

MIAMI BEACH

Finance and Citywide Projects Committee Meeting
City Hall, Commission Chambers, 3rd Floor, 1700 Convention Center Drive
February 22, 2019 - 2:00 PM

Commissioner Ricky Arriola, Chair
Commissioner Michael Góngora, Vice-Chair
Commissioner Mark Samuelian, Member
Commissioner Micky Steinberg, Alternate

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OLD BUSINESS

1. **DISCUSSION AND RECOMMENDATIONS ON THE PROPOSED MOBILITY FEE PROGRAM**
July 25, 2018 - C4 U
Sponsored by Commissioner Alemán
Transportation
2. **DISCUSSION ON ACTIVATING VACANT STOREFRONTS INCLUDING THE PURCHASE OF NEW COVERS AND EXPLORING NEW DESIGNS THAT REFLECT NORTH BEACH, MID-BEACH AND SOUTH BEACH AND IDENTIFYING FUNDS FOR THE PURCHASE**
April 11, 2018 - C4 J
Sponsored by Commissioner Arriola and Co-Sponsored by Commissioner Samuelian
Economic Development

NEW BUSINESS

3. **DISCUSSION TO CONSIDER DEVELOPING AND FUNDING A PROGRAM FOR TEMPORARY PUBLIC ARTISTIC INSTALLATIONS**
January 16, 2019 - C4 D
Sponsored by Commissioner Arriola
Tourism and Culture
4. **DISCUSSION REGARDING THE LOCATION OF A STORAGE FACILITY AND NEW RESTROOMS FOR SOUNDSCAPE PARK**
January 16, 2019 - C4 I
Tourism and Culture
5. **DISCUSSION REGARDING THE MOTION PASSED BY THE PRODUCTION INDUSTRY COUNCIL TO ADOPT CHANGES TO THE CURRENT FILM INCENTIVE GUIDELINES MAKING THEM LESS RESTRICTIVE FOR PRODUCTIONS TO TAKE ADVANTAGE OF THE FILM INCENTIVE PROGRAM.**
January 16, 2019 - C4 D/ February 13, 2019 - C4 C
Sponsored by Vice-Mayor Góngora/Commissioner Samuelian

6. **DISCUSSION REGARDING THE IMPACT OF THE FEDERAL GOVERNMENT SHUTDOWN ON REBECCA TOWERS**
RDA1, January 16, 2019
Sponsored by Commissioner Alemán
Office of Housing and Community Services
7. **DISCUSSION REGARDING REVENUE GENERATING OPPORTUNITIES FOR BEACH CONCESSION OPERATIONS**
January 16, 2019 - C4 AO
Economic Development
8. **DISCUSSION REGARDING ESTABLISHING CITYWIDE STANDARDS FOR CHILDREN'S PLAYGROUNDS, PLAY SURFACES, SHADE SYSTEMS, AND OUTDOOR FITNESS EQUIPMENT AND TO ESTABLISH A DEFINED PROCUREMENT AUTHORITY TO PURCHASE SUCH EQUIPMENT IN A RESPONSIBLE AND EXPEDITIOUS MANNER**
January 16, 2019 - C4 E
Sponsored by Commissioner Arriola
Parks and Recreation/Procurement
9. **DISCUSSION REGARDING THE APPLICATION OF HISTORICAL MARKERS UNDER THE AUSPICES OF THE STATE OF FLORIDA HISTORICAL MARKER PROGRAM**
January 16, 2019 - C4 H
Sponsored by Commissioner Alemán and Co-Sponsored by Commissioner Samuelian
Planning
10. **DISCUSSION REGARDING THE CREATION OF A PROCESS FOR APPLYING FUTURE CREDITS TO PREVIOUSLY PAID LAND USE BOARD FEES MORE THAN AN ESTABLISHED CAP ON PER SQUARE FOOT FEES**
January 16, 2019 - R9 T
Planning
11. **DISCUSSION REGARDING A POTENTIAL RFQ FOR A CITYWIDE CYBER SECURITY RISK ASSESSMENT**
January 16, 2019 - C4 L
Sponsored by Commissioner Alemán
Information Technology/Procurement
12. **DISCUSSION ON UPDATING MINIMUM WAGES ON CITY FUNDED CONSTRUCTION CONTRACTS**
January 16, 2019 - C4 M
Sponsored by Commissioner Steinberg
Procurement/CIP
13. **DISCUSSION REGARDING A NEW LEASE BETWEEN THE CITY AND LIVING ARTS TRUST, INC. D/B/A O CINEMA, FOR THE SPACE CURRENTLY OCCUPIED BY MIAMI FILM SOCIETY, INC. D/B/A MIAMI BEACH CINEMATHEQUE, CONSISTING OF APPROXIMATELY 2,523 SQUARE FEET, LOCATED AT 1130 WASHINGTON AVENUE, 1ST FLOOR SOUTH, FOR A PERIOD OF THREE (3) YEARS, WITH TWO (2) ADDITIONAL RENEWAL OPTIONS, FOR THREE (3) YEARS EACH, AT THE CITY MANAGER'S SOLE DISCRETION**
February 13, 2019 - C4 A

Economic Development

14. **DISCUSSION REGARDING A NEW LEASE AGREEMENT FOR OFFICE SPACE FOR THE CODE COMPLIANCE DEPARTMENT**

Economic Development

Status: Item to be submitted as supplemental.

DEFERRED ITEMS

15. **UPDATE ON ENERGOV PERMITTING SYSTEM**

April 26, 2017 - C7 M

Information Technology

Status: Item deferred to the March 22, 2019 FCWPC meeting, pending update.

16. **DISCUSSION REGARDING THE REVIEW OF THE JULIA TUTTLE BUS RAPID TRANSIT DEMONSTRATION PROJECT**

May 16, 2018 - C4 R

Sponsored by Commissioner Samuelian

Transportation

Status: Update to be provided at the April 19, 2019 FCWPC meeting.

17. **DISCUSSION REGARDING THE PARKING GARAGE/RETAIL DEVELOPMENT PROJECT, INVOLVING CITY-OWNED PARKING LOTS IN NORTH BEACH, SUBMITTED BY NORTH BEACH TOWN CENTER DEVELOPMENT, LLC, AN AFFILIATE OF PACIFIC STAR CAPITAL, LLC**

April 11, 2018 - R7A

Office of the City Manager/Economic Development

Status: Item deferred to the March 22, 2019 FCWPC meeting, pending completion of the economic impact study.

18. **DISCUSSION REGARDING THE BIGBELLY PROGRAM AND POTENTIAL WAYS TO SUBSIDIZE ITS COSTS**

October 17, 2018 - C4 I

Sponsored by Commissioner Arriola

Public Works

Status: Item deferred until meeting with BigBelly and Public Works has taken place.

19. **DISCUSSION REGARDING THE PROJECT BUDGET AND SCOPE OF THE 72ND STREET CIVIC COMPLEX PROJECT**

January 17, 2018 - C4 D

Sponsored by Commissioner Alemán

Office of Capital Improvement Projects

Status: Item deferred, pending conversation with Savino Miller about the swimming pool.

20. **DISCUSSION TO REVIEW THE CITY'S FORTHCOMING STORMWATER MANAGEMENT BUDGET AS WELL AS RELATED UTILITIES, ABOVE GROUND, AND OTHER ASSOCIATED COSTS**

September 12, 2018 - C4 G

Sponsored by Commissioner Samuelian

Public Works

Status: Item deferred to the April 19, 2019 FCWPC meeting, pending information from Jacobs Engineering.

21. **DISCUSSION TO CONSIDER REVISING THE “SPECIAL EVENTS REQUIREMENTS AND GUIDELINES,” BY AMENDING THE FOLLOWING SECTIONS: “APPLICATION DEADLINES,” “EXTERNAL/ INTERNAL REVIEW PROCEDURES,” “BOOKING POLICY,” “SPECIAL EVENT FEE SCHEDULE,” AND CREATION OF “VENUE FREQUENCY USE,” “VENUE CATALOG,” AND “RESIDENT BENEFIT.” HEREBY PERMITTING AND RESTRICTING FURTHER USES ON PUBLIC PROPERTY AND RECONCILING SPECIAL EVENT FEES TO MATCH RECENT INCREASES ASSOCIATED WITH OTHER PUBLIC RENTAL USES**
October 18, 2017 - C4 F
Tourism and Culture
Status: Item deferred to the March 22, 2019 FCWPC meeting, pending feedback from the industry.
22. **DISCUSS ENGAGING IN A PILOT WITH CAMINO PERMITTING SOFTWARE**
September 12, 2018 - C4 N
Sponsored by Commissioner Arriola
Building/Planning
Status: Item deferred to the March 22, 2019 FCWPC meeting, pending the issuance of an RFP and the continued studying of the City's processes.
23. **DISCUSSION REGARDING THE RECYCLING FEE AND BACKYARD SERVICE COST**
September 12, 2018 - R5 M
Sponsored by Commissioner Arriola
Public Works
Status: Item deferred in order to be discussed as part of the program budget process.
24. **DISCUSSION REGARDING ESTABLISHING A HISTORIC PRESERVATION FUND**
April 11, 2018 - C4O
Sponsored by Commissioner Arriola
Finance/Planning
Status: Item deferred to the March 22, 2019 FCWPC meeting, pending Land Use and Development Committee discussion.
25. **DISCUSSION REGARDING THE MIAMI BEACH ROWING CLUB LEASE**
June 6, 2018 - C4 E
Sponsored by Commissioner Arriola
Tourism, Culture, and Economic Development/Legal
Status: Item deferred to the March 22, 2019 FCWPC meeting, pending response from Miami Beach Rowing Club.
26. **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: Item deferred to a future FCWPC meeting, pending Sustainability and Resiliency Committee direction.
27. **DISCUSSION REGARDING THE ANNEXATION OF NORTH BAY VILLAGE, AND TO REVIEW PROPERTY TAXES, ECONOMIC IMPACT, AND VALUE**
September 12, 2018 - R9 E
Sponsored by Commissioner Arriola

Office of the City Attorney

Status: Item deferred to the March 22, 2019 FCWPC meeting, after obtaining feedback from North Bay Village.

28. **DISCUSSION REGARDING THE ANNEXATION OF THE WESTERNMOST ISLANDS OF THE VENETIAN ISLANDS AND MAKING THEM A PART OF MIAMI BEACH, AND TO REVIEW PROPERTY TAXES, ECONOMIC IMPACT, AND VALUE**

September 12, 2018 - R9 F

Sponsored by Vice-Mayor Góngora

Office of the City Attorney

Status: Item deferred to the March 22, 2019 FCWPC meeting, after obtaining feedback from the City of Miami.

29. **DISCUSSION REGARDING ESTABLISHING A PILOT PROGRAM FOR DOCKED ELECTRIC-ASSISTED BICYCLE SHARING SERVICES**

October 18, 2017 - C4 J

Sponsored by Commissioner Arriola

Transportation

Status: Item deferred to the March 22, 2019 FCWPC meeting, pending further discussions at the NCAC and Transportation Committee.

30. **DISCUSSION REGARDING ANNUAL ADJUSTMENTS (EG. CPI) FOR CITY FEES AND CHARGES**

December 12, 2018 - C4 D

Sponsored by Commissioner Samuelian

Office of Budget and Performance Improvement

Status: Item deferred to the March 22, 2019 FCWPC meeting, pending consultant's report and recommendation.

31. **DISCUSSION REGARDING THE BUDGET ADVISORY COMMITTEE MOTION THAT THE CITY OF MIAMI BEACH COMPLETE A FACILITY CONDITION ASSESSMENT**

December 12, 2018 - C4 H

Sponsored by Commissioner Samuelian

Property Management

Status: Update to be given at the March 22, 2019 or April 19, 2019 FCWPC meeting.

32. **DISCUSSION REGARDING THE ADMINISTRATION'S PROCEDURE FOR WELCOMING NEW BUSINESSES TO MIAMI BEACH**

December 12, 2018 - C4 E

Sponsored by Commissioner Arriola

Economic Development

Status: Item deferred to the March 22, 2019 FCWPC meeting, pending input from the new Economic Development Director.

33. **DISCUSSION REGARDING BENCHMARKING OF IMPACT FEES**

January 16, 2019 - C4 G

Sponsored by Commissioner Alemán

Economic Development

Status: Item deferred to the March 22, 2019 FCWPC meeting, pending Economic Development Director

34. **DISCUSS THE DESIGN AND PLAN CONCEPT FOR THE OCEAN TERRACE NEIGHBORHOOD URBAN DESIGN PLAN BY THE CORRADINO GROUP FOR PRIORITIZATION AND POTENTIAL FUNDING OPTIONS**

December 12, 2018 - C7 AE

Tourism and Culture

Status: Item deferred to the March 22, 2019 FCWPC meeting, pending development of the implementation plan and timelines.

35. **DISCUSSION REGARDING THE JANUARY 8, 2019 BUDGET ADVISORY COMMITTEE MOTION REGARDING AN ECONOMIC ANALYSIS ON THE NORTH BEACH TOWN CENTER PROPOSED GARAGE DEVELOPMENT PROJECT**

January 16, 2019 - C4 AN

Sponsored by Vice-Mayor Góngora

Office of the City Manager/Economic Development

Status: Item deferred to the March 22, 2019 FCWPC meeting, pending completion of the economic impact study.

36. **DISCUSSION REGARDING THE 41ST STREET IMPLEMENTATION WORKPLAN AND PRIORITIZATION OF BUDGETED FUNDS**

January 16, 2019 - R7 G

Economic Development

Status: Item deferred to the March 22, 2019 FCWPC meeting, pending development of the implementation plan and timelines.

37. **DISCUSSION REGARDING THE MAYOR'S BLUE RIBBON 41ST STREET COMMITTEE MOTIONS**

February 13, 2019 - C4 B

Sponsored by Commissioner Alemán

Economic Development

Status: Item to be heard at the March 22, 2019 FCWPC meeting.

38. **DISCUSSION REGARDING THE SOUTH BEACH SEAFOOD FESTIVAL**

February 13, 2019 - C4 D

Sponsored by Vice-Mayor Góngora

Tourism and Culture

Status: Item to be heard at the March 22, 2019 FCWPC meeting.

39. **DISCUSSION REGARDING SOUTH FLORIDA SENIORS IN ACTION LEASE MODIFICATIONS**

February 13, 2019 - C4 E

Sponsored by Vice-Mayor Góngora

Economic Development

Status: Item to be heard at the March 22, 2019 FCWPC meeting.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: DISCUSSION AND RECOMMENDATIONS ON THE PROPOSED MOBILITY FEE PROGRAM

HISTORY:

State of Florida Framework

The Florida Legislature has enacted a number of changes over the last several years that impact Growth Management and local government's ability to require that new development mitigate its impact to the transportation system. The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida to adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be provided "concurrent" with the impacts of new development. State mandated "concurrency" was adopted to ensure the health, safety and general welfare of the public. The introduction of "transportation concurrency" focused on accommodating the travel demand from new development by adding roadway capacity through construction of new roads and the widening of existing roads. Transportation concurrency, while well intended, had the unintended consequence of driving development away from urban areas, where road capacity was unavailable or cost prohibitive to provide, to suburban and rural areas where road capacity was readily available or cheaper to construct. The State enacted several programs in the following decades to address these unintended consequences.

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

In general, the foundations of a mobility fee are the mobility policies and projects integrated into a municipality's Comprehensive Plan. The mobility policies will need to include the establishment of a horizon year, mobility district(s) and, where applicable, multimodal quality of service standards for a multi-modal transportation system and policies that articulate how those standards will be achieved. The standards are for planning purposes, not for regulating the timing or approval of development. A Mobility Plan or projects identified in a municipality's adopted Transportation Plan or in its Comprehensive Plan serve as the basis for the types of mobility projects to be provided within a municipality.

Miami Beach Transportation Mitigation Overview: 1999 Municipal Mobility Plan (MMP)

In 2000, the City adopted a Concurrency Fee Ordinance to assess and mitigate the transportation impacts of private developments on the City's roadway network. At that time, the Concurrency Fee Ordinance was

premised on the City's Adopted 1999 MMP.

The City's Concurrency Fee is in essence a fee based on the cost of all capacity improvements recommended in the 1999 MMP divided by the number of additional vehicular trips that could be accommodated by the recommended capacity improvements in the MMP, if implemented. Proposed development is required to pay the City a concurrency fee calculated as the product of the City's established cost per trip and the number of trips anticipated to be generated by the proposed development. Concurrency Fee revenues are then used by the City to fund new capacity improvement projects to mitigate the transportation impacts of new developments.

It is important to note that the City's Concurrency Fee was and still is based on a vehicular-trip methodology as opposed to a multimodal or person-trip methodology. Also, the existing Concurrency Fee Ordinance does not provide for CPI increases to the fee to adjust for inflation over time. Further, the vast majority of projects recommended in the 1999 MMP Project Bank (found feasible) have been implemented over the past 18 years.

Recent History: 2016 Transportation Master Plan (TMP)

In April 2016, the City Commission took a bold step by adopting the City's 2016 TMP. The City's TMP Project Bank is based on the City's Adopted Modal Prioritization Strategy consisting of: pedestrians first; bicycles, transit, and freight second; and private vehicles third. As such, the City's TMP recommends over 150 multimodal projects intended to transition the City from a vehicular-based transportation system to a multimodal transportation system that focuses on pedestrian, bicycle, and transit trips to maximize the capacity of the roadway network and, ultimately, person through-put. The TMP is based on a 20-year horizon. Since the current TMP focuses on multimodal solutions, a traditional automobile/vehicle based concurrency system is NOT the best solution. A mobility fee is more representative of all forms of transportation.

State law allows counties and municipalities to charge and collect a concurrency fee to mitigate the transportation impacts of new developments; however, state law requires that there be a rational nexus between the concurrency fee being charged, the impacts of the new developments on the roadway network, and the implementation of improvements to mitigate the transportation impacts of the additional trips generated by new developments.

In order to continue charging a Concurrency Fee and prove rational nexus as required by State law, the City would need to update its existing concurrency fee to one that is based on the Adopted 2016 TMP.

More progressive cities have implemented or are moving towards a new transportation concurrency approach that assesses transportation impacts of vehicular trips generated by proposed developments based on both the length of the trips (i.e. vehicle miles traveled) and, hence, type of trip (local vs regional) rather than only on the number of vehicular trips anticipated to be generated by a development. This more progressive approach to transportation concurrency is referred to as a Mobility Fee Program, and several local governments in Florida have already adopted these types of programs. This includes but is not limited to: Broward County Hillsborough County, Gainesville, Jacksonville, Orlando, Tampa, and Sarasota. Locally, Miami Lakes has adopted a Mobility Fee. Miami-Dade County is also considering moving in this direction.

On September 14, 2018, the Administration presented the proposed Mobility Fee Program to the Finance and Citywide Projects Committee (FCWPC). After some discussion, the Committee requested that the Administration complete the following tasks and return to the FCWPC for further discussion and direction:

1. Reach out to the business community regarding the proposed Mobility Fee.
2. Provide a range of scenarios showing how the proposed Mobility Fee would impact various land uses.
3. Consider a discounted fee for North Beach.

At the November 30, 2018 FCWPC meeting, the Committee supported the Mobility Fee model. A comparison of Miami Beach impact fees with other municipalities was requested. A potential fee waiver for targeted areas of Miami Beach was also discussed. Lastly, the Committee recommended close coordination between TMP projects and G.O. Bond Program projects.

ANALYSIS:

An overview of the process and approach to developing the proposed mobility fee for Miami Beach is

described below, and also included in the attached presentation (Attachment A).

Mobility Fee Development Approach

Transportation in the City of Miami Beach has unique characteristics compared to other cities in Florida. Travel in Miami Beach is characterized by a high percentage of tourists, shorter trips, convenient public transportation, shuttle services, high availability of taxis, carpools, and ride share vehicles, higher propensity for biking and walking, availability of a robust bike sharing program, and limited to no free public parking - all factors that reduce the dependency on the private automobile and promote alternative modes of travel. Furthermore, City policies regarding prioritizing non-vehicular modes, creating pedestrian priority zones, and investing in greenways, shared-use paths, and protected bike lanes will help further reduce the reliance on the private vehicle for short trips.

Given the factors listed above, the proposed Mobility Fee Program was tailored to Miami Beach. First, travel demand growth was estimated using person-trips rather than only private vehicle trips. Second, the Mobility Fee share for each project listed in the TMP Project Bank was estimated based on whether the project is located on a state, county, or local roadway and the potential for other funding sources. Finally, a Mobility Fee Schedule was proposed for each land use category.

It is important to note that through the proposed Mobility Fee structure, neighborhood-supportive land uses generally associated with localized trips are incentivized, while land uses that induce regional trips, generally associated with large scale commercial developments, are disincentivized. Since large scale developments typically result in longer trips and greater impact to the transportation network, the assessment for regional trips is larger than that assessed for local trips. For example, trips to a restaurant tend to come from a greater distance than trips to a retail establishment. Therefore, restaurant fees are higher than retail fees.

Proposed Mobility Fee Schedule

A table of the proposed Mobility Fee Schedule for each land use category is included in page 8 of the attached presentation. As shown in the table, the fees would apply citywide. The developed mobility fees were reviewed for reasonableness in the context of the existing concurrency fee schedule.

A table comparing the existing Concurrency Fee charges with the proposed Mobility Fee charges is included in page 9 of the attached presentation. This table also calculated what the Concurrency Fee would be at the present time, if adjusted by the CPI. Similar to the existing Concurrency Fee Program, Mobility Fees would be charged for new developments and changes of use. In the case of changes of use, credits would be applied for the existing uses.

An important distinction to make is that under the City's existing Concurrency Fee Program, single family homes are exempted. However, under the proposed Mobility Fee Program, some single family homes would be charged a one-time fee for additions/expansions given that the increase in square footage would have an impact on local trips. Since larger homes tend to generate more traffic due to maintenance and housekeeping staff, as well as larger families. A single family home would not be charged a mobility fee unless the overall square footage of the home, including the expansion, exceeds 3,500 SF. Beyond that, a tiered fee structure would apply wherein fees would be charged for homes that are expanded to exceed 3,500 SF up to 7,000 SF; and a higher fee would be charged for homes expanded above 7,000 SF. In both tiers, the mobility fee would apply only to the square footage increase of the home (i.e. a credit would be applied to the existing square footage of the single family home).

In total, the new Mobility Fee is estimated to generate approximately \$126,878,500 in revenues over a 20-year period. The revenues would be used by the City to implement multimodal projects recommended in the Adopted 2016 Transportation Master Plan over a 20-year horizon. The total cost of all projects in the TMP Project Bank is approximately \$902 million, thus, the Plan over a 20-year horizon. The total cost of all projects in the TMP Project Bank is approximately \$902 million, thus, the revenues generated by the Mobility Fee over a 20-year period are anticipated to cover approximately 14.1% of the total project costs of all Priority I, II, and III projects in the Transportation Master Plan Project Bank. The balance of the project costs would be funded through federal, state, and/or county sources, grants, and other city sources.

Mobility Fee Uses

The Mobility Fee funds would be used by the City to plan, design, and construct numerous transportation improvement projects, including shared-use paths, bicycle lanes, transit lanes, intermodal facilities, pedestrian

safety and connectivity enhancements, neighborhood greenways, pedestrian priority zones, complete streets, traffic signalization improvements, and various intersection/roadway improvements to improve traffic safety and increase capacity. The concurrency fee funding was tied to the projects in the 1999 MMP.

UPDATE PROVIDED AT THE NOVEMBER 30, 2018 FCWPC MEETING

Pursuant to FCWPC's request, Planning and Transportation Department staff have reached out to the Miami Beach Chamber of Commerce, the Miami Beach LGBTQ Advisory Committee, the Miami Beach Latin Chamber of Commerce, and the Greater Miami and the Beaches Hotel Association. On September 24 and 25, Planning and Transportation staff met with representatives of the Miami Beach Chamber of Commerce to review the proposed Mobility Fee. Backup information was provided to the Chamber members to address their questions. Subsequently, on November 6, Planning and Transportation staff presented to the Board of Directors of the Miami Beach Chamber of Commerce to provide them with further information on the proposed Mobility Fee. At the meeting, the Chamber expressed concerns with the City assessing any type of transportation impact fee. Although it was explained to the Chamber that since 2000, all new developments and changes of use are assessed a transportation concurrency fee by the City, the Chamber advised that it would not support the proposed Mobility Fee Program.

On October 9, 2018, an overview of the proposed Mobility Fee was presented to the Miami Beach LGBTQ Advisory Committee. Background information regarding the proposed Mobility Fee was also shared with the Miami Beach Latin Chamber of Commerce and the Greater Miami and the Beaches Hotel Association via telephone and e-mail. Both the Miami Beach Latin Chamber of Commerce and the Greater Miami and the Beaches Hotel Association were invited to the November 6 presentation to the Board of Directors of the Miami Beach Chamber of Commerce. Most of the organizations understood that the Mobility Fee was the successor to the concurrency program, and that action was needed now that the TMP had been adopted. The Miami Beach Chamber of Commerce was not supportive of fees for businesses.

Additionally, pursuant to FCWPC's request, staff has provided a range of scenarios to illustrate how the proposed Mobility Fee would impact a wide range of land uses. Those scenarios are included in the updated Mobility Fee Program presentation (Attachment A). Based on the limited scenarios prepared, in North Beach, the median increase from the current fee with CPI adjustment would be approximately 61%. In Middle Beach, the median increase from the current fee with CPI adjustment would be approximately -6%. In South Beach, the median increase from the current fee with CPI adjustment would be approximately 66%. Lastly, pursuant to FCWPC's request, staff has studied and provided options for providing a discounted mobility fee structure intended to promote future redevelopment in North Beach. These recommendations are included in the Mobility Fee Program presentation for FCWPC's consideration. One option would be to consider a 60% reduction in the fee for North Beach, which could sunset after a period of time - perhaps 3 or 5 years. A decrease of 60% is suggested for North Beach because the median increase from the current fee with CPI adjustment would be a comparable 61%. Another option would be to phase-in the fee for North Beach over time. For example, North Beach development projects could pay 50% of the fee for the first two years, 75% of the fee for years 3 and 4, and the full fee at year 5. The impact of the fee reductions for North Beach is that it would result in a decrease of Mobility Fee funding available to fund the implementation of projects recommended in the City's Adopted 2016 Transportation Master Plan. Attachment B includes the Mobility Fee Technical Analysis report completed by Keith and Schnars.

UPDATE SINCE THE NOVEMBER 30, 2018 FCWPC MEETING

At the November 30, 2018 FCWPC meeting, the FCWPC committee felt that the Mobility Fee model was appropriate for Miami Beach. However, concerns were raised about the amount of the fee and the impact of the fee on redeveloping areas such as North Beach.

Additionally, an analysis was requested to compare Miami Beach fees with fees of neighboring communities. The fee analysis prepared by staff is depicted in Attachment C. In general, the proposed Miami Beach Mobility fees are comparable with that of neighboring communities which include unincorporated Miami-Dade County, Miami Lakes, Miami downtown, and Coral Gables. The analysis includes County Road Impact Fees which are uniformly assessed on new developments countywide, even within incorporated municipalities, and collected by districts. However, the funds generated by the collection of these fees can only be used by the County for the purpose of funding roadway capacity improvement projects within the

districts in which they were collected. Transportation enhancement projects such as bicycle lanes, shared-use paths, neighborhood greenways, traffic calming, and pedestrian safety improvements are not eligible to use County road impact fees as these projects do not generally increase the capacity of an existing roadway facility.

Specifically, the analysis shows that the proposed Mobility Fee, in conjunction with Miami Beach park concurrency fee, is lower than the impact fees for unincorporated Miami-Dade County, Miami Lakes, and Coral Gables. The fee for Miami downtown is only slightly lower than the fee proposed for Miami Beach.

Finally, the Committee requested that the Administration leverage the G.O. Bond funds allocated for above-ground improvements to fund the implementation of associated TMP Projects. While the City's initial G.O. Bond funding request for mobility enhancements was approximately \$41 million, the approved G.O. Bond Program budget provides for only \$7 million of transportation-related improvements as follows:

- Neighborhood Traffic Calming and Pedestrian Friendly Streets (Project No. 42): \$2 million.
- Protected Bicycle Lanes and Shared Bike/Pedestrian Paths (Project No. 43): \$5 million

Potentially, on a case-by-case basis, portions of the TMP projects could be included, funded, and implemented as part of above-ground improvements through the G.O. Bond Program. Specifically, the G.O. Bond Program Budget includes:

- Neighborhood Above Ground Improvements (Project No. 34): \$43 million
- Sidewalk Improvement Program (Project No. 37): \$13 million
- Street Pavement Program (Project No. 38): \$30 million

The Administration will work to maximize opportunities to incorporate multimodal transportation improvements as part of these more comprehensive and funded G.O. Bond projects.

CONCLUSION:

In addition to meeting the requirements of state law, implementing a new and more progressive Mobility Fee Program to replace the City's existing Concurrency Fee Program will better assess the transportation impacts of new developments and provide funding for the implementation of the TMP Multimodal Project Bank over a 20-year horizon. Further, it will help the City achieve its future mode share goals of being less car centric and increasing pedestrian, bicycle, and transit trips, thereby improving mobility for all modes of transportation citywide.

The Administration recommends adopting the Citywide Mobility Fee structure as proposed by Keith & Schnars which is anticipated to generate approximately 14.1% of the total cost of all recommended projects in the adopted TMP.

Pursuant to the Committee's request, the Administration is presenting the following option for discussion. Since North Beach is seeking to incentivize new development, a phased-in option for North Beach is being recommended. Consistent with the North Beach Town Center Ordinance Public Benefit Fee Incentives, a 50% reduction is recommended until August 24, 2020. Also consistent with the North Beach Town Center Ordinance Public Benefit Fee Incentives, a 75% reduction is recommended until August 24, 2025.

Since Middle Beach and North Beach are established areas of the City where development does not need to be incentivized, no fee reductions are proposed for these areas.

Please keep in mind that state law requires a 90 day enactment period prior to implementing any change to an existing impact fee or adopting new impact fees. It is also recommended that after FCWPC review, this item be forwarded to the Planning Board and City Commission for consideration.

ATTACHMENTS:

Description	Type
☐ Attachment A: Mobility Fee Presentation	Other
☐ Attachment B: Mobility Fee Technical Analysis	Other
☐ Attachment C: Municipal Impact Fee Comparison	Memo

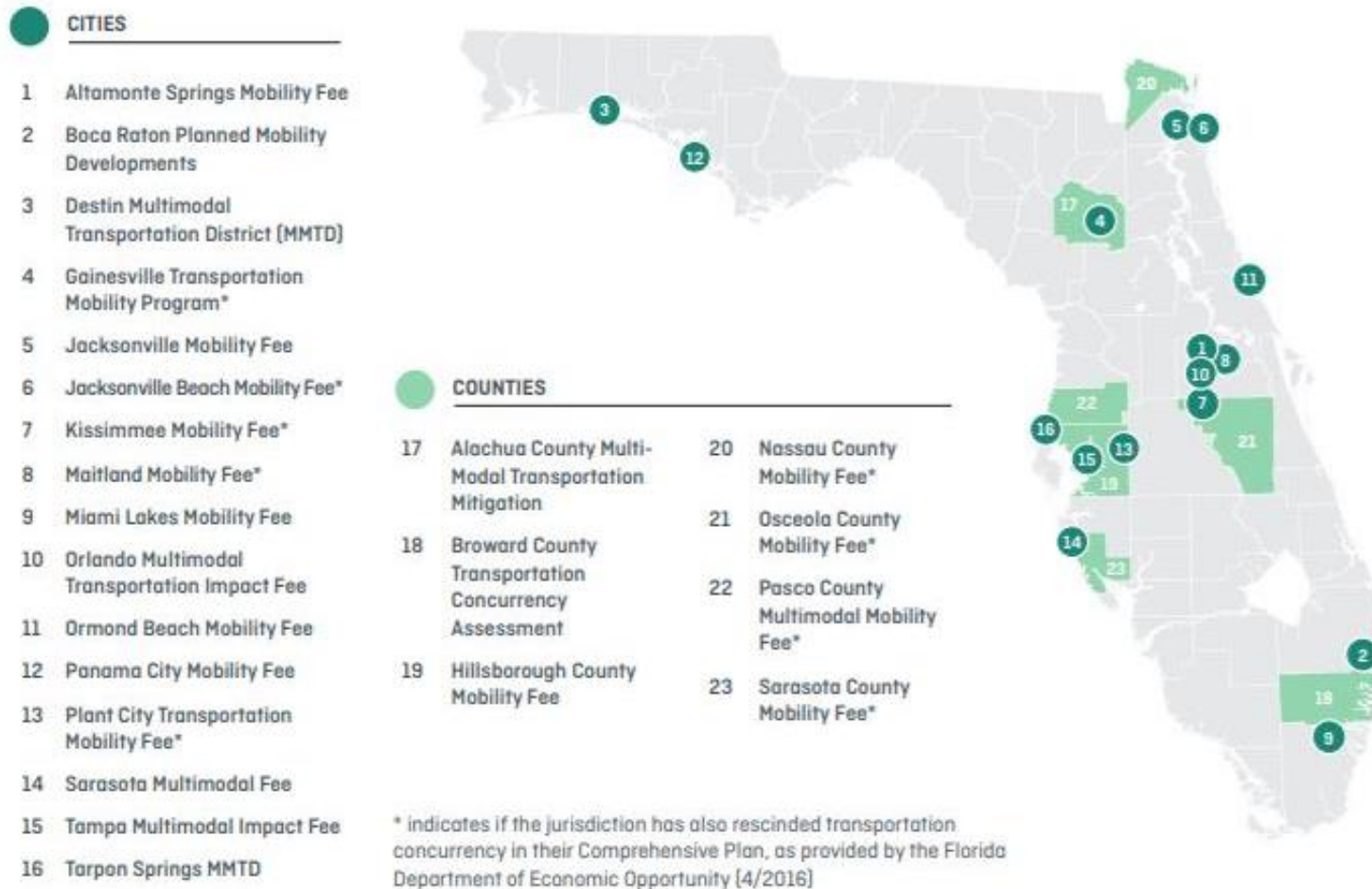
Mobility Fee

MIAMIBEACH

General Mobility Fee and Plan Elements

- Authorized Florida House Bill 319 – “Community Planning Act”
- Replace Transportation Concurrency and Concurrency Fees.
- Review Existing Multi-Modal Criteria.
- Review Adopted 2016 Transportation Master Plan
- Evaluate future traffic demands based on land uses or travel demand model.
- Identify planned Multi-Modal Projects with cost.
- Calculate land use impact.
- Calculate Mobility Fee Rate.
- Create Mobility Fee as a one-time “pay & go” mitigation strategy.

Municipalities with Mobility Fees



Miami-Dade County is issuing a solicitation for consultants to undertake a Mobility Fee Study this year.

General Mobility Fee Benefits

- **Promotes local trips over regional trips by charging more for longer trips**
- Eliminate Concurrency Fees & Uncertainty in Calculation
 - Proposal relates fee to BTR Categories for Transparency
- One-Time Transparent Mitigation Strategy
- Proposed Unified Fee District for Increased Flexibility
- Allows for Funds to be spent on:
 - Sidewalks & Trails
 - Bike Lanes
 - Transit Capital
 - Roadway Improvements
- Anticipated to cover 13.5% of Priority I, II, and III Projects in Transportation Master Plan Projects (\$121,795,400) – majority of balance is anticipated to be covered by County, federal and state funding
- Goes hand-in-hand with providing mobility in-light of reduced parking requirements and single-occupancy vehicle use.

Current Concurrency Fee

- Concurrency Fee is based on Trips generated by new development or change of use.
- Credit is provided for Trips generated by previous use
- Fee is based on the ***City of Miami Beach 1999 Municipal Mobility Plan***
 - If Mobility Fee is not updated, the Concurrency Fee must be updated since the 1999 Plan has been replaced by the ***2016 Transportation Master Plan***.

Current Concurrency Fee

- Set by the City Commission on April 12, 2000 (Resolution No. 2000-23874)
 - **North Beach** - \$1,841.54 / Trip
 - **Middle Beach** - \$2,783.30 / Trip
 - **South Beach** - \$2,015.16 / Trip
- **Contains NO Consumer Price Index (CPI) Adjustment**
- Trips are calculated pursuant to the *Institute of Traffic Engineers – Trip Generation Handbook*.

2016 Transportation Master Plan

- Based on 2015 adopted mode share goals:



PEDESTRIANS

1



TRANSIT



BICYCLISTS

2



FREIGHT



PRIVATE VEHICLES

3

- Adopted in April 2016.
- Identifies multi-modal improvements citywide.
- Prioritizes throughput of people rather than cars.
- Miami Beach was the second community in the nation to utilize this approach.
- See the next slide for how this concept applies to Washington Avenue

Washington Avenue Corridor



Approximately 2,000 people walk on this roadway at a typical location. Sidewalks widths in both directions range from



Bus routes utilizing this roadway carry as many as 7,500 people daily. Buses currently share roadway with personal vehicles.



As much as 31,000 people drive their personal vehicles on this roadway daily. Two general use lanes in each direction of the roadway.



Approximately 200 people bike on this roadway at a typical location. There are no dedicated bicycle lanes on this roadway, bicyclist share roadway with personal vehicles.

Existing Person Throughput per Lane				Potential Person Throughput per Lane			
AADT	Persons/Day	# of GU Lanes	Persons/Lane/Day	# of Dedicated Lanes	Vehicle Capacity	Vehicles/Hour	Persons/Lane/Day
25,500	30,600	4	7,650	1	75	20	15,000

Proposed Mobility Fee

Mobility Fee Schedule Category/Land Use Type	Unit of Measure	Mobility Fee
Residential¹		
Single Family less than 3,500 sq. ft. of floor area	Per Unit	\$1,771
Single Family between 3,500 and 7,000 sq. ft. of floor area	Per Unit	\$2,358
Single Family greater than 7,000 sq. ft. of floor area	Per Unit	\$2,949
Multi Family Apartments	Per Unit	\$1,452
Affordable / Workforce Housing / Micro Apartments	Per Unit	\$727
Recreation & Entertainment		
Marina (Including dry storage)	Per Berth	\$295
Golf Course	Per Hole	\$3,720
Movie Theater	Per Screen	\$21,876
Outdoor Commercial Recreation ²	Per Acre	\$1,753
Community Center / Civic / Gallery / Lodge / Museum	Per sq. ft.	\$2
Indoor Commercial Recreation / Health Club / Fitness	Per sq. ft.	\$4.35
Institutional		
Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living	Per Bed	\$709
Private School (Pre K-12)	Per sq. ft.	\$2.00
Place of Worship, including ancillary & accessory buildings	Per sq. ft.	\$1.70
Day Care Center	Per sq. ft.	\$3.70
Industrial		
Warehousing / Manufacturing / Industrial / Production (under roof)	Per sq. ft.	\$1.47
Mini-Warehousing / Boat / RVs & Other Outdoor Storage ³	Per sq. ft.	\$0.45
Distribution / Fulfillment Center / Package Delivery Hub	Per sq. ft.	\$2.05
Office		
General Office / Research / Higher Education / Financial / Bank	Per sq. ft.	\$3.20
Medical / Dental / Clinic / Veterinary / Hospital	Per sq. ft.	\$7.29

Mobility Fee Schedule Category/Land Use Type	Unit of Measure	Mobility Fee
Service / Retail / Non-Residential		
Retail Sales / Personal and Business Services ⁴	Per sq. ft.	\$9.69
Pharmacy / Dispensary / Pain Management Clinic	Per sq. ft.	\$14.76
Supermarket	Per sq. ft.	\$15.69
Takeout Restaurant with no seating ⁵	Per sq. ft.	\$10.61
Restaurant with seating ⁵	Per Seat	\$841
Restaurant drive-thru ⁵	Per drive-thru	\$8,732
Bar / Night Club / Pub without food service ⁴	Per sq. ft.	\$25.04
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts	Per sq. ft.	\$6.00
Hotel / Lodging ⁶	Per Room	\$1,649
Convenience Retail ⁷	Per sq. ft.	\$18.67
Motor Vehicle Fueling	Per Fuel Position	\$6,147
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane ⁸	Per drive thru lane and / or Per ATM	\$11,665
¹ Floor area is based on heated and/or cooled area and areas determined by building official to be habitable		
² The sq. ft. for any buildings or structure shall not be excluded from the acreage		
³ Acreage for any unenclosed material and vehicle storage shall be converted to sq. ft.		
⁴ Areas under canopy for seating, display, storage and sales shall be converted to sq.ft.		
⁵ Separate fees are associated with any drive-thru lane(s) associated with a restaurant.		
⁶ Restaurant / Bar / Night Club and/or retail sales, that are not exclusive to hotel guest only, shall be calculated based on the separate applicable Land Use Classification		
⁷ Convenience Retail rates are separate from the fee due for vehicle fueling positions. Rates per vehicle fueling position also apply to gas stations and service stations with fuel pumps. The fee for any restaurant square footage, seating or drive-thru in a convenience store will be based on the individual fee rate for the land use, not the convenience store rate		
⁸ Bank building square footage falls under office and is an additive fee beyond the fee due for bank/ATM drive-thru lanes or free standing ATM's. These rates are per drive-thru lane for the bank and per drive-thru lane with an ATM. The free standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store		

Concurrency Fee vs. Mobility Fee

Comparison of Like Uses

Use	Units	Current Transportation Concurrency Fees (Set in 2001)				Average IF CPI increase had been applied since 2001	Proposed Mobility Fee
		South Beach	Mid Beach	North Beach	Average		
Single Family Homes <3,500 SF	Unit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,771.00
Single Family Homes >3,000 SF<7,000 SF	Unit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,358.00
Single Family Homes >7,000 SF	Unit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,949.00
Multifamily Residential	Unit	\$ 864.86	\$ 1,193.91	\$ 789.79	\$ 949.52	\$ 1,314.10	\$ 1,452.00
Hotel	Room	\$ 820.51	\$ 1,132.68	\$ 749.29	\$ 900.83	\$ 1,246.71	\$ 1,649.00
Restaurant	Seats	\$ 454.61	\$ 627.57	\$ 415.15	\$ 499.11	\$ 690.75	\$ 841.00
Retail	SF	\$ 5.57	\$ 7.68	\$ 5.08	\$ 6.11	\$ 8.46	\$ 9.69
General Office	SF	\$ 1.65	\$ 2.28	\$ 1.51	\$ 1.81	\$ 2.51	\$ 3.20
Medical Office	SF	\$ 4.73	\$ 6.54	\$ 4.32	\$ 5.20	\$ 7.19	\$ 7.29
Storage Warehouse	SF	\$ 0.32	\$ 0.44	\$ 0.29	\$ 0.35	\$ 0.48	\$ 0.45
Supermarket	SF	\$ 9.28	\$ 12.81	\$ 8.48	\$ 10.19	\$ 14.10	\$ 15.69
Bar	SF	\$ 17.18	\$ 23.71	\$ 15.68	\$ 18.86	\$ 26.10	\$ 25.04
College	SF	\$ 2.93	\$ 4.04	\$ 2.67	\$ 3.21	\$ 4.45	\$ 3.20
Health Club	SF	\$ 4.50	\$ 6.21	\$ 4.11	\$ 4.94	\$ 6.84	\$ 4.35
Day Care	SF	\$ 15.25	\$ 21.05	\$ 13.92	\$ 16.74	\$ 23.17	\$ 3.70
ALF	Bed	\$ 410.26	\$ 566.34	\$ 374.64	\$ 450.41	\$ 623.36	\$ 709.00
Gas Station	Pump	\$ 16,099.78	\$ 22,225.04	\$ 14,702.23	\$ 17,675.68	\$ 24,462.51	\$ 6,147.00
Synagogue	SF	\$ 1.87	\$ 2.59	\$ 1.71	\$ 2.06	\$ 2.85	\$ 1.70
Museum	SF	\$ 0.20	\$ 0.28	\$ 0.18	\$ 0.22	\$ 0.30	\$ 2.00
Auto Care	SF	\$ 3.89	\$ 5.37	\$ 3.55	\$ 4.27	\$ 5.91	\$ 16.00

Sample Calculation

- **5,383 SF of Retail to 218 Seat Restaurant on 41 Street**
 - **Current Concurrency Fee:**
 - *New Use: 218 Seat Restaurant @ 0.41 PH Trips/Seat = **89.38 PH Trips***
 - *Current Use: 5,383 SF Retail @ 5.02 PH Trips/1,000 SF = **27.02 PH Trips***
 - *Additional Trips: 89.38 PH Trips – 27.02 PH Trips = 62.36 PH Trips*
 - *Reduction for Proximity to Transit = 15%*
 - *Reduction for Pass-By Trips = 30%*
 - *Total Reduction = 45%*
 - *Net New PH Trips Generated = 34.30 PH Trips*
 - ***Total Fee:** 34.30 PH Trips x \$2,783/Trip = **\$95,447.26***
 - ***Total Fee IF there were CPI Adjustments:** \$95,447.26 + 38.40% (CPI since 2001) = **\$132,095.56***
 - **Proposed Mobility Fee:**
 - *New Use: 218 Seat Restaurant @ \$841/Seat = **\$183,338.00***
 - *Existing Use: 5,383 SF Retail @ \$9.69/SF = **\$52,161.27***
 - ***Total Fee:** \$183,338.00 - \$52,161.27 = **\$131,176.73***

North Beach Examples

Restaurant	Existing Use / Credit	Proposed Units
Retail in SF	1,087	-
Restaurant Seats	16	30
Mobility Fee	\$1,288.43	% Increase
Current fee	\$286.81	349%
Current fee W/ CPI	\$408.23	216%

Condo Building	Existing Use / Credit	Proposed Units
Residential	3	16
Mobility Fee	\$19,695.00	% Increase
Current fee	\$10,267.26	92%
Current fee W/ CPI	\$14,613.85	35%

Mixed use	Existing Use / Credit	Proposed Units
Retail in SF	2,600	1165
Restaurant Seats	-	30
Mobility Fee	\$11,802.15	% Increase
Current fee	\$5,160.26	129%
Current fee W/ CPI	\$7,344.83	61%

Hypothetical Mixed Use Building	Existing Use / Credit	Proposed Units
Hotel	27	-
Residential	-	188
Office	13,000	24,676
Retail in SF	2,000	26,690
Restaurant Seats	215	-
Mobility Fee	\$338,294.98	% Increase
Current fee	\$148,102.87	128%
Current fee W/ CPI	\$210,801.47	60%

The Median increase from the current fee with CPI adjustment is 61%

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Middle Beach Examples

Restaurant	Existing Use / Credit	Proposed Units
Restaurant Seats	100	140
Mobility Fee	\$35,080.00	% Increase
Current fee	\$25,102.66	40%
Current fee W/ CPI	\$35,729.74	-2%

Mixed Use	Existing Use / Credit	Proposed Units
Retail in SF	-	436
Office in SF	436	-
Mobility Fee	\$2,956.08	% Increase
Current fee	\$2,355.79	25%
Current fee W/ CPI	\$3,353.10	-12%

Mixed Use	Existing Use / Credit	Proposed Units
Retail in SF	35,619	31,765
Restaurant Seats	-	60
Mobility Fee	\$13,656.06	% Increase
Current fee	\$8,040.80	70%
Current fee W/ CPI	\$11,444.23	19%

Hypothetical Building	Credit Units	Proposed Units
Retail in SF	35,619	31,765
Restaurant Seats	-	60
Mobility Fee	\$74,235.00	% Increase
Current fee	\$58,501.44	27%
Current fee W/ CPI	\$83,267.73	-11%

The Median change from the current fee with CPI adjustment is -6%

South Beach Examples

	Existing Use / Credit	Proposed Units
Hotel w/ Restaurant		
Hotel	35	44
Restaurant Seats	40	54
Mobility Fee	\$27,767.00	% Increase
Current fee	\$11,249.28	147%
Current fee W/ CPI	\$16,011.61	73%

	Existing Use / Credit	Proposed Units
Mixed use Condo Building		
Residential	-	10
Office in SF	-	10,375
Retail in SF	-	10,234
Mobility Fee	\$153,164.49	% Increase
Current fee	\$67,707.45	126%
Current fee W/ CPI	\$96,371.06	59%

	Existing Use / Credit	Proposed Units
Mixed use Hotel		
Hotel	-	267
Retail in SF	35,387	45,053
Restaurant Seats	374	339
Mobility Fee	\$526,535.26	% Increase
Current fee	\$137,860.87	282%
Current fee W/ CPI	\$196,223.57	168%

	Existing Use / Credit	Proposed Units
Hypothetical Mixed Use Building		
Hotel	27	-
Residential	-	188
Office	13,000	24,676
Retail in SF	2,000	26,690
Restaurant Seats	215	-
Mobility Fee	\$338,294.98	% Increase
Current fee	\$162,181.09	109%
Current fee W/ CPI	\$230,839.64	47%

The Median increase from the current fee with CPI adjustment is 66%

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2/22/2019

Works with Parking Reductions

- Hypothetical North Beach Project
 - 188 Residential Units @ 550 SF
 - 24,676 SF of Retail
 - 26,690 SF of Office
 - Estimated cost of building parking is \$40,000/space
- Previous North Beach Parking District 4
 - 373 Spaces Required
 - Estimated cost to develop ***\$14,920,000***
- **New** North Beach Parking District 8 (per **TC-C** Regulations)
 - 94 Spaces Required
 - Estimated cost to develop ***\$3,760,000***
- **Savings** with new reductions is estimated at ***\$11,160,000***

Options

1. Reduce fee 60% for North Beach
 - Sunset Date for a reduced fee.
 - 3yrs, 5yrs
2. Phase-in fee 50%, 75%, 100%
 - Every 2 years or yearly

CITY OF MIAMI BEACH MOBILITY FEE TECHNICAL ANALYSIS

MIAMI BEACH

Prepared for the City of Miami Beach

By
Keith & Schnars
NUE Urban Concepts

August 2018

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SECTION 1 - BACKGROUND

Mobility Fee Legislative Overview

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

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

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

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

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

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

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

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

Mobility Fee Legal Basis

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

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

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

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

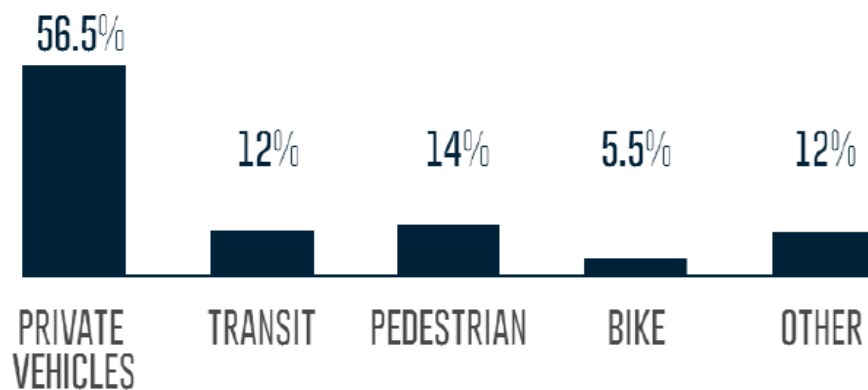
“Benefits Prong:” That a rational nexus exists between the payment of fees by new development and the benefit that new development receives from the expenditure of those fees.

