

MIAMIBEACH

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

COMMITTEE MEMORANDUM

TO: Members of the Finance and Citywide Projects Committee

FROM: Jimmy L. Morales, City Manager

DATE: March 18, 2016

This shall serve as written notice that a meeting of the Finance and Citywide Projects Committee has been scheduled for March 18, 2016, at 2:30 P.M. in the Commission Chambers.

The agenda is as follows:

OLD BUSINESS

- 1. Discussion Regarding whether or not to pursue food and beverage concessions for Soundscape Park, Collins Park, and the Miami Beach Botanical Garden**

Max Sklar – Tourism, Cultural and Economic Director

- 2. A. Discussion Regarding Parking Demand Analysis/Walker Parking Consultants**
 - B. Discussion Regarding A Public Private Partnership For A Two-Story Parking Structure To Be Erected Over Both City Parking Lot P62 And A Private Parking Lot, On 42nd Street, Between Jefferson Street And Meridian Avenue**
 - C. Discussion Regarding The Construction Of A Parking Garage At The 27th Street And Collins Avenue Parking Lot**
 - D. Discussion Regarding A Potential Public-Private Partnership With 1234 Partners, LTD. For A Parking Garage On The 1200 Block Of Washington Avenue**

Saul Frances – Parking Director

NEW BUSINESS

3. Discussion Regarding Proposed Site Options For New Fire Station No. 1

David Martinez – Capital Improvement Projects Director
Virgilio Fernandez – Fire Chief

4. Discussion Regarding Nonpayment Of Stormwater Fees By Miami Dade County Public Schools

Jay Fink – Assistant Director Public Works

5. Discussion Seeking Citywide WiFi Solutions And CMB Becoming Its Own Internet Service Provider

Ariel Sosa – Information Technology Director

6. Discussion Regarding Time Capsule 2066

Djordje Milekic – Mayor/Commission Brand Manager

7. Discussion Regarding The Creation Of The Ocean Court Green Alley Española Way (East) Green Alley

Eric Carpenter – Assistant City Manager

8. Discussion Regarding Implementing An Open Data Policy

Ariel Sosa – Information Technology Director

9. Discussion Regarding The Use Of Community Development Block Grant (CDBG) Funds As Rent Subsidy For Tenants Of The Allen Apartments

Maria Ruiz – Housing and Community Services Director

Finance and Citywide Projects Committee Meetings for 2016:

April 22

May 20

June 17

July 22

September 23

October 28

November 18

December 16

AW/kd

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Cc. Mayor and Members of the City Commission
Management Team

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MIAMI BEACH

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

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee

FROM: Jimmy L. Morales, City Manager

DATE: March 18, 2016

SUBJECT: **DISCUSSION REGARDING WHETHER OR NOT TO PURSUE FOOD AND BEVERAGE CONCESSIONS FOR SOUNDSCAPE PARK, COLLINS PARK, AND THE MIAMI BEACH BOTANICAL GARDEN**

BACKGROUND

Over the past few years the City has invested millions of dollars to create and improve SoundScape Park. The City and New World Symphony (NWS) successfully partnered to provide programming in SoundScape Park. The programming attracts thousands of people to view NWS Wallcasts™ and the City's SoundScape Cinema Series. However, there are significant periods of the time when the park is fairly empty. That is because the park offers nothing to attract nearby workers, visitors, or residents.

In mid-2014, the City Administration began discussing methods to better activate SoundScape Park during the day. Those discussions have included the New World Symphony to ensure their interests are preserved. The City is currently working with them to provide a consistent schedule of daytime music in SoundScape as just one method to attract more daytime use.

Concession contractors to provide food and beverage services to the public are another method that has been successfully used in most other cities to activate parks. A single well planned concessionaire can offer the public something to do, something to eat, and an opportunity to sit/relax amongst other people. More importantly, they contribute to safety or the feeling of safety. Well planned concessionaires can complement their surroundings while also adding to the richness of parks and the urban experience.

