	181
11/21/17	216
11/22/17	182
11/23/17	152
11/24/17	176
11/25/17	187
11/26/17	180
11/27/17	176
11/28/17	196
11/29/17	177
11/30/17	198

G10 Sunset Harbor Garage**Short-Term**

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
12/01/17	193
12/02/17	223
12/03/17	198
12/04/17	177
12/05/17	201
12/06/17	205
12/07/17	220
12/08/17	213
12/09/17	229
12/10/17	218
12/11/17	197
12/12/17	201
12/13/17	181
12/14/17	140
12/15/17	186
12/16/17	208
12/17/17	178
12/18/17	176
12/19/17	204
12/20/17	217
12/21/17	215
12/22/17	210
12/23/17	205
12/24/17	190
12/25/17	135
12/26/17	189
12/27/17	223
12/28/17	226
12/29/17	211
12/30/17	221

G10 Sunset Harbor Garage

Short-Term

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
12/31/17	243
01/01/18	193
01/02/18	220
01/03/18	221
01/04/18	258
01/05/18	225
01/06/18	236
01/07/18	221
01/08/18	214
01/09/18	212
01/10/18	198
01/11/18	201
01/12/18	217
01/13/18	244
01/14/18	225
01/15/18	236
01/16/18	207
01/17/18	214
01/18/18	238
01/19/18	229
01/20/18	242
01/21/18	249
01/22/18	224

Total

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
06/02/17	230
06/03/17	237
06/04/17	191
06/05/17	207

G10 Sunset Harbor Garage

<i>Total</i>	
<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
06/06/17	216
06/07/17	222
06/08/17	232
06/09/17	239
06/10/17	228
06/11/17	192
06/12/17	235
06/13/17	210
06/14/17	222
06/15/17	210
06/16/17	248
06/17/17	247
06/18/17	201
06/19/17	220
06/20/17	219
06/21/17	219
06/22/17	217
06/23/17	213
06/24/17	207
06/25/17	202
06/26/17	180
06/27/17	201
06/28/17	203
06/29/17	208
06/30/17	235
07/01/17	242
07/02/17	208
07/03/17	209
07/04/17	203
07/05/17	200

G10 Sunset Harbor Garage

<i>Total</i>	
<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
07/06/17	242
07/07/17	251
07/08/17	274
07/09/17	258
07/10/17	258
07/11/17	253
07/12/17	249
07/13/17	275
07/14/17	292
07/15/17	247
07/16/17	237
07/17/17	241
07/18/17	252
07/19/17	251
07/20/17	264
07/21/17	292
07/22/17	261
07/23/17	246
07/24/17	256
07/25/17	260
07/26/17	251
07/27/17	274
07/28/17	267
07/29/17	245
07/30/17	216
07/31/17	241
08/01/17	250
08/02/17	260
08/03/17	274
08/04/17	253

G10 Sunset Harbor Garage

<i>Total</i>	
<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
08/05/17	236
08/06/17	200
08/07/17	239
08/08/17	225
08/09/17	235
08/10/17	240
08/11/17	253
08/12/17	242
08/13/17	218
08/14/17	238
08/15/17	236
08/16/17	251
08/17/17	264
08/18/17	248
08/19/17	246
08/20/17	226
08/21/17	248
08/22/17	259
08/23/17	286
08/24/17	267
08/25/17	269
08/26/17	267
08/27/17	226
08/28/17	247
08/29/17	264
08/30/17	278
08/31/17	267
09/01/17	262
09/02/17	251
09/03/17	199

G10 Sunset Harbor Garage

<i>Total</i>	
<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
09/04/17	212
09/05/17	234
09/06/17	288
09/07/17	286
09/08/17	286
09/09/17	286
09/10/17	286
09/11/17	286
09/12/17	286
09/13/17	330
09/14/17	303
09/15/17	304
09/16/17	283
09/17/17	264
09/18/17	258
09/19/17	256
09/20/17	251
09/21/17	254
09/22/17	270
09/23/17	281
09/24/17	253
09/25/17	246
09/26/17	271
09/27/17	258
09/28/17	260
09/29/17	270
09/30/17	250
10/01/17	245
10/02/17	249
10/03/17	276