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

Mobility Fee Basis

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

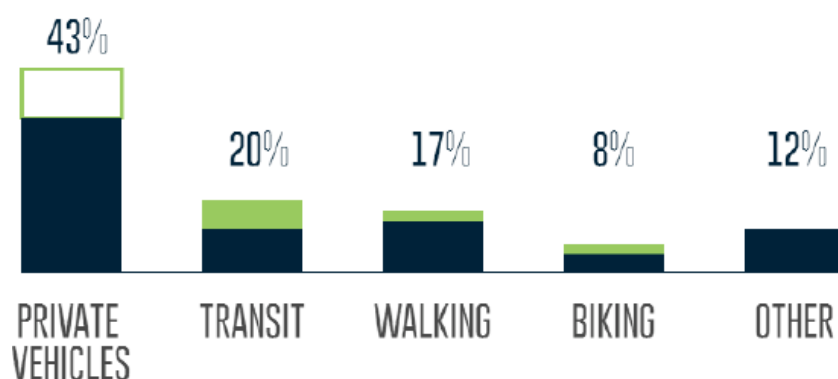
Figure 1 - Existing Citywide Mode Share



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

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

Figure 2 - 2035 Mode Share Vision



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

Mobility Fee Technical Analysis

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

SECTION 2 - ESTABLISHMENT OF MOBILITY FEE DISTRICTS

Assessment Areas

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

Benefit Districts

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

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

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

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

SECTION 3 - EXISTING CONDITIONS & LAND USES

Miami Beach Transportation Characteristics

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

Mobility Fee Land Uses

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

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

SECTION 4 - APPROACH TO MOBILITY FEE

Mobility Fee Approach

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

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

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

Mobility Fee

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

SECTION 5 - TECHNICAL ANALYSIS

Technical Analysis

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

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

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

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

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

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

Mobility Fee Per Additional Person - Mile of Travel

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

Trip Generation

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

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

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

Percent of New Trips

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

Person Trips

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

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

Mode Share

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

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

Person Miles of Travel (PMT)

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

Figure 3 - Mobility Fee Analysis Process for Miami Beach

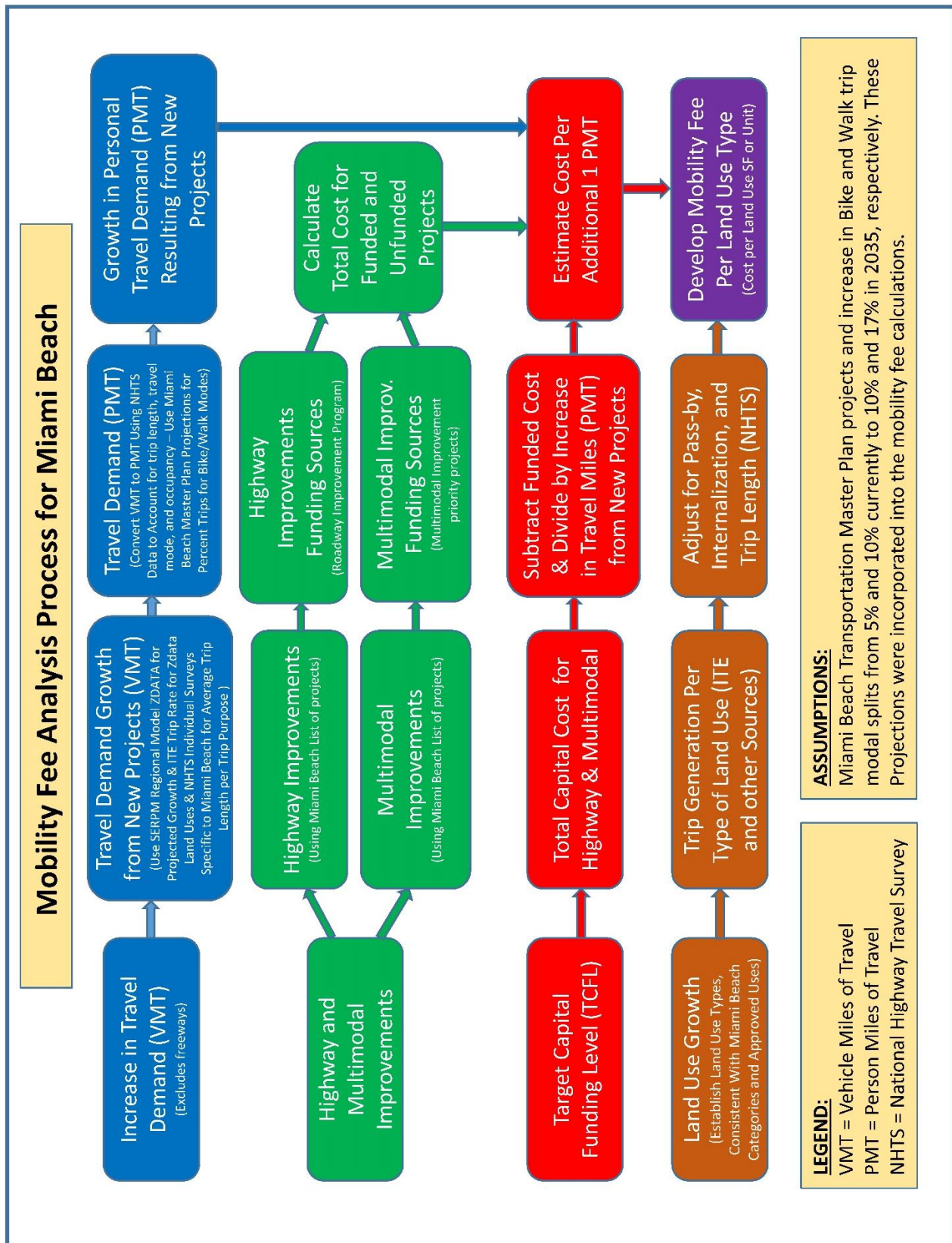


Table 1 - Daily VMT for 2010 & 2040 from SERPM 7

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

Table 2 - Residential Growth

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

Notes:

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

adopted models. Residential units growth from 2018 to 2035:

7,662 Units

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

7.33 trips/unit

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

Table 3 - Employment Growth

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

Notes:

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

Employment growth from 2018 to 2035:

9,538

employees

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

15.08 trips/employee

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

Table 4 - Hotel Growth

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

Notes:

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

Hotel room growth from 2015 to 2035:

1,069 Units

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

10.27 trips/room

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

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

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

Notes:

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

SECTION 6 - Comprehensive Plan & LDR Review

Comprehensive Plan and Land Development Regulation Review

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

Comprehensive Plan

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

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

Land Development Regulations

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

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

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

Parking Reduction Strategies

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

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

ATTACHMENTS

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

Attachment A

Mobility Fee Crosswalk Table

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

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

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

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

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

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Recommended Category
95004705	Mail order business; bond required	Misc	General Business	General Office / Research / Higher Education / Financial / Bank
95007400	Fire prevention service	Misc	General Business	General Office / Research / Higher Education / Financial / Bank
95015550	Postal box rentals	Misc	General Business	General Office / Research / Higher Education / Financial / Bank
95015800	Process service	Misc	General Business	General Office / Research / Higher Education / Financial / Bank
95021500	Hall for hire	Misc	General Business	Retail Sales / Personal and Business Services
95050199	Promoter; bond required: Single event/single location (less than 150 permitted occupancy)	Misc	General Business	Retail Sales / Personal and Business Services
95050199	Promoter; bond required: Single event/single location (greater than 150 permitted occupancy)	Misc	General Business	Retail Sales / Personal and Business Services
95050200	Promoter; bond required: Multiple event/single location (less than 150 permitted occupancy)	Misc	General Business	Retail Sales / Personal and Business Services
95050200	Promoter; bond required: Multiple event/single location (greater than 150 permitted occupancy)	Misc	General Business	Retail Sales / Personal and Business Services
95050201	Promoter; bond required: Multiple event/multiple location (less than 150 permitted occupancy)	Misc	General Business	Retail Sales / Personal and Business Services
95050201	Promoter; bond required: Multiple event/multiple location (greater than 150 permitted occupancy)	Misc	General Business	Retail Sales / Personal and Business Services
95040000	Conditional use	Misc	General Business	General Office / Research / Higher Education / Financial / Bank
N/A	Charitable, etc, organizations; occasional sales, fundraising	Misc	General Business	Community Center / Civic / Gallery / Lodge / Museum
95017900	Sound recording operator	Misc	Recording	General Office / Research / Higher Education / Financial / Bank
95017905	Sound recording studio	Misc	Recording	General Office / Research / Higher Education / Financial / Bank
95000200	Accountant, auditor; requires state license	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95000201	Tax service	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95000610	Mortgage broker, all firms; state license required:	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95000610	Mortgage broker, all firms; state license required: Each additional broker connected therewith	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95000652	Mortgage broker, all firms; state license required: Salesman; state license required	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95001000	Appraiser	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95005200	Collection agency	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95009900	Income tax service	Office	Financial	General Office / Research / Higher Education / Financial / Bank
95010400	Investment counselor; state license required	Office	Financial	General Office / Research / Higher Education / Financial / Bank

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

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

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

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

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

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

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

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

Occupation Code	Business Tax Category	Initial Category	Intermediate Category	Final Recommended Category
95001707	Auto/truck, Parking garage	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001707	Parking lot: Parking garage	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001708	Automobile for hire, limousines, except sightseeing busses, Each automobile	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95014500	Parking lot	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95014502	Parking lot: Provisional	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95014504	Parking lot: Self parking lot	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95014505	Parking lot: Parking valet lot only	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95014506	Parking lot: Temporary lot	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95014507	Parking lot: Under utilized	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
99020700	Parking lot: Valet parking (per location); insurance required. A letter of permission from the owner, lessee or operator of the business from which the valet service is operating must be submitted prior to the issuance of a valet parking business tax receipt.	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95020700	Valet parking (see parking)	Transportation	Parking	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001701	Auto/truck, Rental agency	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001703	Auto/truck, Sub rental agency (no cars on location)	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001705	Automobile for hire, limousines, except sightseeing busses, Limousine service	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001706	Automobile for hire, Each limousine (insurance required)	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95001709	Automobile for hire, limousines, except sightseeing busses, Each private or nursery bus, per bus	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95012800	Motor scooter, motorcycle, rental agency; insurance required: 1 to 20 units	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95012800	Motor scooter, motorcycle, rental agency; insurance required: Each unit over 20	Transportation	Rental	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95017100	Service station:	Transportation	Service Station	Motor Vehicle Fueling
95017400	Sightseeing buses (each bus); insurance required	Transportation	Touring	Retail Sales / Personal and Business Services
95020301	Tour: Operator; state certificate required	Transportation	Touring	Retail Sales / Personal and Business Services
95020100	Tow truck, wrecker associated with a service station (each truck), insurance required	Transportation	Towing	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts
95021400	Tow truck/wrecker service, each truck, insurance required	Transportation	Towing	Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts

Attachment B

Trip Generation Documentation

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

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

Attachment C

Trip Generation Rates

Trip Generation Data Category/Land Use Type	Vehicle Trip Gen	% New Trips	Person Trip Gen
Residential			
Single Family less than 3,500 sq. ft. of floor area	6.29	1.00	8.37
Single Family between 3,500 and 7,000 sq. ft. of floor area	8.38	1.00	11.15
Single Family greater than 7,000 sq. ft. of floor area	10.48	1.00	13.94
Multi Family Apartments	5.16	1.00	6.86
Affordable / Workforce Housing / Micro Apartments	2.58	1.00	3.43
Recreation & Entertainment			
Marina (Including dry storage)	2.41	0.50	1.60
Golf Course	30.38	0.50	20.20
Movie Theater	178.65	0.50	118.80
Outdoor Commercial Recreation	14.32	0.50	9.52
Community Center / Civic / Gallery / Lodge / Museum	14.54	0.50	9.67
Indoor Commercial Recreation / Health Club / Fitness	35.53	0.50	23.62
Institutional			
Continuing Care Facility / Nursing Home / Memory Care / Congregate Care Facility / Assisted / Independent Living	2.52	1.00	3.35
Private School (Pre K-12)	13.58	0.50	9.03
Place of Worship, including ancillary & accessory buildings	6.95	1.00	9.24
Day Care Center	47.62	0.50	31.67
Industrial			
Warehousing / Manufacturing / Industrial / Production (under roof)	4.66	0.90	5.58
Mini-Warehousing / Boat / RVs & Other Outdoor Storage	1.51	1.00	2.01
Distribution / Fulfillment Center / Package Delivery Hub	7.97	1.00	10.60
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Trip Generation Data Category/Land Use Type	Vehicle Trip Gen	% New Trips	Person Trip Gen
Office			
General Office / Research / Higher Education / Financial / Bank	11.41	0.80	12.14
Medical / Dental / Clinic / Veterinary / Hospital	26.02	0.80	27.69
Service / Retail / Non-Residential			
Retail Sales / Personal and Business Services	56.55	0.70	52.65
Pharmacy / Dispensary / Pain Management Clinic	150.65	0.40	80.15
Supermarket	106.78	0.60	85.21
Takeout Restaurant with no seating	433.06	0.20	115.19
Restaurant with seating	17.15	0.40	9.12
Restaurant drive-thru	356.54	0.20	94.84
Bar / Night Club / Pub without food service	113.60	0.90	135.98
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts	35.00	0.70	32.59
Hotel / Lodging	6.41	1.00	8.53
Convenience Retail	762.28	0.20	202.77
Motor Vehicle Fueling	250.98	0.20	66.76
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane	113.35	0.40	60.30

Attachment D

Person Miles of Travel (PMT) Factor

PERSON MILES OF TRAVEL (PMT) FACTOR	
Vehicle Occupancy	1.6
Future Mobility Occupancy	1.6
Non-Vehicle Occupancy	1
Vehicle Share of Trips	43%
Future Mobility Share of Trips	12%
Non-Vehicle Share of Trips	45%
Weighted Vehicle PMT	0.69
Weighted Future Mobility PMT	0.19
Weighted Non-Vehicle PMT	0.45
Person Miles of Travel Factor	1.33
Notes:	
Vehicle Occupancy from Miami Beach Transportation Plan	
Future Mobility (Other) Occupancy based on Vehicle Occupancy	
Non-Vehicle (Walk, Bike & Transit) based on single person trip	
Vehicle Mode Share from Miami Beach Transportation Plan	
Future Mobility (Other) Mode Share from Miami Beach Transportation Plan	
Non-Vehicle Mode Share from Miami Beach Transportation Plan	
Weighted Vehicle PMT derived by multiplying occupancy by % share of trips	
Weighted Future Mobility PMT derived by multiplying occupancy by % share of trips	
Weighted Non Vehicular PMT derived by multiplying occupancy by % share of trips	
Person Miles of Travel Factor is the summation of weighted PMT	

Attachment E

Person Trips

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

Attachment F

Residential Trip Length

RESIDENTIAL TRIP LENGTH CALCULATION				
Trip Purpose	Person Trips (Millions)	Percent of Person Trips	Trip Length	Weighted Trip Length
To-From Work	61,214	16%	6.6	1.03
Work Related	11,943	3%	6.6	0.20
Family / Personal Errand	166,535	42%	3.4	1.44
School or Church	37,676	10%	4.4	0.42
Social / Recreation	107,722	27%	3.4	0.93
Other	6,933	2%	4.4	0.08
Total	392,023	100%		4.11
Notes:				
The residential trip length calculation is based upon the total person trips for all trip purposes				
The total weighted average trip length was used for the transit, vehicle, and future mobility mode share trip length calculations for residential land uses				
Trip Purpose from Miami Beach Transportation Plan and NHTS				
Person Trip by Trip Purpose from Miami Beach Transportation Plan and NHTS				
Percent of Person Trips was derived by dividing person trips by trip purpose by total person trips				
Trip Length from Miami Beach NHTS Analysis from K&S				
Weighted Trip Length was derived by multiplying % of person trips by trip length				

Attachment G

Trip Length by Trip Purpose

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

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

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

Attachment H

Land Use Trip Length by Trip Purpose

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

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

Attachment I

Person Miles of Travel by Land Use

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

Attachment J

Mobility Fee Schedule

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

Service / Retail / Non-Residential		
Retail Sales / Personal and Business Services ⁴	Per sq. ft.	\$10.11
Pharmacy / Dispensary / Pain Management Clinic	Per sq. ft.	\$15.40
Supermarket	Per sq. ft.	\$16.37
Takeout Restaurant with no seating ⁵	Per sq. ft.	\$11.07
Restaurant with seating ⁵	Per Seat	\$877
Restaurant drive-thru ⁵	Per drive-thru	\$9,110
Bar / Night Club / Pub without food service ⁴	Per sq. ft.	\$26.12
Motor Vehicle & Boat Sales / Service / Repair / Cleaning / Parts	Per sq. ft.	\$6.26
Hotel / Lodging ⁶	Per Room	\$1,721
Convenience Retail ⁷	Per sq. ft.	\$19.48
Motor Vehicle Fueling	Per Fuel Position	\$6,413
Bank Drive-Thru Lane, Stand Alone ATM or ATM Drive-Thru Lane ⁸	Per drive thru lane and / or Per ATM	\$12,170
¹ Floor area is based on heated and/or cooled area and areas determined by building official to be habitable		
² The sq. ft. for any buildings or structure shall not be excluded from the acreage		
³ Acreage for any unenclosed material and vehicle storage shall be converted to sq. ft.		
⁴ Areas under canopy for seating, display, storage and sales shall be converted to sq.ft.		
⁵ Separate fees are associated with any drive-thru lane(s) associated with a restaurant.		
⁶ Restaurant / Bar / Night Club and/or retail sales, that are not exclusive to hotel guest only, shall be calculated based on the separate applicable Land Use Classification		
⁷ Convenience Retail rates are separate from the fee due for vehicle fueling positions. Rates per vehicle fueling position also apply to gas stations and service stations with fuel pumps. The fee for any restaurant square footage, seating or drive-thru in a convenience store will be based on the individual fee rate for the land use, not the convenience store rate		
⁸ Bank building square footage falls under office and is an additive fee beyond the fee due for bank/ATM drive-thru lanes or free standing ATM's. These rates are per drive-thru lane for the bank and per drive-thru lane with an ATM. The free standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store		

Attachment K

Mobility Fee Formulas

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

Where:

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

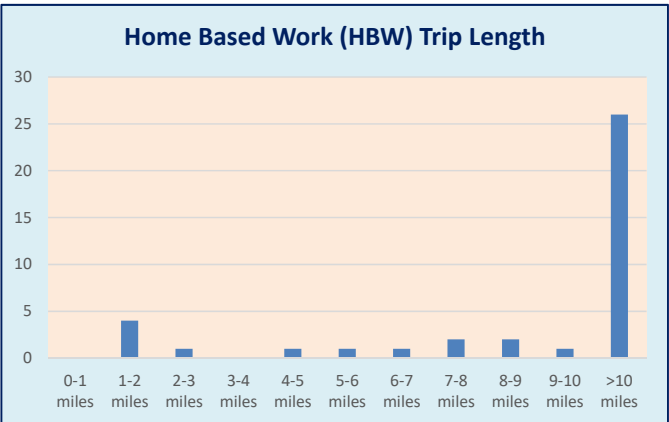
Attachment L

National Household Travel Survey Summaries

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

Home Based Work (HBW) Trip Length

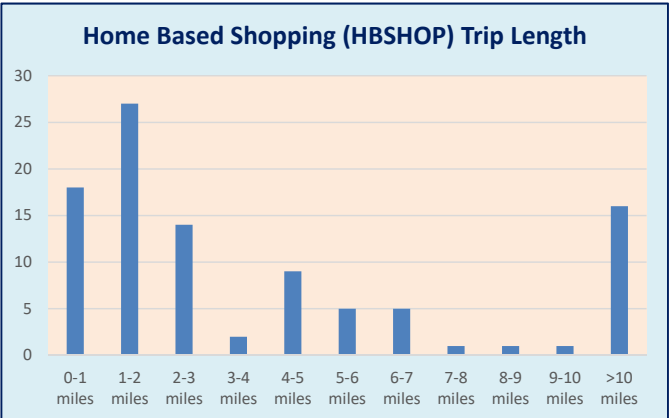
DIST	TRIPS	AVE DIST	MILES
0-1 miles	0	0.50	0
1-2 miles	4	1.50	6
2-3 miles	1	2.50	2.5
3-4 miles	0	3.50	0
4-5 miles	1	4.50	4.5
> 5 miles	33	5.50	181.5
Total	39	5.0	194.5



Weighted Average Trip Length (n 5.0

Home Based Shopping (HBSHOP) Trip Length

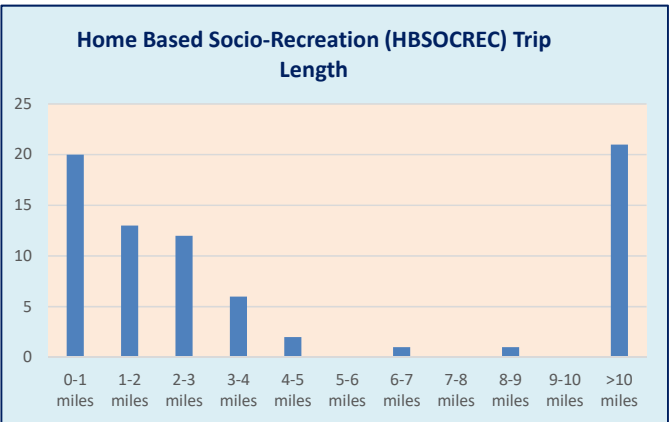
DIST	TRIPS	AVE DIST	MILES
0-1 miles	18	0.50	9
1-2 miles	27	1.50	40.5
2-3 miles	14	2.50	35
3-4 miles	2	3.50	7
4-5 miles	9	4.50	40.5
> 5 miles	29	5.50	159.5
Total	99	2.9	291.5



Weighted Average Trip Length (m 2.9

HBSOCREC Trip Length

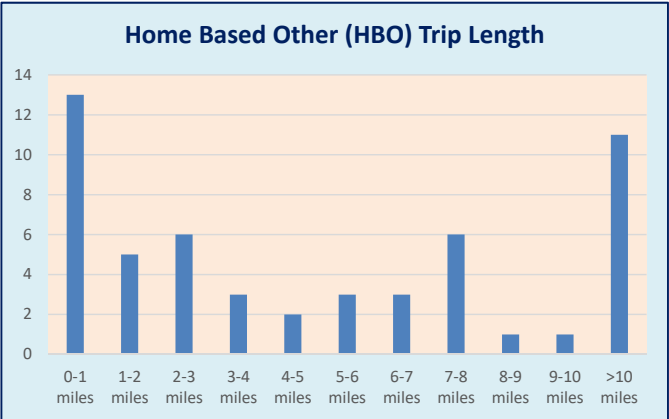
DIST	TRIPS	AVE DIST	MILES
0-1 miles	20	0.50	10
1-2 miles	13	1.50	19.5
2-3 miles	12	2.50	30
3-4 miles	6	3.50	21
4-5 miles	2	4.50	9
> 5 miles	23	5.50	126.5
Total	76	2.8	216



Weighted Average Trip Length (n 2.8

Home Based Other (HBO) Trip Length

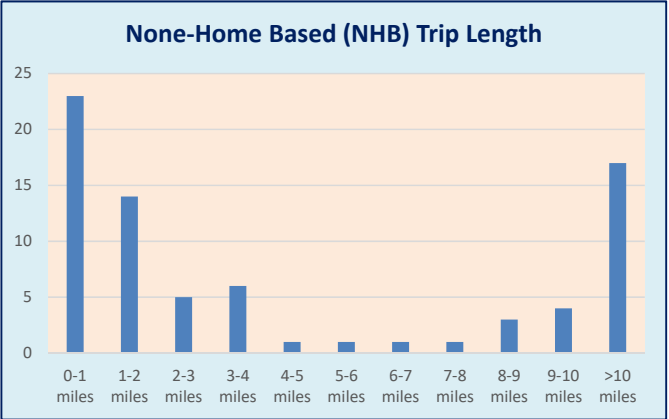
DIST	TRIPS	AVE DIST	MILES
0-1 miles	13	0.50	6.5
1-2 miles	5	1.50	7.5
2-3 miles	6	2.50	15
3-4 miles	3	3.50	10.5
4-5 miles	2	4.50	9
> 5 miles	25	5.50	137.5
Total	54	3.4	186



Weighted Average Trip Length (n 3.4

None-Home Based (NHB) Trip Length

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

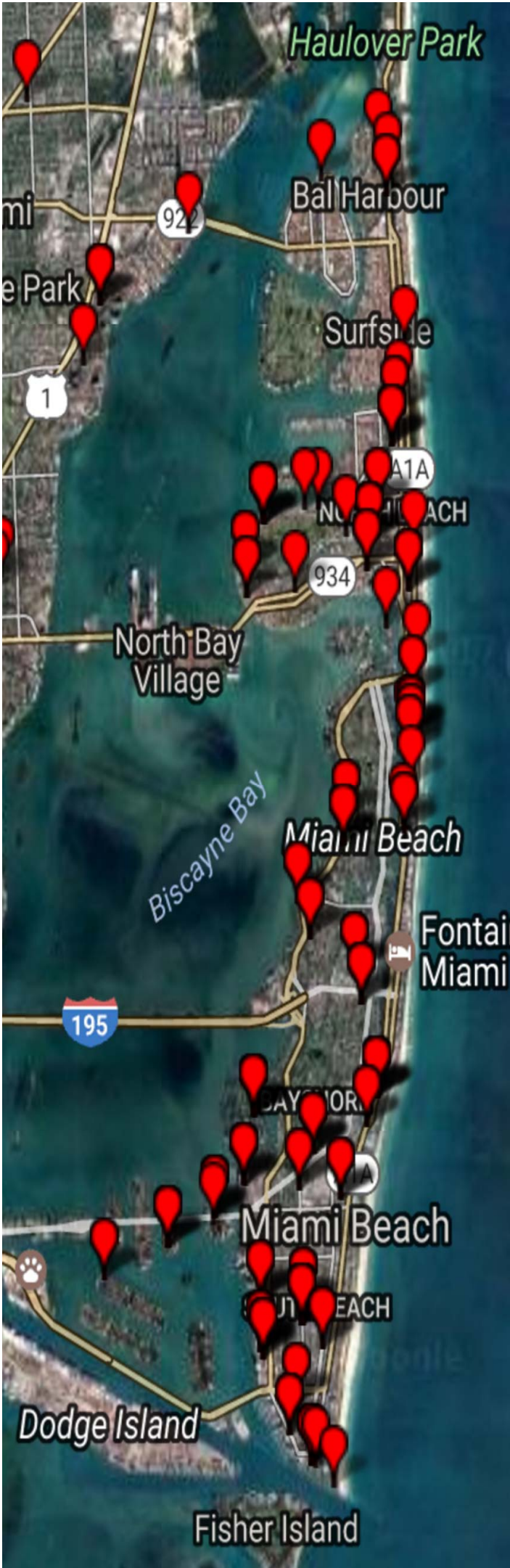


Weighted Average Trip Length (n 2.9

NHTS Bike and Walk Trips for Miami Beach

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

GIS PLOT OF HOME ADDRESS OF SURVEY RESPONDANTS



Note:
NHTS 2009 has 370 records for Miami Beach

Attachment M

Miami Beach Planned Transportation Projects

Priority 1 Improvement Projects

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

Priority 2 & 3 Improvement Projects

No	Priority 2 Project Names	Location	Type	From	To	Length	Description	Feasibility	Design	Construction	Total Cost	Note	% Mobility	\$ Mobility
1	Exclusive transit & protected bike lane-17 St	South	Transit/Bike/Ped	Washington Ave	Collins Ave	0.14	Exclusive transit and/or protected bike lane/Lane repurpose or widen	\$116,230	\$465,895	\$1,162,300	\$1,744,425	Other funds	100%	\$1,744,400
2	Exclusive transit & protected bike lane-SR A1A	South/Middle	Transit/Bike/Ped	17 St	44 St	2.76	Exclusive transit and/or protected bike lane/Lane repurpose or widen	\$1,145,696	\$9,184,771	\$22,913,906	\$33,244,373	Oher Funds	13%	\$4,155,500
3	Protected/Buffered Bike Lanes - Meridian Ave	South/Middle	Bike/Ped	16 St	28 St	1.04	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	\$366,466	\$955,997	\$7,329,312	\$8,651,775	Major Proj	20%	\$1,730,400
4	Buffered Bike Lane - 69 St	North	Bike/Ped	Indian Creek Dr	Collins Ave	0.20	Buffered bike lane	\$64,070	\$183,846	\$1,281,400	\$1,529,316	Large Proj	100%	\$1,529,300
5	Protected bike lane Feasibility-21 St & 22 St	South	Bike/Ped	Washington Ave	Beachwalk	0.60	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	\$264,553	\$345,068	\$2,645,526	\$3,255,147	Large Proj	60%	\$1,953,100
6	Protected/Buffered Bike Lanes - 63 St	Middle	Bike/Ped	N Bay Rd	SR A1A/Indian	0.47	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	\$222,220	\$1,116,646	\$2,222,198	\$3,561,064	Large Proj	60%	\$2,136,600
7	Exlusive transit/bike-SR 934/71 St/Normandy	North	Bike/Ped	Bay Dr	SR A1A/Collins	2.60	Exclusive transit and/or protected bike lane/Lane repurpose or widen	\$1,003,587	\$7,335,939	\$20,071,725	\$28,411,251	Oher Funds	20%	\$5,682,300
8	Safety Study-SR 907/Alton Rd & SR 112/41 St	North	Bike/Ped	SR 907/Alton Rd	SR 112/41 St	n/a	Safety feasibility study	\$95,796			\$95,796	Oher Funds	0%	\$0
9	Safety Study-SR 112/41 St & Pine Tree Dr	North	Bike/Ped	SR 112/41 St	Pine Tree Dr	n/a	Safety feasibility study	\$95,796			\$95,796	Oher Funds	0%	\$0
10	Safety Study-44 St & SR A1A/Collins Ave	Middle	Bike/Ped	44 St	SR A1A/Collins	n/a	Safety feasibility study	\$95,796			\$95,796	Oher Funds	0%	\$0
11	Bicycle Greenway Analysis-Meridian Ave	South	Bike/Ped	1 St	16 St	1.00	Neighborhood greenway/Traffic calming/Enhanced crosswalks	\$242,987	\$316,938	\$2,429,864	\$2,989,789	Large Proj	50%	\$1,494,900
12	Lincoln Rr Shared Space	South	Bike/Ped	Washington Ave	Collins Ave	0.12	Shared space with pavement changes & multimodal accomodations	\$36,333	\$315,932	\$363,322	\$715,587		100%	\$715,600
13	Bicycle Connection/ Greeway - Lincoln Lane	South	Bike/Ped	Alton Rd	Washington Ave	0.57	Exploring typical section alts to create exclusive bike lane or greenways	\$138,503	\$180,655	\$1,385,023	\$1,704,181	Large Proj	50%	\$852,100
14	Shared Use Path - Fairway Dr	North	Bike/Ped	Biarritz Dr	Bay Dr	1.10	Shared-use path adjacent to the golf course	\$32,466	\$42,346	\$324,653	\$399,465		100%	\$399,500
Total Potential Cost for Priority 3 Projects								\$3,920,499	\$20,444,033	\$62,129,229	\$86,493,761		26%	\$22,393,700

No	Priority 3 Project Names	Location	Type	From	To	Length	Description	Feasibility	Design	Construction	Total Cost	Note	% Mobility	\$ Mobility
1	Protected/buffered bike lanes-SR A1A/Collins	South	Bike/Ped	S Pointe Dr	17 St	1.68	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	\$591,983	\$1,544,303	\$11,839,657	\$13,975,943	Oher Funds	13%	\$1,747,000
2	Neighborhood Greenway - Prairie Ave	Middle	Bike/Ped	44 St	47 St	0.25	Neighborhood greenway/Sharrow markers/Enhanced crosswalks	\$34,063	\$44,430	\$340,626	\$419,119		80%	\$335,300
3	Exclusive transit lanes - SR A1A/Collins Ave	Middle	Transit/Bike/Ped	44 St	SR A1A/Collins/In	2.00	Exclusive transit lanes (lane repurposing)	\$338,945	\$5,374,060	\$6,778,900	\$12,491,905	Oher Funds	13%	\$1,623,900
4	Exclusive Transit/Protected bike Lanes-SR A1A	Middle/North	Transit/Bike/Ped	SR A1A/Collins/In	SR 934/71 St	2.05	Exclusive transit and protected bike lanes (lane repurpose or widen)	\$850,970	\$7,452,108	\$17,019,387	\$25,322,465	Oher Funds	10%	\$2,532,200
5	Exclusive transit/protected bike-SR 934/79 st Cs	North	Transit/Bike/Ped	US1/Biscayne B	Bay Dr	2.67	Exclusive transit/shared use path/protected bike In/repurpose or widen	\$1,378,742	\$7,126,692	\$27,574,824	\$36,080,258	Oher Funds	13%	\$4,510,000
6	Protected/buffered bike lane	North	Bike/ped	Indian creek Dr	SR 934/71 St	0.30	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	\$105,712	\$275,769	\$2,114,225	\$2,495,706	Large Proj	70%	\$1,747,000
7	Shared path - 77 St	North	Bike/Ped	Normandy Ave	Dickens Ave	0.24	Shared use path (lane repurpose or widen). Enhanced crosswalks	\$7,084	\$9,240	\$70,834	\$87,158		100%	\$87,200
8	Neighborhood Greenway - 77 St	North	Bike/Ped	Dickens Ave	Atlantic Way	0.34	Neighborhood greenway/Sharrow markers/Enhanced crosswalks	\$23,163	\$60,424	\$463,251	\$546,838		100%	\$46,800
9	Neighborhood Greenway - 81 St	North	Bike/Ped	Tatum Waterway	SR A1A/Collins	0.19	Neighborhood greenway/Sharrow markers/Enhanced crosswalks	\$12,944	\$33,767	\$258,876	\$305,587		100%	\$305,600
10	Protected/buffered bike lane - S Pointe Dr	South	Transit/Bike/Ped	Alton Rd	Beachwalk	0.31	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	\$109,235	\$284,961	\$2,184,699	\$2,578,895	Large Proj	50%	\$1,289,400
11	Exclusive Transit/Protected bike In - Alton Rd	South	Transit/Bike/Ped	S Pointe Dr	SR A1A/5 St	0.49	Exclusive transit and protected bike lanes (lane repurpose or widen)	\$181,526	\$477,012	\$3,630,502	\$4,289,040	Oher Funds	13%	\$536,100
12	Exclusive Transit/Protected bike - Washington A	South	Transit	S Pointe Dr	SR A1A/5 St	0.44	Exclusive transit and protected bike lanes (lane repurpose or widen)	\$163,003	\$428,338	\$3,260,042	\$3,851,383		80%	\$3,081,100
13	Venetian Cswy conventional bike lanes	South	Bike/Ped	US 1/Biscayne B	West Ave	3.21	Conventional bile lanes (lane repurpose or widen) Enhanced crosswalks	\$821,774	\$2,252,219	\$16,435,476	\$19,509,469	Oher Funds	5%	\$975,500
14	Exclusive transit lanes - SR 907/Alton Rd	South	Transit	Dade Blvd	SR 112/41 St	1.46	Exclusive transit lanes (Lane repurposing)	\$893,994	\$2,342,493	\$17,879,877	\$21,116,364	Oher Funds	13%	\$2,639,500
15	Protected/buffer bike lane - 24 St/Liberty Ave	Middle	Bike/Ped	Pine Tree Dr	23 St/SR A1A/Collins	0.28	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	\$98,664	\$257,384	\$1,973,277	\$2,329,325	Large Proj	50%	\$1,164,700
16	Protected/buffer bike lane - Flamingo Dr	Middle	Bike/Ped	Pine Tree Dr	SR A1A/Indian	0.13	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	\$45,809	\$119,500	\$916,164	\$1,081,473	Large Proj	50%	\$40,700
17	Protected/buffer bike lane - 24 St/Biarritz Dr	Middle	Bike/Ped	Shore Lane	SR 934/71 St	0.32	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	\$112,759	\$294,153	\$2,255,173	\$2,662,085	Large Proj	50%	\$1,331,000
18	Neighborhood greenway - Bay Dr	North	Bike/Ped	Fairway Dr	SR 934/71 St	0.34	Neighborhood greenway/Sharrow markers/Enhanced crosswalks	\$41,308	\$107,759	\$826,154	\$975,221	Greenway	80%	\$780,200
19	Shared Path - Wayne Ave	North	Bike/Ped	Raymond St	73 St	0.07	Shared path (lane repurpose or widen) & Enhanced crosswalks	\$2,066	\$2,695	\$20,660	\$25,421		100%	\$25,400
20	Shared Path - Wayne Ave	North	Bike/Ped	Michael St	75 st	0.19	Shared path (lane repurpose or widen) & Enhanced crosswalks	\$5,608	\$7,315	\$56,077	\$69,000		100%	\$69,000
21	Exclusive Transit/Protected bike In-Collins Ave	Middle/North	Transit	SR A1A/Collins	88 St	4.36	Exclusive transit lanes (Lane repurposing) & protected bike lane	\$1,809,867	\$14,509,276	\$36,197,330	\$52,516,473	Major Proj	13%	\$6,564,600
22	Neighborhood greenway - Hawthorne Ave	North	Bike/Ped	77 St	85 St	0.54	Neighborhood greenway/Sharrow markers/Enhanced crosswalks	\$65,607	\$171,147	\$1,312,127	\$1,548,881	Greenway	80%	\$1,239,100
23	Neighborhood greenway - 85 St	North	Bike/Ped	Hawthorne Ave	SR A1A/Collins	0.46	Neighborhood greenway/Sharrow markers/Enhanced crosswalks	\$55,887	\$145,792	\$1,117,738	\$1,319,417	Large Proj	60%	\$791,700
24	Protected bike lane	Middle	Bike/Ped	23 St	51 St	2.00	Protected/buffered bike lane/Lane repurpose or widen/crosswalks	\$704,742	\$1,838,456	\$14,094,830	\$16,638,028	Major Proj	10%	\$1,663,800
25	Light rail connection/SR A1A/MacArthur Cswy	South	Transit/Bike/Ped	US 1/Biscayne B	SR 907/Alton Rd	3.41	Light rail connection/protected bike lane/lane repurpose or widen	\$4,925,900	\$14,777,698	\$98,517,982	\$118,221,580	Major Proj	0%	\$0
26	SR 112/41 St Exclusive transit & bike lanes	Middle	Transit/Bike/Ped	SR 907/Alton Rd	beachwalk	0.87	Exclusive transit lanes (Lane repurposing) & protected bike lane	\$367,601	\$1,027,830	\$7,352,009	\$8,747,440	Major Proj	13%	\$1,093,400
27	Exclusive transit lane/Shared-SR 112/Julia Cswy	Middle	Multimodal	US 1/Biscayne B	SR 907/Alton Rd	3.18	Exclusive transit lanes & shared path-Requires extensive bridge work	\$3,882,675	\$11,603,847	\$77,653,494	\$93,140,016	Major Proj	13%	\$11,642,500
28	Protected Bike Lane-SR A1A/Indian Creek	North	Bike/Ped	Abbott Ave	Dickens Ave	0.33	Protected bike lanes (repurposing or wodening)	\$116,283	\$303,346	\$2,325,647	\$2,745,276	Major Proj	13%	\$343,200
29	Neighborhood greenway - 15 St	South	Bike/Ped	Washington Ave	West Ave	0.66	Neighborhood greenway/bike bld markers/Enhanced crosswalks	\$80,186	\$209,180	\$1,603,711	\$1,893,077	Greenway	80%	\$1,514,500
30	Neighborhood greenway - 20 St	South	Bike/Ped	Purdue Ave	Sunset Dr	0.25	Neighborhood greenway/bike bld markers/Enhanced crosswalks	\$30,374	\$79,235	\$607,466	\$717,075	Greenway	80%	\$573,700
31	Shared space - Ocean Dr	South	Bike/Ped	5 St	15 St	0.90	Shared space (public space for events and ped space) traffic calming	\$13,282	\$34,647	\$265,626	\$313,555		100%	\$313,600
32	Neighborhood greenway - Crespi Ave	North	Bike/Ped	Hawthorne Ave	85 St	0.22	Neighborhood greenway/bike bld markers/Enhanced crosswalks	\$26,729	\$69,727	\$534,571	\$631,027	Greenway	80%	\$504,800
33	Neighborhood greenway - purdy Ave	South	Bike/Ped	Dade Blvd	20 St	0.26	Neighborhood greenway/bike bld markers/Enhanced crosswalks	\$31,589	\$82,404	\$631,765	\$745,758	Greenway	80%	\$596,600
34	Neighborhood Greenway - Drexel Ave	South	Bike/Ped	Espanola Way	17 St	0.40	Neighborhood greenway/bike bld markers/Enhanced crosswalks	\$48,598	\$126,776	\$971,946	\$1,147,320	Greenway	80%	\$917,900
Total Potential Cost for Priority 3 Projects								\$17,978,672	\$73,473,983	\$359,084,923	\$450,537,578		12%	\$53,627,000
Total Mobility Fee Cost for Priority I + II + III Projects:														\$126,878,500

Attachment N

Comprehensive Plan Revisions Needed Table

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

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 6.2 (continued)	(f) Transportation Level of Service: <ul style="list-style-type: none"> Local roads – LOS Standard D Collector roads – LOS Standard D Arterial roads - LOS Standard D Limited access roads - LOS Standard D 				
	1. Measuring Conformance with the Level-of-Service (C) For Traffic:				
	1. Transportation facilities needed to serve new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted local government five-year schedule of capital improvements.		v		Remove from concurrency
	2. No modification of public facility level-of-service standards established by this plan shall be made except by a duly enacted amendment to this plan. The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.		v		Remove from concurrency
	Roadways: The standard for measuring highway capacities shall be the Florida DOT Table of Generalized Two-Way Peak Hour Volumes for Urbanized Areas or other techniques that are compatible to the maximum extent feasible with FDOT standards and guidelines. The measurement of capacity may also be determined by engineering studies provided that analysis techniques are technically sound and acceptable to the City. The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.	v			Remove TCMAs
	3. Capacity Reservation: Any development permit application which includes a specific plan for development, including densities and intensities, shall require a concurrency review. Compliance will be finally calculated and capacity reserved at time of final action of an approved final Design Review approval or building permit if no Design Review is required or enforceable developers agreement. Phasing of development is authorized in accordance with Rule 9J-5.0055. Applications for development permits shall be chronologically logged upon approval to determine rights to available capacity. A capacity reservation shall be valid for a time to be specified in the land development code; if construction is not initiated during this period, the reservation shall be terminated.		v		Remove from concurrency, 9J-5