SoundScape Park is located at the SW corner of Washington Avenue and 17th Street and is widely considered to be the front door of the New World Center, which is home to New World Symphony. The park was designed with restrooms and a variety of shaded areas for seating, but lacks a fixed concession building. Because the park doesn't have a concession facility, the City has initiated discussions with NWS to determine if their exclusive caterer, Thierry Catering and Event Design (Thierry Catering), could provide concession services in SoundScape. NWS and Thierry Catering expressed interest and developed a concept for review and consideration.

FINANCE AND CITYWIDE PROJECTS COMMITTEE

The Finance and Citywide Projects Committee discussed this at the June 20, 2014 meeting and recommended pursuing food and beverage concessions through the pop-up concept or food trucks for SoundScape Park and the Miami Beach Botanical Garden. The Committee recommended waiting for a broader master plan for activating Collins Park before pursuing a concession operation at this location.

Since the June 2014 Committee meeting, at the direction of the Finance Committee, staff has been working with the New World Symphony and negotiating with their concessionaire, Thierry Catering, for a concession operation in SoundScape Park. On January 7, 2015, a preliminary Term Sheet was presented to the FCWPC for consideration along with examples of the design and menu concept proposed by Thierry Catering. The Committee recommended moving forward with the SoundScape Park term sheet presented. Staff continued working with Thierry Catering to finalize projected capital and operating expenses, and to assist with the regulatory approval process.

On September 24, 2015, Thierry Catering advised the City that the regulatory approval process for approval of the building design has become more costly than they originally anticipated and they could not dedicate the attention to this at this time. Review and approval is required from the Design Review Board (DRB) and Planning Department Staff believed that DRB would have concerns approving a retrofitted shipping container for the concession stand. Planning Department staff felt that it would be easier to get DRB approval if the concession stand was permanent and was similar in design to the public restroom structure. In either scenario, an architect and engineer would be required, whether the concession stand was designed as a permanent or temporary structure, which is making the project too costly for Thierry Catering and they are not interested in pursuing this unless the City covers the initial capital investment required.

CONCLUSION

The Administration is seeking direction from the Committee.


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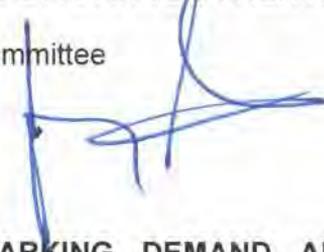
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MIAMIBEACH

OFFICE OF THE CITY MANAGER

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee

FROM: Jimmy L. Morales, City Manager 

DATE: March 18, 2016

SUBJECT: **DISCUSSION REGARDING PARKING DEMAND ANALYSIS/WALKER PARKING CONSULTANTS (ITEM NO. 208)**

DISCUSSION REGARDING A PUBLIC PRIVATE PARTNERSHIP FOR A TWO-STORY PARKING STRUCTURE TO BE ERECTED OVER BOTH CITY PARKING LOT P62 AND A PRIVATE PARKING LOT, ON 42ND STREET, BETWEEN JEFFERSON STREET AND MERIDIAN AVENUE. (ITEM NO. 238)

DISCUSSION REGARDING THE CONSTRUCTION OF A PARKING GARAGE AT THE 27TH STREET AND COLLINS AVENUE PARKING LOT (ITEM NO. 263)

DISCUSSION REGARDING A POTENTIAL PUBLIC-PRIVATE PARTNERSHIP WITH 1234 PARTNERS, LTD. FOR A PARKING GARAGE ON THE 1200 BLOCK OF WASHINGTON AVENUE. (ITEM NO. 277)

BACKGROUND

The Finance and Citywide Projects Committee (FCWPC) previously gave direction on each of the respective items above (Nos. 208, 238, 263, and 277). Subsequently, the Mayor and Commission approved the issuance of an RFP for the Development of Parking Garages within the City. The impetus for the RFP as well as development of standalone City projects was: (1) behavior modification to encourage use of off-street parking versus on-street parking to reduce traffic congestion and (2) provide an option for a dedicated path for streetcar/light rail in certain corridors.

Subsequent to this RFP, the Mayor and Commission has given direction to pursue workforce housing options. The aforementioned RFP for Development of Parking Garages and development of city surface parking lots to garages predated this direction to include workforce housing in parking expansion projects. Henceforth, the Administration will review each project and provide recommendations for workforce housing where it would be most suitable. Please note this may diminish the full envelope of parking inventory expansion.