G10 Sunset Harbor Garage

<i>Total</i>	
<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
10/04/17	270
10/05/17	258
10/06/17	243
10/07/17	256
10/08/17	220
10/09/17	265
10/10/17	246
10/11/17	249
10/12/17	259
10/13/17	269
10/14/17	265
10/15/17	275
10/16/17	234
10/17/17	290
10/18/17	245
10/19/17	252
10/20/17	266
10/21/17	237
10/22/17	216
10/23/17	243
10/24/17	254
10/25/17	267
10/26/17	250
10/27/17	270
10/28/17	245
10/29/17	218
10/30/17	237
10/31/17	248
11/01/17	243
11/02/17	276

G10 Sunset Harbor Garage

<i>Total</i>	
<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
11/03/17	265
11/04/17	253
11/05/17	249
11/06/17	263
11/07/17	293
11/08/17	276
11/09/17	292
11/10/17	271
11/11/17	246
11/12/17	222
11/13/17	246
11/14/17	260
11/15/17	265
11/16/17	267
11/17/17	248
11/18/17	235
11/19/17	237
11/20/17	239
11/21/17	268
11/22/17	240
11/23/17	165
11/24/17	202
11/25/17	216
11/26/17	210
11/27/17	260
11/28/17	271
11/29/17	243
11/30/17	267
12/01/17	270
12/02/17	251

G10 Sunset Harbor Garage**Total**

<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
12/03/17	223
12/04/17	261
12/05/17	284
12/06/17	256
12/07/17	263
12/08/17	286
12/09/17	261
12/10/17	234
12/11/17	257
12/12/17	271
12/13/17	251
12/14/17	204
12/15/17	274
12/16/17	250
12/17/17	206
12/18/17	262
12/19/17	286
12/20/17	254
12/21/17	271
12/22/17	283
12/23/17	231
12/24/17	209
12/25/17	144
12/26/17	218
12/27/17	247
12/28/17	261
12/29/17	258
12/30/17	253
12/31/17	273
01/01/18	218

G10 Sunset Harbor Garage

<i>Total</i>	
<u>Date</u>	<u>Maximum Occupancy</u> <u>Per Day</u>
01/02/18	253
01/03/18	266
01/04/18	289
01/05/18	266
01/06/18	263
01/07/18	249
01/08/18	255
01/09/18	272
01/10/18	258
01/11/18	280
01/12/18	282
01/13/18	272
01/14/18	255
01/15/18	273
01/16/18	274
01/17/18	284
01/18/18	294
01/19/18	320
01/20/18	273
01/21/18	280
01/22/18	251

Maximum Occupancy Reached Overall: 330

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: March 26, 2018

SUBJECT: **DISCUSSION REGARDING CABLERUNNER AND ITS TECHNOLOGY**

ANALYSIS:

Multinet Cablerunner LLC (Cablerunner), is a company that specializes in building fiber optic networks without trenching by using existing infrastructure like sewer systems or storm water drains to install fiber networks, allowing for faster installation of fiber networks with competitive cost advantages compared to conventional deployment systems.

At the February 14, 2018 meeting, the City Commission approved a referral to the Finance and Citywide Projects Committee to discuss Cablerunner and its technology. Additionally, to have City staff carry out a comprehensive assessment of its technology and its implementation in the City of Miami Beach, specifically.

CONCLUSION:

The following is presented to the members of the Committee for discussion and further direction.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: March 26, 2018

SUBJECT: **DISCUSSION REGARDING A MID-YEAR BUDGET AMENDMENT FOR THE UPCOMING INTERNATIONAL TENNIS FEDERATION (ITF) TOURNAMENT TAKING PLACE AT THE NORTH SHORE PARK TENNIS CENTER**

HISTORY:

At the March 7, 2018 Commission Meeting, a discussion item regarding a mid-year budget amendment for the upcoming International Tennis Federation (ITF) tournament taking place at the North Shore Park Tennis Center was referred to the Finance and Citywide Projects Committee ("FCWP").

ANALYSIS:

The International Tennis Federation (ITF) is scheduled to host an international tennis tournament in the City of Miami Beach in October/November 2018. The event will take place at both North Shore Park Tennis Center and Flamingo Park Tennis Center. The planned restroom project at North Shore Park will not be completed in time for this event. In order to provide the requested restroom facilities requested the Parks and Recreation Department will rent a restroom trailer with porter service. Although the event takes place next fiscal year the department must open a purchase order and reserve the unit months in advance. This is an unbudgeted item and is in need of a budget amendment to provide the necessary funds to procure.

Item	Budget
Restroom Trailer with Porter Service (ITF)	\$24,000
Total Budget Request	\$24,000

CONCLUSION:

Discussion and direction on a mid-year budget amendment for the upcoming International Tennis Federation (ITF) Tournament taking place at the North Shore Park Tennis Center.