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 6.2 (continued)	<p>5 Project Impact or Demand Measurement:</p> <p>The concurrency management user’s procedural guide (a supplement to the land development code) will contain the formulas for calculating compliance plus tables which provide generation rates for water use, sewer use, solid waste and traffic, by land use category. Alternative methods acceptable to the Director may also be used by the applicant. For example, traffic generation may be based upon the Institute of Transportation Engineer’s “Trip Generation” manual. Transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the local government approves a building permit or its functional equivalent.</p>	v			Remove Transportation from concurrency
Policy 12.1	<p>The Miami Beach Sustainability Plan shall be the guiding document (Strategic Plan) that provides structure and focus to policies and initiatives in order to successfully enhance community sustainability.</p>				Okay. Will revise with overall Comp Plan revisions to add policies that continue to implement & enforce ban of polystyrene, enforcement of ban on unencapsulated floating docks, platforms and buoys. 2010 plan: http://www.miamibeachfl.gov/city-hall/environmental-sustainability/sustainability-programs/sustainability-plan/
TRANSPORTATION ELEMENT					
	<p>Goal: It shall be the goal of the City of Miami Beach to provide, maintain and improve a sustainable, safe, convenient and energy efficient multi-modal transportation system which:</p> <ul style="list-style-type: none"> • Is focused on the mobility of people, not merely vehicles. • Is coordinated with the City’s Land Use Element. • Is multi-modal as it recognizes and promotes alternative modes of transportation including: automobile, public transportation, bicycle and pedestrian, as well as levels of service and parking needs. • Is consistent with sustainable and environmentally friendly growth management principles. • Is coordinated with the regional transportation network and other governmental agencies. • Balances the needs of all current and future users. • Ensures the economic vitality of the businesses within the City. • Enhances the quality of life for the City’s neighborhoods residents. 				Okay
Objective 1	<p>To provide for a safe, convenient, balanced, efficient and effective multi-modal transportation system with a Level of Service (LOS) for multiple transportation modes.</p>				Okay. Objective 1 and the Policies under it mostly reference TCMAs and concurrency, and should be removed. This could be where to insert Mobility Fee policies in its place.
Policy 1.1	<p>The following minimum Level of Service standards shall apply to all State, County and local roads except for designated Federal Interstate Highway System (FHS), Strategic Intermodal System (SIS), and Transportation Regional Incentive Program (TRIP) (please see Glossary of terms) funded</p>				Okay. (see next page)

	facilities which shall be subject to the Florida Department of Transportation's (FDOT) Level of Service Standards.					
GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS	
Policy 1.1 (continued)	<ul style="list-style-type: none"> Local roads – LOS Standard D Collector roads – LOS Standard D Arterial roads - LOS Standard D Limited access roads - LOS Standard D 				I don't expect this to change unless the planned projects can improve LOS	
Policy 1.2	<p>The following level of service standards shall be established for roadways with certain characteristics as per this policy, and for roadways located within the City's Transportation Concurrency Management Areas (TCMA's):</p> <ol style="list-style-type: none"> Where no mass transit service exists, roadways shall operate at or above LOS D; Where mass transit service having headways of 20 minutes or less is provided within ¼ mile distance, parallel roadways shall operate at no greater than 120 percent of LOS D; (please see glossary of terms) Where extraordinary transit service classified as Local Circulator or express or peak-hour limited stop bus service having headways of 10 minutes exists, parallel roadways within 1/4 mile, shall operate at no greater than 150 percent of LOS D (please see glossary of terms). 		√		Delete TCMA's	
Policy 1.3	The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable areawide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas.		√		Remove concurrency, delete TCMA's	
Policy 1.5	Roadway level of service is insufficient as a measure of multi-modal mobility in a mature city with land use intensities, mixed uses and the economic vitality such as Miami Beach. The City shall undertake an examination of total mobility by 2015 in an attempt to shift from roadway capacity and level of service to an overall mobility system capacity and level of service. This will require quantifying capacities and levels of service for the physical roadway system, the transit network, the pedestrian network and the bicycle network. The results will be used as a guide for the planning and implementation of mobility improvements.	√	√		This policy is what directed the mobility fee study. Possibly revise this to reflect a review or revised study after another 10 years?	
Objective 2	The City shall evaluate its transportation system as it relates to the land use element of this comprehensive plan in an effort to encourage commercial development which is mixed use, multi-modal in nature and which ultimately enhances mobility.	√			Will revise with overall Comp Plan revisions	

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 2.2	Impact of Land Use Changes on the Multi-Modal System The City shall assess the impacts of future land use changes on the overall transportation system, including roadway, transit, bicycle and pedestrian levels of service.				
Policy 2.3	Transit Oriented Design (TOD) By 2015, the City shall examine the type of incentives and create design guidelines for TODs within the City.	✓	✓		Have TOD guidelines been created? Revise date if not. (searched online and did not find anything)
Policy3.4	The City shall plan, design and construct roadway projects and provide approval for commercial roadway projects that minimize consumption of non-renewable resources, limit consumption of renewable resources to sustainable yield levels, reuse and recycle its components, and minimize the use of land and production of noise. To this end, the City shall integrate multimodal transportation facilities to reduce reliance on automobiles through initiatives such as:				Okay
	<ul style="list-style-type: none"> • Expansion of the South Beach Local Circulator, including route changes to incorporate Belle Island and the Cultural Campus, which will further integrate multimodal transportation facilities with various neighborhoods and provide linkages to commercial centers, recreational amenities and cultural assets • A North Beach Circulator by continuing to work with Miami-Dade Transit to finalize the implementation of this service • Expansion of the Atlantic Greenway Network by continued negotiation with property owners along the Atlantic Ocean and along Biscayne Bay. • Bicycle rack installations to provide safe and secure bicycle parking for bicyclists in Miami Beach. By the end of 2015 it is estimated that approximately 500 bicycle racks will be installed in safe, convenient location along commercial corridors, residential areas and public facilities. Bicycling as an alternative form of transportation will increase the quality of life for our community by reducing traffic congestion. • Bicycle rental program – The City already started this program with a proposal to install up to 85 kiosks of approximately 16 bikes per kiosks. The benefits of this program include reduced traffic congestion, improved air quality, quieter and more livable streets and the opportunity for citizens to improve their health through exercise. • Shared car program will allow for the short term access to vehicles by residents and visitors reducing the need for vehicle ownership and encouraging the use of alternative modes of transportation. 	✓			<p>Remove/revise reference to 2015 (bicycle racks) Revise bike rental program stats</p> <p>The north beach circulator and neighborhood greenway network projects are listed in the Mobility Fee priority projects, supported by this policy.</p>

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

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

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

	<ul style="list-style-type: none">Traffic management and traffic monitoring programsIncident managementCongestion managementAccess managementParking policies which discourage single-occupancy vehicles	√				Consider changing language (5 th and 6 th bullets) after parking reduction strategies are adopted.
GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS	
Policy 6.1 (continued)	<ul style="list-style-type: none">The encouragement of carpools, vanpools or ridesharingPrograms or projects that improve traffic flow, including projects to improve signalizationOn road bicycle lanes, bicycle parking, and bicycle amenities at commercial and residential usesImprove intersections, and implement Intelligent Transportation Systems (ITS) strategies, including Pedestrian oriented intersection design strategiesPedestrian countdown signals				See note above.	
Policy 6.2	<p>Through the site plan review process, the City shall educate the development community and encourage appropriate TDM strategies to improve the mobility systems efficiency, effectiveness and safety. These may include but are not limited to efforts to reduce the dependence on single-occupant vehicle trips, and the encouragement of the use of bicycle, pedestrian and transit modes as a means of commuting and recreational mobility. These may include, but are not limited to:</p> <ul style="list-style-type: none">carpools,van pools,demand response service,paratransit services (for special needs population),public/private provision of transit service, bike sharing, or shared car initiatives,provision of short term and long term bicycle parking, showers and changing facilitiesprovision of parking for carpoolsalternative hours of travel, including flexible work hours, staggered work shifts, compressed work weeks and telecommuting options,subsidy of transit fares,used of long term parking to be developed at City's entry points,shared vehicular and pedestrian access for compatible land uses, where possible,shared parking agreements for compatible land uses, where				Okay Include the use of Mobility fee funds to promote these strategies (via marketing campaigns) in the Mobility fee ordinance.	
					Okay Include the use of Mobility fee funds to promote these strategies (via marketing campaigns) in the Mobility fee ordinance.	

	<p>possible,</p> <ul style="list-style-type: none"> ● provision of transit amenities, ● car share vehicle parking. 						
GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS		
Policy 6.3	The City shall coordinate with and support FDOT in the pursuit of Intelligent Transportation Systems (ITS), to help manage congestion on facilities within Miami Beach as well as those facilities connecting the City with the mainland transportation system. This may include using various forms of technology, not limited to cameras, and electronic signage, to inform travelers of the condition of the transportation system, roadway level of service, and availability of parking citywide.	√			What is the status of this? Have any of the ITS methods been implemented yet? If ITS is fully implemented, revise this policy to refer to continuing to add to the system with technology improvements. If ITS is only partially implemented, revise to refer to completion of ITS integration at all intersections.		
Policy 6.4	The City shall attempt to better balance the mode split between automobiles and alternative modes of transportation, such as bicycling and transit, particularly in the morning, afternoon and evening peak hour periods. In the meantime, the City will use the MPO's regional model to establish the modal split within the City.	√			Remove the last sentence ("In the meantime...") May need to revise to reflect the Mode Share (existing) and Mode Share Vision established in the Transportation Master Plan, as noted in the mobility fee technical memo.		
Policy 6.5	By 2015, the City shall undertake an analysis that determines the baseline mode split, then set a target mode split to be achieved in a certain period of time.	√			This analysis was done in the Transportation Master Plan. Regular re-analysis is recommended, therefore change the "2015" date.		
Policy 6.6	The City shall examine the feasibility of developing a transportation trust fund in which to invest its revenue generated via taxes or development fees, etc. and which will be earmarked towards the implementation of scheduled transportation improvements, in coordination with long term master planning efforts.		√		Mobility fee will establish a fund for projects. This policy has been achieved.		
Policy 6.7	As a method of achieving a balance between an efficient and effective level of service and an adequate mode split, by 2015, the City shall examine placing a higher priority on the development and implementation of alternative mode projects, than it would on physical capacity projects. A method of doing so may be to spend an increased percentage of City transportation funds, taken from all sources, on transit or alternative mode projects in lieu of physical capacity projects.	√	√		Will not need this policy after Mobility Fee is established. Could be replaced by a policy that refers to utilizing the mobility fee (fund) to finance alternative mode projects.		
Policy 6.8	As part of the plan review and approval process, the City shall negotiate with applicants for necessary improvements and enhancements on the private property, such as, but not limited to, dedications or easements for transit bus stops as part of the City's multimodal network.	√			If the City wants to see these improvements paid for by the new Mobility Fee, include reference to that in the Ordinance. Otherwise continue to negotiate with applicant for upfront enhancements.		
Policy 6.9	The City will work to reduce conflicts among various modes of transportation. This shall be done through:				Okay		
	<ul style="list-style-type: none"> a. Establishment of enhanced intersections with more pedestrian-friendly and safe crosswalks with enhanced signage; b. The development of bike paths and lanes with bollards and raised islands to increase safety at intersections by preventing vehicles from entering special lanes. 				Okay		

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
Policy 6.10	Awareness Mobility Options To improve citizen and visitor awareness of mobility options within the South Beach, Middle Beach and North Beach TCMA's, the City shall establish mechanisms to highlight information regarding the availability of mobility options.	√			Revise to remove reference to TCMA's. Otherwise the concept of awareness shall remain, especially as more facilities for alternative modes of travel are funded.
Policy 6.11	Through the site plan review process, the City shall educate the development community and promote TSM and/or TDM strategies and incentives to use alternate modes of transportation (such as parking policies and provision of intermodal transfers), that will accomplish mobility within and through each transportation concurrency management area.	√			Revise to remove reference to TCMA's
Policy 6.12	The City shall promote alternate transportation modes and implement the transit, pedestrian, bicycle and other modes of transportation pursuant to F.A.C. 9J-5 in Transportation Concurrency Management Areas as follows:	√	√		Remove 9J-5 and TCMA's
	<ul style="list-style-type: none"> a. Continue implementing the projects in the "Bike Master Plan" in the Capital Improvement Program (CIP) prioritizing those projects where there are gaps on the bicycle and pedestrian network. Current priority CIP funded projects include the Beach Walk Phase II, and Middle Beach Recreation Corridor – Phase I Pedestrian Bike Path. b. Continue supplementing the MMP Project Bank with projects from "Coastal Communities Transit Master Plan" These, upon approval, would be added to the CIP. 	√			<ul style="list-style-type: none"> a. What is the status of these projects? Update if already complete. b. Replace/revise with "Transportation Master Plan"
	<ul style="list-style-type: none"> c. Continue coordination with Miami-Dade Transit to implement the Middle and North Beach Circulators. Current priority CIP funded projects include the North Beach Intermodal Center. d. Continue improving multimodal infrastructure including pedestrian and bicycle pathways, secure bicycle parking, transit shelters, and transit amenities including bike racks on buses. Through the land development code and site plan review process, the City will continue providing amenities and incentives to alternate modes of transportation. Current priority CIP funded projects include the installation of crosswalks, curb ramp installation/maintenance and pedestrian countdown signals in various locations throughout Miami Beach. e. Implementing projects that accommodate all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. 	√			<ul style="list-style-type: none"> c. "CIP- funded" may change, projects may be funded by Mobility Fee moving forward. Update regarding status of North Beach project. d. "CIP- funded" may change, projects may be funded by Mobility Fee moving forward.

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

	Administrative Code, (F.A.C. sec, 9J-5).					
GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS	
Policy 9.3	The City shall have the ability to mitigate the impact of a proposed development on individual roadways, segments of roadways, or areas as a whole within a Transportation Concurrency Management Areas, even if Areawide service volumes are not surpassed, by collecting a proportionate fair share contribution from a developer in accordance with applicable sections of Florida Statutes.		✓		Mobility fee will replace transportation concurrency.	
Policy 9.4	When areas are deficient in capacity, the City may issue development orders when transportation concurrency requirements are satisfied by a proportionate fair share contribution from a developer in accordance with applicable sections of Florida Statutes. Regardless of concurrency or mitigation, the City maintains the right to reject development for non compliance with any other aspect of the Comprehensive Plan or Land Development Regulations.		✓		Mobility fee replacing fair share contribution.	
Policy 9.5	Within each Transportation Concurrency Management Area, infill and redevelopment shall be encouraged which is supportive of mobility alternatives including walking, bicycling and use of transit, particularly those associated with the completion of the Beachwalk and Baywalk projects.		✓		Mobility fee will replace transportation concurrency.	
Policy 9.6	The City, shall implement the recommendations included in the City's parking management study within the City's TCMA's. The process shall evaluate:	✓			TCMAs going away. There is a newer parking study.	
	<ul style="list-style-type: none"> a. Placement of future public and private parking facilities related to the support of alternative modes of transportation; b. Reduction of on-site parking requirements within the City's land development regulations in order to encourage multi-modal use; c. Commercial delivery issues including the provision of loading zones within alleys to improve street flow and emergency vehicle access. 	✓			(b) K&S prepared a list of parking reduction strategies which are included in deliverables. Depending on City's approach, several of those strategies can be included as LDR policies (to be identified in LDRs)	
Policy 9.7	Concurrency mitigation fees within the City's TCMA's shall be used where appropriate to support multi-modal options. This process shall address:	✓			Mobility Fees to replace Concurrency mitigation fees and TCMAs. Change terminology only.	
	<ul style="list-style-type: none"> a. Contribution towards the construction of park and ride facilities to be served by transit; b. The construction of enhanced pedestrian amenities that create a pedestrian friendly environment, such as: <ul style="list-style-type: none"> ● narrower traffic lanes, ● median refuges, curb extensions ("bulb-outs"), ● count-down pedestrian signals, ● use of geometric designs that minimize crossing distances and increase visibility between pedestrians and motorists, ● timing signals to minimize pedestrian delay & conflicts; 	✓			<ul style="list-style-type: none"> a. Mobility fees may be used for this. b. Add to the list: "inclusion of shade trees at intersections for pedestrians" 	

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

GOAL/OBJECTIVE/POLICY	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
CAPITAL IMPROVEMENT PROGRAM ELEMENT					
Policy 1.5	<p>When budgeting capital expenditures, the City will evaluate and assign priority to projects according to the following criteria, listed in order of importance:</p> <ol style="list-style-type: none"> 1. Elimination of existing or impending public hazards; 2. Repair or replacement of damaged capital facilities which do not fit the definition in Number 1 above; 3. Prevent service from any existing part of a system from falling below the level of service standards established in this Comprehensive Plan, due to failure of any component of the system; 4. Accommodate existing, expanding or new capital facilities within Miami Beach which are provided by other governmental agencies so as to avoid needless repetition of expenditures; 5. Accommodate new construction or rehabilitation projects which are approved by the City pursuant to all applicable development regulations and which are consistent with the elements of this comprehensive Plan and its amendments, specifically to include projected growth patterns, level of service standards, and requirements for financial participation by the party seeking development approval in meeting the costs of the capital facility; 6. Elimination of existing capacity deficits; 7. The project's impact on the local budget; 8. The project's financial feasibility within the City's budget; and 9. The project, if applicable, shall be coordinated with DOT plans. 	√			Capital expenditures vs mobility fee revenue – may need to revise what fees are paying for, address in Mobility Fee ordinance.
Policy 1.7	The city shall limit the use of revenue bonds as a percent of total debt				okay
Objective 3	Continue to participate in the Miami-Dade County Development Impact Fee Program to secure a financial contribution from any development that necessitates new or expanded potable water, sanitary and storm sewer, transportation , and solid waste based on a proportional share of the cost of the improvements.	√			Remove “transportation” from list - mobility fee to replace impact fee
Policy 3.1	The City will not give development approval to any new construction, redevelopment or renovation project which creates a need for new or expanded public capital improvements unless the project pays a proportional share of the costs of these improvements in accordance with the Development Impact Fee Program.	√			Add reference to transportation being separate, or list out potable water, sanitary and storm sewer, and solid waste (in other words, list only those improvements still under the Impact Fee Program).
Policy 5.2A	The following level of service standards shall be established for the roadways identified below and located within the City's Transportation Concurrency Management Areas (TCMAs):		√		Delete or revise regarding reference to TCMAs
	<ol style="list-style-type: none"> a. Where no mass transit service exists, roadways shall operate at or above LOS D; b. Where mass transit service having headways of 20 minutes or less is provided within ¼ distance, parallel roadways shall operate at 				Is any of this still relevant without TCMAs?

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

Attachment O

Land Development Regulations Revisions Needed Table

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

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

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

CHAPTER-SECTION	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS
	<p>on the immediate neighborhood and how this impact is to be mitigated, shall be required in the following instances:</p> <p>a. Within the City's Transportation Concurrency Management Areas (TCMA's), as amended from time to time, all new development projects exceeding 5,000 gross square feet.</p> <p>b. For development projects that propose new floor area or an increase in floor area, and are located within a half mile of any roadway segment with a level of service E or F, as defined by the Transportation Research Board's Highway Capacity Manual, as amended from time to time.</p> <p>c. The following shall be excluded from performing a transportation study and mitigation plan to:</p> <ol style="list-style-type: none"> 1. Single-family homes; and 2. Multi-family projects (exclusive of mixed-use projects) with less than five units or 15,000 gross square feet. 				
ARTICLE IX: NONCONFORMANCES Sec. 118-399. - 118-500. -	<p>(Regulation Section #s are Reserved)</p>			√	<p>Possibly add regulations here regarding conversion of non-conforming use to a conforming use and whether that would trigger requirements of paying the Mobility Fee or give a credit/waive the fee.</p>
Article X: HISTORIC PRESERVATION DIVISION 3. - ISSUANCE OF CERTIFICATE OF APPROPRIATENESS/CERTIFICATE TO DIG/CERTIFICATE OF APPROPRIATENESS FOR DEMOLITION Sec. 118-562. - Application.	<p>(b)</p> <p>(9) Provided certain minimum criteria as to gross square footage or floor area are triggered as delineated under subsection a., below.</p> <p>A traffic circulation analysis and plan, prepared by a professional traffic engineer, licensed and registered in the State of Florida, which details the impact of projected traffic on the immediate neighborhood and how this impact is to be mitigated, shall be required in the following instances:</p> <p>a. Within the City's Transportation Concurrency Management Areas (TCMA's), as amended from time to time, all new development projects exceeding 5,000 gross square feet.</p> <p>b. For development projects that propose new floor area or an increase in floor area, and are located within a half mile of any roadway segment with a level of service E or F, as defined by the Transportation Research Board's Highway Capacity Manual, as amended from time to time.</p> <p>c. The following shall be excluded from performing a transportation study and mitigation plan to:</p> <ol style="list-style-type: none"> 1. Single-family homes; and 2. Multi-family projects (exclusive of mixed-use projects) with less than five units or 15,000 gross square feet. 	√	√		<p>Reference to traffic impact study/mitigation and TCMA's shall be removed.</p>
Ch. 122 – Concurrency Management					
Sec. 122-2. - Definitions.	<p><i>Public facilities</i> means the facilities for which the city has adopted levels of service,</p>	√	√		<p>With removal of TCMA's and concurrency replaced by Mobility</p>

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

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

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

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

CHAPTER-SECTION	EXISTING LANGUAGE	REVISE	DELETE	NEW	COMMENTS									
	<p>(b) <i>Bicycle parking</i>. Short-term and long-term bicycle parking shall be provided for new construction or substantial rehabilitation over 1,000 square feet according to the minimum standards in the table below.</p> <p>(1) Short-term bicycle parking (bicycle racks) serves people who leave their bicycles for relatively short periods of time, typically for shopping, recreation, eating or errands. Bicycle racks should be located in a highly visible location near the main entrance to the use.</p> <p>(2) Long-term bicycle parking includes facilities that provide a high level of security such as bicycle lockers, bicycle cages and bicycle stations. These facilities serve people who frequently leave their bicycles at the same location for the day or overnight.</p> <table><tr><th>Land Use</th><th>Minimum Short-term Bicycle Parking Spaces (whichever is greater)</th><th>Minimum Long-term Bicycle Parking Spaces (whichever is greater)</th></tr><tr><td>Commercial nonretail</td><td>4 per project or 1 per 10,000 square feet</td><td>1 per 10% of employees; 2 for 5,000 square feet and under; 3 for 5,001—20,000 square feet; 6 for 20,001—50,000 square feet; 10 for 50,000 square feet and over</td></tr><tr><td>Retail</td><td>1 per business, 4 per project or 1 per 5,000 square feet</td><td>1 per 10% of employees; 2 for 5,000 square feet and under; 3 for 5,001—20,000 square feet; 6 for 20,001—50,000 square feet; 10 for 50,000 square feet and over</td></tr></table>	Land Use	Minimum Short-term Bicycle Parking Spaces (whichever is greater)	Minimum Long-term Bicycle Parking Spaces (whichever is greater)	Commercial nonretail	4 per project or 1 per 10,000 square feet	1 per 10% of employees; 2 for 5,000 square feet and under; 3 for 5,001—20,000 square feet; 6 for 20,001—50,000 square feet; 10 for 50,000 square feet and over	Retail	1 per business, 4 per project or 1 per 5,000 square feet	1 per 10% of employees; 2 for 5,000 square feet and under; 3 for 5,001—20,000 square feet; 6 for 20,001—50,000 square feet; 10 for 50,000 square feet and over				For Retail, suggest increasing the minimum to 2 bicycle spaces per business.
Land Use	Minimum Short-term Bicycle Parking Spaces (whichever is greater)	Minimum Long-term Bicycle Parking Spaces (whichever is greater)												
Commercial nonretail	4 per project or 1 per 10,000 square feet	1 per 10% of employees; 2 for 5,000 square feet and under; 3 for 5,001—20,000 square feet; 6 for 20,001—50,000 square feet; 10 for 50,000 square feet and over												
Retail	1 per business, 4 per project or 1 per 5,000 square feet	1 per 10% of employees; 2 for 5,000 square feet and under; 3 for 5,001—20,000 square feet; 6 for 20,001—50,000 square feet; 10 for 50,000 square feet and over												

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

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

Attachment P

Best Practices For Reduced Parking Requirements

Best Practices for Reduced Parking Requirements City of Miami Beach

Task 8: Land Development Code Review

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

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

Attachment C

Impact Fee/Mobility Fee/Concurrency Fee Comparisons (North Beach Examples)																	
Project Information			Miami Dade County					Miami Lakes		Miami		Coral Gables	Miami Beach Current		Miami Beach Proposed		
	Use	Units	Urban Infill Area (UIA) Road (Added to Municipal Fees)	Non-UIA Roads	Fire	Police	Non-UIA Total (with Parks if Applicable)	County Services Impact Fees (Police & Fire)	Mobility Fee	Downtown DRI (Transp., Air Quality, DRI, Admin)	All Impact Fees (Police, Fire, Transp., Parks, Streets, Storm Sewer, Solid Waste, Government)	All Impact Fees (Police, Fire, Parks, Municipal, Mobility, Admin)	Parks Concurrency	Transportation Concurrency (North Beach Fee)	Parks Concurrency	Mobility Fee	
Scenario 1 - Retail to Restaurant (Change of Use)																	
Current Use (Credit)	Retail (SF)	1,087	17,944.63	\$ 18,978.59			\$ 18,978.59		\$ 3,462.03								
	Restaurant (Seats)	16	30,390.75	\$ 32,139.52			\$ 32,139.52		\$ 7,186.92								
Proposed Use	Restaurant (Seats)	30	56,982.66	60,261.60			\$ 60,261.60		\$ 13,475.47								
Total	Fee		\$ 8,647.28	\$ 9,143.49				\$ 2,826.52		N/A for Retail to Rest.		N/A for Retail to Rest.		\$ 408.23		\$ 1,288.43	
Total w/ County Impact Fee				\$ 9,143.49				\$ 11,473.80		\$ 8,647.28		\$ 8,647.28		\$ 9,055.51		\$ 9,935.71	
Scenario 2 - Residential Building (Demo & New Construction)																	
Current Use (Credit)	Residential (Units)	3	\$ 17,653.11				\$ 30,160.68	\$ 2,872.89	\$ 3,453.74	N/A	N/A	\$ 18,144.00					
Proposed Use	Residential (Units)	16	\$ 86,824.00				\$ 164,051.20	\$ 15,322.08	\$ 18,419.97	\$ 6,153.60	\$ 10,816.00	\$ 96,768.00	\$ 5,443.75	\$ 10,267.26	\$ 5,443.75	\$ 19,695.00	
Total	Fee		\$ 69,170.89	\$ 133,890.52				\$ 27,415.41		\$ 16,969.60		\$ 78,624.00		\$ 15,711.01		\$ 25,138.75	
Total w/ County Impact Fee				\$ 133,890.52				\$ 96,586.30		\$ 86,140.49		\$ 147,794.89		\$ 84,881.90		\$ 94,309.64	
Scenario 3 - Commercial to Restaurant/Commercial (Change of Use)																	
Current Use (Credit)	Retail (SF)	2,600	42,921.84	\$ 45,394.96			\$ 45,394.96		\$ 8,280.85								
Proposed Use	Retail (SF)	1,165	19,232.29	\$ 20,340.43			\$ 20,340.43		\$ 3,710.46								
	Restaurant (Seats)	30	56,982.66	\$ 60,261.60			\$ 60,261.60		\$ 13,475.47								
Total	Fee		\$ 33,293.11	\$ 35,207.07				\$ 8,905.08		N/A for Retail to Rest.		N/A for Retail to Rest.		\$ 5,160.26		\$ 11,802.15	
Total w/ County Impact Fee				\$ 35,207.07				\$ 42,198.18		\$ 33,293.11		\$ 33,293.11		\$ 38,453.37		\$ 45,095.26	
Scenario 4 - Hypothetical Mixed Use Building (Demo & New Construction)																	
Current Use (Credit)	Hotel (Rooms)	27	\$ 210,880.15	\$ 223,043.25	\$ 8,380.26	\$ 7,095.06	\$ 238,518.57	\$ 15,475.32	46,165.08			\$ 109,706.00					
	Office (SF)	13,000	\$ 177,531.90	\$ 187,747.30	\$ 5,764.20	\$ 4,880.20	\$ 198,391.70	\$ 10,644.40	24,823.68			\$ 75,062.00					
	Retail (SF)	2,000	\$ 33,016.80	\$ 34,919.20	\$ 886.80	\$ 750.80	\$ 36,556.80	\$ 1,637.60	\$ 6,369.88			\$ 9,292.00					
	Restaurant (Seats)	215	\$ 408,375.73	\$ 431,874.80	\$ 7,340.49	\$ 6,214.75	\$ 445,430.03	\$ 13,555.23	\$ 96,574.19			\$ 78,982.00					
Proposed Use	Residential (Units)	188	\$ 691,413.24				\$ 1,451,341.20	\$ 180,034.44	\$ 216,434.62	\$ 72,304.80	\$ 127,088.00	\$ 1,137,024.00					
	Office (SF)	24,676	\$ 336,982.86	\$ 356,373.26	\$ 10,941.34	\$ 9,263.37	\$ 376,577.97	\$ 20,204.71	47,119.16	\$ 17,450.87	\$ 34,497.05	\$ 144,350.00					
	Retail (SF)	26,690	\$ 440,609.20	\$ 465,996.72	\$ 11,834.35	\$ 10,019.43	\$ 487,850.50	\$ 21,853.77	\$ 85,006.09	\$ 42,965.56	\$ 37,312.62	\$ 125,442.00	\$ 76,463.75	\$ 148,102.87	\$ 76,463.75	\$ 338,294.98	
Total	Fee		\$ 639,200.71	\$ 1,396,872.56				\$ 355,407.42		\$ 331,618.90		\$ 1,133,774.00		\$ 224,566.62		\$ 414,758.73	
Total w/ County Impact Fee				\$ 1,396,872.56				\$ 994,608.13		\$ 970,819.61		\$ 1,772,974.71		\$ 863,767.33		\$ 1,053,959.44	

Disclaimer: This represents an estimate of impact fees from each of the local governments identified using publically available information and sample projects with best estimates for differing calculation methodologies. There are other project specific variables that may affect impact fees that may have not been considered.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: **DISCUSSION ON ACTIVATING VACANT STOREFRONTS INCLUDING THE PURCHASE OF NEW COVERS AND EXPLORING NEW DESIGNS THAT REFLECT NORTH BEACH, MID-BEACH AND SOUTH BEACH AND IDENTIFYING FUNDS FOR THE PURCHASE**

ANALYSIS:

Discussion at Committee.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: **DISCUSSION TO CONSIDER DEVELOPING AND FUNDING A PROGRAM FOR TEMPORARY PUBLIC ARTISTIC INSTALLATIONS**

HISTORY:

Temporary artistic installation have been demonstrated to provide the opportunity for creative place making while helping inspire and providing perspective no matter what the subject at hand.

Art in Public Places ("AiPP") is a robust City of Miami Beach program for curating and commissioning **permanent** public art. The program, created in 1984, allocates funds from City construction projects and joint private/public projects for artworks commissioned by the City of Miami Beach's public art program that add value to the art collection, attract international attention, and celebrate the diversity and heritage of Miami Beach. Recent examples of this include the permanent installation in Soundscape Park and the Franz Ackerman mural on the southeast corner of the new MBCC.

Non-**construction related art** and **temporary installations of public art** are not mentioned in the AiPP ordinance. Recently, for example, on December 18, 2018, AiPP unanimously motioned to decline to issue a Call to Artist for a temporary art installation on the 41st Street corridor. AiPP specifically encouraged the City to explore the use of marketing and creative agencies to identify potential locations and source temporary artistic elements that could stimulate social media engagement and pedestrian traffic.

Temporary art installations, such as Giralda Plaza's *Umbrella Sky* and *Sunlit Sky* in Coral Gables, curated by the Portugal-based creative agency Sextafeira, have driven economic development in the area and generated an estimated revenue of \$238,958 for a 10 week installation at a cost of just over \$100,000 for each installation.

Accordingly, staff is exploring the **acquisition of temporary art installations**, that can for short periods of time, educate and inspire our community and our guests. Through the use of Request for Letters of Intent ("RFLI"), staff would like to solicit multi-disciplinary creative, graphic design, and/or digital communications agencies to develop, implement and curate a potential temporary art strategy that can stimulate our local business corridors, increase pedestrian traffic and engage and transform our community.

There is no true way to find the value of temporary public art, as there are no real ways to measure

inspiration or insight that any public artwork may help inspire. **Temporary public art is there to be experienced, and the beauty of art is that if a hundred people all see the same artwork, there could be a hundred different ideas and interpretations of the same work.** It is important when gauging a value of a temporary artwork to take in account the effect it has on the community it is in and how members of the community view the artwork; this is the best way to find the value of a specific piece of temporary artwork in a community.

Temporary public art can offer social and physical benefits. Depending on its size, temporary art can act as an impromptu meeting place or local hangout. Sometimes the artwork can also shine a light onto a particular event rooted deep within the community, acting as a talking point for an important social conversation for the community. Temporary art can also be a sign of maturation and identity within a community. Permanent public art, selected by AiPP, is available in Miami Beach and can be seen every day; whether it be a memorial, statue, fountain or picture, public art surrounds and enlivens the City we live in. It is an effective showcase for our artists and a way to tell our story to our residents and visitors. However, temporary public art can also play a distinguishing role in our City's history and culture. It can reflect and reveal our neighborhoods, enhances meaning in our public spaces, and adds uniqueness to our community. It can provide an intersection between past, present, and future; between disciplines and ideas. Temporary public art can matter because our communities gains cultural, social, and economic value through such art.

When reflecting on how the City of Miami Beach can become an art and culture leader in the region, state, country and globally, the staff would think it is prudent to explore availability of temporary artistic installations locally, regionally and globally and whether and where the City can temporarily engage, attract, retain and inspire our residents, guests and tourist alike and reenergize our business corridors and neighborhoods.

Using the Coral Gables temporary art installations as a model, with a budget of \$300,000, the City of Miami Beach could explore one activation in a high traffic area (Lummus Park, Collins Park or Ocean Terrace) and one in a corridor in need of stimulation (41st Street or Rue Vendome) to test the appetite of Miami Beach residents and tourists to temporary art installations and its impact on the surrounding communities.

ANALYSIS:

On September 14, 2018, the Finance and Citywide Project Committee made a recommendation to allocate \$50,000 from the Short Term 41st Street Recommendations project budget, as adopted in the FY 2018-19 capital budget, for a temporary artistic installation for the 41st Street Corridor. This recommendation was approved by the City Commission via Resolution No. 2018-30532 on October 17, 2018.

The FCWPC, recommended that \$50,000 in funding for a unique, pedestrian-friendly artistic element in the 41st Street area from the Short-Term 41st Street Committee Recommendations Project #21019 adopted as part of the FY 2018-19 Capital Budget.

At the recommendation of AiPP in December 2018, the Administration recommends soliciting creative

agencies to create a strategy to create temporary art installation in select local corridors and neighborhoods, and to also curate such installations on an ongoing basis. Potential additional installations include Rue Vendome and the Sunset Harbor Pump Station. The Administration is recommending a budget of \$300,000 annually for these activations.

In the meanwhile, given the prioritization already made to have a temporary artistic element for 41st Street and the North Beach Water Tanks, on February 1, 2019, the Administration issued a Letter of Interest to artists for interim installations (See attachments). Interested applicants must submit no later than February 28, 2019. Project descriptions and applications are available at <https://cityofmiamibeach.submittable.com/submit>.

CONCLUSION:

Other than the funds for 41st Street, there are no other funds currently allocated to the development of temporary artistic installations throughout the City. Additional funds would need to be identified and appropriated should the FCWPC desire to move forward with recurring installations at multiple locations. The Administration would recommend exploring this funding with the Cultural Arts Council.

ATTACHMENTS:

Description	Type
☐ Temporary Installation 41st Street	Memo
☐ Temporary Installation Water Tanks	Memo

Temporary Artistic / Design Installation

41st Street Corridor, Miami Beach, FL

PROJECT SUMMARY

City of Miami Beach

Project Name: 41st Street Corridor, Miami Beach, FL

Total Project Budget: \$50,000 The selected applicant is responsible for fully developing the project within the allocated budget which must be inclusive of design, engineering, fabrication, installation, and any other cost associated with the implementation of the work.

Location: 41st Street Corridor, Miami Beach, FL

Submission of Qualifications Deadline: February 28, 2019

Eligibility: *Open to artists and design professionals* Artists and design professionals who demonstrate innovative, contemporary and creative approaches in addressing site specific, temporary design works are encouraged to apply. The quality of the work, strength of the concept, design capabilities and established track record of successful project implementation will be considered of highest priority.

Project Description: The City of Miami Beach requests qualifications from artists and design professionals to create a temporary design intervention for the 41st Street Corridor. The selected proposer will develop a site-specific project with a unique, creative vision, which should act as a surprise and delight, while encouraging pedestrians to stop and engage with the installation and create a destination for people to photograph. Qualifications can include singular, site specific, installations, or can use multiple sites, if proposals are all within the allotted budget, and within the geographical boundaries as illustrated in the map, above.

About 41st Street



41st Street is one of the primary access points to Miami Beach, the central boulevard in Mid-Beach and the major corridor on and off the Beach via the Julia Tuttle Causeway. The Julia Tuttle Causeway is the most travelled causeway with an annual daily average of 116,500 vehicles crossing the bridge both ways, 59,000 of them eastbound. (By comparison, the second most travelled Causeway – the MacArthur – gets an annual daily average of 92,000 vehicle trips both ways.) While many of the cars making their way to the Julia Tuttle do so via Alton Road, a

large number use 41st Street. The annual average daily traffic on the street is 41,000 vehicles both ways, 18,000 eastbound, 23,000 westbound.

MIAMI BEACH

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

For additional information on 41st Street, please click

https://www.dropbox.com/s/dw9cflnz4qn5gw5/20180705_Miami%20Beach%20Vision_Gehl_Final%20Report.pdf?dl=0

OPPORTUNITIES FOR TEMPORARY ARTISTIC / DESIGN INTERVENTION:

This proposed installation should create an opportunity to enjoy and participate in community, build social cohesion and make people want to travel to the site, engage, photograph. The proposer should all areas of 41^s Street as outlined in the map below, as a potential site for integration. The work should create an engaging experience for residents and visitors, with the potential for sharing on social media channels, and could be a new playful brand for the community:



POTENTIAL INSTALLATION LOCATIONS INCLUDE, BUT ARE NOT LIMITED TO, SIDEWALKS, SEATING AREAS, AND OPEN SPACES ALONG 41ST STREET THAT ARE PUBLICLY ACCESSIBLE, INCLUDING: Henry Liebman Square, Pine Tree Drive and 41st Street, Miami Beach

In considering materials, proposers should visit <http://www.mbrisingabove.com/>, which provides information on “Plastic Free” Miami Beach and other sustainability initiatives being implemented by the City of Miami Beach. Proposals must not violate any of these initiatives.

Anticipated Project Schedule

Opportunity Announced & Promoted – February 1, 2019

Application Deadline – February 28, 2019

Selection of Finalists/Proposals – March 2019*

Design, Fabrication and Installation- April 2019 – June 2019**

** The City of Miami Beach reserves the right to accept no design applicants, if we feel that none are the right fit for the community.*

***Fabrication and installation schedules may vary depending on selected project.*

Instructions for Submitting an Application-

Deadline to submit qualifications: **February 28, 2019**

Submissions must be received as a complete application on the Submittable website by no later than the advertised deadline. All materials will be submitted online, via Submittable. There is NO application fee to apply or to use the Submittable online application system. For general Information about how to create or use a Submittable account, visit <http://help.submittable.com/knowledgebase/articles/225218-how-do-i-submit>.

I. Please submit one (1) image of preliminary design idea. Applicants may also include images of previously completed work. If applicant is submitting previously completed work samples, accurately identify medium, dimensions, date, location, client/agency, size, budget, completion date, and a brief written description. The Submittable system will prompt you to enter this information with each uploaded image. NOTE: Artists who work in video, sound, installations and kinetic sculpture may submit a 3 minute video, audio or dynamic media file in lieu of still images to further describe their work. Artists must submit a complete the application and upload a video file representing the visual component of the work to Submittable.

II. Project Statement- Preliminary Approach to Project

III. Artist / Design Professional Biography

IV. CV

SELECTION PROCESS

The City of Miami Beach will evaluate all proposals and will award based on the quality of the proposed design. Should a unanimous decision not be made from these proposals, the City of Miami Beach may identify a small number of finalists to further develop specific proposals. The primary evaluation criteria will be previous artistic/design accomplishment as demonstrated in images of previously completed work, experience, and/or initial approach to the project as demonstrated in the preliminary statement. If appropriate, the City reserves the right to recommend an artist or designer directly from initially submitted applications.

MIAMI BEACH

Temporary Artistic / Design Installation

North Beach Water Tanks, Miami Beach, FL



PROJECT SUMMARY

City of Miami Beach

Project Name: North Beach Water Tanks

Total Project Budget: \$45,000

The selected applicant is responsible for fully developing the project within the allocated budget which must be inclusive of design, engineering, fabrication, installation, and any other cost associated with the implementation of the work.

Location: North Beach Water Tanks, Dickens Avenue and 75th Street, Miami Beach, FL

Submission Deadline: February 28, 2019

Eligibility: *Open to artists and design professionals.* Artists and design professionals who demonstrate innovative, contemporary and creative approaches in addressing site specific, temporary design works are encouraged to apply. The quality of the work, strength of the concept, design capabilities and established track record of successful project implementation will be considered of highest priority.

Project Description: The City of Miami Beach requests qualifications from artists, creatives and design professionals to create an artistic proposal for the North Beach Water Tanks. The selected proposer will develop a site-specific project with a unique, creative vision that makes the existing Water Tanks become an artistic enhancement to the community. We are looking for proposals that can turn these physical structures into visual, cultural, icons. Design options need to fit the community and ensure it works seamlessly with the surroundings.

OPPORTUNITIES FOR TEMPORARY ARTISTIC / DESIGN INSTALLATION:



This proposed installation should follow the principles of creative placemaking and beautify and enhance the aesthetics of the water tanks and surrounding area. The City of Miami Beach envisions that an artist or design professional will create a temporary, site specific intervention that inspires, educates and calls attention to water conservation. The integrated work should transform the space into an immersive environment and create an engaging experience for residents and visitors. A unique approach to the project is welcomed, but as mentioned above, should fit the community. *Applicant should consider durability of proposed materials in a marine grade environment. Successful proposer will be responsible to supply all materials and paint.*

In considering materials, proposers should visit <http://www.mbrisingabove.com/>, which provides information on “Plastic Free” Miami Beach and other sustainability initiatives being implemented by the City of Miami Beach.

Dimensions of Tanks:

2 x 4,000,000-gallon water storage tanks that are made of concrete.

Tanks have an inside diameter of 170'-0" which equates to approximately 533.8 feet in circumference and a side wall depth of 24'-0".

Please use these dimensions when considering design proposals.

Anticipated Project Schedule:

Opportunity Announced & Promoted – February 1, 2019

Application Deadline – February 28, 2019

Selection of Finalists/Proposals – March 2019*

Design, Fabrication and Installation- April 2019 – June 2019**

**The City of Miami Beach reserves the right to accept no design applicants, if we feel that none are the right fit for the community.*

***Fabrication and installation schedules may vary depending on selected project.*

Instructions for Submitting an Application-

MIAMIBEACH

Submissions must be received as a complete application on the Submittable website by no later than the advertised deadline. All materials will be submitted online, via Submittable. There is NO application fee to apply or to use the Submittable online application system. For general Information about how to create or use a Submittable account, visit <http://help.submittable.com/knowledgebase/articles/225218-how-do-i-submit>.

I. Please submit one (1) image of preliminary design proposal. Applicants may also include images of previously completed work. If applicant is submitting previously completed works, please accurately identify medium, dimensions, date, location, client/agency, size, budget, completion date, and a brief written description. The Submittable system will prompt you to enter this information with each uploaded image. NOTE: Artists who work in video, sound, installations and kinetic sculpture may submit a 3-minute video, audio or dynamic media file in lieu of still images to further describe their work. Artists must submit a complete the application and upload a video file representing the visual component of the work to Submittable.

II. Project Statement

III. Artist / Design Professional Biography

IV. CV

SELECTION PROCESS

The City of Miami Beach will evaluate all proposals and will award based on the quality of the proposed design. . Should a unanimous decision not be made from these proposals, the City of Miami Beach may identify a small number of finalists to further develop specific proposals. The primary evaluation criteria will be previous artistic/design accomplishment as demonstrated in images of previously completed work, experience, and/or initial approach to the project as demonstrated in the preliminary statement. If appropriate, the City reserves the right to recommend an artist or designer directly from initially submitted applications.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

**SUBJECT: DISCUSSION REGARDING THE LOCATION OF A STORAGE FACILITY AND
NEW RESTROOMS FOR SOUNDSCAPE PARK**

HISTORY:

The City and New World Symphony, Inc. (NWS) entered into an Agreement of Lease (Lease) dated as of January 5, 2004, as amended by that certain Memorandum of Lease and Possession Date Certificate, dated February 25, 2008, pursuant to which the City leased to NWS certain real property (the Land). Concurrently therewith, the City and NWS entered into a Development Agreement, dated as of January 5, 2004, as amended by that certain First Addendum to Development Agreement, dated February 20, 2007, and Second Addendum to Development Agreement, dated as of July 9, 2009 (collectively, the Development Agreement) setting forth, among other things, the City's and NWS's respective responsibilities and agreement to coordinate and cooperate in the planning, scheduling and approval of the development, design and construction of: (i) a performance, educational and internet broadcast facility (the Building), together with certain related amenities, facilities and other infrastructure improvements, all on the Land; (ii) a public municipal parking garage to be designed, developed and constructed by NWS on the City's behalf, and owned and operated by the City at its sole cost and expense on City-owned property adjacent to the land (the Garage); and (iii) a Park (the Park Project) owned by the City, to be located adjacent to the Land, bounded on the west by the Land, bounded on the north by 17th Street, bounded on the east by Washington Avenue, and bounded on the south by Lincoln Lane, and currently known as "SoundScape Park". Pursuant to Section 6.2 of the Lease, on or about November 29, 2007, the City and NWS entered into a Video and Audio System Agreement (the Agreement) for the, operation, scheduling and content of the programming of the external video and audio systems.

City staff met with representatives of NWS on February 7, 2017. Following is a summary of the items discussed:

- NWS did not want a food and beverage concession operation in SoundScape Park. They would prefer to look at engaging restaurants in the vicinity rather than adding another vendor and structure.
- NWS did not want restrooms in SoundScape Park.
- NWS wanted to close the existing restroom building in SoundScape Park and convert it to a storage building.
- NWS wanted to close Lincoln Lane, making it pedestrian only, and to bring the road surface level with the SoundScape Park grade.