FINANCE & CITYWIDE PROJECTS COMMITTEE ITEM UPDATES

The following are updates for each item, some of which were derived from the Walker Parking Analysis; aforementioned RFP process, and interest expressed by private entities.

Item No. 208 - Parking Demand Analysis/Walker Parking

On September 22, 2015, LTC 383-2015 was issued and the referenced parking demand analysis, in its entirety, including a Supplemental Report (see attached) is available online.

The Supplemental Report contains the following updated information:

- Removal of private parking utilization contained in the initial report.
- Parking rate analysis and recommended strategies.
- Conceptual parking structure layouts for various city owned metered parking lots.

The following locations were identified in the Walker Parking Study for potential Parking Garage Expansion. Staff has evaluated these locations and worked with the Planning Department to evaluate co-locating workforce housing on those sites:

Location	Spaces/Levels	Workforce Housing	Status
City Parking Lot No. P13, 1000 Wash Ave	270 spaces 3 levels	Medium	See City Standalone below
City Parking Lot No. P16, 1262 Collins Ave	150 spaces 3 levels	Low	See City Standalone below
City Parking Lot No. P55, 2660 Collins Ave	400 spaces 4 levels	High	See City Standalone below
City Parking Lot P63, 42 nd St/R. Palm Ave	525 spaces 3 levels	Medium	See City Standalone below
930 Washington Ave Prop LLC/RF 930 Washington Ave LLC	247 total spaces 145 City spaces Net +121 spaces	Low	See RFP to Develop Garages below
Terranova 830 W. 42 nd Street	123 spaces on 2 levels or 188 spaces on 3 levels	Low	See RFP to Develop Garages below
City Parking Lot P23 1623 West Ave	238 spaces 3 levels	High	Potential JV/P3
City Parking Lot P24 1671 West Ave	N/A	High	Potential JV/P3

RFP for the Development of Parking Garages within the City:

The following two proposals were received through the RFP process and were approved by the City Commission to proceed to Phase II (term sheet/financial proposal).

Washington Properties, LLC and RF 930 Washington, LLC

1. Washington Properties, LLC and RF 930 Washington, LLC, the “Developer” proposed a joint development of Municipal Parking Lot No. P12, containing 24 parking spaces, located at 900 Washington Avenue and the adjacent property, located at 930 Washington Avenue, currently a bank with a drive-thru teller facility and small parking lot. The Developer proposes a 145 room hotel that would serve as liner building to a 247 space parking garage. Of the 247 spaces, 145 are proposed to be “City” owned public parking spaces, increasing parking availability by 121 spaces. The balance, 102 spaces, are required parking for retail and hotel accessory use.

2. Terranova Corporation

Terranova Corporation, the “Developer” proposed a joint development of Municipal Parking Lot No. P62, located at the southeast corner of West 42nd Street and Jefferson Avenue, containing 30 parking spaces and the adjacent property, located at 830 West 42nd Street, currently a private parking lot owned and serving the Terranova office building. The Developer proposes a parking garage with either 123 spaces on two levels or 188 spaces on three levels, compared to 30 parking spaces in the existing City lot, results in an increase of 93 to 158 total spaces. In either alternative, Terranova requires 40 spaces in the immediate term and not to exceed 60 spaces in the longer term. The balance of the parking spaces would be City owned public parking spaces, increasing parking availability between 53 and 118 parking spaces, contingent upon the alternative selected and potential future demand by Terranova.

City Standalone Projects:

The following projects were approved as part of the FY 2015/16 Capital Budget and FY 2015/16 – FY 2020/21 Adopted CIP.

- Conversion of Municipal Parking Lot No. P13, located at 1000 Washington Avenue to a garage.
- Conversion of Municipal Parking Lot No. P16, located at 1262 Collins Avenue to a garage.
- Expansion of an existing garage at 12th Street and Drexel Avenue (Police Station).

The CIP (Capital Improvement Projects) Department is actively moving these projects forward by developing design and feasibility.