- NWS did not like the current plan for trees on Drexel Avenue.
- NWS requested approval to install additional speaker towers within SoundScape Park.
- NWS wanted to create additional viewing areas within SoundScape Park outside of the current viewing area of the WALLCAST (i.e., portable screens, permanent display, etc.).
- NWS suggested possible simulcasts and/or information pieces along Lincoln Road, using kiosks or other methods of transmission, in order to incorporate SoundScape Park and NWS along Lincoln Road to bring the three together.
- NWS requested the City consider installing public restroom stalls along public streets (similar to London, Spain, New York, etc.).

This information was subsequently presented at the March 1, 2017 Commission meeting. The Commission voted in favor of not proceeding with the food and beverage concession and referring the remainder of the issues requested by NWS to the Neighborhood/Community Affairs Committee (NCAC).

At the May 19, 2017 NCAC meeting, NWS staff presented four recommendations for improved amenities that would create a higher level of user experience at SoundScape Park (*Attachment 1*).

These recommendations were as follows:

Restroom/Storage Facilities - Relocation or reimagining of restroom facilities to also include additional storage space in the existing facility or Pennsylvania Garage.

Retail Space/Bike Center- Creative use of retail space located in Pennsylvania Garage, possibly a Bike Center such as the facility located adjacent to Millennium Park, Chicago.

Lincoln Lane Closure and Leveling- Activate and create an exciting southern edge for park in coordination with James Corner Field Associates Lincoln Road Master Plan, including leveling Lincoln Lane Road South to create pedestrian and bike access only.

Audio and Video Systems- Expand listening and viewing areas to create outdoor “Living Rooms” and pop up video screens.

On May 19, 2017, the NCAC passed, by acclamation, a recommendation to have staff evaluate the cost impacts of improving the proposed amenities at SoundScape Park and subsequently send the evaluation to the Finance and Citywide Projects Committee (FCWPC) for consideration.

On June 7, 2017, the Mayor and City Commission moved, by acclamation, to minimize impact of bathrooms and for staff to work out the cost of the concepts with NWS, and to refer the financial component to the FCWPC.

On August 4, 2017, staff from Tourism, Culture and Economic Development, Parks and Recreation and Capital Improvements Projects met with NWS staff to begin analyzing the costs of the proposed amenities. The following table summarized estimated costs for each of the suggested recommendations:

Improved Amenities	Scope of Work	Estimated Budget
Restroom Facility Build-out	Construction of new restroom facilities to accommodate occupancy of 3000 persons	\$720,000
Storage Facility	Converting existing restroom and storage building to a full storage room	\$23,000
Lincoln Lane Closure and Leveling	Pedestrianizing Lincoln Lane from Washington to Drexel	\$3,573,000

Retail Space/Bike Center	Stand-alone bicycle facility in a parking garage ranging in size from 1,200 to 1,400 square feet.	\$600-\$1M
Expansion of Audio and Video Systems	Creating additional viewing and listening "Living Rooms	Audio \$751,410 Video \$377,520*

**The proposal indicates the cost of the video systems would be the responsibility of NWS*

City staff expressed concerns regarding the proposed amenities making use of the Pennsylvania Garage space, specifically the restroom facility and retail bike center. Relocating the restroom facilities to the Pennsylvania garage would create a distance and disconnect from SoundScape Park, potentially causing a security and accessibility issue. In addition, the City is currently in the process of securing a tenant for the ground floor retail space of the garage, which will be prime real estate with the opening of the Convention Center. By building restrooms in the lower level, parking spaces that are vital to a negotiating a lease agreement with a potential tenant would be lost.

Regarding the potential use of the Pennsylvania Garage retail space as a bike center, the Transportation Department explained that they would be installing 53 self-service, vertical bicycle parking racks in the 17th Street parking garage. There are 24 bicycle racks in the NE corner of the garage, and there will be 29 in the southwest corner of the garage. Each vertical bicycle parking rack holds one bicycle. Transportation will also be installing up to 5 u-racks at each of these two locations. In the future, a self-service bicycle repair station will be at each of these two locations.

On October 13, 2017, the Finance and Citywide Projects Committee made a recommendation for staff to continue working with the New World Symphony on solving the restroom issue that did not utilize the Penn garage space, look at Lincoln Lane closure, and do a budget amendment to re-appropriate \$751,410 of \$800,000 in previously budgeted funds for a restroom and concession facility for the audio and visual enhancement.

Funding for SoundScape Park Expansion and Improvements

Expansion of Audio and Video Systems (the Expansion Project)- \$752,000

At the January 17, 2018 City Commission meeting, Resolution 2018-30158 was passed, adopting the second amendment to the capital budget for FY 2017/18 and approving the SoundScape Park concession and restroom project to exclude the restrooms and transfer that funding, in an amount of \$751,410, to a project which would expand the listening area in SoundScape Park. Funding for this amendment would come from the transfer of Pay As You Go (Fund 302) dollars previously appropriated to SoundScape Park project, leaving a budget of \$48,590 in this project.

On May 16, 2018, Resolution No. 2018-30300 was passed approving, in substantial form, Amendment No. 1 to the Video and Audio System Agreement, dated as of November 29, 2007, between the City and New World Symphony for the expansion of the video and audio system at SoundScape Park, with the City funding the expansion of the audio system, in an amount not to exceed \$752,000, and NWS funding the expansion of the video system, at NWS sole cost and expense. (A draft of Amendment No. 1 to Agreement is included as *Attachment 2*)

SoundScape Park Improvements (Restrooms, Storage and 4K) - GO Bond Allocation - \$4.5 M

In addition to the funding identified for the Expansion Project, on November 6, 2018, the General Obligation Bond ("GO Bond") was approved by voters allocating \$4.5M in improvements to SoundScape Park. The GO Bond funding for SoundScape Park includes the building of a permanent restroom facility to accommodate the high usage of the park, a storage facility and the upgrade of projectors, cameras, and servers to 4K ultra-high definition resolution. NWS has stated that the

storage facility for the LED Video Walls will be funded through Amendment No. 1 to the Video and Audio System Agreement and will not be funded through GO Bonds.

ANALYSIS:

Location of Facilities Related to SoundScape Park Expansion and Improvements

In order to timely implement the audio component of the Expansion Project, both NWS and City staff have agreed the purchase of the audio equipment can proceed independently of the purchase of the LED Video Walls. NWS has submitted to City staff a detailed proposal, inclusive of budget and installation timeline for the audio equipment. However, in order to complete the video component of the Expansion Project and implement the SoundScape Park Improvements as funded by the GO Bond allocation, the location of the LED Video Wall storage facility and new restroom facility needs to be identified.

1. Permanent Storage Facility for LED Video Walls

As part of the scope of work referenced in Schedule B of the Agreement, NWS is purchasing two (2) portable LED modular screen video walls mounted on a portable device to accompany the expanded audio system. One screen measures 12' high by 21'7" wide and the other 7' high by 12'5" wide. As indicated by NWS, the LED screen video walls should be stored in a climate controlled facility in close proximity to the park to ensure ease of accessibility for WALLCAST events, which average 10-13 events per season. Currently, NWS does not have an existing storage facility to accommodate the screens and has not been able to proceed with the purchase of the LED screen video walls. NWS has stated that off site storage is not practical due to the size and frequency of anticipated use of the LED video walls.

NWS has again proposed the Pennsylvania Avenue Garage ground floor parking as a potential area for storage of the LED Video Walls. The location would allow the screens to be accessed through the loading dock area of NWS and would require the permanent use of 3-4 parking spaces that accompany the ground floor retail space. (*Attachment 3*)

Consistent with prior Committee recommendations, City staff has concerns with the use of the Pennsylvania Avenue Garage. The construction of the storage facility would use one (1) of two (2) ADA compliant parking spaces and three (3) of eight (8) regular parking spaces. Staff recommends the City retain all available parking space in order to facilitate leasing of the retail space, which consists of 8,000 square feet. Retaining the parking spaces provides a ratio of 1 space per 1,000 square feet for retail tenants. This retail space will become valuable with the opening of the Convention Center hotel and will provide an important linkage to Lincoln Road.

2. New Restroom Facilities

The existing restroom facilities at SoundScape Park, which also include a portable unit adjacent to the permanent restrooms, are not able to accommodate the increased number of attendees in SoundScape Park. NWS has indicated to City staff that the new, larger restroom facilities should not be located within SoundScape Park. As such, NWS has suggested converting the existing restroom facility into a storage area for SoundScape Park. Although the footprint of the restroom facility is not large enough to accommodate the two LED Video Walls, it could be used for storage of maintenance equipment, trash receptacles and other items necessary for WALLCAST events.

NWS has suggested building permanent, larger restroom facilities adjacent to the proposed LED Video Wall storage in Pennsylvania Garage, as detailed in Attachment 3. The restrooms would remain open when events are taking place in SoundScape Park but would not be accessible to the public 24/7. However, FCWPC Committee and the City Commission have expressed concern over the distance required to reach the

restrooms from the park to the garage, potentially causing a security and accessibility issue, and also the potential impact of losing additional parking spaces in the back-of house area for the retail space, thus impacting the potential lease of this area.

On December 3, 2018 NWS met with City staff to further discuss possible locations. A recommendation was made to contract a Facility Master Planning expert to further explore the entire campus of New World Symphony and to determine the most strategic integration of permanent restroom and storage facilities. The proposed scope of the study is attached (*Attachment 4*). It is estimated that this could be funded from available funds in the original project budget.

CONCLUSION:

The Administration to discuss and seek direction on the hiring of a Facility Master Planning expert to determine the most efficient and feasible location of the restrooms and storage with the Finance and Citywide Projects Committee.

ATTACHMENTS:

Description	Type
□ Attachment 1 - Design Improvements	Memo
□ Attachment 2- Draft Amend 1 to Sound Video Agreement	Memo
□ Attachment 3 - NWS Proposed Location for LED Storage	Memo
□ Attachment 4- Draft Scope of Services	Memo



New World Symphony
America's Orchestral Academy
Michael Tilson Thomas, Artistic Director

SOUNDSCAPE PARK IMPROVEMENTS

EXECUTIVE SUMMARY

MAY 19th 2017

Page 154 of 284

INCREASED TO 2000 PEOPLE

BEYOND DESIGN INTENT

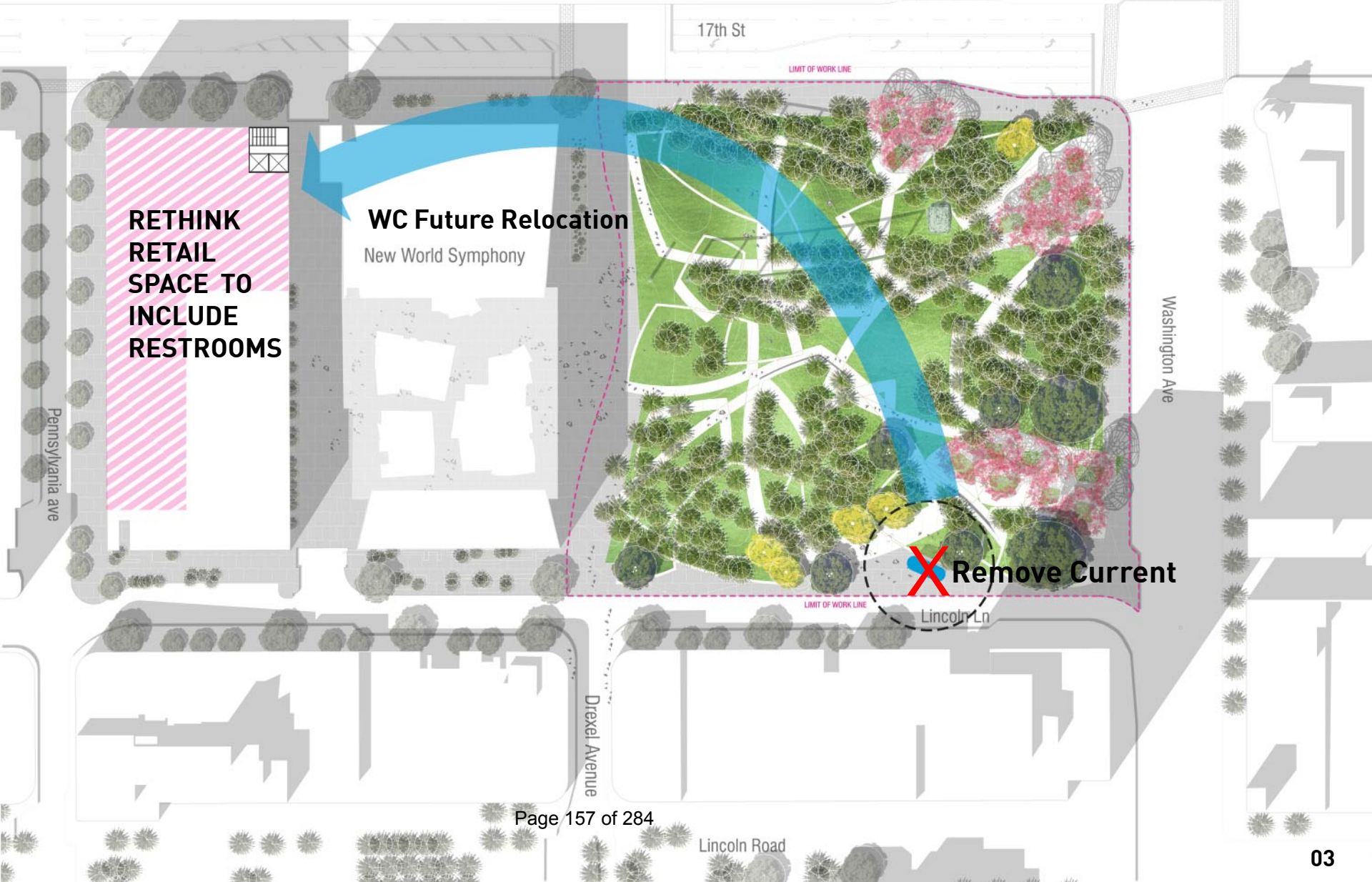


NEXT ISSUE: RESTROOMS CAPACITY



FUTURE RESTROOMS (Proposed)

WITH INCREASED NUMEBERS OF STALLS TO SERVE A BROADER AUDIENCE



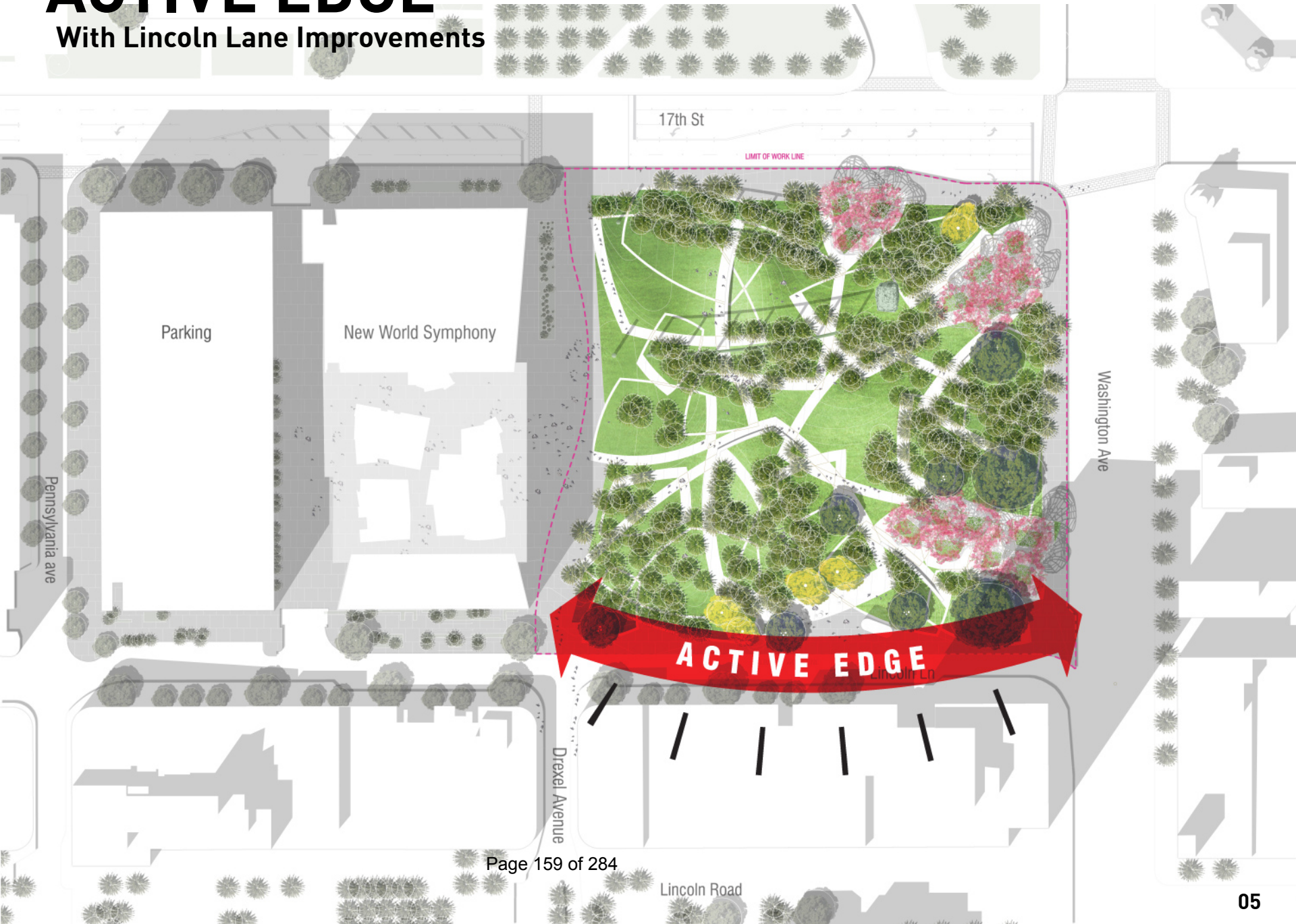
BIKE DEPOT AT CHICAGO

MILLENIUM PARK



ACTIVE EDGE

With Lincoln Lane Improvements



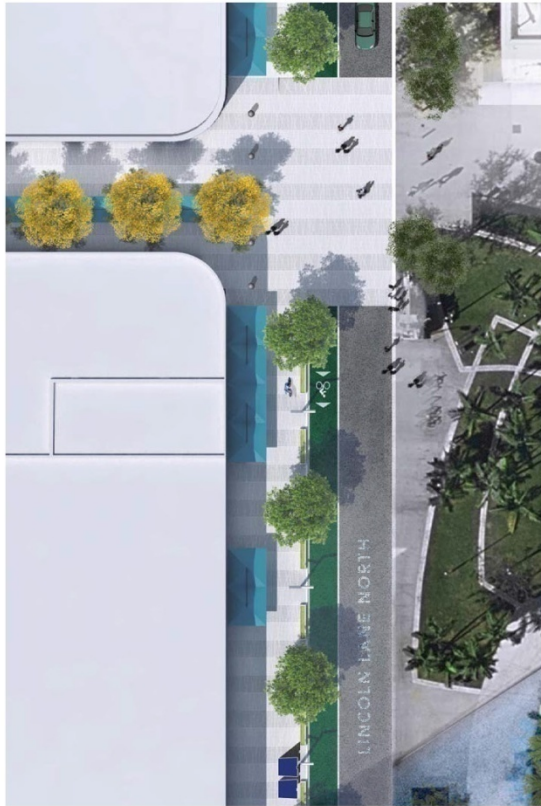
LINCOLN LANE FUTURE IMPROVEMENTS

TO ACTIVATE WITH TERRACES ON THE PARK EDGE

1 THE PARK-FRONT STREET LINCOLN LANE NORTH BETWEEN WASHINGTON AND DREXEL



PED 20' BIKE 8' AUTO 15' PED 9-40'

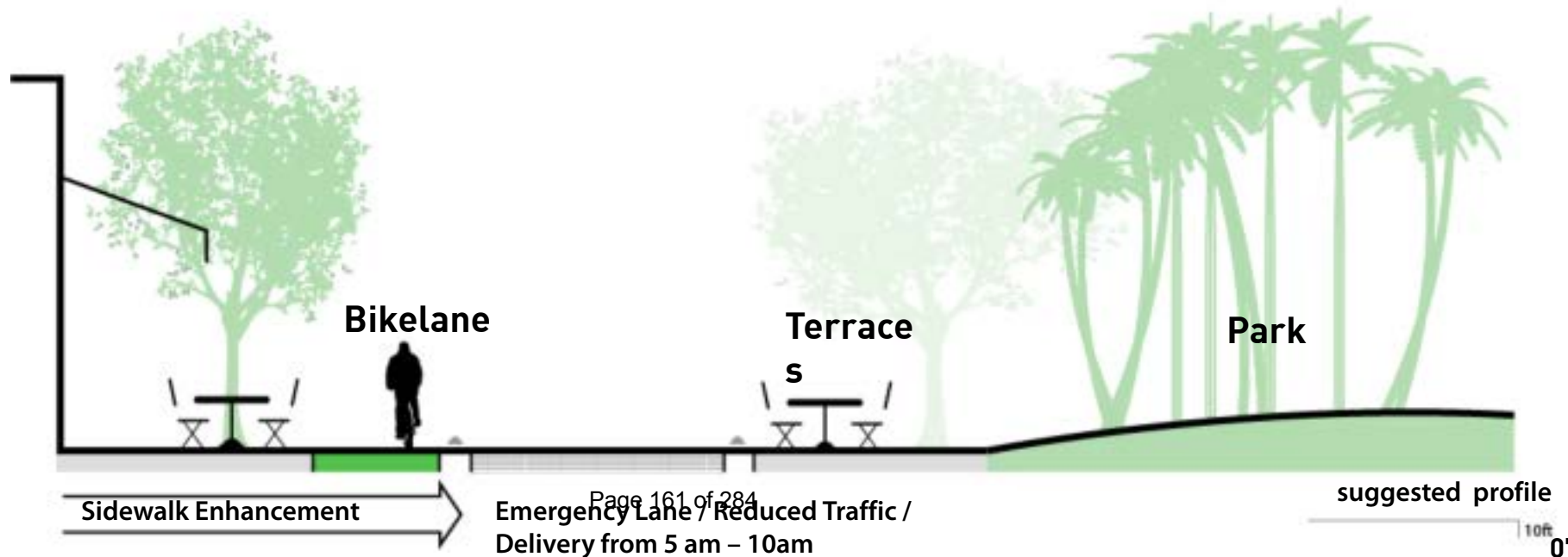
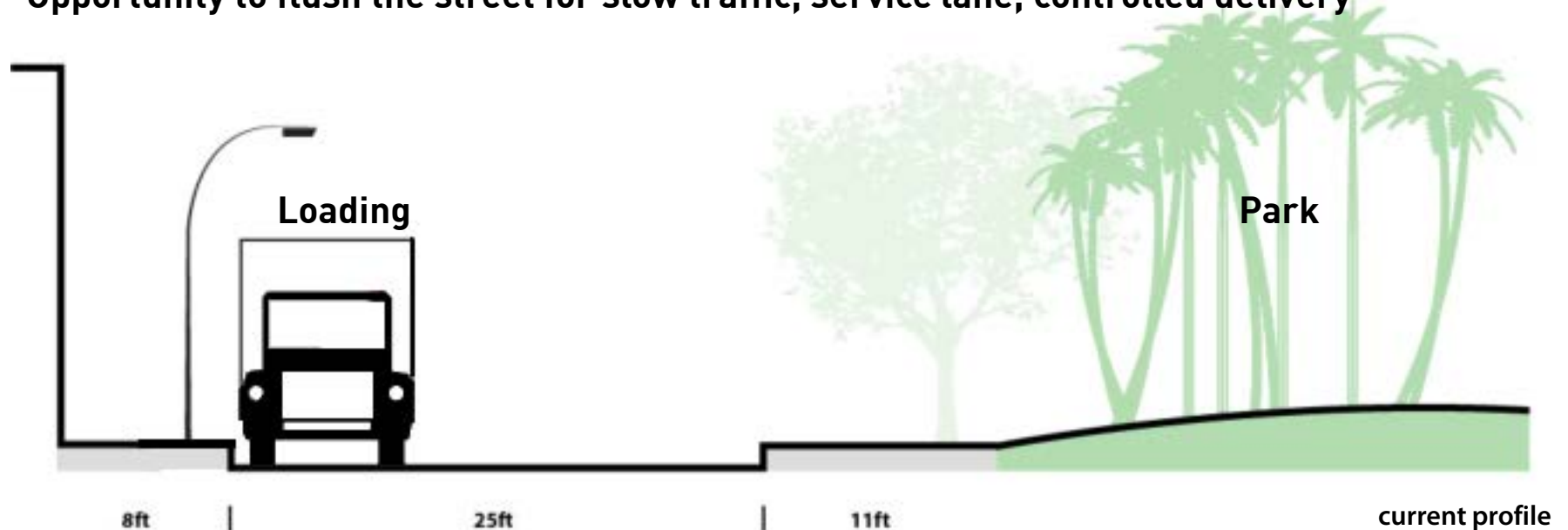


PROPOSED PLAN: LINCOLN LANE NORTH BETWEEN WASHINGTON AND DREXEL

Page 160 of 284

LEVEL THE STREET PROFILE

Opportunity to flush the street for slow traffic, service lane, controlled delivery



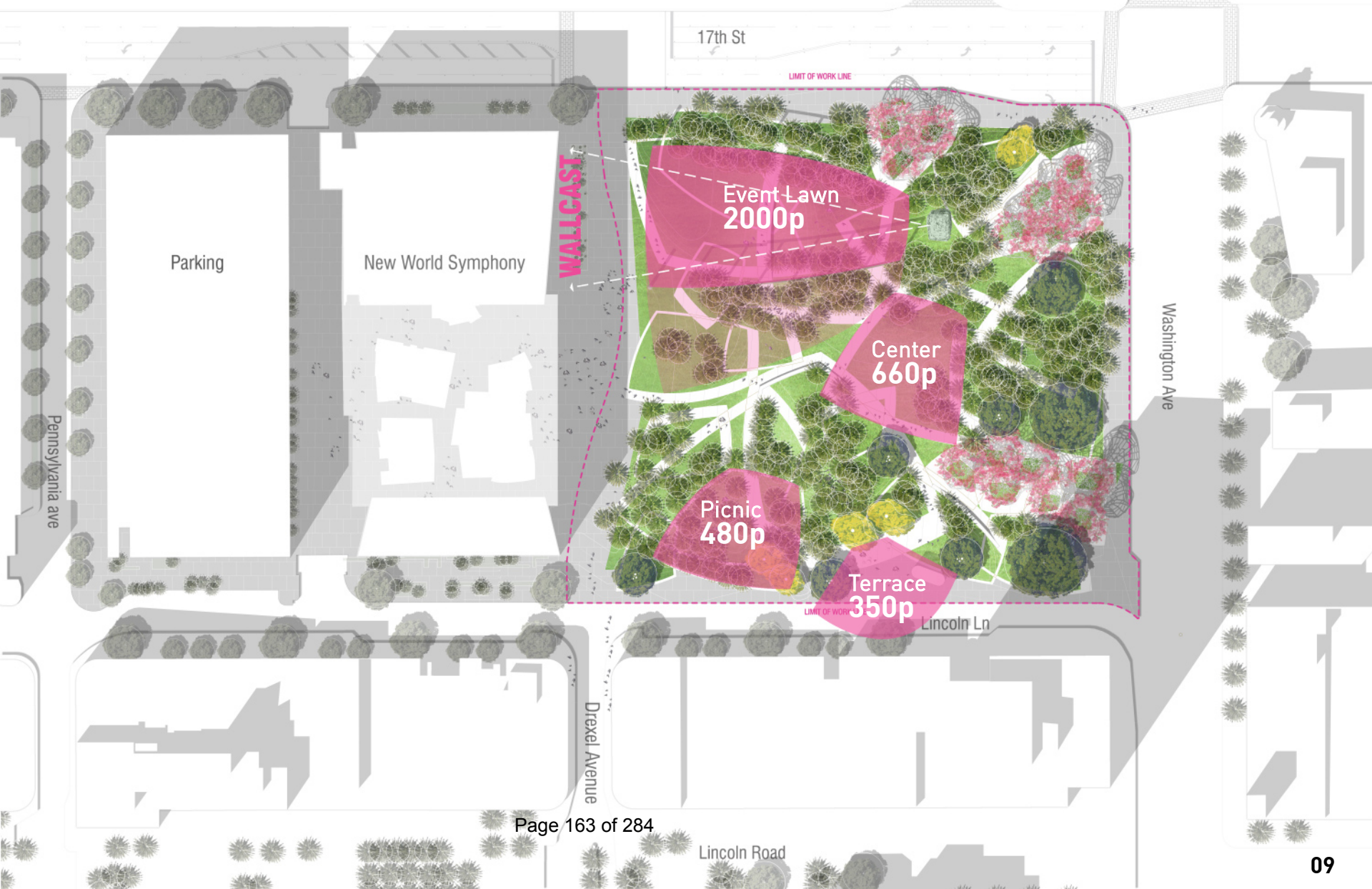
ADDING PERGOLA BASKET

Anchor the park in relationship with Lincoln Road Masterplan



INTRODUCING LIVING ROOMS CONCEPT

Smaller Pockets simultaneously projecting wallcast programming with smaller crowds



AMENDMENT NO. 1
VIDEO AND AUDIO SYSTEM AGREEMENT

This Amendment No. 1 to the Video and Audio System Agreement (the "Agreement"), dated November 29, 2007, by and between the City of Miami Beach, Florida (the "City"), a municipal corporation duly organized and existing under the laws of the State of Florida, and the New World Symphony, Inc. ("NWS"), a Florida not-for-profit corporation (the City and NWS each, a "Party" and collectively, the "Parties") is entered into on this _____ day of _____, 2018.

RECITALS

WHEREAS, the City and NWS entered into an Agreement of Lease ("Lease") dated as of January 5, 2004, as amended by that certain Memorandum of Lease and Possession Date Certificate, dated February 25, 2008, and recorded on March 17, 2008, in Official Records Book 26272, at Page 3696, of the Public Records of Miami-Dade County, Florida, pursuant to which the City leased to NWS certain real property, more particularly described in that certain survey prepared by Stoner & Associates, Inc., incorporated herein by reference and attached as Schedule "A" hereto (the "Land"); and

WHEREAS, concurrently therewith, The City and NWS entered into a Development Agreement, dated as of January 5, 2004, as amended by that certain First Addendum to Development Agreement, dated February 20, 2007, and Second Addendum to Development Agreement, dated as of July 9, 2009 (collectively, the "Development Agreement") setting forth, among other things, the City's and NWS's respective responsibilities and agreement to coordinate and cooperate in the planning, scheduling and approval of the development, design and construction of: (i) a performance, educational and internet broadcast facility (the "Building"), together with certain related amenities, facilities and other infrastructure improvements, all on the Land, subject to the terms and conditions of the Lease; (ii) a public municipal parking garage to be designed, developed and constructed by NWS on the City's behalf, and owned and operated by the City at its sole cost and expense on City-owned property adjacent to the Land (the "Garage"); and (iii) a Park (the "Park Project") owned by the City, to be located adjacent to the Land, bounded on the west by the Land, bounded on the north by 17th Street, bounded on the east by Washington Avenue, and bounded on the south by Lincoln Lane, and currently known as "SoundScape Park"; and

WHEREAS, all capitalized terms used herein but not defined specifically herein shall have the definitions ascribed to them in the Lease, unless otherwise indicated; and

WHEREAS, the Building features an external video system (the "NWS Video System") displaying musical and other cultural performances and works of art, which is conceived as a videographic element of the Building itself, located on the surface of the east wall at the northern end of the Building (the "Video Wall"), along with an audio system component situated in the Building or on the Premises (the "NWS Audio System"). The Park Project is intended to feature an external audio system (the "City Audio System"), located within SoundScape Park, capable of complementing and working in tandem with NWS Video and Audio System; and

WHEREAS, pursuant to Section 6.2 of the Lease, on or about November 29, 2007, the City and NWS entered into a Video and Audio System Agreement (the "Agreement") for the, operation, scheduling and content of the programming of the external video and audio systems; and

WHEREAS, there is a high demand for increased visual and listening areas at SoundScape Park to serve public programming offered by NWS and promote activation of the Park; and

WHEREAS, In response to this demand, the City wishes to add two additional visual and audio areas at SoundScape Park (the "Livingrooms"), each of which will contain two Audio Media Hydrants and one portable LED Video Wall, as more particularly described herein, that will allow for increased capacity and further improve the quality of public programming offerings for City of Miami Beach residents and visitors (the "Expansion Project" or "Project"); and

WHEREAS, the Parties agree to coordinate the planning, scheduling and approval of the design, purchase and installation of additional visual and audio equipment in connection with the Project, with NWS being responsible for the development of the Project and the payment of the costs associated with the purchase and installation of the LED Video Walls and related improvements (the "Expansion Project Video System"), and the City being responsible for the payment of the costs associated with the purchase and installation of the Audio Media Hydrants and related improvements (the "Expansion Project Audio System"), in an amount not to exceed \$752,000.00; and

WHEREAS, the Parties wish to amend the Agreement to delineate each Party's respective responsibilities with respect to the Expansion Project, including the Equipment, as more particularly set forth herein.

THEREFORE, in consideration of the mutual covenants and conditions herein contained, and other good and valuable consideration, the sufficiency of which is hereby acknowledged, the Parties hereto agree to amend the Agreement as follows:

1. ABOVE RECITALS.

The Recitals are true and correct and are incorporated as part of this Amendment.

2. MODIFICATIONS.

The Agreement is hereby amended (deleted items ~~struck through~~ and inserted items underlined) as follows:

A. A new Section 2.3 (Expansion Project) is hereby added to the Agreement, as follows:

2.3 Expansion Project. In order to enhance the audio and visual experience at SoundScape Park, the City and NWS wish to cooperate in the development of two (2) additional viewing and listening areas ("Livingrooms"), on behalf of the City, at SoundScape Park (the "Expansion Project" or "Project"), pursuant to the Scope of Work described in Schedule B, attached hereto. The Livingrooms, identified in Exhibit 1 to Schedule B, hereto, as "Center", having an approximate capacity of 660 people, and "Picnic", having a capacity of approximately 480 people, shall each contain two (2) Audio Media Hydrants (as defined below), and one (1) LED Video Wall (ad defined below).

2.3.1 Installation of Expansion Project Audio System. Audio Media Hydrants shall refer to the two (2) permanent Audio Media Hydrants, which will be installed in each Livingroom pursuant to the Expansion Project, as more particularly described in Exhibit 2 to Schedule B, hereto. NWS shall be responsible for the purchase and installation of the Audio Media Hydrants and related improvements (the "Expansion Project Audio System"), and the City shall be responsible for the payment of the cost associated with the purchase and installation of the Expansion Project Audio System, in an amount not to exceed \$752,000.00. Upon installation, the Expansion Project Audio System shall become an extension of, and part of, the City Audio System.

2.3.2 Installation of Expansion Project Visual System. LED Video Walls shall refer to a portable LED modular screen, IP54 water rated, UL listed and portable with a tight pixel pitch, viewable within nine feet of the front of wall. The LED Video Walls will be mounted to a portable device, with easy set up and removal. Each Livingroom will contain one (1) LED Video Wall. NWS, at its sole cost and expense, will be responsible for the purchase and installation of each LED Video Wall and related improvements (the "Expansion Project Visual System") for each Livingroom. The design, size and location of the LED Video Wall shall be subject to the prior written approval of the City Manager. Upon installation, the LED Video Wall shall become an extension of, and part of, the NWS Video System, which will be located in the Park Project Zone.

2.3.3 Construction Insurance.

2.3.3.1 The City shall not be liable for any claims, losses or damages suffered by third parties arising from NWS', or its officers', agents', employees' or contractors' fabrication, construction, and installation of the Expansion Project Audio System or Expansion Project Visual System.

2.3.3.2 NWS shall maintain, or require that its contractor(s) maintain, the following insurance coverages in connection with the installation of the Expansion Project Audio System or Expansion Project Visual System.

- A. Worker's Compensation insurance in at least the minimum amounts required by Florida law; and
- B. Commercial General Liability on a comprehensive basis, including Contractual Liability, Products/Completed Operations, in an amount not less than \$1,000,000 combined single limit per occurrence for bodily injury and property damage. The City of Miami Beach, Florida shall be included as an additional insured with respect to this coverage.

2.3.3.3 The policies of insurance referred to above shall not be subject to cancellation or changing coverage except upon at least thirty (30) days prior written notice to the City, and then only subject to the prior written approval of the City Manager or Contract Manager. Within ten (10) days from the Effective Date, Concessionaire shall provide the City with Contractor's Certificate of Insurance for the

insurance requirements contained in Subsection 3.6.2. All such policies shall be obtained from companies authorized to do business in the State of Florida with an A.M. Best's Insurance Guide (latest edition) rating acceptable to the City's Risk Manager, and any replacement or substitute company shall also be subject to the approval of the City's Risk Manager.

2.3.4 Operation of LED Video Walls by NWS at SoundScape Park.

NWS shall be responsible for the set-up of the LED Video Walls prior to commencement of any presentation of Cultural Programming, as well as the prompt removal of the LED Video Walls upon conclusion of the presentation.

2.3.5 Release. Under no circumstances shall the City be responsible for any stolen or damaged LED Video Wall or related improvement.

2.3.6 Removal or Relocation of Audio Media Hydrants or LED Video Walls. Notwithstanding the City's approval of the installation of the Livingrooms by NWS at SoundScape Park, the City, in its sole discretion and at its sole expense, may request that NWS remove or relocate the Expansion Project Audio System or the Expansion Project Visual System, or, in the alternative, the City, on its own, may remove or relocate the Expansion Project Audio System or the Expansion Project Visual System.

B. A new Section 19.7 (No Discrimination) is hereby added to the Agreement, as follows:

19.7 No Discrimination. In connection with the performance of the Services, the NWS shall not exclude from participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status.

Additionally, NWS shall comply fully with the City of Miami Beach Human Rights Ordinance, codified in Chapter 62 of the City Code, as may be amended from time to time, prohibiting discrimination in employment, housing, public accommodations, and public services on account of actual or perceived race, color, national origin, religion, sex, intersexuality, gender identity, sexual orientation, marital and familial status, age, disability, ancestry, height, weight, domestic partner status, labor organization membership, familial situation, or political affiliation.

C. A new Section 19.8 (NWS' Compliance with Florida Public Records Law) is hereby added to the Agreement, as follows:

19.8 NWS' Compliance with Florida Public Records Law.

(A) NWS shall comply with Florida Public Records law under Chapter 119, Florida Statutes, as may be amended from time to time.

(B) The term "public records" shall have the meaning set forth in Section 119.011(12), which means all documents, papers, letters, maps, books, tapes, photographs, films, sound recordings, data processing software, or other material,

regardless of the physical form, characteristics, or means of transmission, made or received pursuant to law or ordinance or in connection with the transaction of official business of the City.

(C) Pursuant to Section 119.0701 of the Florida Statutes, if the NWS meets the definition of "Contractor" as defined in Section 119.0701(1)(a), the NWS shall:

- (1) Keep and maintain public records required by the City to perform the service;
- (2) Upon request from the City's custodian of public records, provide the City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law;
- (3) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed, except as authorized by law, for the duration of the contract term and following completion of the Agreement if the NWS does not transfer the records to the City;
- (4) Upon completion of the Agreement, transfer, at no cost to the City, all public records in possession of the NWS or keep and maintain public records required by the City to perform the service. If the NWS transfers all public records to the City upon completion of the Agreement, the NWS shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the NWS keeps and maintains public records upon completion of the Agreement, the NWS shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the City, upon request from the City's custodian of public records, in a format that is compatible with the information technology systems of the City.

(D) REQUEST FOR RECORDS; NONCOMPLIANCE.

- (1) A request to inspect or copy public records relating to the City's contract for services must be made directly to the City. If the City does not possess the requested records, the City shall immediately notify the NWS of the request, and the NWS must provide the records to the City or allow the records to be inspected or copied within a reasonable time.
- (2) NWS's failure to comply with the City's request for records shall constitute a breach of this Agreement, and the City, at its sole discretion, may:
(1) unilaterally terminate the Agreement; (2) avail itself of the remedies set forth under the Agreement; and/or (3) avail itself of any available remedies at law or in equity.
- (3) A NWS who fails to provide the public records to the City within a reasonable time may be subject to penalties under s. [119.10](#).

(E) CIVIL ACTION.

- (1) If a civil action is filed against a NWS to compel production of public records relating to the City's contract for services, the court shall assess and award against the NWS the reasonable costs of enforcement, including reasonable attorney fees, if:
 - a. The court determines that the NWS unlawfully refused to comply with the public records request within a reasonable time; and
 - b. At least 8 business days before filing the action, the plaintiff provided written notice of the public records request, including a statement that the NWS has not complied with the request, to the City and to the NWS.

(2) A notice complies with subparagraph (1)(b) if it is sent to the City's custodian of public records and to the NWS at the NWS's address listed on its contract with the City or to the NWS's registered agent. Such notices must be sent by common carrier delivery service or by registered, Global Express Guaranteed, or certified mail, with postage or shipping paid by the sender and with evidence of delivery, which may be in an electronic format.

(3) A NWS who complies with a public records request within 8 business days after the notice is sent is not liable for the reasonable costs of enforcement.

(F) IF THE NWS HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE NWS'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:

**CITY OF MIAMI BEACH
ATTENTION: RAFAEL E. GRANADO, CITY CLERK
1700 CONVENTION CENTER DRIVE
MIAMI BEACH, FLORIDA 33139
E-MAIL: RAFAELGRANADO@MIAMIBEACHFL.GOV
PHONE: 305-673-7411**

D. A new Section 20 (Indemnification and Insurance) is hereby added to the Agreement, as follows:

20. Indemnification and Insurance.

20.1 Indemnification. NWS agrees to indemnify and hold harmless the CITY, and its officers, employees contractors and agents, from and against any and all expenses, claims, liability, losses and causes of action (at law or in equity), including, but not limited to, attorney's fees and costs, that may arise or be alleged to have arisen out of the negligent conduct of NWS, their officers, employees contractors and/or agents; or out of any activity related to this Agreement. NWS shall pay all such claims and losses and shall pay all such costs and judgments which may issue from any lawsuit arising from such claims and losses, and shall pay all costs and attorneys' fees expended by the City in the defense of such claims and losses, including appeals (or to provide for such defense, at City's option). NWS recognizes the broad nature of this indemnification and hold harmless clause, and voluntarily make this covenant and expressly acknowledge the receipt of good and valuable consideration, provided by the City in support of the obligation in accordance with the laws of the State of Florida. Nothing herein shall be construed to waive any of the City's rights set forth in Section 768.28, Florida statutes. Nothing contained in this Agreement shall be deemed a waiver of sovereign immunity by the City. This paragraph shall survive the termination of this Agreement.

20.2 Insurance.

20.2.1 During the Term of this Agreement, NWS shall maintain, and require that its contractor(s) maintain, the following insurance coverages:

A. Worker's Compensation insurance in at least the minimum amounts required by

Florida law; and

- B. Commercial General Liability on a comprehensive basis, including Contractual Liability, Products/Completed Operations, in an amount not less than \$1,000,000 combined single limit per occurrence for bodily injury and property damage. The City of Miami Beach, Florida shall be included as an additional insured with respect to this coverage.

20.2.2 The policies of insurance referred to above shall not be subject to cancellation or changing coverage except upon at least thirty (30) days prior written notice to the City, and then only subject to the prior written approval of the City Manager or Contract Manager. Within ten (10) days from the Effective Date, NWS shall provide the City with NWS' Certificate of Insurance for the insurance requirements contained in Subsection 20.2.1(A). All such policies shall be obtained from companies authorized to do business in the State of Florida with an A.M. Best's Insurance Guide (latest edition) rating acceptable to the City's Risk Manager, and any replacement or substitute company shall also be subject to the approval of the City's Risk Manager.

[REMAINDER OF PAGE LEFT INTENTIONALLY BLANK]

IN WITNESS WHEREOF, the Parties or their duly authorized representatives hereby execute this Amendment on the date written below.

CITY OF MIAMI BEACH, FLORIDA, a
municipal corporation of the State of Florida

By: _____
Jimmy L. Morales, City Manager

ATTEST:

By: _____
Rafael E. Granado, City Clerk

Date: _____

DRAFT

IN WITNESS WHEREOF, the Parties or their duly authorized representatives hereby execute this Amendment on the date written below.

WITNESSES:

NEW WORLD SYMPHONY, a not-for-profit corporation

Print Name: _____

By: _____
Howard Herring
President and CEO

Print Name: _____

By: _____

Date: _____

DRAFT

SCHEDULE B
SCOPE OF WORK
(EXPANSION PROJECT)

ARTICLE I: SERVICES

- 1.1 Expansion Project Services. NWS agrees to purchase and install all equipment including, without limitation, the Audio Media Hydrants ("Expansion Project Audio Equipment") and improvements related thereto ("Expansion Project Audio System"), and LED Video Walls ("Expansion Project Video Equipment") and improvements related thereto (collectively, "Expansion Project Video System") in connection with the development of two (2) additional viewing and listening areas ("Livingrooms"), on behalf of the City, at SoundScape Park (the "Expansion Project" or "Project"), as more particularly identified in Exhibit 1 hereto.
- 1.2 Center Livingroom. NWS shall purchase and install two (2) Audio Media Hydrants and one (1) 12' high by 21'7" wide LED Video Wall and all necessary Project improvements to complete the installation of the Expansion Project Audio Equipment and Expansion Project Video Equipment for the Center Livingroom.
- 1.3 Picnic Livingroom. NWS shall purchase and install two (2) Audio Media Hydrants and one (1) 7' high by 12'5" wide LED Video Wall and all necessary Improvements to complete the installation of the Expansion Project Audio Equipment and Expansion Project Video Equipment for the Picnic Livingroom.
- 1.4 Project Audio Equipment. Type of Audio Media Hydrants identified in Exhibit 2 attached hereto is hereby approved. The location of the Audio Media Hydrants shall be subject to the prior written approval of the City Manager.
- 1.5 LED Video Walls. The type, size and location of the LED Video Wall shall be subject to the prior written approval of the City Manager. LED Video Walls shall refer to a portable LED modular screen, IP54 water rated, UL listed and portable with a tight pixel pitch, viewable within nine feet of the front of wall. The LED Video Walls will be mounted to a portable device, with easy set up and removal. Upon approval, Exhibit 3 shall be updated to reflect the description of the approved LED Video Wall.

ARTICLE 2: FEE

- 2.1 Fee. NWS shall be paid an aggregate sum, not to exceed \$751,410.00 (the "Fee"), in connection with the purchase and installation of the Expansion Project Audio System, inclusive of hard and soft costs. NWS shall be solely responsible for the payment of any costs associated with the purchase and installation of the Expansion Project Visual System. Any Project costs exceeding the Fee shall be the responsibility of NWS.

- 2.2 NWS hereby agrees and covenants to use the Fee, and all Fee payments disbursed to NWS by the City in connection with these services, solely for the purpose of funding the hard and soft costs incurred by NWS to purchase and install the Expansion Project Audio System.
- 2.3 As referenced herein, the "Project Cost" shall mean the hard costs and soft costs necessary to purchase and install the Expansion Project Audio System. The Project Cost shall not exceed \$751,410.00. In the event the Project Cost exceeds \$751,410.00, NWS shall provide immediate written notice of same to the City, along with evidence reasonably satisfactory to the City regarding NWS' sources of funding for all remaining costs in excess of \$751,410.00 needed to complete the Project. NWS shall also include a revised cost estimate for the Project Cost, including a detailed breakdown of costs needed to complete the Project. Notwithstanding the preceding, the City shall have no obligation to fund any Project Cost in excess of the Fee. Accordingly, NWS hereby agrees, covenants, and represents to the City that NWS shall be solely responsible for any Project Cost in excess of the \$ 751,410.00 Fee, as required and necessary to complete the Project.

2.4 **Funding Draw Requests and Payments**

Subject to the terms and conditions of this Agreement, the Fee shall be paid by the City to NWS as follows:

- (a) Payments to NWS shall be made on a reimbursement basis ("Reimbursement"). In connection with any Reimbursement, NWS shall provide the City with the appropriate supporting documentation, including, without limitation, the contract, licensing information, insurance information, estimate, invoice, warranty information and any other documentation with respect to the Project which may be requested by the City. Additionally, upon expenditure of the Reimbursement, NWS shall submit the appropriate supporting documentation, as required herein in subsection 2.4(g) and including, without limitation, any other proof which may be reasonably requested by the City.
- (b) All costs, fees and expenses attributable to work and/or services performed, or caused to be performed, by NWS for the purchase and installation of the Project Audio System shall be identified, tracked, accounted for, invoiced, and paid by NWS in a manner that clearly distinguishes the Project and the Expansion Project Audio System costs from other costs incurred by NWS including, without limitation, costs, fees, and expenses incurred in connection with the Project Visual System.
- (c) The City shall have the right to make Fee payments by check or wire transfer to NWS.
- (d) NWS shall substantiate the cost of the Expansion Project Audio System with the appropriate supporting documentation, as required herein in subsection 2.4(g), and including, without limitation, any other documentation with respect to the Project which may be requested by the City. In lieu of Reimbursement, the City may elect, at its sole discretion, to directly procure and purchase the Expansion Project Audio System.

- (e) Except for those costs provided in subsection 2.4(d) above, as to any Reimbursement for the remainder of the Fee, NWS shall complete, sign and submit to the City the appropriate disbursement request forms (Exhibits 3 attached hereto) accompanied by supporting documentation, as necessary and as may be required under this Agreement.
- (f) NWS shall also be responsible for reporting, on a continuous, on-going basis any contractual relationship established to perform work or services on the Project; start date; project schedule to reflect completion date of November 15, 2018, as required in the Monthly Status Report. Additional reports may be required at the discretion of the City Manager.
- (i) Monthly Status Report to be submitted to the City on the thirtieth (30th) day of each month, to detail expenditures and progress for the preceding month.
 - (ii) The City Manager shall approve any contracts relating to the Project. The City shall be a third party beneficiary under any contract relating to the Project.
- (g) Completion of the Project. NWS shall complete the Project on or before November 15, 2018. Upon completion of the Project, NWS shall submit to City, for City's acceptance and approval:
- (i) Applicable contract documents relating to the Project; and
 - (ii) Copies of all agreements, permits, and licenses, and all insurance policies or certificates, if any, pertaining to the work;
 - (iii) All manufacturers, suppliers' and subcontractors' warranties duly assigned to the City (the "Warranties), and all maintenance and operating instructions pertaining to the completed work; including the standard manufacturer's warranty for the Expansion Project Audio System and components purchased in relation to the Expansion Project Audio System and a minimum one (1) year warranty for all completed work.
 - (iv) Bill of Sale, purchase documentation, or assignment evidencing title for the Expansion Project Audio System vesting in the City of Miami Beach.
- (h) Notwithstanding anything contained herein, payment of the Fee shall not constitute a waiver of claims by the City for: (i) faulty or defective Expansion Project Audio System; (ii) failure of the work to be in strict accordance with the approved final plans and specifications for the Expansion Project Audio System; and (iii) terms of all Warranties required by the applicable contract documents.
- (i) NWS shall use best efforts to fully cooperate with and assist the City in resolution of any issues with regard to City's claims for defects, Warranty issues, and/or other post-purchase issues contemplated in subsection (h) above, as they may arise, at no cost to the City.

- (j) All Warranties shall commence on the date of delivery of the Expansion Project Audio System, unless otherwise provided.
- (k) Title to the Expansion Project Audio System shall vest with the City. NWS shall cause for the Expansion Project Audio System to be purchased on behalf of, and for the benefit, of the City of Miami Beach, Florida, and shall provide evidence thereof as part of the supporting documentation required hereunder.

ARTICLE 3: BOOKS AND RECORDS; INSPECTION RIGHTS

- 3.1 NWS shall maintain adequate records to justify all costs, expenses, fees and charges incurred which represent the portion of the Project funded by the Fee for at least three (3) years after completion of the work. The City shall have access to all books, records, and documents as required in this Article for the purpose of inspection or auditing during normal business hours.
- 3.2 NWS shall maintain accounts, books and records in connection with the Project (including, without limitation, all portions of the Fee). NWS shall use reasonable commercial efforts to maintain such accounts, books and records in such a manner that it will not be unduly costly or difficult for the City to segregate, ascertain or identify the use of the Fee to determine NWS compliance with the terms and conditions of the Agreement during a City Inspection (as hereinafter defined).
- 3.3 The City shall have the right to inspect the Project, and shall further have the right to audit NWS' performance of its obligations under this Agreement (collectively, the "**City Inspection**") to determine compliance with the Agreement, as follows:
 - a) The City or its designated agent may examine, in accordance with generally accepted accounting principles, all records directly or indirectly related to the Agreement for the purpose of determining NWS compliance with the terms of this Agreement.
 - b) Any City Inspection shall be (A) subject to the City providing NWS with three (3) business days prior written notice thereof; and (B) performed during the regular business hours of NWS on regular business days of NWS.

ARTICLE 4 – BREACH, OPPORTUNITY TO CURE AND TERMINATION

- 4.1 Each of the following shall constitute a default by NWS:
 - (a) If NWS uses all or any portion of the Fee for costs not associated with the Project and NWS fails to cure its default within thirty (30) days after written notice of the default is given to NWS by the City; provided, however, that if not reasonably possible to cure such default within the thirty (30) day period, such cure period shall be extended for up to ninety (90) days following the date of the original notice if within thirty (30) days after such written notice NWS commences diligently and thereafter continues to cure.
 - (b) If NWS shall breach any of the other covenants or provisions in this Agreement, and NWS fails to cure its default within thirty (30) days after written notice of the default is given to NWS by the City; provided, however, that if not reasonably possible to cure such default

within the thirty (30) day period, such cure period shall be extended for up to ninety (90) days following the date of the original notice if within thirty (30) days after such written notice NWS commences diligently and thereafter continues to cure.

- (c) If the Expansion Project Audio System is not used as part of SoundScape Park for a period of five years following the completion of the Project, NWS shall repay the City, as liquidated damages, an amount equal to the unamortized balance of the purchase price for the Expansion Project Audio System, consisting of \$12,523 for each month remaining in the five year period following completion of the Project (except as such term may be extended for Force Majeure pursuant to Section 4.3 hereof).

4.2 Remedies:

- (1) Upon the occurrence of a default as provided in Section 4.1, and such default is not cured within the applicable grace period, the City, in addition to all other remedies conferred by this Agreement, may require that NWS reimburse the City for all the Fee provided by the City hereunder. At the City's sole discretion, the City may, from amounts otherwise appropriated to NWS (or due to NWS pursuant to any other agreement), withhold, deduct or set off any amounts that the City reasonably believes are sufficient to reimburse the City for any default under this Agreement.
- (2) The City may institute litigation to recover damages for any default or to obtain any other remedy at law or in equity (including specific performance, permanent, preliminary or temporary injunctive relief, and any other kind of equitable remedy).
- (3) The rights and remedies of the City are cumulative and the exercise by the City of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default.
- (4) Any failure of the City to exercise any right or remedy as provided in this Agreement shall not be deemed a waiver by the City of any claim for damages it may have by reason of the default.
- (5) Upon the occurrence of a default by NWS which remains uncured within the time periods provided in Section 4.1, the City may terminate this Agreement, upon written notice to NWS. Upon termination of this Agreement, the City shall have no further liability or obligation to NWS.

- 4.3 Force Majeure. Whenever a period of time is herein prescribed for the taking of any action by a Party hereunder, such Party shall not be liable or responsible for any delays (including, without limitation, any delay by the City in making the Reimbursement, nor shall such Party be obligated to perform hereunder, nor deemed to be in default hereunder, if the required action or performance of a Party is prevented due to strikes, riots, acts of God, shortages of labor or materials, war, governmental laws, regulations or restrictions, or any other cause whatsoever beyond the control of such Party.

DRAFT

Schedule B

DRAFT

Exhibit 1
Schedule B

DRAFT

DRAFT

Exhibit 2
Schedule B

DRAFT

Exhibit 3
Schedule B

PLEASE SUBMIT THIS FORM ON NWS LETTERHEAD

Reimbursement Request

Date _____

Tourism, Culture and Economic Development Department
Attn: Luis Wong
1755 Meridian Avenue, Suite 500
Miami Beach, FL 33139

Attached please find the required reimbursement forms requesting payment in the amount of
\$ _____ for the following:

Project Name and Number

Amount

I certify that all the attached documents have not been previously reimbursed or submitted for payment and that all of the expenditures comply with the terms and conditions of the Video and Audio System Agreement between the City of Miami Beach, Florida and New World Symphony, Inc., dated November 29, 2007 and have attached our monthly report providing the latest project update.

Sincerely,

Attachment 3- NWS Proposed location of LED Video Wall Storage Facility
Pennsylvania Avenue Garage



DRAFT SCOPE OF SERVICES

SCOUNDSCAPE IMPROVEMENTS MASTER PLAN

By any objective and subjective measure, Soundscape Park (the Park) has been an enormous success since it was completed in January 2011. Specifically designed in conjunction with the New World Center, it is home to the world-renowned WALLCAST® concerts by New World Symphony (NWS), City of Miami Beach (City) hosted movie nights and other cultural activities.

The City and NWS desire to expand the scope and number of cultural activities in the Park and to this end the City and NWS have agreed on certain improvements for the Park. These improvements include expanded permanent restroom facilities for patrons using the Park for permitted and pre-approved events, and other improvements to the existing audio and video infrastructure serving the park.

The City wishes to engage the services of a professional to determine the best location for the new restroom facilities as well as a new storage facility to accommodate up to two high-value portable LED video walls when not deployed in the Park.

Restrooms

At the City's request, the designers of Soundscape Park, West 8, included a small permanent restroom to accommodate a single ADA compliant male facility and a single ADA compliant female facility. Pursuant to permit requirements, park activations initially included additional portable toilets of the type commonly seen at other temporary community events. These portable toilets were incompatible with the design of and investment in the Park and were insufficient to meet the needs of most events in the Park.

In 2014 the City purchased a restroom trailer that provided an upgrade to Park users and additional capacity. This trailer can be, and has been, deployed in other locations, but has primarily been used in the Park. It was not intended to be a permanent solution to the Park's restroom needs.

Operationally, the existing restroom facilities are kept locked and opened only when the Park is used for a permitted event.

The recently approved GO Bond program includes \$700,000 to construct a better restroom facility to serve the Park. West 8 and NWS strongly believe that the design and size of the Park cannot accommodate a larger permanent facility and have recommended an alternative location.

The professional will be tasked to interview relevant parties (West 8, NWS, City) to determine the appropriate capacity and location for expanded permanent restrooms to serve permitted uses of Soundscape Park. Deliverables include:

1. A recommendation for the specific location of the restrooms that will honor the design intent and usage of Soundscape Park.
2. A basic schematic plan showing the size and ideal layout for the facility.
3. A recommendation to keep, remove, or repurpose the existing permanent restroom facility.

The same operational constraints pertaining to the existing restrooms will apply to the new restrooms: specifically, they will be used only when permitted events are held in the Park and locked at all other times.

LED Video Screen Storage

The City Commission has approved a plan and budget to expand the sound system in the Park. As part of this improvement, NWS is required to purchase two portable LED video screens or “walls” that require a storage space.

The professional will be tasked to interview the relevant parties (NWS, City) to determine the appropriate size, HVAC and security requirements, and location for the storage facility. Deliverables include:

1. A recommendation for the specific location of the storage facility.
2. A basic schematic plan showing the size and ideal layout for the storage facility.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: DISCUSSION REGARDING THE MOTION PASSED BY THE PRODUCTION INDUSTRY COUNCIL TO ADOPT CHANGES TO THE CURRENT FILM INCENTIVE GUIDELINES MAKING THEM LESS RESTRICTIVE FOR PRODUCTIONS TO TAKE ADVANTAGE OF THE FILM INCENTIVE PROGRAM.

HISTORY:

On February 8, 2017, the Administration, in response to the Florida Legislature's decision to pull funding from the State of Florida's Film & Entertainment Incentive Program, provided the Miami Beach City Commission with an overview on the status of the Film & Print Industry, and ways to continue the viability of these industries in Miami Beach.

The Administration coordinated meetings with production industry figures, the City's Production Industry Council and reviewed processes and local incentive options provided by other communities to evaluate the City's internal mechanisms.

The City reviewed its key constraints towards improving the approval process and developed options that would potentially bring more production work to Miami Beach.

On April 26, 2017 the Mayor and City Commission discussed the following options for encouraging more film and print production in Miami Beach:

- Eliminate the signed consent requirement for reservation of metered parking, requiring merely notification with all details.
- Reduce signed consent for road or lane closures to 75% of directly affected properties, instead of the current 100%.
- Reduce the residential signature consent area to 200' from the production use, where it currently requires 500'.
- Reduce permitted production crew parking to \$10 per vehicle (a 50% reduction from the usual \$20 per vehicle) in all municipal lots and garages, where/ when capacity permits.
- Extending the number of free vehicle access passes to productions which demonstrate Miami Beach room nights, to a scale of 5 passes for 50 room nights; 10 passes for 100 room nights; and 20 passes for 200 room nights.
- Reinstate the PCR/V pass for motorhome parking allowance in metered spaces and taxi/ ride share spaces.
- Implementation of a cash incentive of \$10,000 and an ordinance streamlining the film and photography guidelines – to encourage and facilitate even more film and print production in Miami Beach

On January 11th, 2018, the Production Industry Council passed the motion to adopt the above guidelines.

On November 8th, 2018, the Production Industry Council met and passed a motion to direct the City of Miami Beach lobbyists to include film production incentives as part of the Miami Beach lobbying agenda for the next legislative session to the State. And to work with Miami-Dade lobbyists to restore the vibrancy of film production and tourism thereby resulting in positive economic impact to the Miami Beach and Miami Dade communities.

ANALYSIS:

At the December 13, 2018, Production Industry Council (PIC) meeting, Sandy Lighterman representing the Miami Dade County Office of Film & Entertainment, presented a series of final proposed changes to the Production Industry Council, regarding the Miami Beach Film Incentive grant program. These were reviewed by PIC and the following changes were recommended:

Please see attachment "FILM INCENTIVE GUIDELINES - PROPOSED CHANGES" to see a line by line proposal of changes, with comments from the Production Industry Council.

Please see attachment "FILM INCENTIVE GUIDELINES - CLEAN VERSION" to see a clean copy of what a final copy of the guidelines will include, should these recommendations be accepted by the Commission.

These changes made are meant to make the guidelines less restrictive so that more productions can take more advantage of them. This includes removing the requirement that a percentage of crew be Florida residents and removing requested deliverables such as marketing materials, behind the scenes clips and b-roll, contact sheets and payroll details as studios are reluctant to share proprietary information. Productions will still be required to submit an accounting with receipts of how much they spent in Miami Beach inclusive of hotels, props, catering, location fees, city services fees, etc. while filming here a minimum of three (3) days. Productions will also be required to have a "Thank you to the City of Miami Beach" line in their end credits as applicable.

CONCLUSION:

The administration recommends that the Mayor and City Commission adopt the proposed changes, as approved by the Production Industry Council, to make them less restrictive, for productions to take advantage of the Film Incentive Program and to align the City of Miami Beach with the existing film incentive guidelines, already in place at the County level.

ATTACHMENTS:

Description	Type
<input type="checkbox"/> LTC - PIC Motion 12.13.2018	Other
<input type="checkbox"/> FILM INCENTIVE GUIDELINES - PROPOSED CHANGES	Other
<input type="checkbox"/> FILM INCENTIVE GUIDELINES - CLEAN VERSION	Other

MIAMIBEACH

OFFICE OF THE CITY MANAGER
NO. LTC #

LETTER TO COMMISSION

TO: Mayor Dan Gelber and Members of the City Commission
FROM: Jimmy L. Morales, City Manager
DATE: December 13, 2018
SUBJECT: Production Industry Council Motion

The purpose of this Letter to the Commission ("LTC") is to inform the Commission of a motion passed by the Miami Beach Production Industry Council ("PIC") during their Thursday, December 13, 2018 meeting.

Members Present:

Mr. Daniel Davidson, Chairman
Ms. Christina LaBuzetta, Vice Chairman
Ms. Joanna Rose-Kravitz
Mr. Bruce Orosz

Members Present Electronically:

Mr. Abdul Muhammed
Ms. Belkys Nerey

Members Absent:

Mr. Aleksandar Stojanovich

MOTION: Motion to adopt changes to the current Film Incentive Guidelines that make them less restrictive in order for more productions to take advantage of the Film Incentive Program.

Motion entertained by Chairman Daniel Davidson

Motion moved by: Vice Chairwoman Christina LaBuzetta

Seconded by: Bruce Orosz

Motion Adopted: 6-0

Absent for vote: Mr. Aleksandar Stojanovich.

JLM/KGB/HS/SR

CC: Kathie G. Brooks, Assistant City Manager
Heather Shaw, Acting Director, Tourism, Culture and Economic Development

MIAMI BEACH FILM INCENTIVES GUIDELINES

I. GENERAL DETAILS OF THE PROGRAM: YEAR 1 | FY18

1. Grants will be paid as follows:
 - a. Upon the grant being awarded, 50% of the grant will be paid after submission of the approved budget.
 - b. The remaining 50% of the grant will be paid after applicants submit an approved final report with all associated documentation and financial statements.
2. Each year, the City will distribute nine (9) grants in the amount of \$10,000 each; and allocate the remaining \$10,000 in the incentive fund to be distributed in support of local talent.
3. All financial incentives are subject to funding availability.

II. ELIGIBILITY

In order to be eligible to receive a Miami Beach film incentive grant, an applicant must meet and provide the following requirements:

- a. Must have a minimum spend of \$25,000 in the City of Miami Beach.
- b. ~~At least 70% of production days or a~~ minimum of ~~five~~ three (3) full production days must occur within the City of Miami Beach.

~~c. At least 55% of paid cast and crew must be Florida residents.~~

~~d.c.~~ The project's primary hotel accommodations must be within the City of Miami Beach.

~~e.d.~~ Production must provide the City of Miami Beach permission to use the name, logo and/or movie poster in all City of Miami Beach marketing and PR efforts.

~~f.e.~~ Promote the City of Miami Beach by including (as applicable):

~~a. The "Filmed in Miami Beach Logo" in the production billing block. The logo must appear in a size equal to or no less than any other logos which appear in the production's billing block.~~

~~b. The "Filmed in Miami Beach Logo" in the production's end credits, appearing for at least three seconds. The logo must appear in a size equal to or no less than any other logo that also appears in the film's end credits~~

~~c. The language "Made in Miami Beach, Florida" in the production's end credits. This must also appear in the trailer, if trailer end credits appear.~~

~~a. Thank the City of Miami Beach in the production end credits.~~

~~d.b.~~ List Miami Beach as a location in the production's page of the Internet Movie Database (IMDb)

~~c. The City of Miami Beach welcomes any requests to cross promote projects in the City's social media platforms and marketing campaigns; including promoting movie openings, movie posters, still photographs and trailers or any other positive content.~~

~~e.d.~~ If awarded, the film incentive may be used for the production of these eligible projects:

Eligible Projects:

- Feature Films
- Short Films
- Documentaries
- TV Pilots/TV Series/ TV Miniseries
- TV Shows (scripted)
- Commercials
- TV Movies

Commented [KM1]: The PIC felt that 5 or more days in Miami Beach is comparable to a \$10,000 incentive.

Commented [KM2]: Although the PIC liked the idea of this, it was made clear that this was the biggest issue that they had with the \$100,000 County incentive and felt that it would be a major deterrent for a smaller grant of \$10,000.

Commented [KM3]: The PIC felt that this should be added as a marketing incentive.

- Music Videos
- Web Series

Ineligible Projects:

- News or Current Events Programming
- Talk Shows
- Sports or Sports Programming
- Gala Presentations or Awards Shows
- Infomercials/Promotional Content
- Political Ads/Material
- Obscene/Inflammatory Material
- Reality Shows

f.e. Inclusion of “Made in Miami Beach” in all social media and marketing campaigns, using the hashtag #MadeinMiamiBeach, as available.

g.f. Commitment of producer or director to participate in City of Miami Beach publicity efforts.

III. APPLICATION SUBMISSION GUIDELINES

Miami Beach film incentive grant applications will be reviewed by the Production Industry Council (PIC) on a quarterly basis.

To apply for the Miami Beach Film Incentive, productions must complete the online application, and submit with the following items no earlier than 120 days prior to the first day of principal photography and no later than the 1st day of principal photography. Only complete applications with all relevant attachments will be reviewed by the PIC.

Each application must include the following:

1. Project description including synopsis of plot.
2. Itemized project budget to include:
 - a. Local Spend: all planned expenditures in Miami Beach, including but not limited to location rentals, hotel accommodations, residential film use, and City services such as Police, Fire, and Parking. This budget must be no less than \$25,000.
 - b. ~~Artist and Talent/Production Budget: planned expenses for paid cast and crew (below the line only). This budget must include and document 55% of paid cast and crew as Florida residents.~~
3. ~~Proposed Miami Beach locations and production schedule, with proposed number of days in Miami Beach. The total number of production days in Miami Beach must be no less than three five (35) full days, or 55% of the total production schedule.~~
- 4-3. Resumes for key artistic and production personnel as available.
- 5-4. Confirmed production start date and estimated date of project completion.
- 6-5. Production office contact information.
7. ~~Letters of recommendation from local industry leaders.~~

Commented [KM4]: The PIC felt that the \$25,000 spend requirement should be for hotels and entire spend on Miami Beach, excluding a resident requirement. The PIC would rather say that a recipient cannot receive both the VCA grant and this grant unless the spend for the Film Office grant excludes hotel expenditures.

Commented [KM5]: The PIC did not feel that this should be a requirement as it does not adequately show any significance.

IV. QUALIFYING MIAMI BEACH EXPENDITURES

Qualifying expenditures to be included in the itemized budget as above include:

- Lodging/Accommodations
- Building Rentals
- Food/Restaurant expenses
- Equipment Rental/Purchase

- Material Rental/Purchase
- Locations and Studio Rentals
- Transportation
- Contracted Services
- Vehicle Rentals
- Good and Services

V. **PRODUCTION**

The City of Miami Beach Film and Print Office may periodically review production activity including, but not limited to, in-city spending, shooting locations and number of Miami Beach and Florida residents hired. The office may request documentation for all of the above. In addition, the production must provide the office with a production point-of-contact for any media requests.

VI. **FINAL DELIVERABLES**

An approved award will only be paid at completion of the project and subject to the applicant's compliance with the terms of the agreement. The project must submit the following deliverables in an orderly report to the Miami Beach Film and Print Office within 60 days of the project's completion.

- An accounts payable spreadsheet, sorted alphabetically by vendor, in-city transactions denoted, and copies of all checks, invoices and receipts for each vendor included.
- ~~A payroll spreadsheet, sorted alphabetically by name and with Florida and Miami Beach residents denoted, (below the line only). Include copies of payroll company registers that detail wages and fringes paid or copies of timecards and checks paid to employees (below the line only).~~
- Copies of both the complete crew list and cast list that includes both Florida resident and non-resident employees. ~~Declaration of Florida Residency forms for each Florida-based employee must be provided, or copies of Florida issued Driver's licenses.~~
- Final contact sheet for the production. Key phone numbers/contact info can be redacted.
- Evidence that the project has achieved the agreed production days in Miami Beach with a copy of the shooting schedule.
- ~~At least 12 different high resolution color digital photographs, selected by the applicant showing the film production.~~
- A copy of the production's poster and any marketing materials (rack cards, fliers, etc.), if applicable.
- ~~An electronic copy of Key Art or poster created for or in connection with the promotion and distribution of the Project.~~
- ~~Proof of that the following logo and credit requirements were met:~~
- ~~The "Made in Miami Beach" logo appears in the film's end credits for at least three seconds. The logo must appear in a size equal to or no less than any other logos that also appear in the film's end credits.~~
- ~~The language "Made in Miami Beach, Florida" appears in the film's end credits. This must also appear in the trailer, if a trailer end credits appear.~~
- ~~The "Made in Miami Beach" logo appears in the film's billing block. The logo must appear in a size equal to or no less than any other logos which appear in the project's billing block.~~
- Miami Beach is listed as a location on the production's page of the Internet Movie Database (IMDb).
- ~~B-roll or a video short/outtakes with non-exclusive royalty fee rights.~~
- A signed and written confirmation that all of the requirements have been met and that the project is complete.

VII. **REIMBURSEMENT**

Commented [KM6]: The PIC felt that if we are not requiring the resident requirements, then these items should be removed, as well.

Commented [KM7]: When researching for the County incentive, this requirement was a problematic point for production studios that have internal public relation departments, which is why they do not require it at the County level and feel as though it should be removed.

Commented [KM8]: As mentioned earlier, although the PIC liked this idea, they felt that it would be an issue for a grant of only \$10,000. I will tell you this is the biggest issue we have with the \$100,000 County incentive. So that said, this could be a major deterrent for a smaller \$10,000 grant. The PIC does feel that a "Thank You to Miami Beach" in the Thank you section is quite easy and for the \$10,000 grant, most production companies would oblige, but should not be mandatory.

Following the project’s submission of all previously mentioned deliverables, the Miami Beach Film and Print Office will review all documentation and ensure the submitted materials match all guidelines and regulations. Once the project has been verified, reimbursement will be provided within 90 days of the submission date.

MIAMI BEACH FILM INCENTIVES GUIDELINES

I. **GENERAL DETAILS OF THE PROGRAM: YEAR 1 | FY18**

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2. Each year, the City will distribute nine (9) grants in the amount of \$10,000 each; and allocate the remaining \$10,000 in the incentive fund to be distributed in support of local talent.
3. All financial incentives are subject to funding availability.

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In order to be eligible to receive a Miami Beach film incentive grant, an applicant must meet and provide the following requirements:

- a. Must have a minimum spend of \$25,000 in the City of Miami Beach.
- b. A minimum of three (3) full production days must occur within the City of Miami Beach.
- c. The project's primary hotel accommodations must be within the City of Miami Beach.
- d. Production must provide the City of Miami Beach permission to use the name, logo and/or movie poster in all City of Miami Beach marketing and PR efforts.
- e. Promote the City of Miami Beach by including (as applicable):
 - a. Thank the City of Miami Beach in the production end credits.
 - b. List Miami Beach as a location in the production's page of the Internet Movie Database (IMDb)
 - c. The City of Miami Beach welcomes any requests to cross promote projects in the City's social media platforms and marketing campaigns; including promoting movie openings, movie posters, still photographs and trailers or any other positive content.
 - d. If awarded, the film incentive may be used for the production of these eligible projects:

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- Talk Shows
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- Gala Presentations or Awards Shows
- Infomercials/Promotional Content

- Political Ads/Material
- Obscene/Inflammatory Material
- Reality Shows
- e. Inclusion of “Made in Miami Beach” in all social media and marketing campaigns, using the hashtag #MadeinMiamiBeach, as available.
- f. Commitment of producer or director to participate in City of Miami Beach publicity efforts.

III. APPLICATION SUBMISSION GUIDELINES

Miami Beach film incentive grant applications will be reviewed by the Production Industry Council (PIC) on a quarterly basis.

To apply for the Miami Beach Film Incentive, productions must complete the online application, and submit with the following items no earlier than 120 days prior to the first day of principal photography and no later than the 1st day of principal photography. Only complete applications with all relevant attachments will be reviewed by the PIC.

Each application must include the following:

1. Project description including synopsis of plot.
2. Itemized project budget to include:
 - a. Local Spend: all planned expenditures in Miami Beach, including but not limited to location rentals, hotel accommodations, residential film use, and City services such as Police, Fire, and Parking. This budget must be no less than \$25,000.
3. Proposed Miami Beach locations and production schedule, with proposed number of days in Miami Beach. The total number of production days in Miami Beach must be no less than three (3) full days. Resumes for key artistic and production personnel as available.
4. Confirmed production start date and estimated date of project completion.
5. Production office contact information.

IV. QUALIFYING MIAMI BEACH EXPENDITURES

Qualifying expenditures to be included in the itemized budget as above include:

- Lodging/Accommodations
- Building Rentals
- Food/Restaurant expenses
- Equipment Rental/Purchase
- Material Rental/Purchase
- Locations and Studio Rentals
- Transportation
- Contracted Services
- Vehicle Rentals
- Good and Services
-

V. PRODUCTION

The City of Miami Beach Film and Print Office may periodically review production activity including, but not limited to, in-city spending, shooting locations and number of Miami Beach and Florida residents hired. The office may request documentation for all of the above. In addition, the production must provide the office with a production point-of-contact for any media requests.

VI. FINAL DELIVERABLES

An approved award will only be paid at completion of the project and subject to the applicant's compliance with the terms of the agreement. The project must submit the following deliverables in an orderly report to the Miami Beach Film and Print Office within 60 days of the project's completion.

- An accounts payable spreadsheet, sorted alphabetically by vendor, in-city transactions denoted, and copies of all checks, invoices and receipts for each vendor included.
- Copies of both the complete crew list and cast list that includes both Florida resident and non-resident employees.
- Final contact sheet for the production. Key phone numbers/contact info can be redacted.
- Evidence that the project has achieved the agreed production days in Miami Beach with a copy of the shooting schedule.
- A copy of the production's poster and any marketing materials (rack cards, fliers, etc.), if applicable.
- .
- Miami Beach is listed as a location on the production's page of the Internet Movie Database (IMDb).
- A signed and written confirmation that all of the requirements have been met and that the project is complete.

VII. REIMBURSEMENT

Following the project's submission of all previously mentioned deliverables, the Miami Beach Film and Print Office will review all documentation and ensure the submitted materials match all guidelines and regulations. Once the project has been verified, reimbursement will be provided within 90 days of the submission date.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: **DISCUSSION REGARDING THE IMPACT OF THE FEDERAL
GOVERNMENT SHUTDOWN ON REBECCA TOWERS**

HISTORY:

At the January 16, 2019 City Commission meeting, County Commissioner Eileen Higgins had provided the Mayor and City Commission a report on the County's efforts to support its public housing projects during the partial federal government shutdown.

After this report, Commissioner John Aleman expressed her concern for the residents of Rebecca Towers in the event that the shutdown continued and how the lack of operating funds from HUD could impact tenants. Commissioner Aleman then made a referral to the Finance Committee that the City stay abreast of the situation with Rebecca Towers and its tenants so as to enable the City to take supportive action should the need arise.

ANALYSIS:

The federal government experienced a partial shutdown at midnight December 22, 2018 that impacted various federal agencies including the U.S. Department of Housing and Community Development (HUD). As a result of this shutdown, the renewal funding agreement for the operation of Rebecca Towers North, the City's sole public housing property, was unable to be executed. As a result of the shutdown, funding for this property's operation was in jeopardy.

On February 4, 2019, after the partial federal government shutdown ended, the Housing Authority of the City of Miami Beach (HACMB) executed and returned to HUD its renewal agreement for Rebecca Towers. The new concern is that a second shutdown is threatened if an appropriations bill is not passed by February 15th, the expiration date of the current funding agreement that was approved to end the 35-day partial shutdown.

Prior to the end of the December 22nd shutdown, the City had taken steps to provide temporary support to HACMB by deferring water and sewer utility fees. HACMB expends about \$30,000 per month in these fees. The deferral of these fees would have enabled HACMB to divert these funds to continue operations of its properties including Rebecca Towers should the need arise.

CONCLUSION:

The City will continue to monitor federal actions as well as continue its communications with HACMB to proactively minimize any adverse impact by another federal government shutdown.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: **DISCUSSION REGARDING REVENUE GENERATING OPPORTUNITIES FOR BEACH CONCESSION OPERATIONS**

HISTORY:

The City of Miami Beach and Boucher Brothers Miami Beach LLC (Concessionaire) are parties to a public beachfront concession agreement for the exclusive right to operate certain concessions in Lummus Park, Ocean Terrace, North Shore Open Space Park and South Pointe Park Beach, for the rental of beach equipment, food & beverage service, sale of beach related sundries and skin care products, and watersports equipment rentals.

The concession agreement, dated February 2, 2012 (Agreement), was for an initial term of five (5) years, commencing retroactively on November 5, 2011 and ending on November 4, 2016, with one (1) renewal term, for a period of five (5) years, subject to the approval of the Mayor and City Commission. On September 14, 2016, the Mayor and City Commission approved Amendment No.1 to the Concession Agreement, providing for the renewal of the Agreement for a period of five (5) years, ending on November 4, 2021.

Concessionaire is a known entity with organizational experience and capacity. Boucher Brothers Management has been in business for over 29 years providing pool, beach, water sports, large corporate group events and food and beverage concessions. In addition to the Agreement for Lummus Park, Boucher Brothers also serves the public beachfront concessions at 21st & 46th Streets for the City, and approximately 30 Miami Beach condominium and hotel properties encompassing over 11,000 Rooms and four water sports locations.

In addition to Miami Beach, Boucher Brothers operates beachfront concessions for approximately 60 hotel and condominium properties throughout Florida's east coast. Boucher Brothers manages 23 blocks of city-contracted beach concessions in Ft. Lauderdale, 20 Blocks in Hollywood, 2 Blocks in Pompano, and in Miami-Dade County Boucher Brothers manages the entire beachfront for Haulover Park. In Virginia Beach, Boucher Brothers operates 50 blocks of city-contracted public beach and in Chicago, IL Boucher Brothers operates three beaches and four blocks of city-contracted public beach on Lake Michigan. Boucher Brothers has over 1,200 employees during peak season, with well over 600 in Miami Beach alone. Boucher Brothers also serves five hotels in Sunny Isles and Hollywood, three hotels in Bal Harbour, and three hotel properties on the West Coast of Florida, including Naples and St. Petersburg Beach. For reference, James, Michael, Steven and Perry Boucher started with one hotel pool deck over 34 years ago and today all the brothers are actively involved in the City of Miami Beach concession.

Over the term of the existing Agreement, the Concessionaire has consistently provided the following service and benefits to the City:

- Increased revenues
- Improved patron service
- Introduced luxury initiatives in concert with hotels
- Increased tourist usage through creative partnerships with oceanfront hotels and those on Ocean Drive
- Sale of City's branded and licensed sun care products
- Exclusive Sale of Coca-Cola products
- Towel Program
- Ashtray Program
- Solar Panels on all Huts in Lummus Park
- Mobile payment options
- LGBT Branded Equipment on 12th Street
- Beach Locker Program - \$150,000 Investment
- AquaVault Beach Safety Program to replace above Beach Lockers
- Garnered high social media ratings and accolades for reviews
- Supported the community through a wide variety of corporate initiatives
- \$5,000 Annual Scholarship for Environmental Issues
- \$5,000 Annual Scholarship for Philanthropic endeavors

ANALYSIS:

At the June 27, 2018 Commission meeting, the Mayor and City Commission directed staff to explore revenue generating opportunities and guest/customer satisfaction. The City has discussed, with Concessionaire, additional revenue opportunities which may be derived from the public beachfront concessions, as well as additional services which may be provided to enhance the experience of visitors and residents. Following are the basic terms and conditions contained in the current agreement, along with the proposed terms discussed with Concessionaire:

CURRENT TERMS:

PROPOSED TERMS:

<p>Concession Area: Lummus Park, Ocean Terrace, North Shore Open Space Park and South Pointe Park Beach (currently not activated).</p>	<p>Same – with the following modifications:</p> <p>Lummus Park/Muscle Beach Food Trailer – to provide healthy food concession options west of the dunes, as illustrated in Attachment A (<u>Muscle Beach Food Trailer</u>).</p> <p>Ocean Terrace - this concession area would be extended to the south to include Bandshell Park Beach to provide free beach equipment to seniors 65 years of age or older, on Tuesdays, or additional days as requested by the City; and extended to the north to include the library and Altos del Mar Park</p> <p>Allison Park – to service the temporary Sabrina Cohen Adaptive Beach Program, and potentially</p>
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	<p>at 53rd Street to serve the permanent location.</p> <p>The Concession Areas are attached hereto as Attachment B (<u>Concession Areas</u>).</p>
<p>Concession Fee: The concession fee shall continue to be a Percentage of Gross Sales (PG), in the amount contained in the current Agreement, as follows:</p> <p>Food and Beverage Sales 15% Beach-related Sundries Sales 20% Beach Equipment Rentals 20% Watersports Equipment Rentals 20%</p>	<p>Same – with the following modifications:</p> <p>Sand Sifting Services 20% Team Building Events 25% Advertising/Sponsorships 50%</p> <p>Concessionaire shall provide up to three team building events to the City annually.</p>
<p>Minimum Guarantee: \$900,000 annually, payable in advance in three (3) payments</p>	<p>Effective January 1, 2020, \$1,200,000 annually, payable in advance in two (2) payments, subject to 3% annual increases for the remainder of the initial term.</p>
<p>Value-Added Enhancements: Annual donation of \$5,000 to be utilized by the City for scholarships and contributions to philanthropic organizations with an emphasis on marine-related and children-related recipients.</p> <p>Annual donation of \$5,000 to be utilized by the City in support of environmental organizations and programs.</p> <p>Promotional Towel Program – 600 initial towels, replaced with 600 additional towels once during the initial term, and twice during the renewal term. Such design and content shall be subject to City Manager’s approval.</p> <p>Concessionaire shall offer a personal beach storage vault rental program, at a cost of \$5.00 each, to any Concession patrons wishing to store personal items.</p> <p>Concessionaire shall provide, at its sole cost and expense, City-approved individual, disposable ashtrays for all patrons smoking within the Concession Area.</p>	<p>Annual donation of \$7,500 to be utilized by the City for scholarships and contributions to philanthropic organizations with an emphasis on marine-related and children-related recipients.</p> <p>Annual donation of \$7,500 to be utilized by the City in support of environmental organizations and programs.</p> <p>Same</p> <p>Same</p> <p>Same</p>
<p>Maintenance: Concessionaire shall provide sand sifting equipment, whether manual or motorized, and staff appropriately trained and/or certified to operate same, within all Concession Areas and those “areas outside of the Concession Areas”. Sand sifting shall occur no less than two (2)</p>	<p>Same</p> <p>Furthermore, Concessionaire may provide mechanized sand sifting services to private upland properties, and City agrees to allow Concessionaire to charge said upland properties</p>

times weekly.

a fee for sand sifting services. The City will share in all revenues related to sand sifting services. In exchange for the enhanced sifting services, and the share of revenue, City agrees to allow Concessionaire to utilize, at no additional cost, the City provided dumpster at 10th Street. Additionally, concessionaire shall be permitted to expand its storage area at 10th Street.

Enhanced Services / Benefits

1. Concessionaire shall be permitted to provide food heating by means of battery power, solar power, or propane gas systems. Furthermore, Concessionaire shall be permitted to deploy two food trailers daily within the Lummus Park Concession Area. An illustration of the proposed food trailers is attached hereto as Attachment C (Food Trailers).
2. Concessionaire shall be permitted to utilize up to five (5) carts in the Lummus Park Concession Area, to dispense ice cream and frozen food and beverage (non-alcoholic) products. Concessionaire may use vehicles and other motorized equipment to deploy the carts to the Concession Area. All carts must be stationary once located within the Lummus Park Concession Area. The design, size, type, material, and color of such carts shall be reviewed and approved in writing by the City Manager. The location of same shall be designated within Concessionaire's approved site plan. An illustration of the proposed ice cream and beverage cart is attached hereto as Attachment D (Ice Cream/Beverage Cart).
3. Concessionaire shall provide additional watersports equipment within Lummus Park, to include up to 14 Wave Runners – (12 Wave Runners Rentals + 2 Chase Boat Wave Runners), 2 Banana Boats, 1 Parasail and a total of 6 Stand-Up Paddleboards and/or Kayaks).
4. Subject to the 76th Street channel being designated as a motorized water channel, Concessionaire shall provide motorized Watersports Equipment in the Ocean Terrace Concession Area during the summer months and kiteboarding equipment/lessons during the winter (windier) months.
5. Concessionaire's current uses of the Concession Area, as defined in the Agreement, do not contemplate the production, promotion or sponsorship by the Concessionaire of special events in any of the Concession Areas. However, Concessionaire routinely produces corporate teambuilding events within the Concession Areas under a special events permit for each event. The Concession Agreement shall be modified to allow Concessionaire to conduct teambuilding events within the Concession Areas, which is hereby considered an approved use and not subject to additional special event permit requirements. The City shall receive 25% of all revenue generated by the teambuilding events. The pre-approved teambuilding events must be consistent with the pre-approved site plans attached hereto as Attachment E (Teambuilding Events). In the event Concessionaire does produce, promote, or sponsor a special event, other than a teambuilding event, it shall comply with by the City's Special Events Permit Requirements and Guidelines.
6. Concessionaire is currently prohibited from negotiating all forms of endorsement and/or sponsorship agreements based on the marketing value of any City trademark, property, brand, logo and/or reputation and that any and all benefits derived from an endorsement and/or sponsorship agreement based on the marketing value of a City Mark, including any monetary contributions, shall

belong solely and exclusively to the City. Going forward, the Concession Agreement shall be modified, in order that the prohibition on Concessionaire entering into endorsements or sponsorship agreements, shall not be deemed to include nor prohibit the Concessionaire's right to sell advertising for display in locations that are not plainly visible to the general public, such as the underside of umbrellas or menu display boards contained within a kiosk or hut. The prohibition shall also be deemed to not include nor prohibit the Concessionaire's right to offer the exclusive sale, rental or use of any particular brand or product that would otherwise be permitted for use or sale pursuant to the Agreement, subject to the Concessionaire's disclosure of same, and subject to the City's rights contained in the Agreement (which City rights shall be superior to any rights or permissions granted to Concessionaire). The City will not limit Concessionaire's ability to negotiate a reduced rate for purchase from any vendor whose product(s) Concessionaire uses or offers for sale or rent pursuant to this Agreement. Prior to entering in to any such agreements, Concessionaire shall provide the City with an itemized list describing any agreements or arrangements which may be imminently entered to or made. It shall also be Concessionaire's sole responsibility and obligation to update such list/exhibit within thirty (30) days of a particular brand or product being added or deleted, as the case may be.

7. In addition to the items outlined above, Concessionaire shall implement an electronic and primarily cashless Point of Sale (P.O.S.) system to provide greater control and monitoring, which allows for revenue reports and trends analysis, streamlines the sales transaction process, allows for guest reservations, sets algorithmic pricing on luxury items and provides the City will full access to monitor revenues in real time. Concessionaire has agreed to invest a minimum of \$250,000 during the initial renewal term, and any subsequent renewal term, to purchase, implement, maintain and support a P.O.S. system. Concessionaire further agrees to provide City with 24/7 access for real-time review, inspection and audit of all records.

8. Concessionaire has proposed re-allocating its existing security deposit in the amount of \$68,652 as a \$13,700 annual donation towards a Senior Night at the Bandshell for the next five years.

Miscellaneous Provisions

1. Concessionaire shall be permitted to offer modified pricing for Lummus Park, as contained in Attachment F (Lummus Park Pricing), as well as the proposed Muscle Beach location, as contained in Attachment G (Muscle Beach Pricing),

2. Concessionaire shall provide, within each Concession Area, the types and quantities of equipment, as contained in Attachment H (Equipment Inventory).

3. Concessionaire shall have the ability to utilize the Miami Beach Convention Center, subject to availability and authorization by the City Manager, to store Beach Equipment and Watersports Equipment in the event of a Hurricane or other similar storm related event. Concessionaire shall maintain private off-site hurricane storage facility in the event the Miami Beach Convention Center is not available or does not have sufficient available space to accommodate all Beach Equipment and Watersports Equipment.

4. Subject to the State of Florida's designated turtle nesting season regulations, Concessionaire shall be permitted to set-up and breakdown Beach Equipment at sunrise and until sunset, respectively, provided that business may not be conducted until 1 hour after sunrise and within 1 hour before sunset daily.

5. In order to invest the additional capital outlined above, Concessionaire has requested an extension of the existing agreement, for a period of five (5) years, with options to renew.

CONCLUSION:

The Administration seeks direction from the Finance and Citywide Projects Committee.