Please note private entities have expressed interest in developing two sites either as joint development or P3 projects along northern West Avenue that may serve as “intercept” garages from the Venetian Causeway. Please note further that the sale, exchange, conveyance or lease of ten years or longer of properties between 16th Street and 17th Street shall require approval by a majority vote of the voters in a City-wide referendum, pursuant to the City of Miami Beach Charter.

Intermodal/Intercept Garages

The City’s Transportation Department is evaluating potential location for an intermodal/ intercept garages that would ideally be located at one of the gateway points to the City in order to intercept vehicles and reduce traffic volume on City streets. The City is looking at sites at the I-195/Julia Tuttle Causeway interchange; vicinity of Alton Road and 5th Street; and vicinity of the Venetian Causeway.

If a location at one of the gateway points of the City is not attainable, a potential site is the combined parcels of Municipal Parking Lot No. P63, located on 42nd Street and Royal Palm Avenue and the 42nd Street Garage immediately east of the aforementioned parking lot. This location has some issues to overcome as it is several blocks inland from I-195/Julia Tuttle Causeway and it is immediately adjacent to the Orchard Park neighborhood. Clearly, the latter would require resident input and some level of treatment to buffer the neighborhood.

Other Potential Proposals

Please note private entities have expressed interest in developing two sites either as joint development or P3 projects along northern West Avenue that may serve as "intercept" garages from the Venetian Causeway. Please further note the sale, exchange, conveyance or lease of ten years or longer of properties between 16th Street and 17th Street shall require approval by a majority vote of the voters in a City-wide referendum, pursuant to the City of Miami Beach Charter.

Item No. 238 – Discussion regarding a public private partnership for a two-story parking structure to be erected over both city parking Lot P62 and a private parking lot, on 42nd street, between Jefferson Avenue and Meridian Avenue.

Terranova Corporation has submitted this project as a proposal in response to the aforementioned RFP for the Development of Parking Garages. On Wednesday, March 9, 2016, the Mayor and Commission discussed Item No. R7H, entitled, "Accept Recommendation, Develop Public Parking Garages within the City". The Mayor and Commission approved the item which enables this proposal (and Washington Properties LLC/RF 930 Washington Avenue, LLC proposal) to proceed from Phase I (qualifications) to Phase II (term sheet/financial proposal).

Item No. 263 - Discussion regarding the construction of a parking garage at the 27th Street and Collins Avenue parking lot.

The Walker Parking Analysis identified this metered surface parking lot as one that could be developed in order to address parking demand in the Collins Avenue/Indian Creek corridor. The City controls its own destiny and may pursue development of this property on a standalone basis without seeking any joint venture partnership. Therefore, it was excluded from the aforementioned RFP process. This site would provide much needed parking relief in an area that has experienced unprecedented growth in the last several years.

Item No. 277 - Discussion regarding a potential public-private partnership with 1234 Partners, Ltd. for a parking garage on the 1200 block of Washington Avenue.

Initial discussions with the Developer were unsuccessful as the terms were not acceptable to either party. There was a potential opportunity to receive a development proposal through the aforementioned RFP for Development of Parking Garages; however, this was not the case.

Project Funding

As you know, a component of last year's parking rate increase is to fund parking garage expansion, citywide. This increase, coupled with other funding sources, with the exception of RDA (Redevelopment Agency) funds, may be funding source for these projects; however, these sources are finite. The Administration will be seeking guidance in the prioritization of projects for these limited funding sources.