ATTACHMENTS:

Description	Type
☐ Attachment A - Muscle Beach Food Trailer	Memo
☐ Attachment B - Concession Areas	Memo
☐ Attachment C - Food Trailers	Memo
☐ Attachment D - Ice Cream/Beverage Cart	Memo
☐ Attachment E - Teambuilding Events	Memo
☐ Attachment F - Lummus Park Pricing	Memo
☐ Attachment G - Muscle Beach Pricing	Memo
☐ Attachment H - Equipment Inventory	Memo

Attachment A

Muscle Beach Food Trailer



Attachment B

Concession Areas

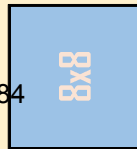
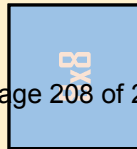


BOUCHER
BROTHERS

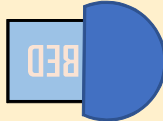
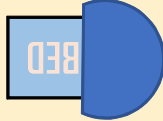
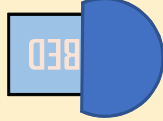
Chair Stacks



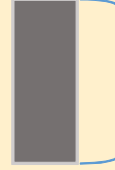
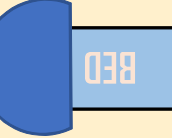
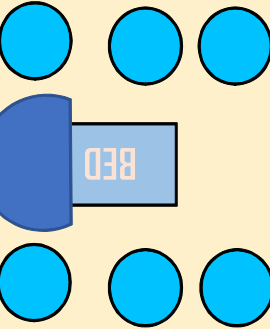
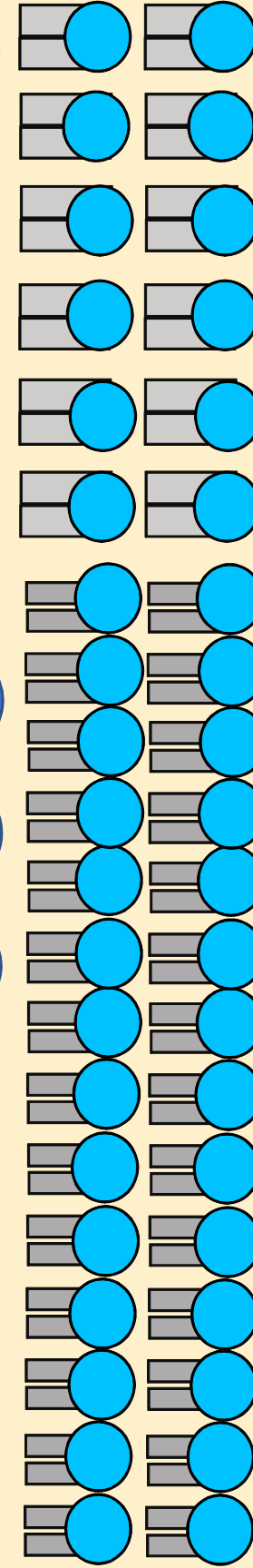
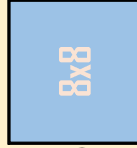
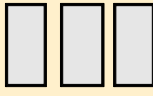
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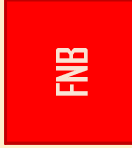
LUXURY CHAIRS



STANDARD CHAIRS



Umbrella Box

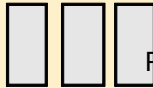


14th STREET BEACH
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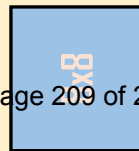


BOUCHER
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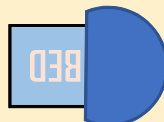
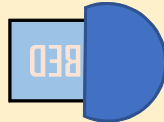
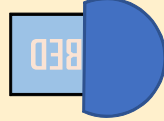
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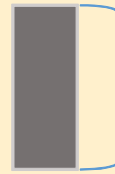
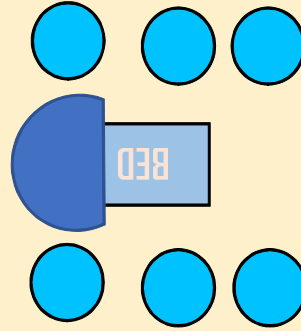
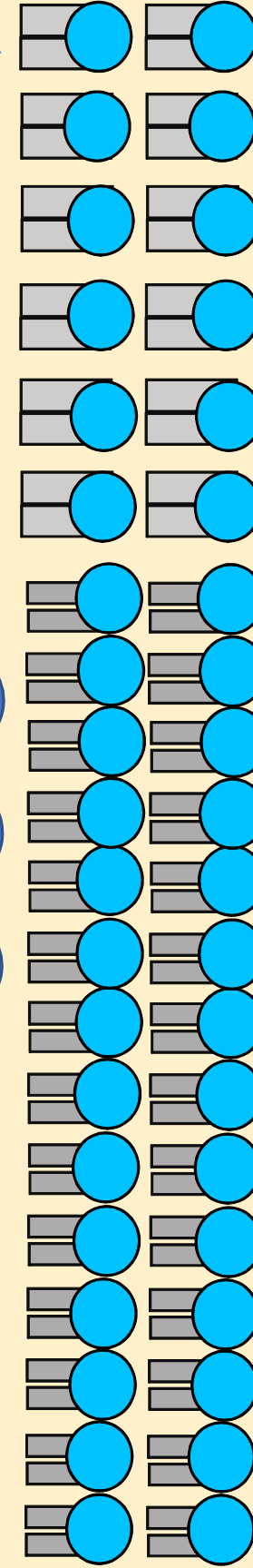
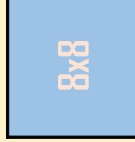
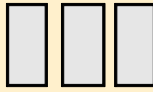
Page 209 of 284



LUXURY CHAIRS



STANDARD CHAIRS



Towel
Stand

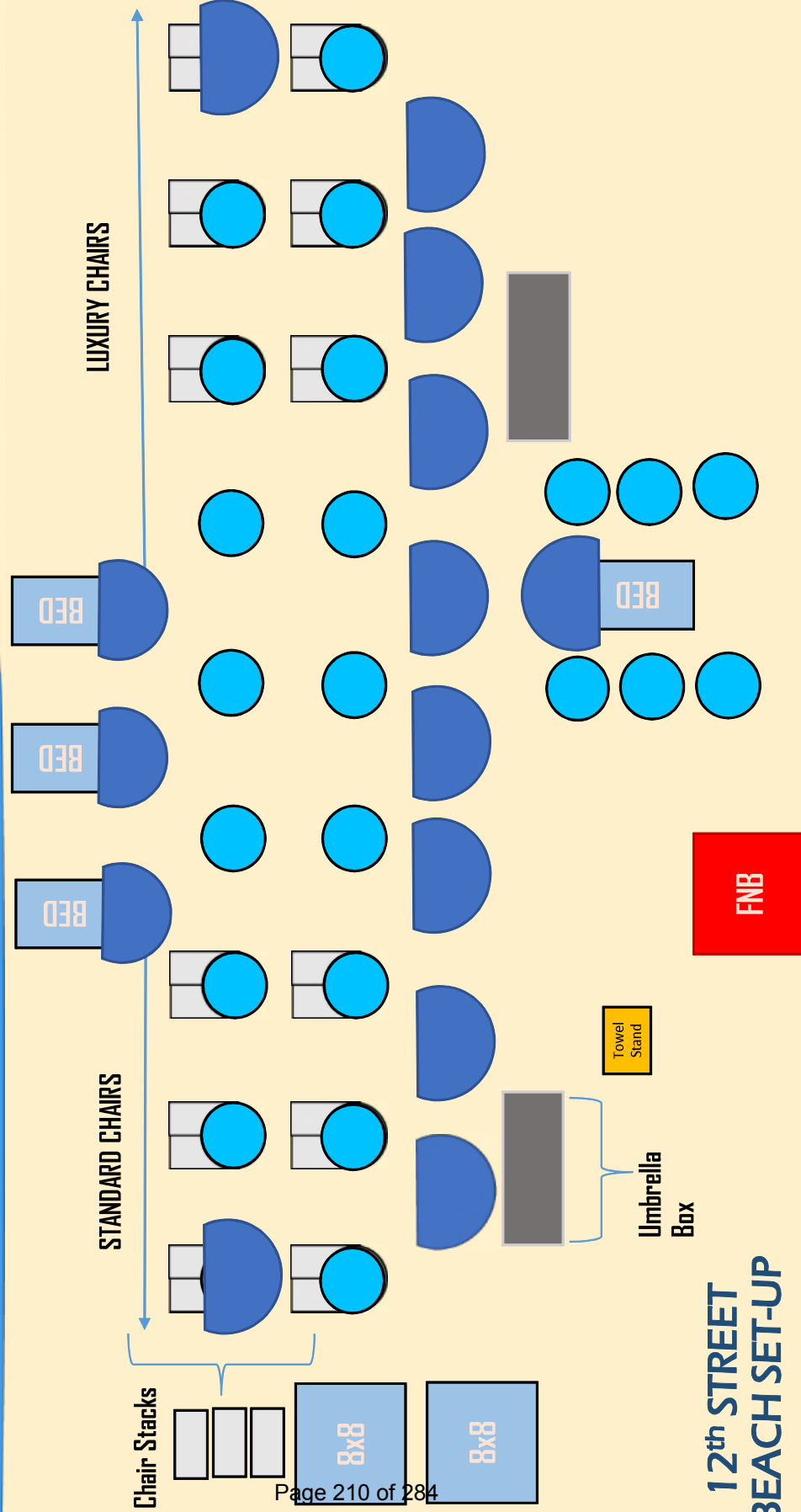
Umbrella Box



13th STREET BEACH
SET-UP

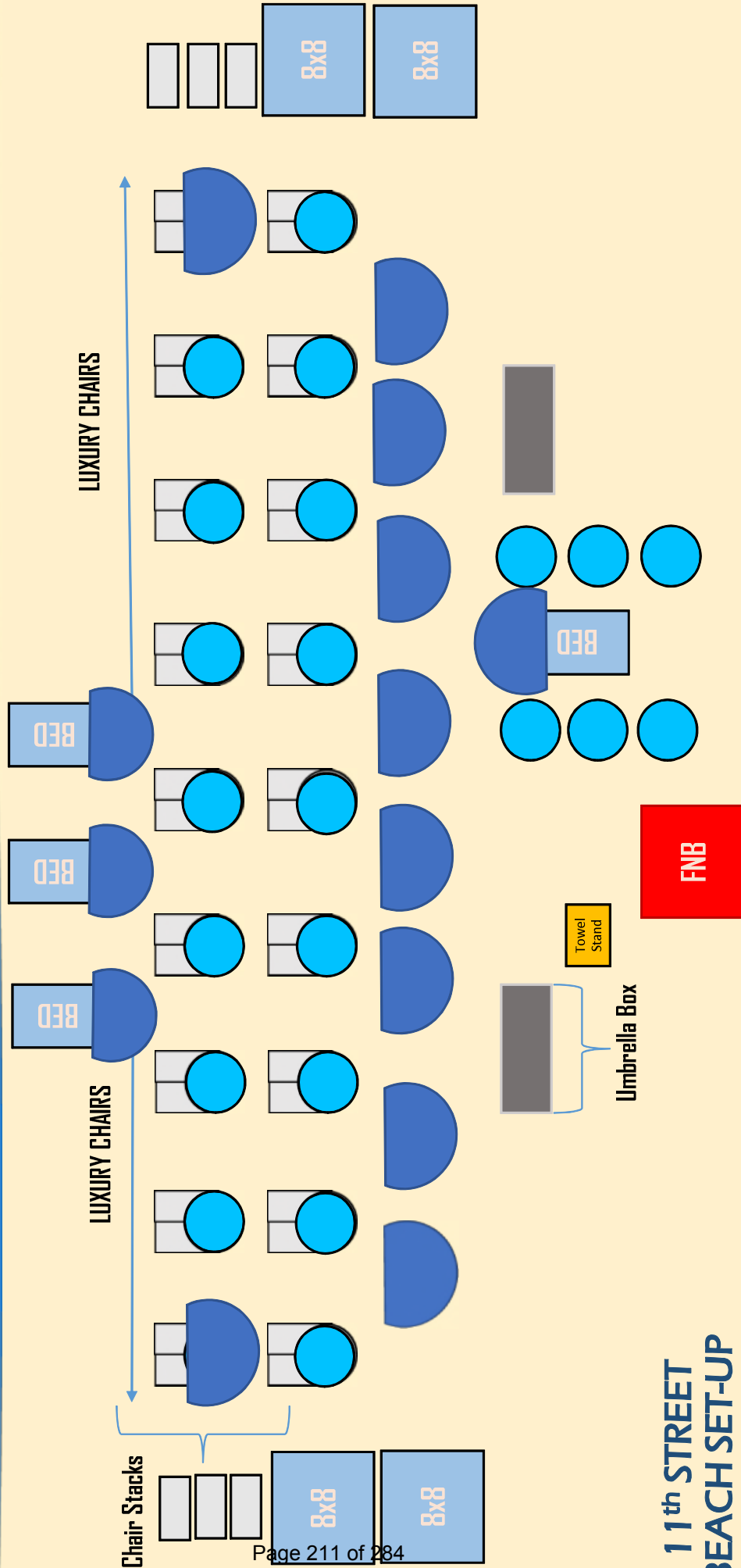


BOUCHER
BROTHERS





BOUCHER
BROTHERS



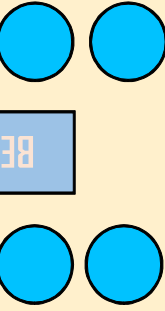
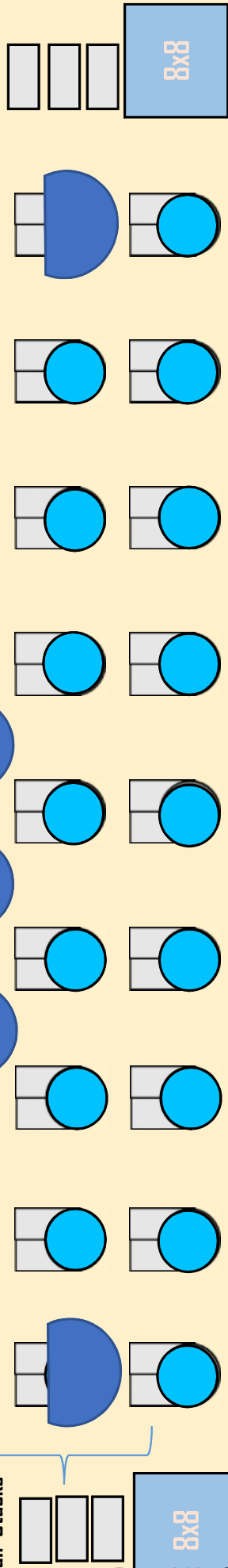


BOUCHER
BROTHERS

STANDARD CHAIRS

STANDARD CHAIRS

Chair Stacks

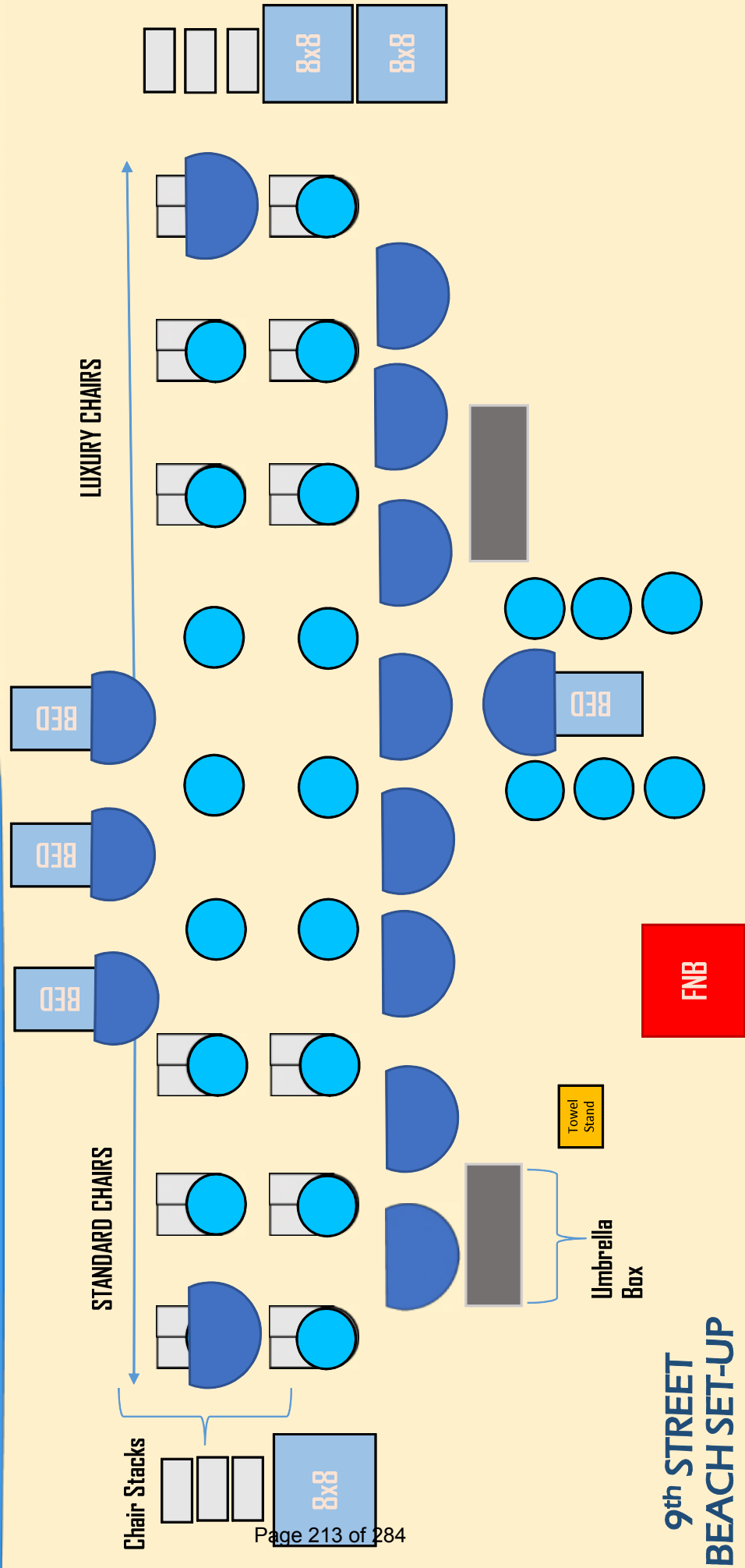


Umbrella Box

10th STREET
BEACH SET-UP



BOUCHER
BROTHERS



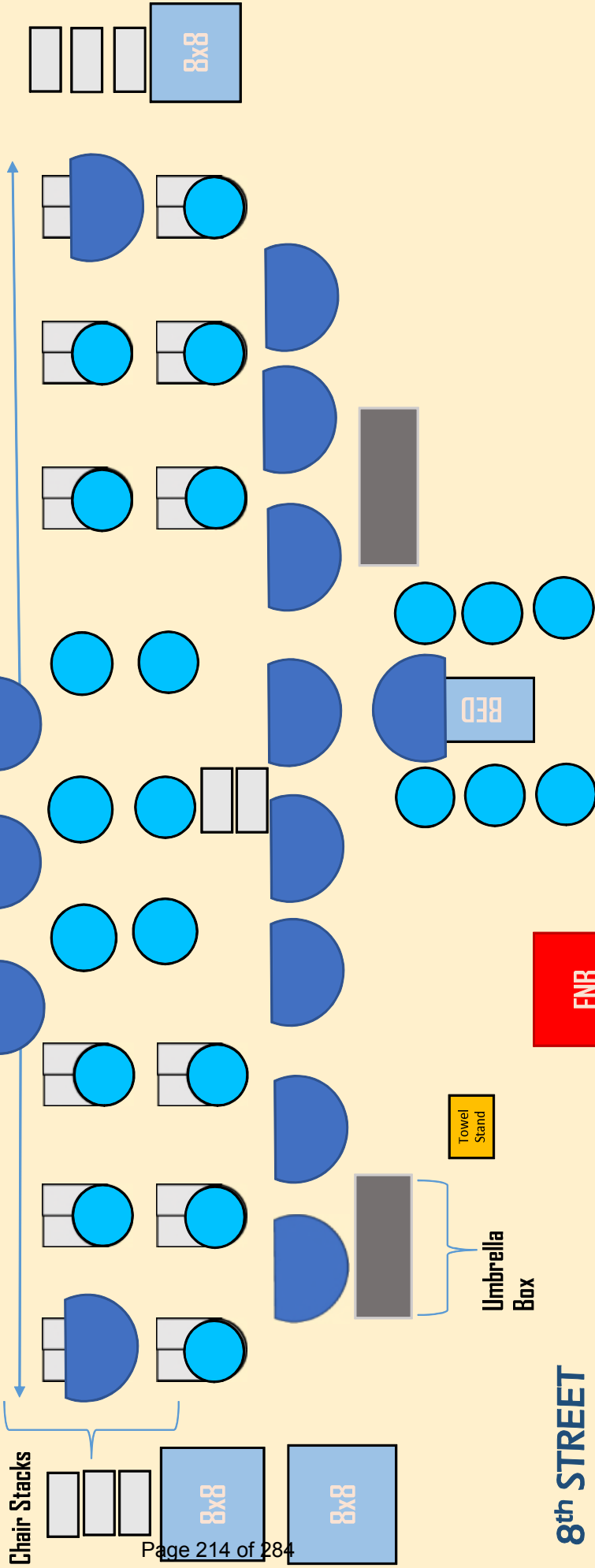


BOUCHER
BROTHERS

LUXURY CHAIRS

STANDARD
CHAIRS

Chair Stacks



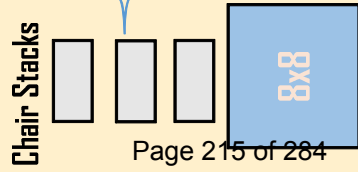


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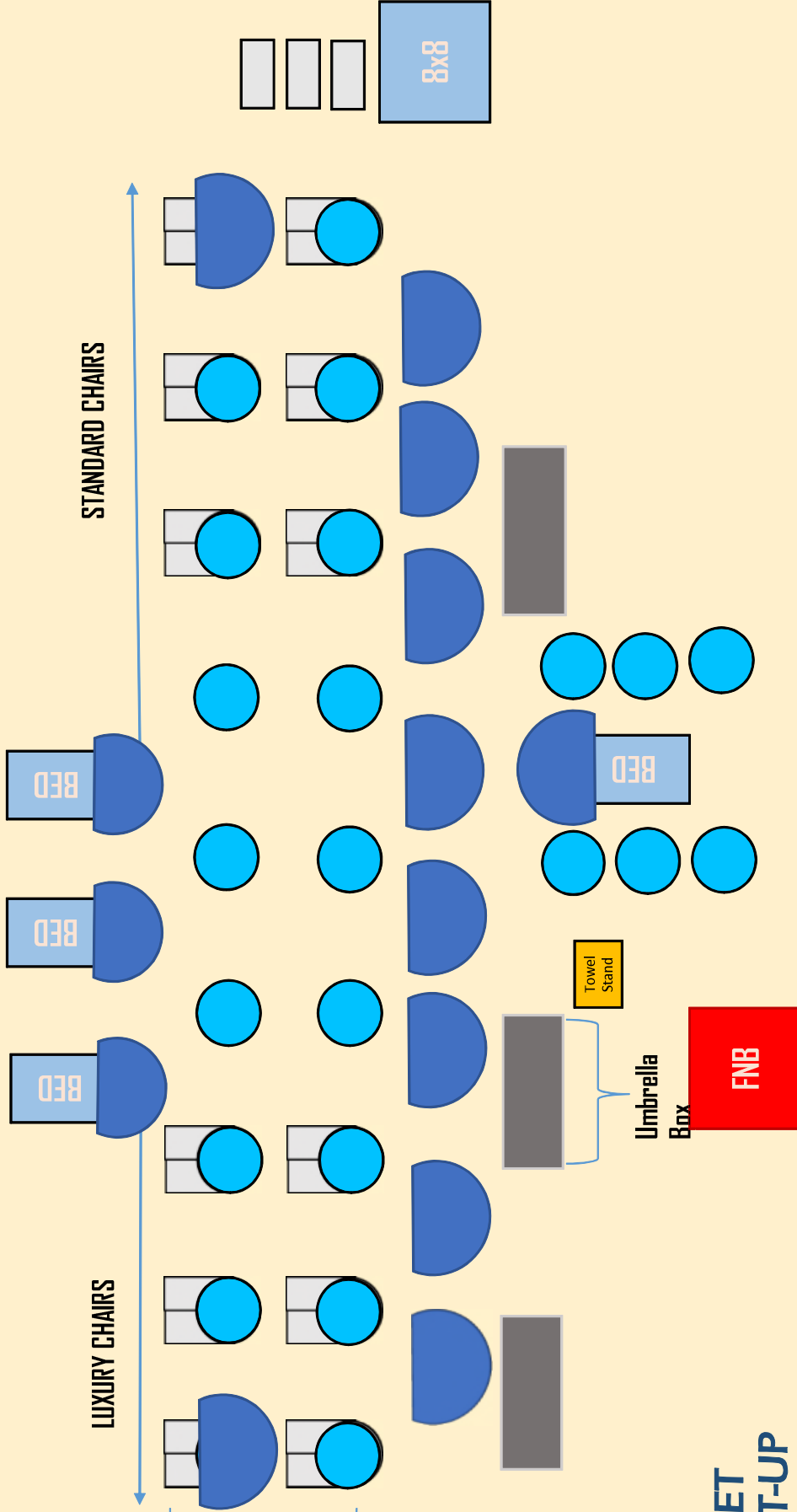
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LUXURY CHAIRS

Chair Stacks

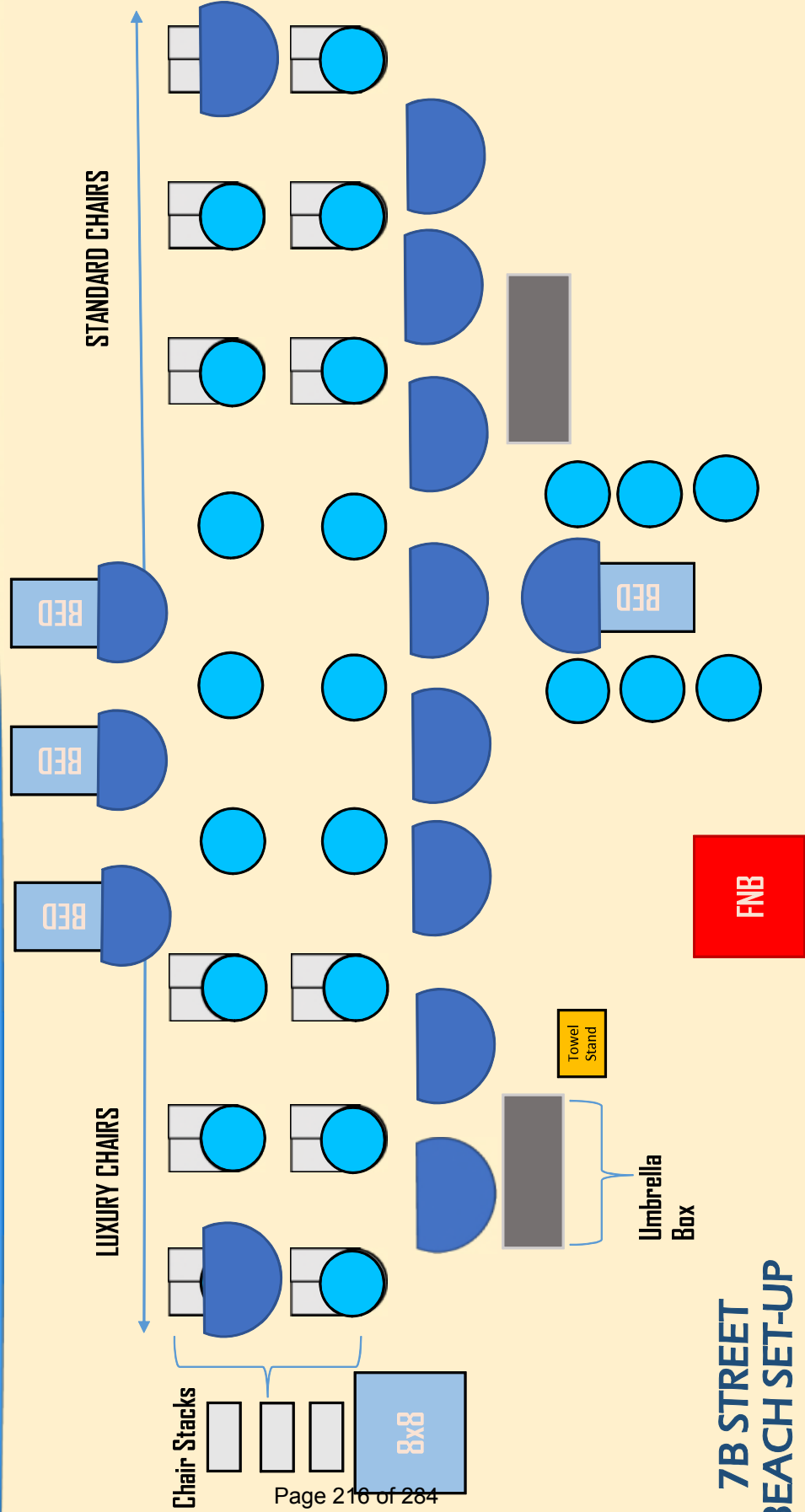


7D STREET
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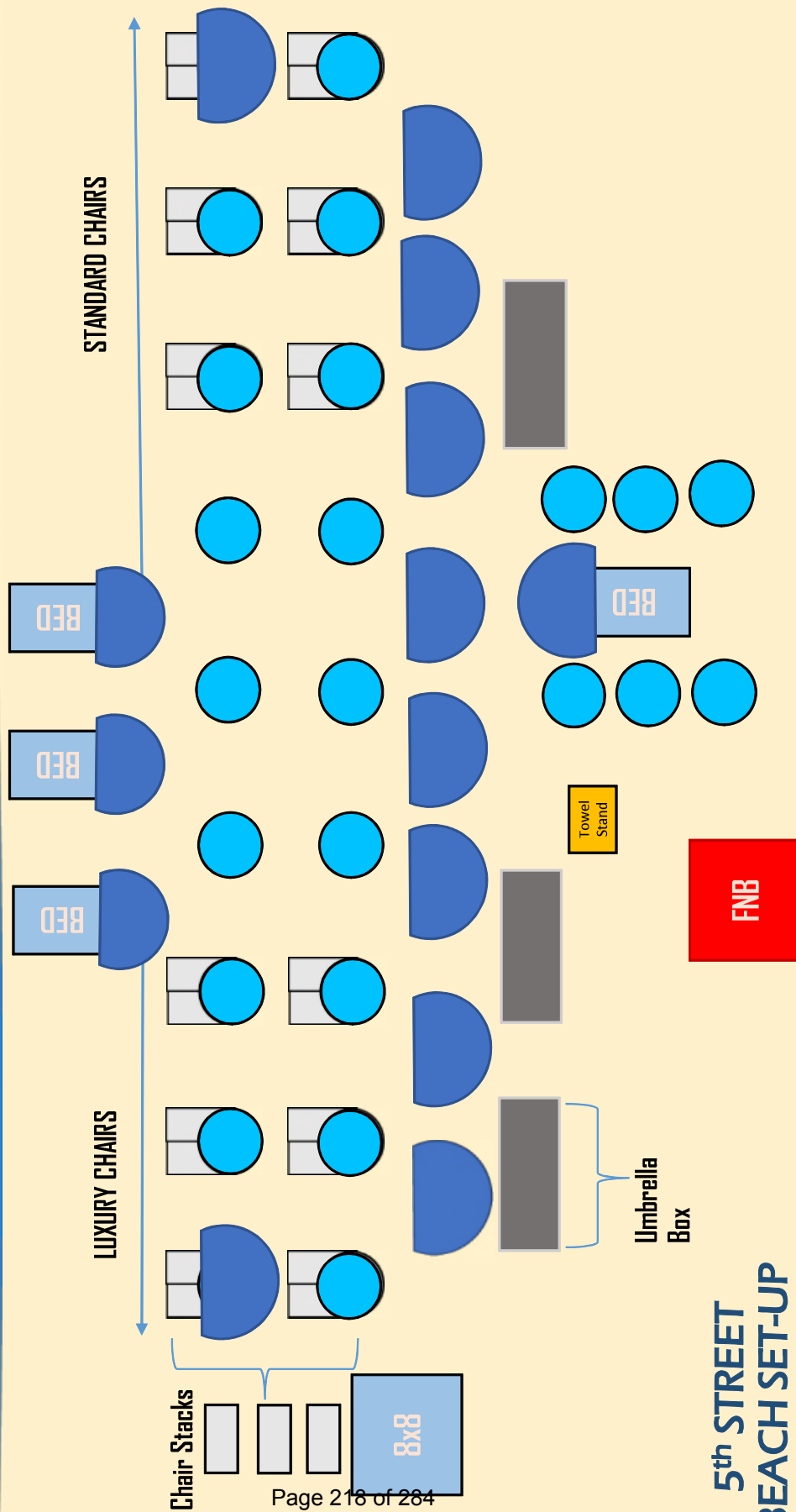


BOUCHER
BROTHERS





**BOUCHER
BROTHERS**



**5th STREET
BEACH SET-UP**

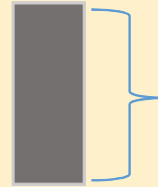
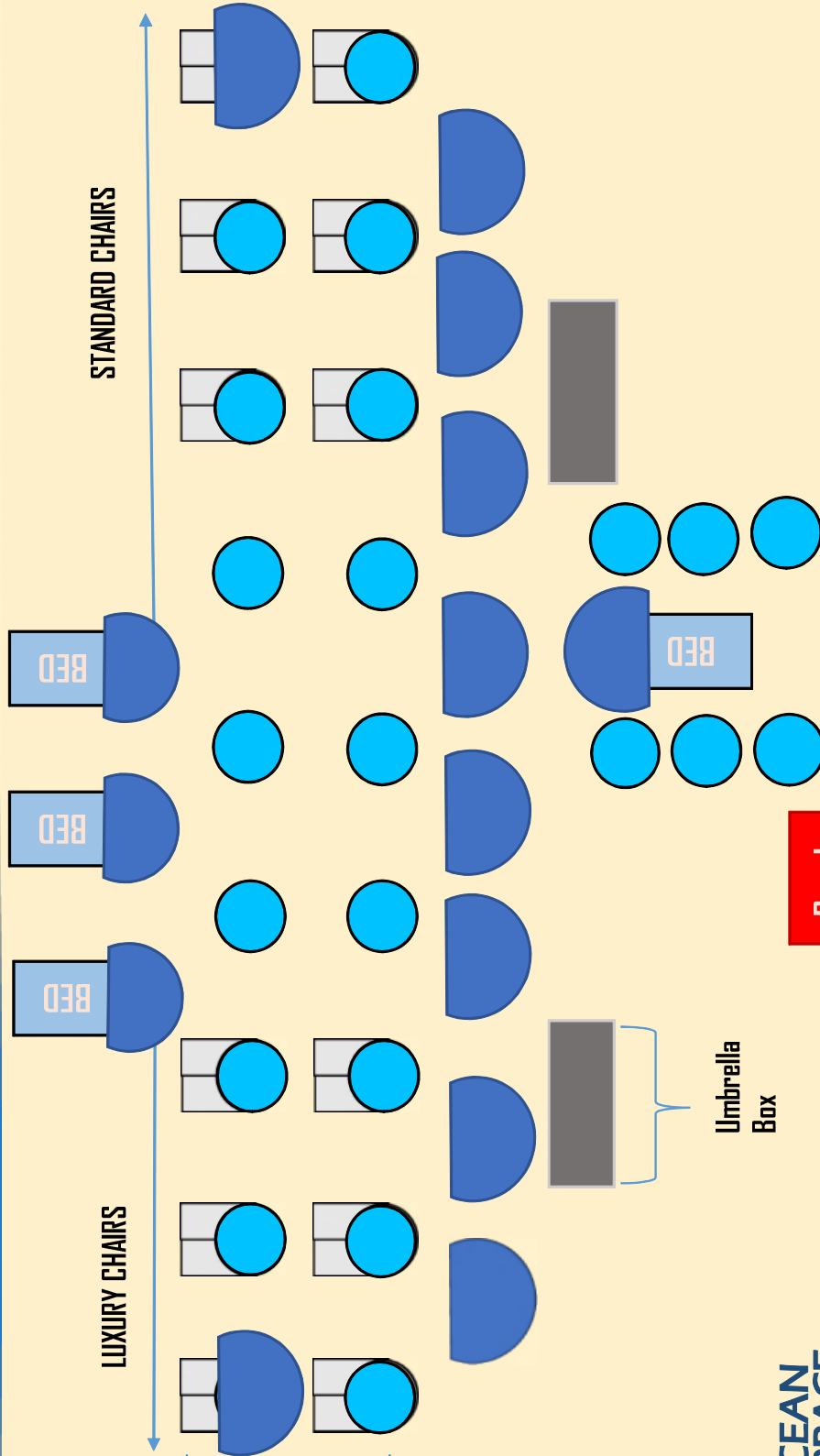
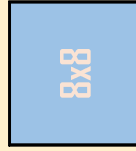


BOUCHER
BROTHERS

STANDARD CHAIRS

LUXURY CHAIRS

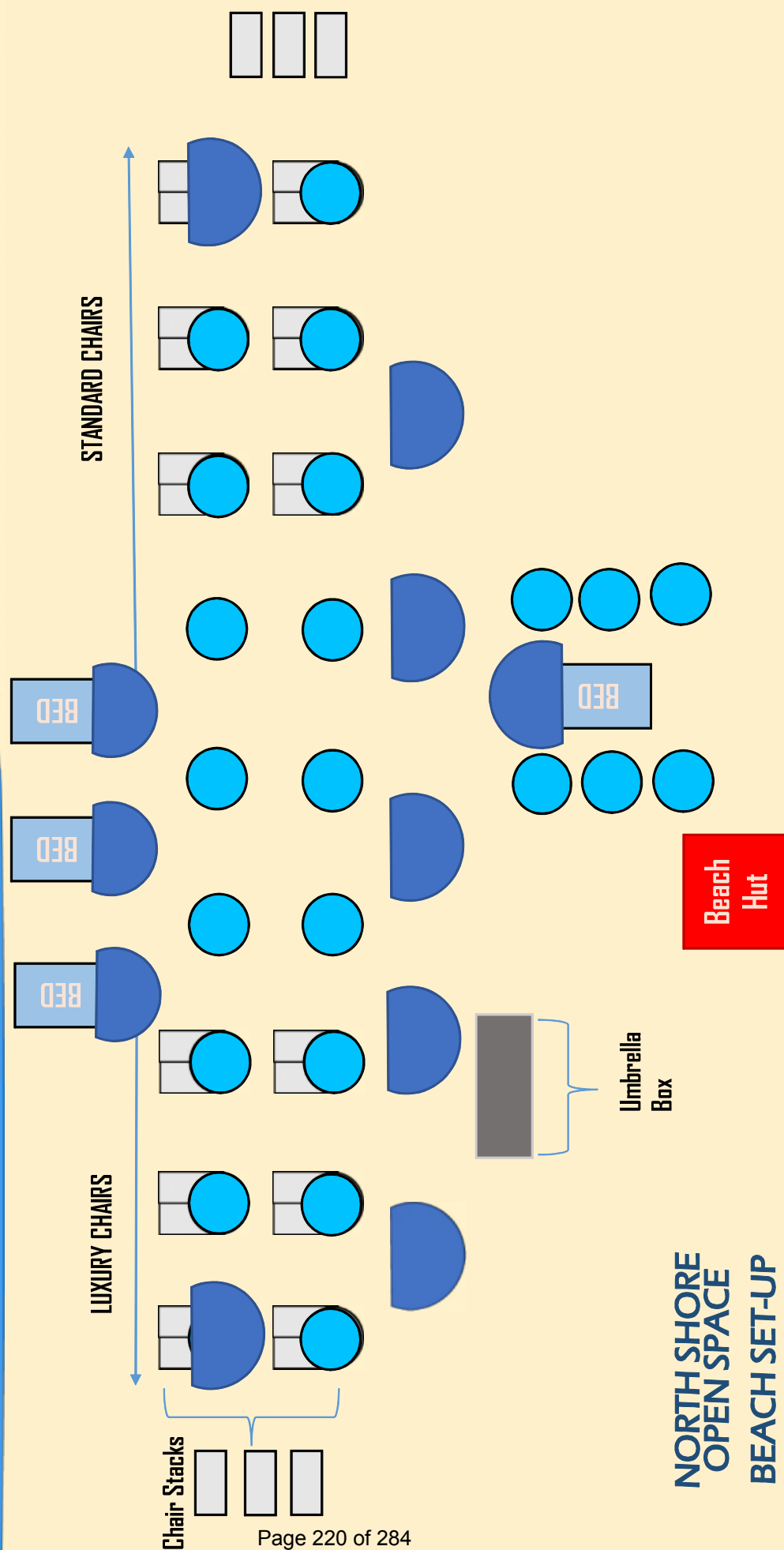
Chair Stacks



Umbrella
Box



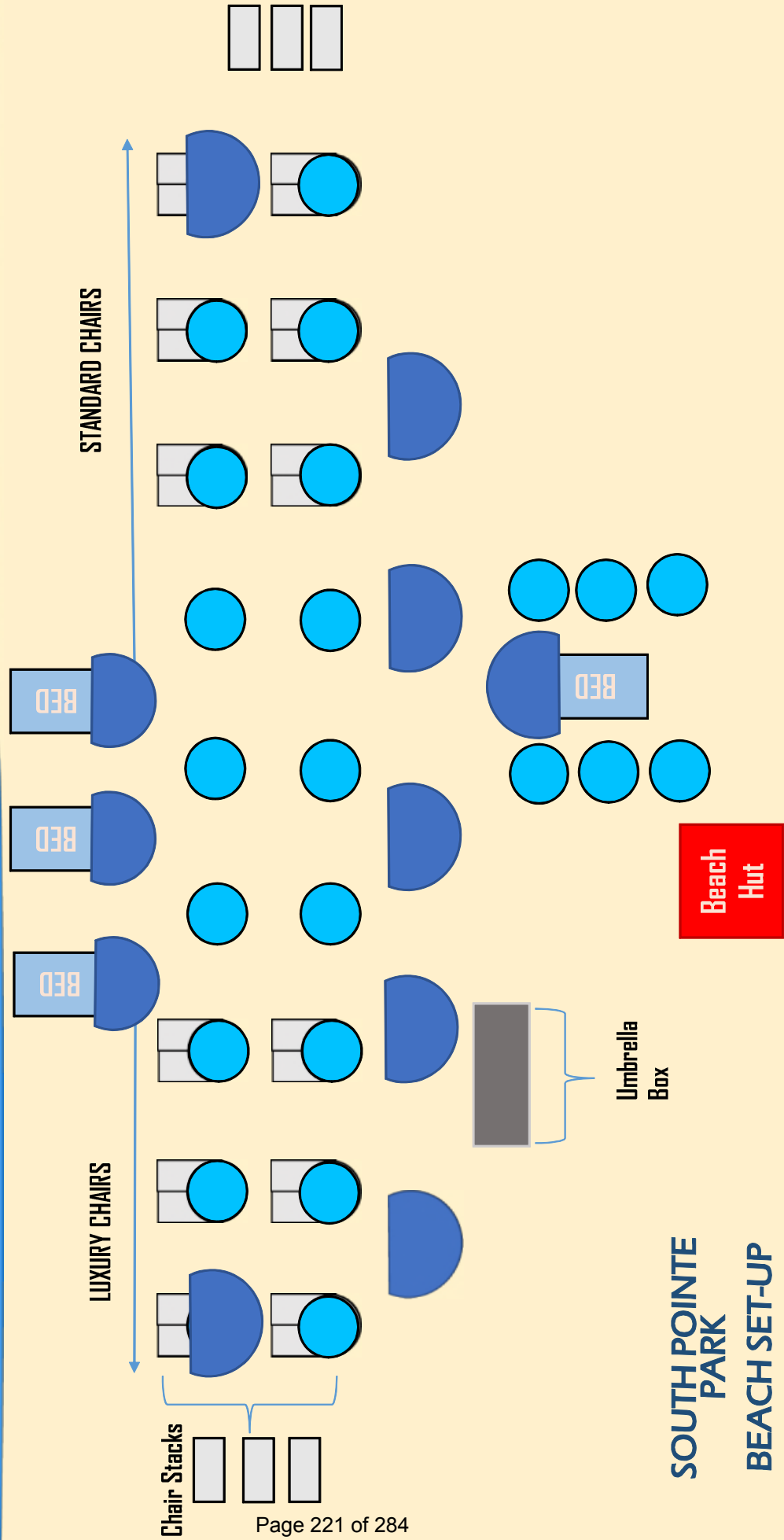
OCEAN
TERRACE
BEACH SET-UP

BOUCHER
BROTHERS

**NORTH SHORE
OPEN SPACE
BEACH SET-UP**



BOUCHER
BROTHERS



Chair Stacks

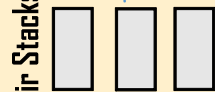


BOUCHER
BROTHERS

STANDARD CHAIRS

LUXURY CHAIRS

Chair Stacks



Umbrella
Box

ALLISON PARK
BEACH SET-UP

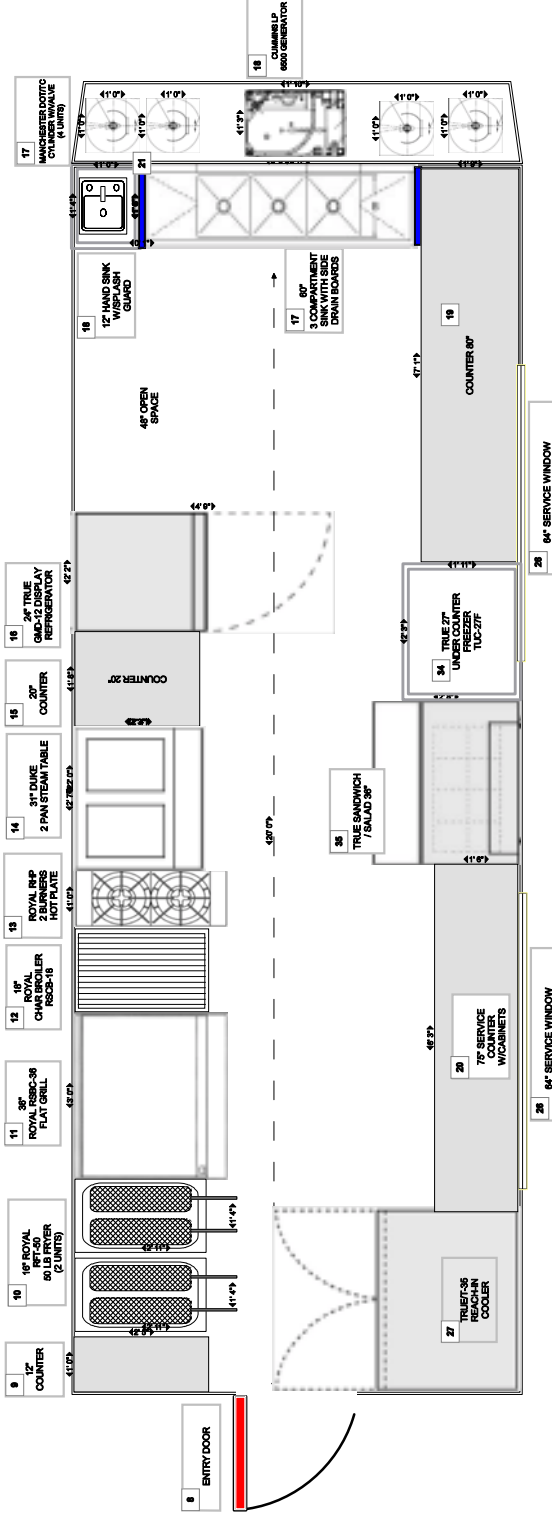
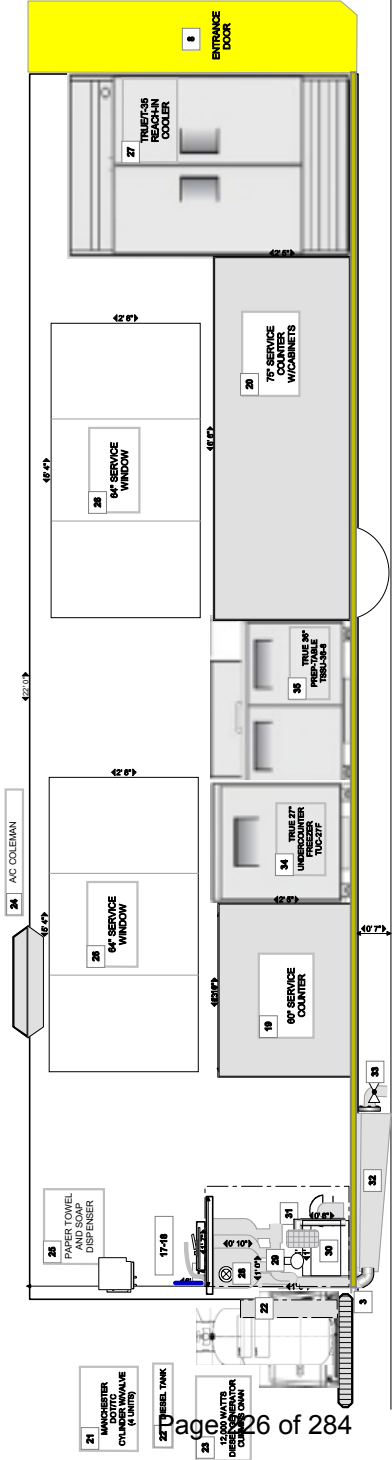
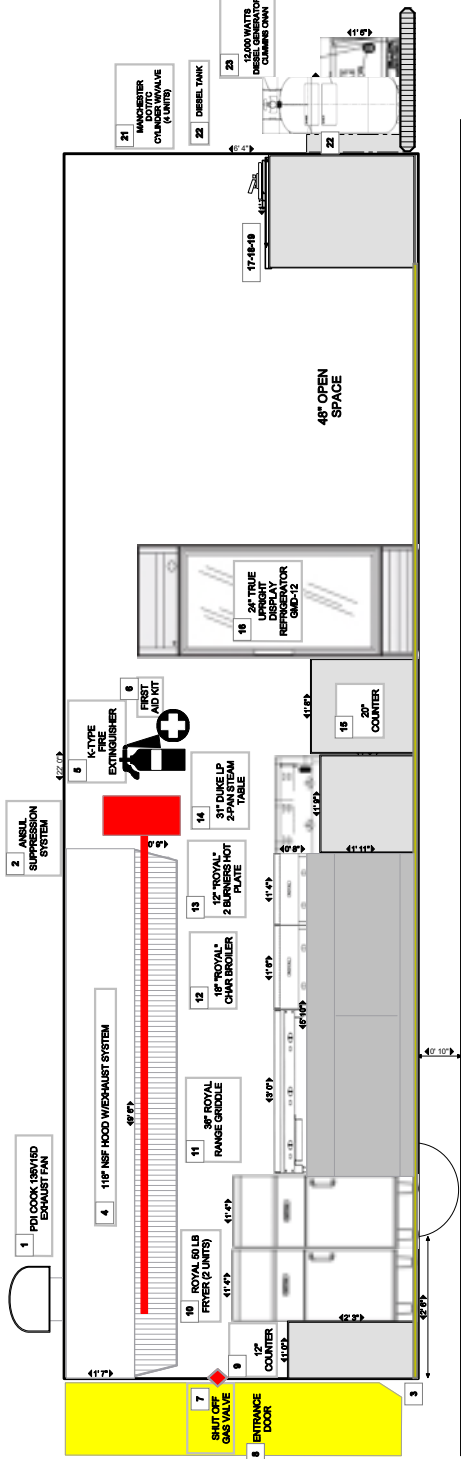
Beach
Hut

Attachment C

Food Trailers







NOTES:

- 1 PDI COOK 135V/5D EXHAUST FAN
- 2 ANSUL SUPPRESSION SYSTEM
- 3 COVE BASE: ALUMINUM 3/8" 4"CURB
- 4 118" NSF HOOD W/EXHAUST SYSTEM
- 5 K-TYPE FIRE EXTINGUISHER
- 6 FIRST AID KIT
- 7 SHUT OFF GAS VALVE
- 8 ENTRANCE DOOR
- 9 12" COUNTER
- 10 15.5" ROYAL 50 LB FRYER RFT-50 (2 UNITS)

- 11 36" ROYAL FLAT GRIDDLE RSBC-36
- 12 18" ROYAL CHAR BROILER RSCB-18
- 13 12" ROYAL 2 BURNER HOT PLATE RHP-2
- 14 31" DUKE 2 PAN STEAM TABLE
- 15 12" COUNTER
- 16 24" TRUE GMD-12 MERCHANDISER REFRIGERATOR
- 17 60" 3-COMPARTMENT SINK WITH DRAINBOARDS (NSF)
- 18 12" HAND SINK W/SPASH GUARD
- 19 60" COUNTER
- 20 75" SERVICE COUNTER W/CABINETS

- 21 MANCHESTER 40LB GAS TANK 40# DOT-TC (4 UNITS)
- 22 DIESEL TANK
- 23 CUMMINS ONAN DIESEL GENERATOR 12,000 WATTS
- 24 COLEMAN MACH 8 AIR CONDITIONER
- 25 PAPER TOWEL AND SOAP DISPENSER
- 26 64" SERVICE WINDOW
- 27 40" TRUE T-35 UPRIGHT REFRIGERATOR
- 28 CLEAN WATER BOX WHITE NOZZLE / COPPER FOR FLUSHING
- 29 PENTAIR RV FRESH WATER PUMP 4008
- 30 6 GL EEMAX WATER HEATER

- 31 30 GL (LAVANTURE) FRESH WATER TANK, MODEL T167 AND 40 GL (LAVANTURE) MODEL T169
- 32 90 GL (LAVANTURE) WASTE WATER TANK, MODEL T167 - 3 UNITS
- 33 DRAIN VALVE FROM WASTE TANK / GRAVITY DRAINAGE
- 34 TRUE 27" UNDER COUNTER FREEZER TUC-27F
- 35 TRUE SANDWICH / SALAD 36"

FLOOR PLAN

NAME :	
NAME:	
ADDRESS	
CITY, ZIP CODE	

VIN NUMBER:	
VEHICLE TYPE: CATERING TRAILER	
KITCHEN HEIGHT 22"	
WIDTH 8.6"	

BUILDER:	FOOD CART USA
ADDRESS:	10470 SW 187 ST, CUTLER BAY FL 33157
PHONE:	(866) 274 6635 / (305) 238 0250
MAIL:	INFO@FOODCARTUSA.COM

FINISH SCHEDULE	
COUNTER TOPS:	STAINLESS STEEL
FLOOR :	WHITE POWDER ALUMINUM
CEILING :	ALUMINUM DIAMOND PLATE
COVE BASE :	ALUMINUM 3/8" 4"CURB
SCALE :	1" = 1'

Attachment D

Ice Cream/Beverage Cart



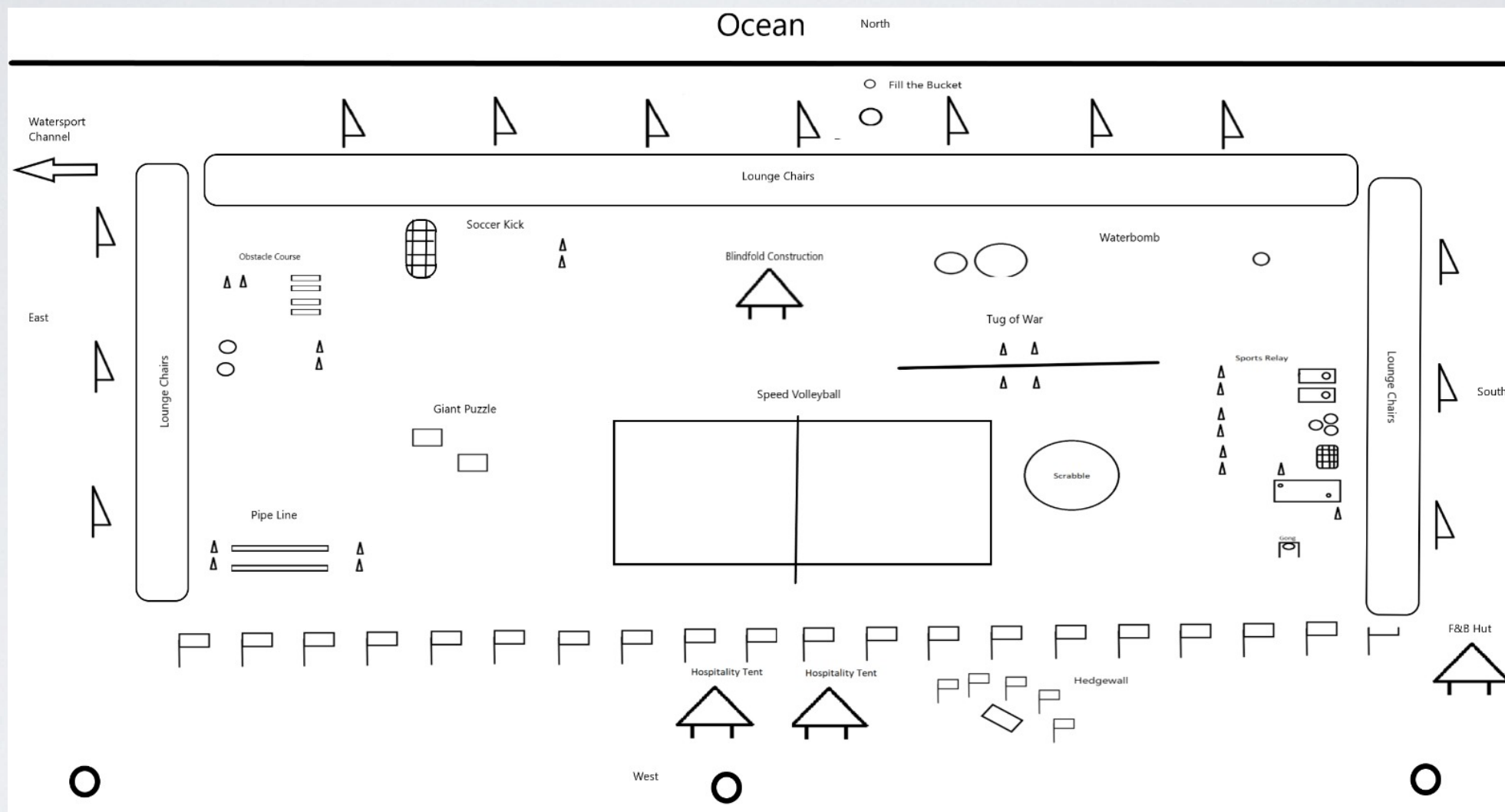
Attachment E

Teambuilding Events

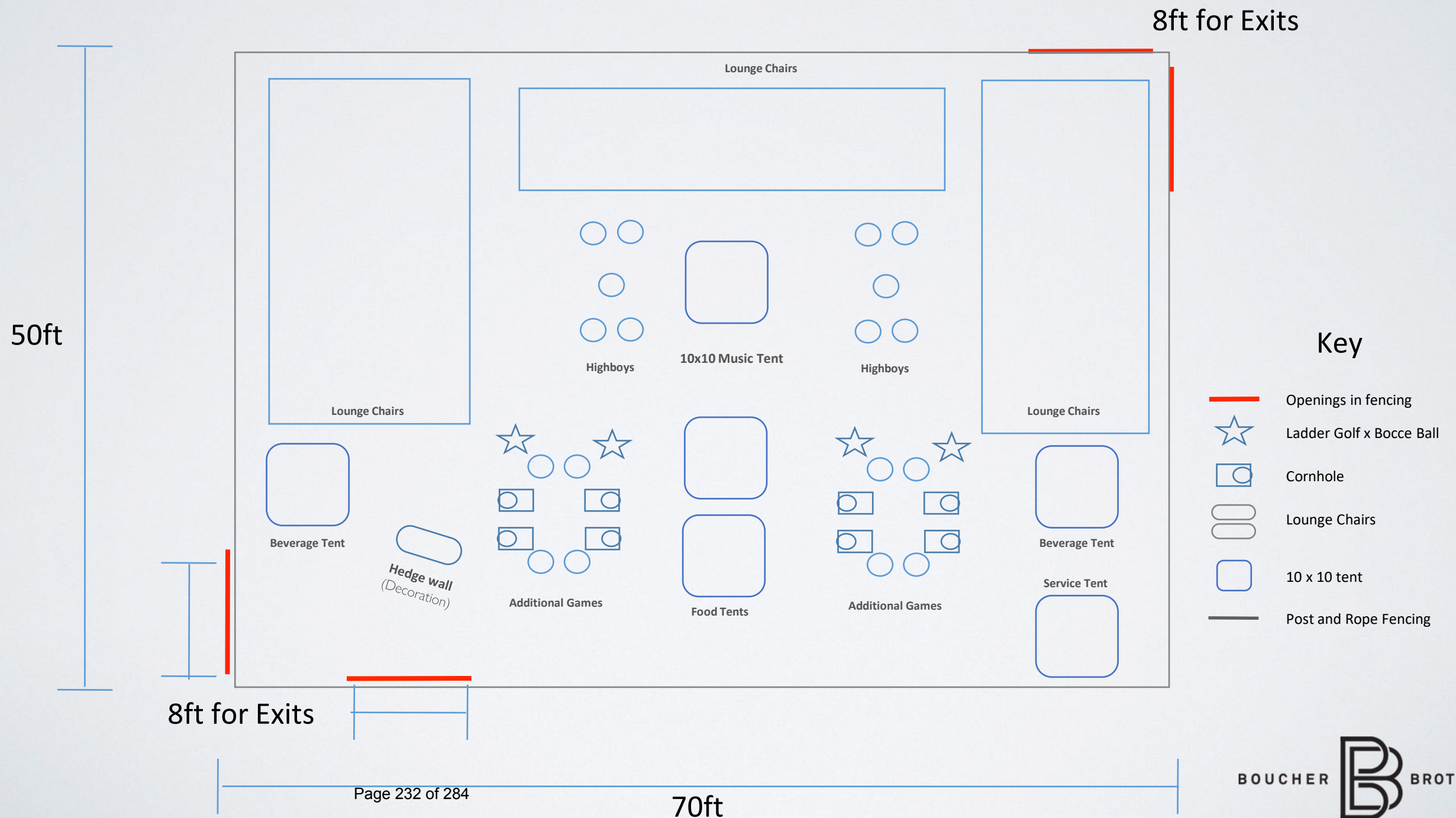
TEAM BUILDING & BEACH EVENT LAYOUTS



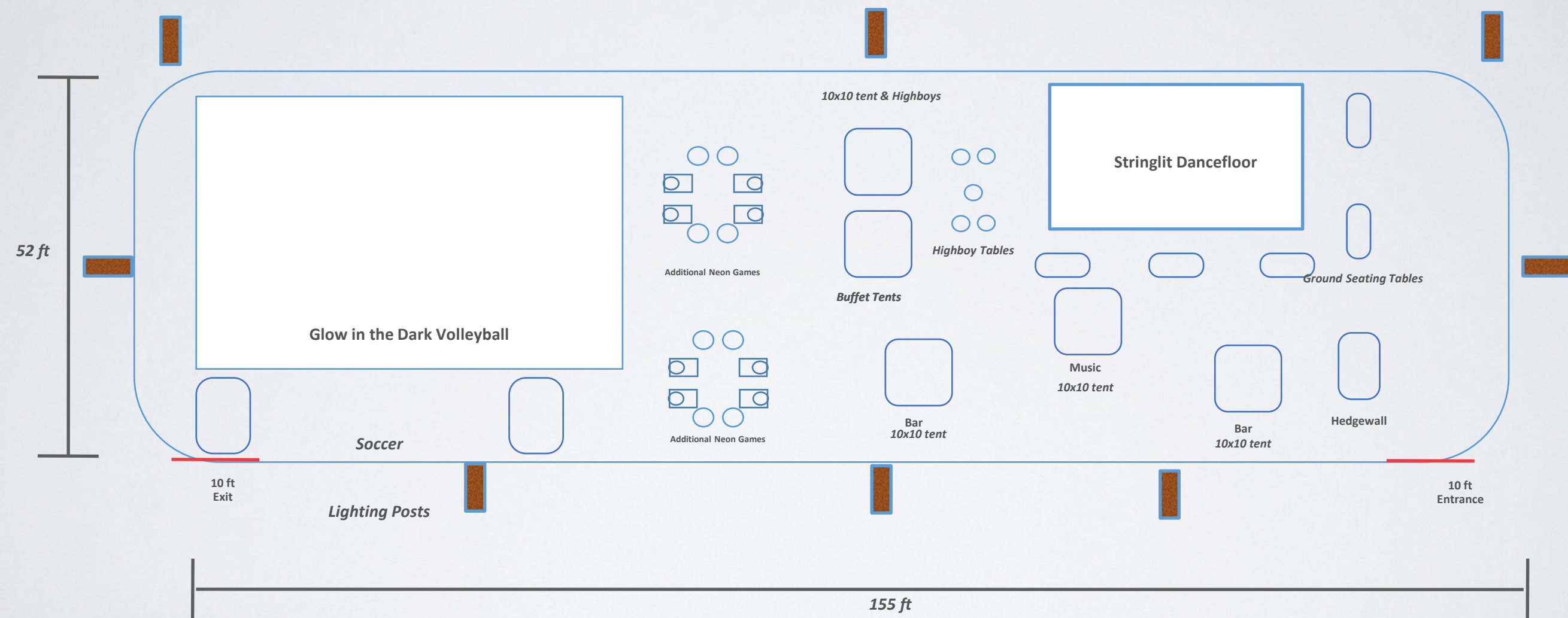
BEACH OLYMPICS



ULTIMATE BEACH DAY W/ FOOD



NIGHTTIME DINNER



Attachment F

Lummus Park Pricing

Exhibits 3.1	Price schedule by area			
Standard Equipment	Lummus Park	Ocean Terrace	NSOSP	South Pointe
Lounge Chair	\$12.00	\$12.00	\$12.00	\$12.00
Umbrella	\$20.00	\$20.00	\$20.00	\$20.00
Cabana	\$30.00	\$30.00	\$30.00	\$30.00
Daybed (varies-see section 3.1 in the amendment)	\$100.00	\$100.00	\$100.00	\$100.00
Sand Chair	\$8.00	\$8.00	\$8.00	\$8.00
Towels	\$15.00	\$15.00	\$15.00	\$15.00
Luxury Oasis				
Luxury Lounge	\$20.00	\$20.00	\$20.00	\$20.00
Luxury Umbrella	\$20.00	\$20.00	\$20.00	\$20.00
Nova Umbrella	\$60.00	\$60.00	\$60.00	\$60.00
Luxury Cabana	\$30.00	\$30.00	\$30.00	\$30.00
Luxury Daybed	\$100.00	\$100.00	\$100.00	\$100.00
Luxury Towel	\$15.00	\$15.00	\$15.00	\$15.00

Watersports	Price schedule by area			
Motorized	Lummus Park	Ocean Terrace	NSOSP	South Pointe
Waverunner 1/2 hour (1 rider)	\$90.00	\$90.00	n/a	n/a
Waverunner 1/2 hour (2 riders)	\$90.00	\$90.00	n/a	n/a
Waverunner 1 hour (1 rider)	\$180.00	\$180.00	n/a	n/a
Waverunner 1 hour (2 riders)	\$180.00	\$180.00	n/a	n/a
Waverunner 1 tour	\$200.00	\$200.00	n/a	n/a
Waverunner 2 hour tour	\$350.00	\$350.00	n/a	n/a
Banana Boat (per person)	\$35.00	\$35.00	n/a	n/a
Non -Motorized				
Paddle Boards 1 hour (1 rider)	\$40.00	\$35.00	n/a	n/a
Kayaks 1 hour (1 rider)	\$40.00	\$40.00	n/a	n/a
Kayaks 1 hour (2 riders)	\$50.00	\$50.00	n/a	n/a
Kayak and Paddleboard Tours	n/a	variable	n/a	n/a
Kite Surfing 1 hour (1 rider)	n/a	\$160.00	n/a	n/a
Kiteboarding Lessons 1 hours (2 riders)	n/a	\$180.00	n/a	n/a
Kiteboarding Lessons 2 hours	n/a	\$325.00	n/a	n/a
Kiteboarding Lessons 3 hours	n/a	\$399.00	n/a	n/a
Kiteboarding Lessons 4 hours	n/a	\$499.00	n/a	n/a
Kiteboarding Lessons 6 hours	n/a	\$650.00	n/a	n/a
Kite Rental Gear 1 hour	n/a	\$150.00	n/a	n/a
Kite Rental Gear 2 hours	n/a	\$225.00	n/a	n/a
Kite Rental Gear 3 hours	n/a	\$300.00	n/a	n/a
Annual Membership*	n/a	\$150.00	n/a	n/a
Catamaran 1 Hour	n/a	\$90.00	n/a	n/a
Paddle Boats	n/a	\$50.00	n/a	n/a
Skim Boards (daily)	n/a	\$20.00	n/a	n/a
Boogie Boards	n/a	\$20.00	n/a	n/a

Food and Beverage	Price schedule by area			
Food	Lummus Park	Ocean Terrace	NSOSP	South Pointe
Frozen Fruit	\$8.00	\$8.00	\$8.00	\$8.00
Fresh Fruit	\$8.00	\$8.00	\$8.00	\$8.00
Salad	\$10.00	\$10.00	\$10.00	\$10.00
Salad w/protein	\$12.00-\$15.00	\$12.00-\$15.00	\$12.00-\$15.00	\$12.00-\$15.00
Assorted Cold Sandwiches	\$8.00-\$12.00	\$8.00-\$12.00	\$8.00-\$12.00	\$8.00-\$12.00
Assorted Cold Wraps/Sandwiches	\$10.00-\$12.00	\$10.00-\$12.00	\$10.00-\$12.00	\$10.00-\$12.00
Kosher Hot Dog	\$6.00	\$6.00	\$6.00	\$6.00
Pizza	\$10.00-\$12.00	\$10.00-\$12.00	\$10.00-\$12.00	\$10.00-\$12.00
Hot Panini Sandwiches	\$12.00-\$15.00	\$12.00-\$15.00	\$12.00-\$15.00	\$12.00-\$15.00
Chips	\$4.00	\$4.00	\$4.00	\$4.00
Assorted Candies	\$3.00	\$3.00	\$3.00	\$3.00
Ice Cream	\$6.00	\$6.00	\$6.00	\$6.00
Specialty Desserts	\$7.00-\$10.00	\$7.00-\$10.00	\$7.00-\$10.00	\$7.00-\$10.00
Cuban Pastries	\$3.00 to \$6.00	\$3.00 to \$6.00	\$3.00 to \$6.00	\$3.00 to \$6.00
Popcorn	\$4.00	\$4.00	\$4.00	\$4.00
Beverages	Price schedule by area			
Bottled Water	\$5.00	\$5.00	\$5.00	\$5.00
Soft Drinks	\$5.00	\$5.00	\$5.00	\$5.00
Iced Tea	\$5.00	\$5.00	\$5.00	\$5.00
Gatorade and similar sports drinks	\$5.00	\$5.00	\$5.00	\$5.00
Fresh Juices	\$6.00 to \$8.00	\$6.00 to \$8.00	\$6.00 to \$8.00	\$6.00 to \$8.00
Frozen Lemonade	\$5.00	\$5.00	\$5.00	\$5.00
Energy Drinks	\$6.00	\$6.00	\$6.00	\$6.00
Coffees Hot or Cold	\$5.00-\$6.00	\$5.00-\$6.00	\$5.00-\$6.00	\$5.00-\$6.00
Vitamin Water	\$5.00	\$5.00	\$5.00	\$5.00
Miscellaneous Beach Items	Lummus Park	Ocean Terrace	NSOSP	South Pointe
Beach Toys	\$5.00 to \$25.00	\$5.00 to \$25.00	\$5.00 to \$25.00	\$5.00 to \$25.00
Hats	\$10.00 to \$20.00	\$10.00 to \$20.00	\$10.00 to \$20.00	\$10.00 to \$20.00
Lip Balm	\$3.00 to \$8.00	\$3.00 to \$8.00	\$3.00 to \$8.00	\$3.00 to \$8.00
Misters	\$10.00 to \$20.00	\$10.00 to \$20.00	\$10.00 to \$20.00	\$10.00 to \$20.00
Rafts/Flotation Devices	\$10.00 to \$25.00	\$10.00 to \$25.00	\$10.00 to \$25.00	\$10.00 to \$25.00
Tee-Shirts/ Appral	\$10.00 to \$30.00	\$10.00 to \$30.00	\$10.00 to \$30.00	\$10.00 to \$30.00
Beach Bags	\$10.00 to \$30.00	\$10.00 to \$30.00	\$10.00 to \$30.00	\$10.00 to \$30.00
Beach Shoes	\$10.00 to \$30.00	\$10.00 to \$30.00	\$10.00 to \$30.00	\$10.00 to \$30.00
Beach Cameras	\$10.00 to \$30.00	\$10.00 to \$30.00	\$10.00 to \$30.00	\$10.00 to \$30.00
Beach Sun Glasses	\$10.00 to \$25.00	\$10.00 to \$25.00	\$10.00 to \$25.00	\$10.00 to \$25.00
Suntan Lotions and Oils	Lummus Park	Ocean Terrace	NSOSP	South Pointe
Lotions SPF 4 thru 50	\$10.00 to \$30.00	\$10.00 to \$30.00	\$10.00 to \$30.00	\$10.00 to \$30.00
Suntan Oils	\$10.00 to \$30.00	\$10.00 to \$30.00	\$10.00 to \$30.00	\$10.00 to \$30.00

Attachment G

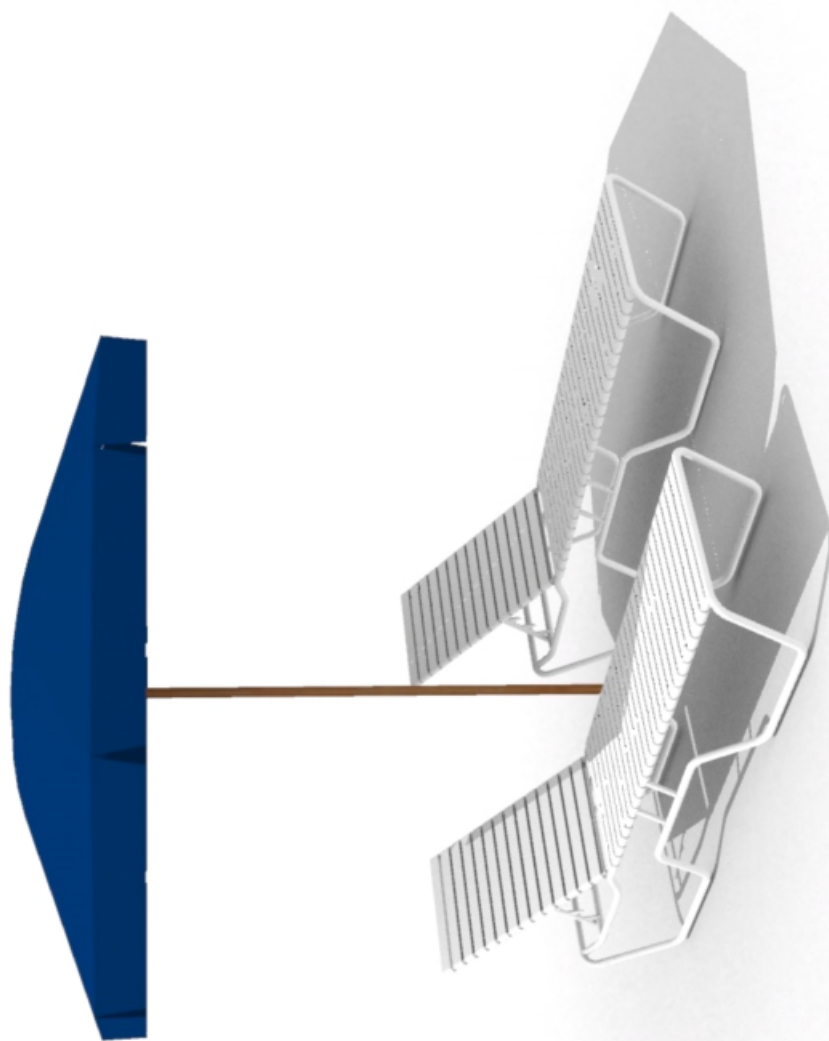
Muscle Beach Pricing

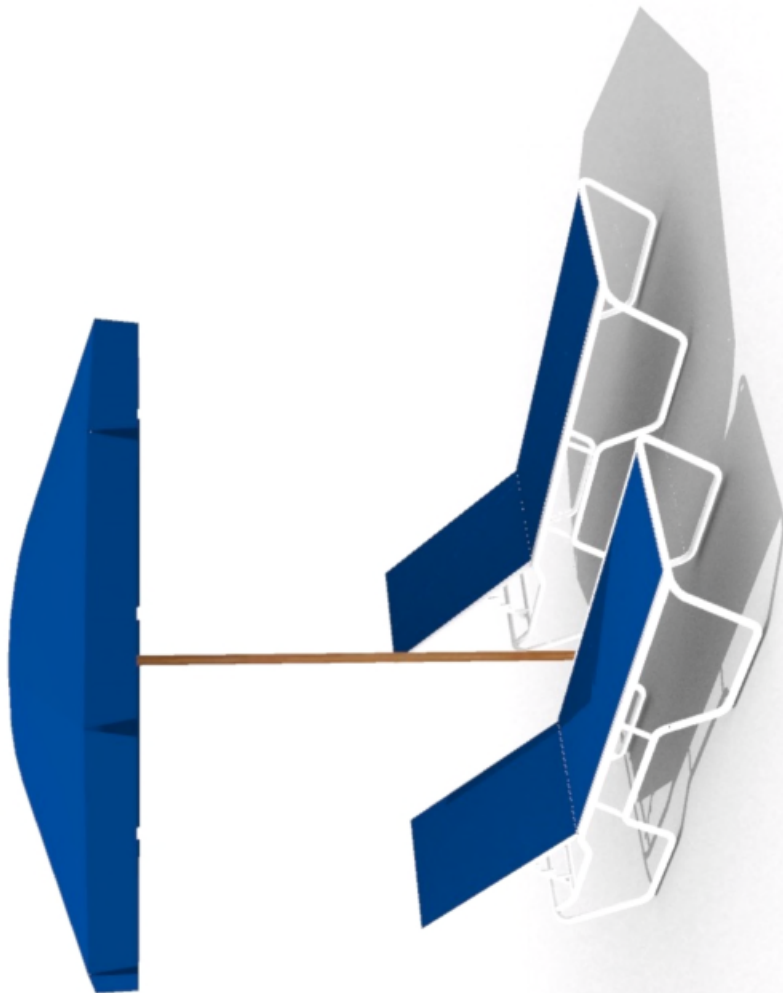
Items	Prices
Pitas, Wraps, and Sandwiches	
Turkey Breast	\$12.00-\$15.00
Vegan	\$12.00-\$15.00
Chicken	\$12.00-\$15.00
Chicken Salad	\$12.00-\$15.00
Tuna Salad	\$12.00-\$15.00
Speciality	\$12.00-\$15.00
Egg	\$12.00-\$15.00
Grilled Portabella	\$12.00-\$15.00
Accovado	\$12.00-\$15.00
Speciality	\$12.00-\$15.00
Bento Boxes	\$12.00-\$15.00
Treats & Snacks	\$5.00-\$15.00
Bowls	
Acai Bowl	\$12.00-\$15.00
Salmon Poke Bowl	\$12.00-\$15.00
Ahi Tuna Bowl	\$12.00-\$15.00
Quinoa Bowl	\$12.00-\$15.00
Acai Bowl	\$12.00-\$15.00
Tofu Bowl	\$12.00-\$15.00
Friut Bowl	
Speciality	\$12.00-\$15.00
Salads	
Greek Salad	\$12.00-\$15.00
House Salad	\$12.00-\$15.00
Kale Caesar Salad	\$12.00-\$15.00
Ceaser Salad	\$12.00-\$15.00
Add A protein	\$5.00-\$8.00
Drinks	
Power Coffee and Teas (Hot and Cold)	\$3.50-\$6.00
Organic Mixed Juices	\$9.00-\$12.00
Organic Super Shakes and Smoothies	\$9.00-\$12.00
Healthy Super Shots	\$4.50-\$6.00
Build Your Own	\$7.50-\$16.50

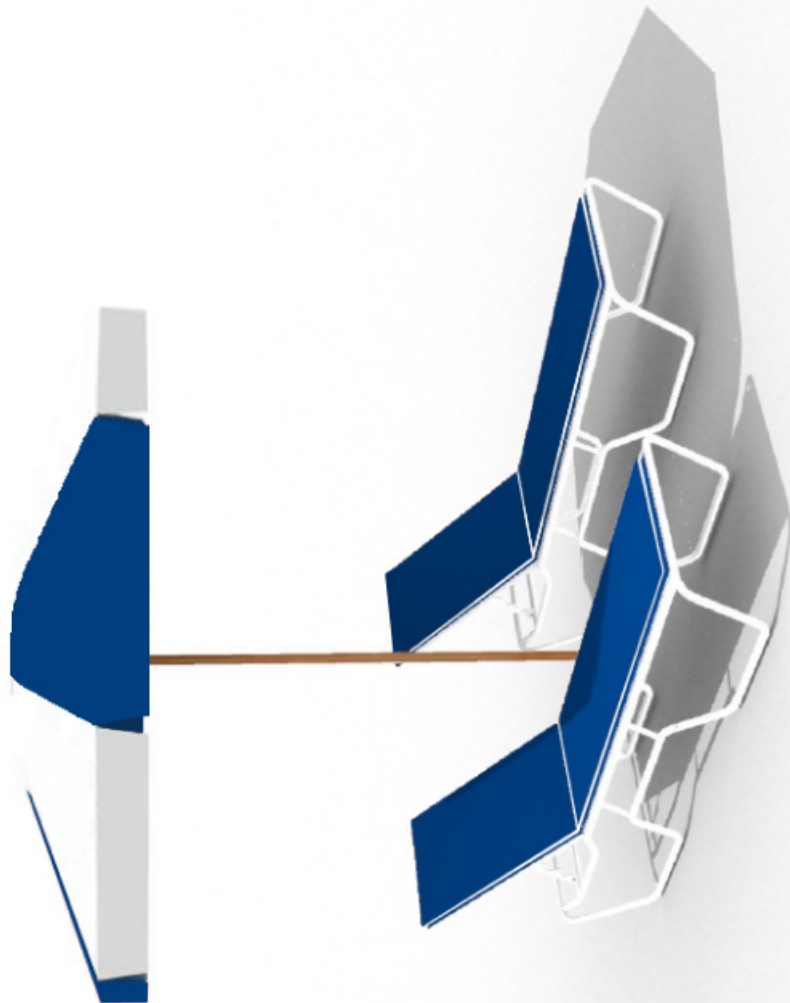
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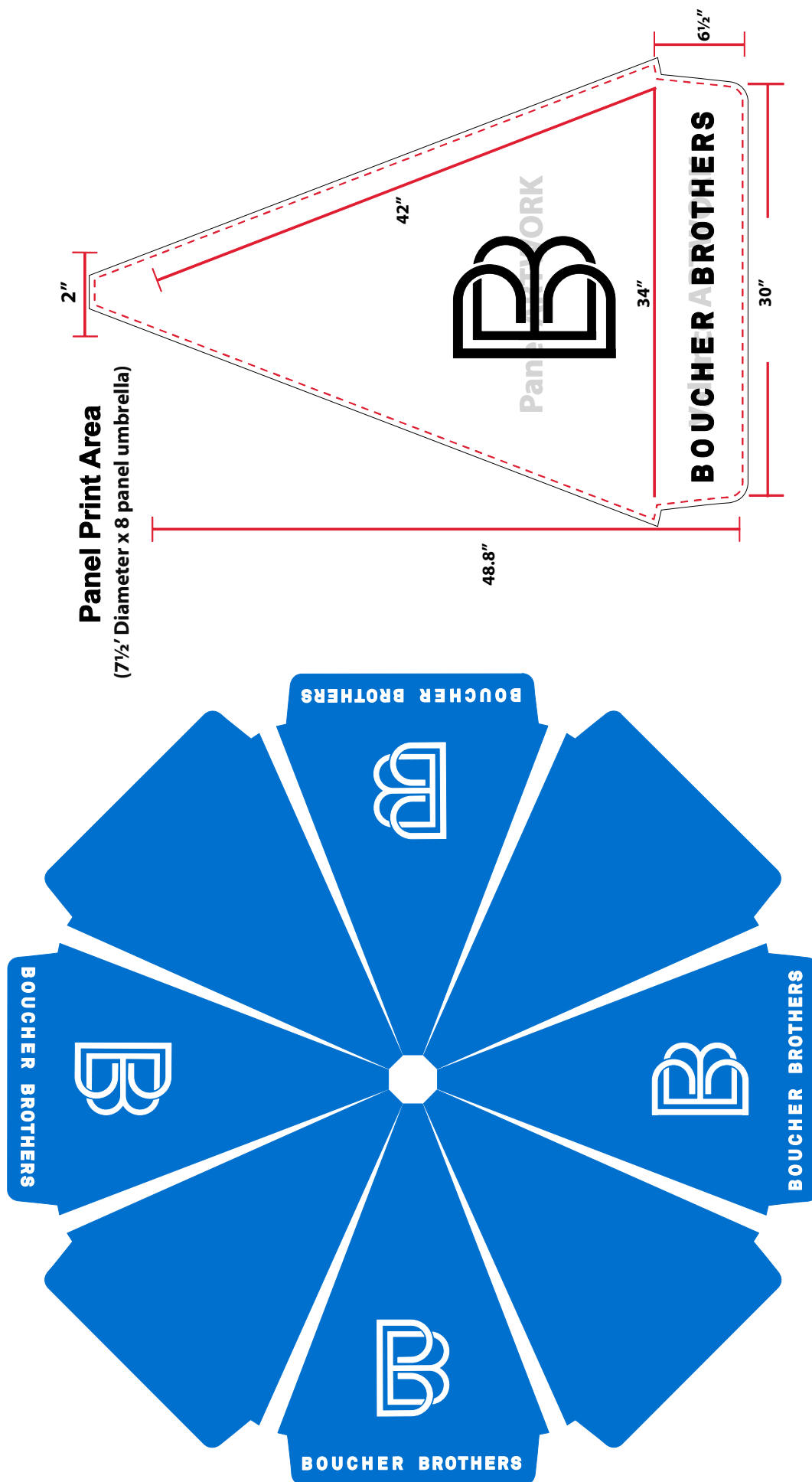
Equipment Inventory

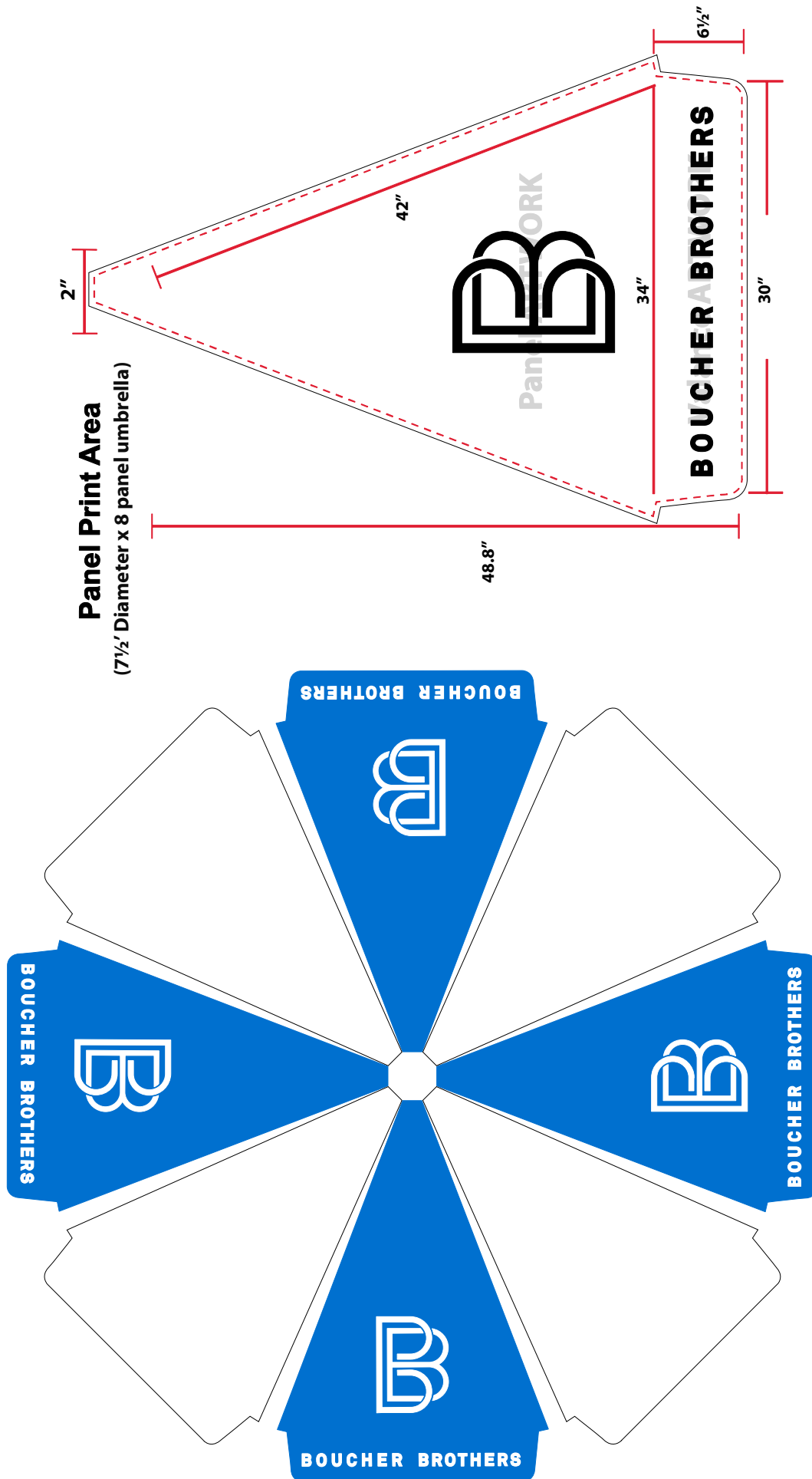
Inventory									
Area	Luxury Chairs	Standard Chairs	Cabanas	Daybeds	Sand Chairs	Umbrellas	Storage	Food and Beverage/Working Hour	Towel Stand
Lummus									
14th	200	50	25	10	5	75	5	1	1
13th	150	100	25	10	5	75	4	1	1
12th	100	100	25	10	5	125	5	1	1
11th	150	50	10	10	5	150	6	1	1
10th	0	300	25	10	5	100	4	1	1
9th	100	150	25	10	5	100	5	1	1
8th	100	50	10	10	5	100	5	1	1
7D	100	100	10	10	5	75	5	1	1
7B	100	100	10	10	5	100	4	1	1
6th	100	100	10	10	5	100	5	1	1
5th	100	100	10	10	5	50	5	1	1
Storage	0	300	10	50	20	200	0	1	1
Ocean	200	200	20	20	5	200	4	2	0
NSOS	50	25	5	5	5	50	2	1	0
South Point	50	25	5	5	5	50	1	1	0
Allison Park	50	25	5	5	5	50	1	1	0
Total	1200	1775	230	195	80	1600	53	17	12



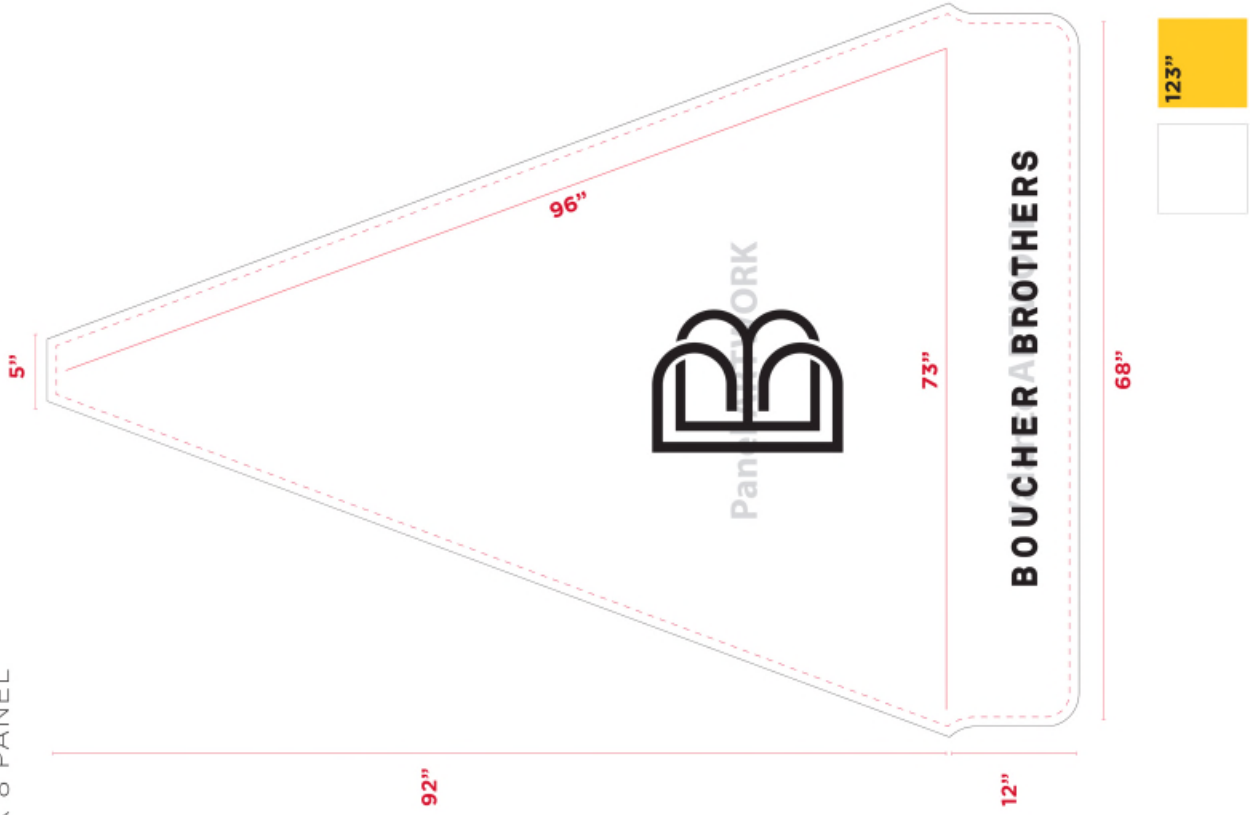
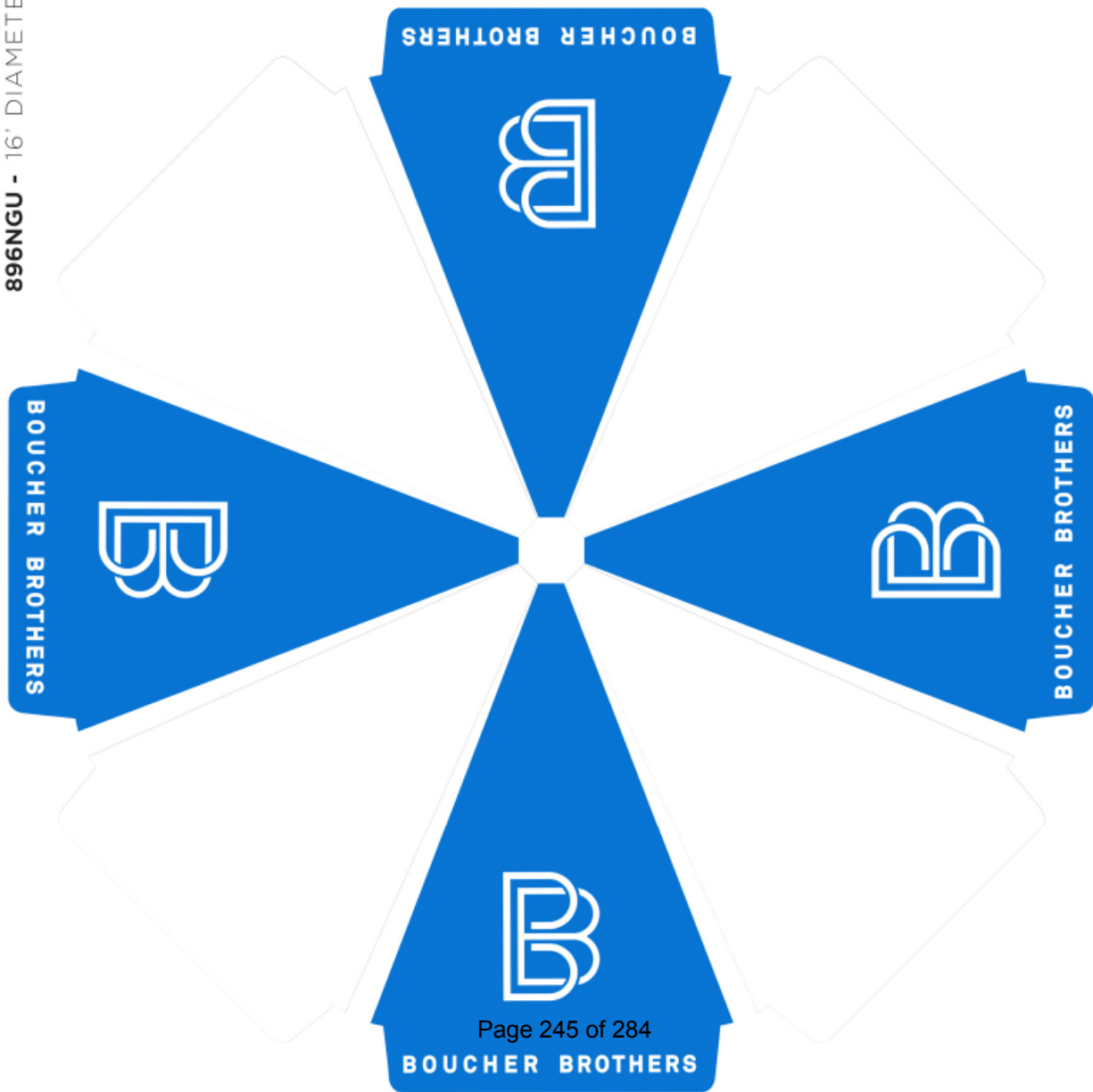




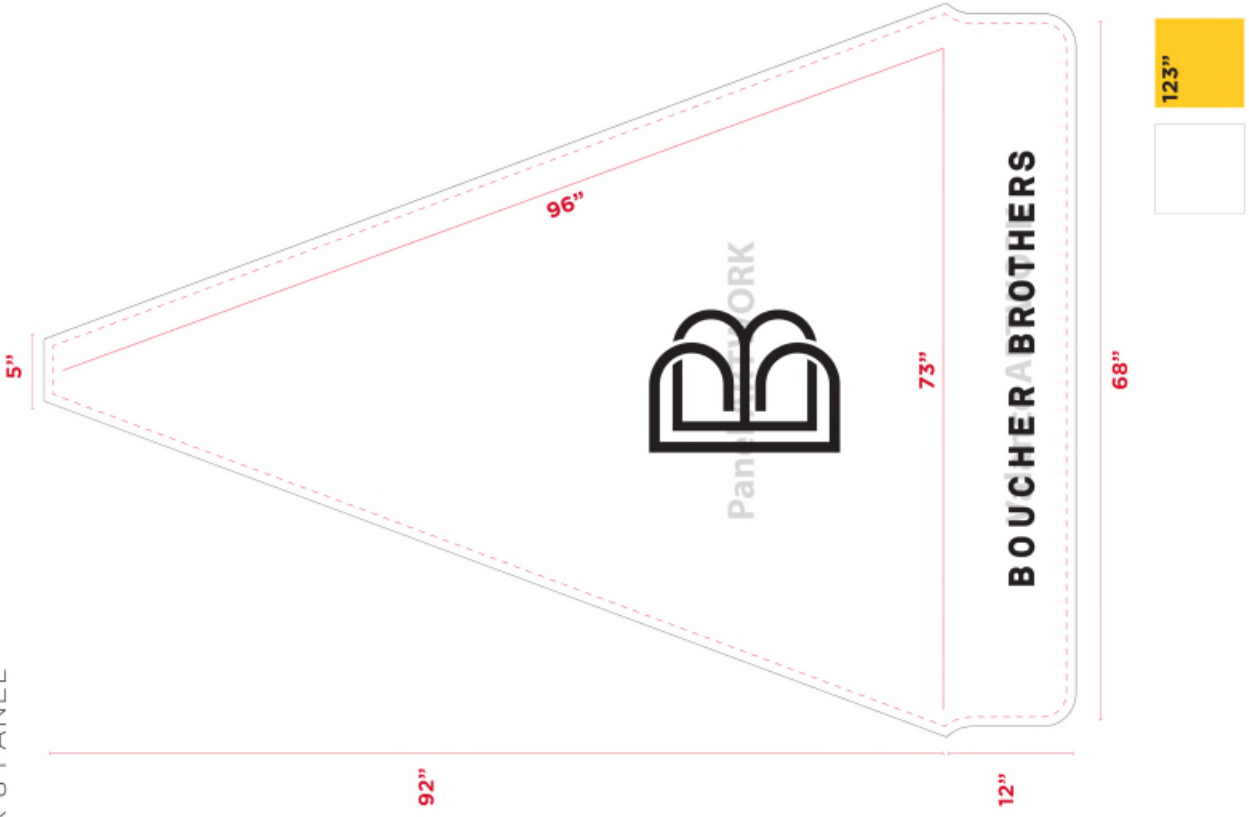
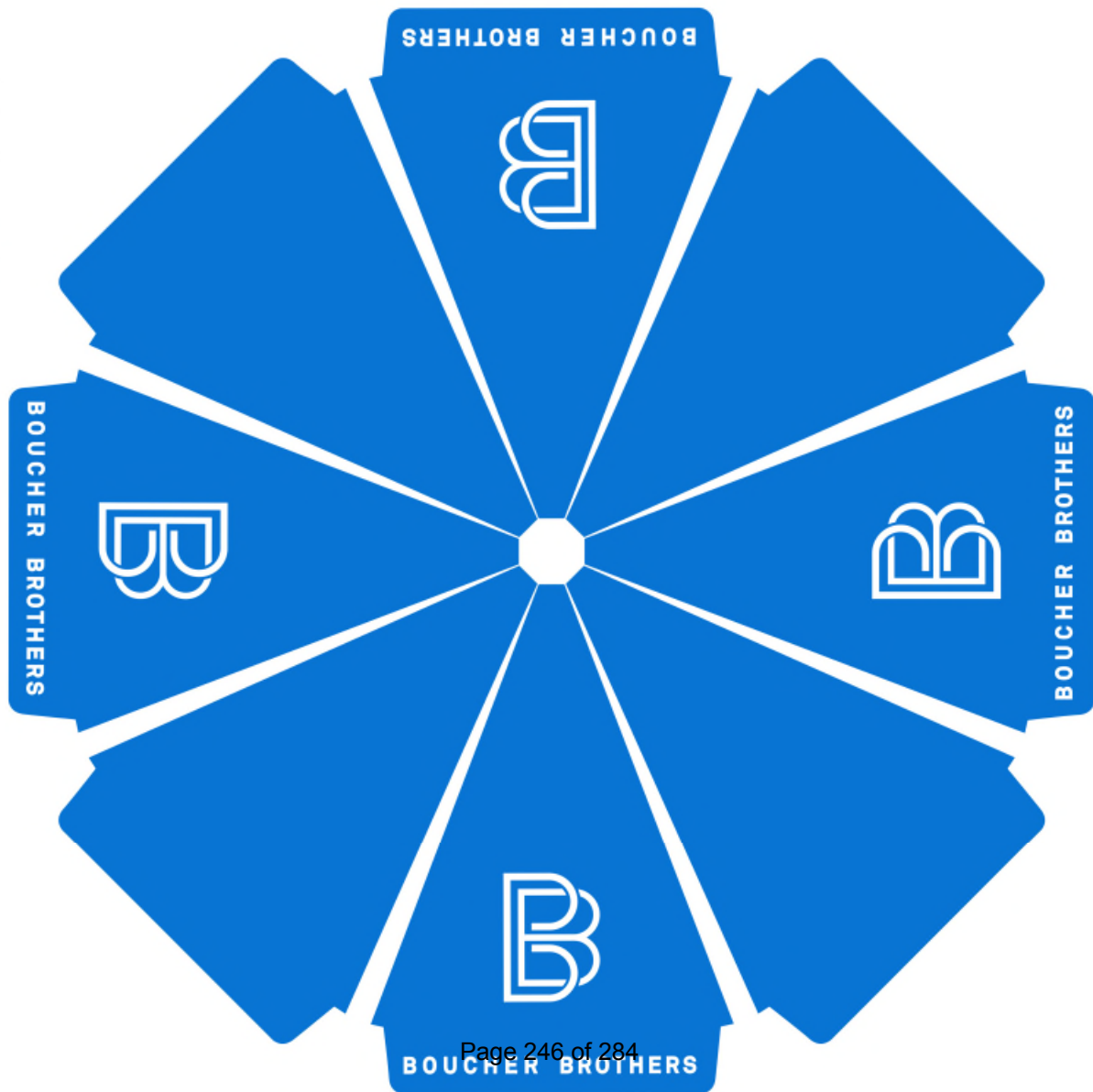


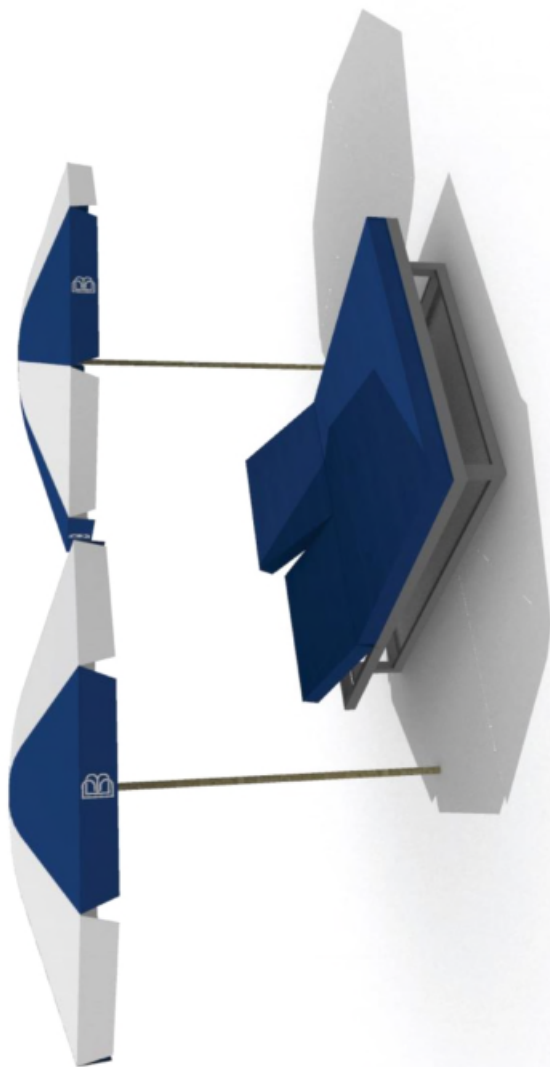


896NGU - 16' DIAMETER X 8 PANEL



896NGU - 16' DIAMETER X 8 PANEL





MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: **DISCUSSION REGARDING ESTABLISHING CITYWIDE STANDARDS FOR CHILDREN'S PLAYGROUNDS, PLAY SURFACES, SHADE SYSTEMS, AND OUTDOOR FITNESS EQUIPMENT AND TO ESTABLISH A DEFINED PROCUREMENT AUTHORITY TO PURCHASE SUCH EQUIPMENT IN A RESPONSIBLE AND EXPEDITIOUS MANNER**

HISTORY:

At the January 16, 2019 Commission meeting, a discussion regarding the implementation of a new citywide standard of design and quality for playgrounds, play surfaces, shade structures, and outdoor fitness equipment was referred to the Finance and Citywide Projects Committee (the "FCWP").

For the purposes of this item, the term *playground equipment* will be utilized to mean playgrounds (aquatic and non-aquatic), playground and park furniture, outdoor fitness, shade structures, and surfaces (safety, artificial turf and hardcourt).

ANALYSIS:

There are several variables that must be considered when selecting playground equipment and determining department-wide product standards. The following factors are typically taken into consideration when devising general product specifications, which may limit the pool of available manufacturers for any given project.

- **Environmental Factors**

Miami Beach's environmental factors, such as the salt air, degree of sunshine and susceptibility to high wind speeds, affect the lifespan of play equipment and must be considered in the process of material selection. While all playgrounds are impacted by these environmental realities, the playgrounds adjacent to the beach are most vulnerable and require maintenance much more often as the other playgrounds. Stainless steel, aluminum and resin-based materials are ideally suited for working around salt water, but equipment needs to be designed to prevent heat related injuries while also withstanding the harsh conditions of its coastal properties.

- **Budget**

A large, high quality traditional playground costs between \$50,000 and \$150,000. Incorporating more custom options may raise the price and result in lengthier installation periods and longer lead times. As a recent example, the cost estimate of a *non-traditional* thematic playground in Maurice Gibb Memorial Park, custom designed by Monstrum, ranged between \$287,000 to \$296,000.

In addition to the cost of a product, certain equipment has additional cost components such as sketch fees, permitting, excavation related fees and installation fees, which make up between 25–40 percent of the final cost. Considering the rate at which playgrounds must be replaced due to the City’s environmental factors, long-term budget impacts must be considered in determining the design of a playground.

- **Design**

Design elements such as equipment color schemes are subject to approval from Planning and occasionally the Design Review Board or the Historic Preservation Board. Additionally, visibility by the public must be incorporated into the playground design to meet CPTED criteria. Additionally, project architects usually have wide discretion in the types of playgrounds selected in order to meet the design’s aesthetic and functional goals.

- **Community Input**

For a number of projects, community feedback is important to establish needs and the design of future recreational components for a given project. In these cases, the community’s input heavily influences the design, which may determine the manufacturer used.

The result of the above considerations usually results in one (or a small number) of playground equipment manufacturers being identified as the most appropriate for the particular site under consideration. Given the amount of feedback and consideration of the aforementioned factors, selecting a particular design for a playground can be a time-consuming process. By the time a design is selected for a particular site, it is important to expedite the project because, by then, the community is expecting the selection to be implemented expeditiously.

It is important to note that playgrounds are unique in nature, similar to large scale artistic installations. Once a manufacturer’s design is selected, it is not easily comparable to other manufacturers. Therefore, it is usually not possible to seek alternative options to the selected as most manufacturers have copyrighted their designs. Therefore, after a design has been selected, adhering to the City’s competitive solicitation requirements can lead to unnecessary delays because, as previously stated, it is unlikely that other manufacturers can compete against a selected design. In light of the preceding factors, the Administration is recommending a streamlined process for procuring playground equipment in order to expedite projects, including capital and G.O. Bond program projects (Exhibit A).

In order to streamline and standardize on a number of playground equipment manufacturers that offer high quality, durable and aesthetically appealing products (Exhibit B), the Administration has evaluated available vendors and selected a lineup of preferred companies, based on quality of materials, variety of choices and aesthetics, for each respective product category (Exhibit C). These items would be made available to architects engaged by the City to provide construction documents on a particular project, community groups engaged to selecting a playground for a particular site, or departmental staff seeking to complete scheduled replacements of playgrounds across the City. Having a prequalified pool of potential suppliers will streamline the selection process and will assure that only vetted manufacturers that provide quality products are selected. Further, to streamline the process for acquiring a selected system, the Administration is recommending the following expedited process:

- In cases where the selected manufacturers sell directly to or the selected manufacturer sells its products through an exclusive dealer, it is recommended that the Administration be authorized to negotiate with the selected vendor to establish the best terms and pricing for the selected items.
- In cases where the selected manufacturer sells its products through a network of dealers, it is recommended that the Administration be authorized to seek quotes from authorized dealers and select the dealer that offers the best combination of terms and cost.

CONCLUSION:

To streamline the selection and procurement of playground equipment, the Administration recommends that the City Manager be authorized to establish procedures which incorporate the following:

1. **Pre-Qualified Pool of Suppliers.** Establish and maintain a list of prequalified manufacturers to playground equipment, by category, based on high quality, durability, aesthetic appeal and cost effectiveness. The City Manager should have the authority to add or remove vendors from the pre-qualified pool of suppliers, depending on need or vendor performance.
2. **Expedited Acquisition Process.** In cases where the selected manufacturer sells directly or the selected manufacturer sells its products through an exclusive dealer, it is recommended that the Administration be authorized to negotiate with the selected vendor to establish the best terms and pricing for the selected items. In cases where the selected manufacturer sells its products through a network of dealers, it is recommended that the Administration be authorized to seek quotes from the selected manufacturer's authorized dealers and issue an order to the dealer that offers the best combination of terms and cost.
3. **Approval Threshold.** The City Manager, or his designee, would be authorized to approve the purchase of playground equipment, including orders that may exceed the amount established for bid in the City Code. Additionally, the City Manager, or his designee, would be authorized to approve any installation costs for the selected system up to \$300,000. Installation costs in excess of \$300,000 would require City Commission approval.
4. **Notice to City Commission.** The procedure would require that the City Commission be notified when a project is awarded pursuant to the procedures established by the City Manager.

ATTACHMENTS:

Description		Type
<input type="checkbox"/>	Exhibit A - GOB Projects	Other
<input type="checkbox"/>	Exhibit B - Preferred Vendors Examples	Other
<input type="checkbox"/>	Exhibit C - Preferred Vendors Listing	Other

EXHIBIT A

PARKS & RECREATION GOB PROJECTS

Project	Region	Amount	Scope
Collins Park (2120 Collins Avenue)	South	\$640,000.00	<ul style="list-style-type: none"> • Parkwide pathway paver replacement
Crespi Park (7820 Crespi Boulevard)	North	\$298,000.00	<ul style="list-style-type: none"> • Replace perimeter fencing • Install pathway • Pavilion and restroom paint and flooring improvements • LED lighting improvements
Fairway Park (200 Fairway Drive)	North	\$260,000.00	<ul style="list-style-type: none"> • Replace perimeter fence • Pavilion, park office & restroom painting
Fisher Park (610 W 51 Terrace)	Mid	\$105,000.00	<ul style="list-style-type: none"> • Replace playground
Flamingo Park (1200 Meridian Avenue)	South	\$2,866,000.00	<ul style="list-style-type: none"> • LED lighting upgrades at park to include: Pool, Soccer Field, Baseball Field, Basketball courts, Softball Field, Football Field
LaGorce Park (6421 Alton Road)	Mid	\$150,000.00	<ul style="list-style-type: none"> • Replace playground
Marjory Stoneman Douglas Ocean Beach Park (2nd Street & Ocean Drive)	South	\$682,000.00	<ul style="list-style-type: none"> • Replace playground • Installation of new quick release shade structure • Pathway improvements • Installation of turtle-friendly LED lighting
Muss Park (4300 Chase Avenue)	Mid	\$250,000.00	<ul style="list-style-type: none"> • Convert field to artificial turf
Normandy Isle Park (7030 Trouville Esplanade)	North	\$715,000.00	<ul style="list-style-type: none"> • LED lighting upgrades at park to include: basketball, playground, pool & multipurpose field
North Shore Park & Youth Center (501 72nd Street)	North	\$250,000 <i>(pending figures for other 2 items)</i>	<ul style="list-style-type: none"> • Painting center interior • Interior lighting upgrade • Security Cameras (\$250,000)

EXHIBIT A

PARKS & RECREATION GOB PROJECTS

Project	Region	Amount	Scope
North Shore Park & Youth Center (501 72nd Street)	North	\$620,000.00	<ul style="list-style-type: none"> • Replace Playground • Replace perimeter fence • Reforestation (landscaping)
Palm Island Park (159 Palm Ave)	South	\$231,000.00	<ul style="list-style-type: none"> • Replace playground • Installation of new quick release shade structure
Pine Tree Park (45 Street & Pine Tree Drive)	Mid	\$700,000.00	<ul style="list-style-type: none"> • Replace Kayak Launch • Replace/upgrade existing pathway • Reforestation & landscaping improvements
Polo Park (4301 N. Michigan Drive)	North	\$500,000.00	<ul style="list-style-type: none"> • Baseball field renovations
Scott Rakow Youth Center (2700 Sheridan Avenue)	Mid	\$667,500.00	<ul style="list-style-type: none"> • Pool Restroom & Locker room restoration • Security cameras
Scott Rakow Youth Center (2700 Sheridan Avenue)	Mid	\$675,000.00	<ul style="list-style-type: none"> • New pool pumps and filtration system • New basketball flooring • New gymnastics flooring • Replace Mondo flooring at ice rink
South Pointe Park (1 Washington Avenue)	South	\$480,000.00	<ul style="list-style-type: none"> • Replace Playground • Restrooms renovations • Urban forest enhancement
Stillwater Park (8440 Hawthorne Avenue)	North	\$232,000.00	<ul style="list-style-type: none"> • Replace perimeter fence • Pavilion and restroom paint and flooring improvements • LED lighting improvements
Tatum Park (8050 Byron Avenue)	North	\$992,000.00	<ul style="list-style-type: none"> • Replace playground • Add water playground structure • Replace perimeter fence

Exhibit B
Product Examples from Preferred Vendors

Aquatic Playgrounds

AQUATIX



VORTEX-INTL



WATERPLAY



Commercial Playgrounds

KOMPAN



LANDSCAPE STRUCTURES



PLAYWORLD
School-Age



BERLINER



GAMETIME



FREEPLAY



MONSTRUM



Outdoor Fitness Equipment

KOMPAN



LANDSCAPE STRUCTURES



MY EQUILIBRIA



GT FITNESS



GREENFIELDS FITNESS



Shade Canopies

SHADE SYSTEMS



USA SHADE



Surfaces – Hard Courts

FAST-DRY COURTS



SPORTSURFACES

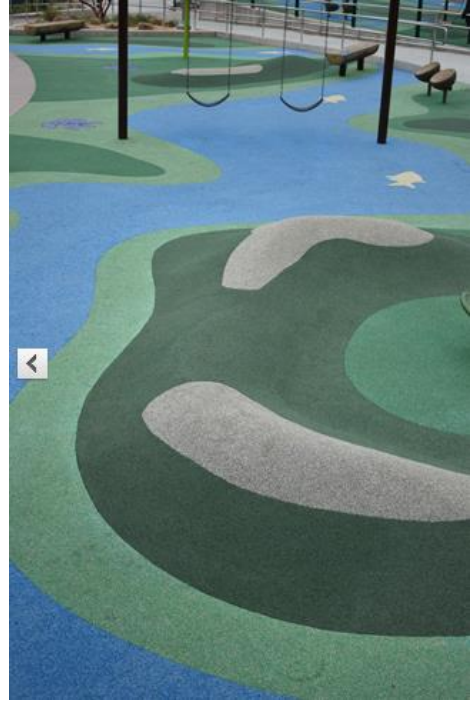


MCCOURT



Surfaces – Safety Surfaces

TOTTURF



NO FAULT



Surfaces – Sport

ASTRO TURF



SPORTURF



FIELD TURF



Exhibit C

Preferred Vendors

Preferred Manufacturer or Dealer	Justification
Aquatic Playgrounds	
Aquatix	<p>Splash pads serve the toddler-to-teen demographic and must be designed into zones and areas for those different age ranges. Products require variety in the form of gentle, non-intimidating sprays for the youngest users and higher-volume sprays and dumping elements for older users. Equally important is the type of system used.</p>
Vortex International	
Waterplay	
Rain Drop Products LLC	
Water Odyssey	
Fountain People	
Kraftsman Play	
White Water	

Preferred Manufacturer or Dealer	Justification
Benches	
Arcata	<p>Preferred vendors provide aesthetically appealing designs, durability to withstand the harsh oceanside climate, and utilize recycled plastic material when possible.</p>
Dumor	
Escofett	
Austin	

Preferred Manufacturer or Dealer	Justification
Commercial Playgrounds	
Kompan	<p>Per direction from the City Commission, parks and playgrounds should factor in iconic design elements unique to Miami Beach and implement non-traditional play structures in parks. Preferred playground equipment manufactures offer a mix of traditional and non-traditional high-quality products, which focus on design, craftsmanship and safety.</p>
Landscape Structures	
Playworld	
Berliner	
Gametime	
Freeplay	
Monstrum	
Cemer	
Cre 8 Play	
Dynamo	
Little Tikes	
Miracle Themed	
Eco-Play	
Play & Park Structures	
Burke	
Custom Fabrication, In.	
Goric	

Exhibit C Preferred Vendors

Preferred Manufacturer or Dealer	Justification
Outdoor Fitness Equipment	
Kompan	Outdoor fitness equipment serves the teen-to-senior demographic and must be designed to provide a wide range of contemporary equipment with a mix of calisthenic and aerobic components. Durability in the harsh salt air environment is key, as any equipment with moving parts is highly susceptible to rusting. Preferred vendors adhere to these specifications as well as offer a wide range of contemporary equipment.
Landscape Structures	
My Equilibria	
GT Fitness	
Greenfields	
Xccent	
Gametime Thrive	
Stilum	
Farah Service USE Urban Sport Equipment LLC	
BeaverFit USA	
Mobile Fitness Equipment	

Preferred Manufacturer or Dealer	Justification
Shade Structures	
Shade Systems	As a City Standard all playground shade structures should have a quick release system, which improves maintenance as well as reduces manpower needed to efficiently remove shades in times of potential or real hurricane threats.
USA Shade	
Florida Playgrounds	
Shade FLA	
Miami Awning	
Apollo Sunguard	
Tenshon	
Little Tikes	
Commercial Shade Structures	
Modern Shade LLC	
Bliss Products	
Miracle Recreation	

Preferred Manufacturer or Dealer	Justification
Recreational Surfaces	
Hard Court:	Hard courts provide a fast, flat, uniform surface which are more predictable than grass or clay courts and require less maintenance. Hard courts must have slip resistant qualities, moisture resistance and provide low skin abrasion.
Fast-Dry Courts	
SportSurfaces	
McCourt	
Welch Tennis Courts	
Mondo Worldwide	
Snapspots Athletic Surfaces	
Play On Courts	

Exhibit C

Preferred Vendors

Safety Surface:	
TotTurf	Safety surfacing minimizes injuries associated with playground equipment. All surfaces should be ADA approved, and provide the option for fully customizable designs with decorative textured, slip-resistant features and no peeling or fading from UV light.
No Fault	
Florida Playgrounds	
Rubaroc	
Fall Zone Safety Surfacing	
GameTime	
Surface America	
Play it Surfacing	

Artificial Turf:	
Astro Turf	Unlike cities with sports complexes, Miami Beach does not have the capacity to rotate to other fields, nor does our community have the tolerance to pause play for weeks while the field is recuperating. The Department is transitioning all its sport fields to artificial turf surfacing to address field wear and tear, as well as save on maintenance time and costs. Sport surfacing must be strong enough to withstand heavy use on a regular basis and versatile enough to house multiple sport activities on one surface. Sport surfacing must also be water permeable, to allow for good water drainage and use in all weather conditions.
SportTurf	
Field Turf	
Shaw Sports Turf	
Mondo Worldwide	
Xgrass	
The Recreational Group	

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: **DISCUSSION REGARDING THE APPLICATION OF HISTORICAL MARKERS
UNDER THE AUSPICES OF THE STATE OF FLORIDA HISTORICAL
MARKER PROGRAM**

HISTORY:

On January 16, 2019, at the request of Commissioners John Elizabeth Aleman and Mark Samuelian, the City Commission referred the subject discussion item to the Finance and City Wide Projects Committee (Item C4H).

ANALYSIS:

BACKGROUND / SUMMARY

The Florida Historical Marker Program is administered by the Florida Department of State, Division of Historical Resources. The program recognizes historic resources, as well as persons and events that are significant in the areas of architecture, archaeology, and historic culture, by promoting the placing of historic markers and plaques at sites of historic and visual interest to visitors.

To be eligible as a Florida Heritage Site or Florida Heritage Landmark a resource must meet the following criteria:

Florida Heritage Site

- A building, structure or site must be at least 30 years old and have significance in the areas of architecture, archaeology, Florida historic or traditional culture, or be associated with a significant event that took place at least 30 years ago.
- Resources associated with a historic significant person at least 30 years after the death of the individual or 30 years after the event with which the person is associated.
- Resource should visibly retain those physical characteristics that were present during the period for which it or the associated person is significant.
- A moved building or structure may qualify if the move was made 30 or more years ago, or the move was made to preserve the resource from demolition and reasonable attempts were made to ensure that the new setting is similar to the historical setting.

Florida Heritage Landmark

- A building, structure or site must be at least 50 years old and have regional or statewide significance in the areas of architecture, archaeology, Florida history or traditional culture, or be associated with an event of statewide or national significance that took place at least 50 years ago.
- Resources associated with a historic significant person at least 50 years after the death of the individual or 50 years after the event with which the person is associated.
- Resources that are less than 50 years old but are significant at the statewide or national level may also qualify.
- The resource should visibly retain those physical characteristics that were present during the period for which it or the associated person is significant.
- A moved building or structure may qualify if the move was made 50 or more years ago, or the move was made to preserve the resource from demolition and reasonable attempts were made to ensure that the new setting is similar to the historical setting.

Applications are submitted to the Division of Historical Resources and reviewed by the Florida Historic Marker Council several times throughout the year. Applications are required to include a historical documentation, bibliography, current photographs of resource or site, copy for the Marker text and signed property owner's permission. It is the applicant's responsibility to pay for the marker and all associated installation costs.

The cost for a single-sided marker is \$2,010 and the cost of a double sided marker is \$2,330. According to the Florida Department of State, costs are subject to change and an applicant is notified of the current cost after an application has been approved by the Florida Historic Marker Council.

Each marker is made of cast aluminum with a dark blue background with white lettering and a white Florida Heritage emblem. The markers come with a 7'-0" concrete post and have a text area of 30" by 42".

CONCLUSION:

The Administration recommends that the Finance and City Wide Projects Committee discuss the matter further and provide appropriate policy direction.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: **DISCUSSION REGARDING THE CREATION OF A PROCESS FOR
APPLYING FUTURE CREDITS TO PREVIOUSLY PAID LAND USE BOARD
FEES MORE THAN AN ESTABLISHED CAP ON PER SQUARE FOOT FEES**

HISTORY:

On January 16, 2019, at the request of Commissioner John Elizabeth Aleman, the City Commission referred the subject discussion item to the Finance and City Wide Projects Committee (Item R9T).

On February 13, 2019 the City Commission approved, at first reading, a cap of \$40,000 on the per square foot fee charged for land use board applications. Second reading / adoption is scheduled for March 13, 2019.

ANALYSIS:

BACKGROUND / SUMMARY

Previously, the Finance Committee recommended that a framework for allowing future credits of fees paid in excess of the recently adopted cap on per square foot fees be explored. Prior to the revised fee schedule being implemented in May of 2016, there was a \$10,000 cap on the per square foot fee for land use board applications. The new fee schedule that went into effect in May of 2016 removed this \$10,000 cap.

The following is a list of land use board application fees paid in excess of \$40,000, since the previous cap was removed in May of 2016:

Plan Case Number:	Amount paid over \$40,000 Cap
HPB16-0059	\$ 56,132
DRB16-0054	\$ 69,988
HPB17-0142	\$ 44,184
HPB17-0150	\$ 161,265
DRB17-0131	\$ 55,457
HPB18-0200	\$ 6,652
HPB18-0208	\$ 38,247
HPB18-0239	\$ 90,157
Total	\$ 522,082

The administration recommends that the Finance Committee discuss if and how credits may be applied and how far they should go back. Additionally, it should be noted that the revenue identified above spans a period of four fiscal years from May 2nd, 2016 to date. Given the sizable amount of potential credits, budgetary impacts will need to be considered.

CONCLUSION:

The Administration has concerns with the budgetary impacts of a credit or refund of the above noted fees. Since the cap on per square foot fees is moving forward, the administration recommends that it be prospective only, and that previously paid fees not be credited or refunded.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: **DISCUSSION REGARDING A POTENTIAL RFQ FOR A CITYWIDE CYBER SECURITY RISK ASSESSMENT**

HISTORY:

During the January 16, 2019 City Commission meeting the request for a discussion on a potential competitive solicitation for a citywide cyber-security risk assessment was referred to the Finance and Citywide Projects Committee (FCWPC). The intent is to discuss issuing a competitive solicitation seeking proposals for a risk assessment of the City's cyber-security safeguards to ensure we are adequately protected against increasingly powerful national and international digital threats.

ANALYSIS:

A successful cyber-security approach has multiple layers of protection spread across the computers, networks, programs, and data that is to be protected. In the City, the people, processes, and technology must all complement one another to create an effective defense from cyber-attacks. The City currently uses Gartner in a research and advisory role to guide the development and growth of its cybersecurity posture. For its core infrastructure the City relies on a combination of industry leading, enterprise grade solutions, proactive monitoring and implementation of security best practices. The City's PCI (Payment Card Industry) compliance is verified annually through audits. A key component of cyber-security upgraded this year is the staff awareness and education component by utilizing the world's largest security awareness training and simulated phishing platform to help us manage the ongoing problem of social engineering, the main attack vector for the introduction of malware and ransomware threats.

A cyber-security risk assessment is a beneficial tool to identify areas for improvement and opportunities to continue to adapt to the ever-evolving cyber threat environment. A competitive solicitation will help the City evaluate proposals for a cyber-security risk assessment, including potential costs. While the actual cost of such a review is unknown and can vary widely depending on the actual scope, the City has received an unsolicited quote in the amount of \$65,000 for a methodical review to ensure emerging technologies, trends and threats are proactively addressed and policies, processes, and procedures for two semi-annual engagements. The actual budget can be further defined depending on the scope desired by the Committee.

CONCLUSION:

The Administration is providing the information for the Committee's discussion purposes and

further direction on the matter.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: **DISCUSSION ON UPDATING MINIMUM WAGES ON CITY FUNDED
CONSTRUCTION CONTRACTS**

HISTORY:

At its January 16, 2019 meeting, the City Commission referred an item to the Finance and City-Wide Projects Committee (the “Committee”) for a discussion on the minimum wage requirements for City funded construction contracts.

ANALYSIS:

Minimum wages on City-funded construction projects are governed by Sections 31-27 through 31-31 of the City Code (Attachment A). Pursuant to the City Code requirements, the minimum wages required to be paid to contractor employees on any applicable project with a value greater than \$1 million are listed in the most recent schedules, known as wage determinations, published by the United States Department of Labor in the Federal Register prior to the date of release of the competitive solicitation for the project.

The Department of Labor publishes wage determinations by geographic zone, and adjusts these periodically to account for economic conditions that impact wages. Detailed information on the Department of Labor wage determinations is available at www.wdol.gov.

CONCLUSION:

The Administration is providing the information for the Committee’s discussion purposes.

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: DISCUSSION REGARDING A NEW LEASE BETWEEN THE CITY AND LIVING ARTS TRUST, INC. D/B/A O CINEMA, FOR THE SPACE CURRENTLY OCCUPIED BY MIAMI FILM SOCIETY, INC. D/B/A MIAMI BEACH CINEMATHEQUE, CONSISTING OF APPROXIMATELY 2,523 SQUARE FEET, LOCATED AT 1130 WASHINGTON AVENUE, 1ST FLOOR SOUTH, FOR A PERIOD OF THREE (3) YEARS, WITH TWO (2) ADDITIONAL RENEWAL OPTIONS, FOR THREE (3) YEARS EACH, AT THE CITY MANAGER'S SOLE DISCRETION

HISTORY:

Miami Film Society, Inc. d/b/a Miami Beach Cinematheque (“Cinematheque”), a nonprofit 501(c)3 organization, currently occupies approximately 2,523 square feet on the ground floor of Historic City Hall, located at 1130 Washington Avenue. The lease agreement, dated December 9, 2009, is for an initial term of three (3) years, with two (2) renewal options for a period of three (3) years each. The second renewal option is scheduled to expire on February 28, 2019.

For a brief period in 2013, Cinematheque held a concession agreement with the City for operation of an outdoor café in the adjacent courtyard outside the premises and immediately south of the Historic City Hall building. The outdoor café component was not a successful operation and Cinematheque terminated the concession agreement after several months. In another effort to help the nonprofit boost revenue and pay rent during the initial term, the City Commission adopted Resolution 2014-28790, allowing for alcohol sales and onsite consumption at the premises during film screenings only.

On December 17, 2018, Cinematheque advised the City it no longer desires to remain in the premises after expiration of its current lease (Attachment 1). Cinematheque further advised the City about ongoing discussions with Living Arts Trust, Inc. d/b/a O Cinema for O Cinema to become tenant and operate the cinema upon expiration of Cinematheque’s lease.

On January 3, 2019, staff met with representatives from O Cinema to discuss various terms and conditions of a potential O Cinema lease of the premises. While staff continues discussions with O Cinema, Cinematheque has requested to remain in the premises on a month-to-month basis under revised lease conditions.

On February 13, 2019, the City Commission referred to the Finance and Citywide Projects Committee a discussion regarding O Cinema taking control of the space to operate a cinema.

ANALYSIS:

In a formal proposal dated February 4, 2019 (Attachment 2), O Cinema requested to take over the space from Cinematheque pursuant to a new lease agreement. O Cinema seeks terms more favorable than those contained in the Cinematheque lease:

Term and Renewals. O Cinema requests “A Nine (9) year Lease Term with an option to renew.” To satisfy Code requirements regarding the lease of public property, staff recommends a three (3) year initial term, with the City’s option to renew for two (2), three (3) year terms, by providing O Cinema with not less than 180 days written notice prior to the expiration date of the initial term or any renewal term

Premises. In addition to the interior premises occupied by Cinematheque, O Cinema requests use of the outdoor courtyard adjacent to Historic City Hall, with permission to install tables and chairs for events. The venue is not a hall for hire and staff recommends that the outdoor component only be operated during normal operating hours and in conjunction with film screenings.

Use Fees. Cinematheque currently pays the City a total amount of \$57,511 annually (\$4,792.60 monthly) for base rent, maintenance, and insurance. O Cinema requests that the City provide the premises free of charge in exchange for providing the public benefits outlined below.

Benchmarks. O Cinema proposes the following public benefits: (1) “Celebrate Miami Beach,” an annual cultural screening event offered free of charge to the community; (2) 100 free tickets annually for seniors; (3) 100 free tickets annually for youth; and (4) 20% discount offered once a month to Miami Beach residents.

Alcohol Sales. O Cinema proposes acquiring all pertinent alcohol licensing from Cinematheque for continuation of beer and wine sales in conjunction with film screenings. O Cinema does not propose sharing any percentage of revenue with the City, but it will be obligated to remit resort taxes on concession sales. The Administration recommends that alcohol not be permitted served or consumed in the outdoor courtyard.

Comparison of Key Terms		
	Cinematheque Lease	O Cinema Request
Premises	2,523 sf ground floor unit	Ground floor interior space, outdoor courtyard, and 2 parking spaces in the adjacent parking garage at no cost to O Cinema
Initial Term	3 years and 21 days (March 1, 2010 – February 28, 2013)	3 years
Renewal Options	Two (2), three (3) year terms	Two (2), three (3) year terms
Use	Cinema with ancillary events/exhibitions and sale of concessions	Film screenings and events indoors; use of exterior courtyard for outdoor café; illuminated promotional advertising on building exterior
Rent	\$2,515.59 / month, with 3% annual increases	None
Operating Expenses	Monthly costs of \$1,934.30 for Common Area Maintenance and \$342.71 for Insurance	None

Utilities	Tenant is responsible.	Tenant is responsible
Public Benefits	Not required pursuant to lease	20% resident discount offered monthly; annual Miami Beach-themed event with free admission; 100 free/discounted tickets; 100 free/discounted

In its December 17th nonrenewal notice, Cinematheque further asked that starting on March 1 and until such time as O Cinema is operating the space pursuant to a new lease, Cinematheque be permitted to remain as tenant on a month-to-month basis. Citing the rent paid by the City's other ground floor tenant in the building, MDGLCC Foundation, Inc. d/b/a Miami-Dade Gay & Lesbian Chamber of Commerce, Cinematheque has asked that its total rental fees owed to the City be reduced by approximately half from \$4,792.60 to \$2,500.00 per month.

CONCLUSION:

The Administration seeks direction regarding O Cinema's request for a new lease pursuant to the proposed terms, as well as direction regarding Cinematheque's request for a rent reduction in the interim holdover period.

ATTACHMENTS:

Description	Type
Attachment 1 - Cinematheque Notice of Non-Renewal	Memo
Attachment 2 - O Cinema Letter of Intent	Memo

Milisits, Mark

Subject: FW: Miami Beach Cinematheque lease

From: MBCinema <mbfilm@bellsouth.net>
Sent: Monday, December 17, 2018 2:58 PM
To: Milisits, Mark <MarkMilisits@miamibeachfl.gov>
Cc: Reddick, Brandi <BrandiReddick@miamibeachfl.gov>; 'Robert Crane' <sobecrane@aol.com>
Subject: Miami Beach Cinematheque lease

Dear Mark:

I am writing to inform you that the Miami Beach Cinematheque has decided not to pursue a long term new lease at our space. As you have been briefed by Brandi, MBC has been in discussion with O Cinema regarding partnering with us on programming and taking over the lease of the space. With MBC's focus on specific projects for the future, and with the changes and questions involved with O Cinema's current spaces, this is a good time to combine forces to continue our common mission of providing independent and art cinema on Miami Beach. As you know MBC invested close to a half million dollars to build the current space through donated funds, and we are very happy that O Cinema is interested in retaining the legacy and momentum that we have built, but also in retaining the O Cinema presence in this area. If this arrangement can work out it would be a "win win" situation for everyone involved - MBC, O Cinema, the City of Miami Beach and the public. An important and beloved cultural anchor on Washington Avenue would be retained, where it is needed.

In the interim, while the details of this arrangement are being explored with O Cinema and between them and CMB, MBC would like to remain in the space on a month-to-month basis starting in March. To do so, we would find it acceptable to pay half the current monthly rent, an amount equivalent to the rent paid by the LGBTQ Chamber, our non-profit neighbor across the hall which has comparable square footage. They have benefitted from this lower rent for years in an arrangement made with the City.

We look forward to hearing from you.

Dana Keith

Miami Beach Cinematheque



February 4, 2019

Mark M. Milisits, RPA, Division Director
Tourism, Culture & Economic Development
Office of Real Estate
1755 Meridian Avenue, Suite 300
Miami Beach, FL 33139

Dear Mark,

It was a pleasure meeting with you and Kathie on Jan 4 of this years to discuss the future of the Miami Beach Cinematheque (operated by the Miami Beach Film Society) and the possibility of O Cinema operating it going forward. Thank you for a productive discussion and for making time to meet with us.

We believe the Miami Beach Cinematheque is a vital asset in the community for residents and visitors alike. As one of the only cultural organization along the Washington Avenue corridor, the Cinematheque holds a special place in the district by presenting year-round evening program that offers an alternative to the areas existing nightlife offerings. Despite a stellar programmatic history, the Cinematheque has endured some difficult challenges recently- including the loss of a major donor and unsustainable operating costs- and has decided it cannot continue operations of the facility.

We do not want to see this vital cultural asset vanish and we believe that we are uniquely suited to build upon its legacy and ensure that it can continue serving the community.

It is important to note that the operation and programming of the space do not come without its challenges. The Miami Beach Cinematheque is a single-screen facility that does not have industry-standard DCP projection and is situated less than a mile from the Regal South Beach 18. These factors, coupled with this particular juncture in South Beach's history, will require significant efforts to reimagine the space and its programming and draw new audiences. However, we are confident that with time, our strong brand-identity and our unique and engaging approach to programming and collaborations we can continue to serve the community in new and exciting ways- creating a high-caliber, affordable, cultural offering that is accessible for all.

We have come to an agreement with the Miami Beach Film Society that will allow for a seamless transition. However, for us to ensure the theater continues and is successful we respectfully must ask the city for the following support:

- Elimination of Rent
- Elimination of Common Area Maintenance costs
- A Nine (9) Year Lease Term with an option to renew.
- Use of the adjacent courtyard (at no cost) for outdoor tables, chairs, and events.

- Signage on the Eastern and Southern Facades of the building (placement and style suggestions submitted via email)
- Exterior Illuminated Poster Stands (placement and style suggestions submitted via email)
- Two Parking spaces in the adjacent Parking Garage

While we believe the most important public benefit is the continuous operation and programming of the facility for residents and visitors alike. We will additionally offer the following:

- Provide Miami Beach residents with discounted-quality cinematic offerings (20% discount) at least 12 times per year, for a minimum of one film screening per month;
- Present an annual event, “Celebrate Miami Beach,” highlighting Miami Beach's culture and history, including a film screening, post-film discussion, and reception, all provided with free admission for the community.
- Provide no less than 100 free and/or discounted tickets offered annually through the Miami-Dade County Golden Ticket program for seniors ages 62 and over
- Provide no less than 100 free and/or discounted tickets offered annually through the Miami-Dade County Culture Shock \$5 ticket program for youth ages 13-22 to select films and events.

Additionally, we should note that we will be working alongside the Miami Beach Film Society to continue some of their valuable programs and community partnerships while embarking on new initiatives to reinvigorate the space.

We are eager to shepherd

Thank you for your consideration.

Best,



Vivian Marthell
Co-Director



Kareem Tabsch
Co-Director

MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: February 22, 2019

SUBJECT: **DISCUSSION REGARDING A NEW LEASE AGREEMENT FOR OFFICE
SPACE FOR THE CODE COMPLIANCE DEPARTMENT**

ANALYSIS:

Item to be submitted as supplemental.