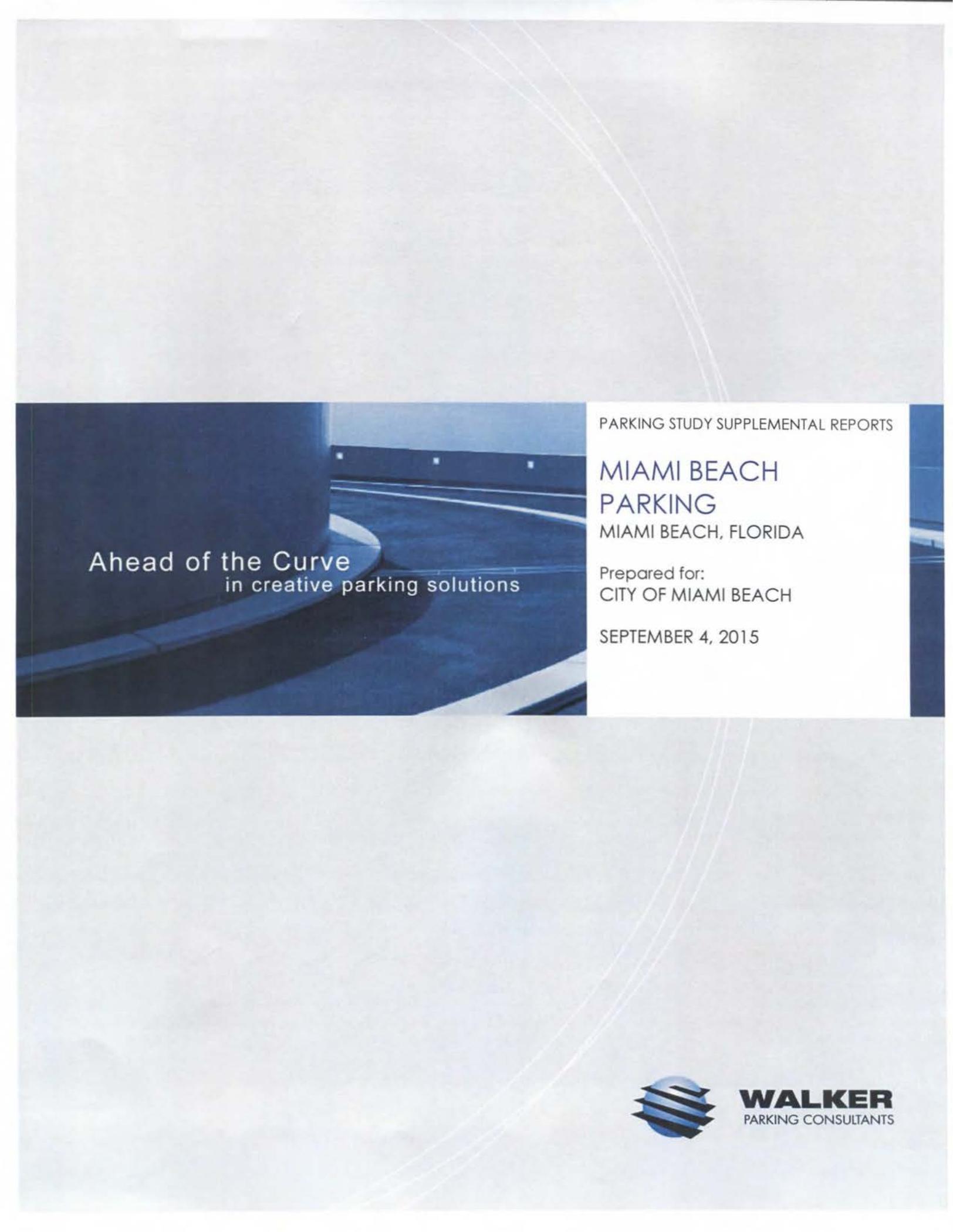
The Administration is seeking input and guidance regarding the aforementioned projects and policy issues.

March 18, 2016
Finance and Citywide Projects Committee
Agenda Item Nos. 208, 238, 263, and 277.
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CONCLUSION

The Administration is seeking input and guidance regarding the aforementioned projects and policy issues.


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PARKING STUDY SUPPLEMENTAL REPORTS

MIAMI BEACH
PARKING
MIAMI BEACH, FLORIDA

Prepared for:
CITY OF MIAMI BEACH

SEPTEMBER 4, 2015



WALKER
PARKING CONSULTANTS

PROJECT NO. 15-1988.00

PARKING STUDY SUPPLEMENTAL REPORTS

MIAMI BEACH
PARKING
MIAMI BEACH, FLORIDA

Prepared for:
CITY OF MIAMI BEACH

SEPTEMBER 4, 2015



WALKER
PARKING CONSULTANTS

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MIAMI BEACH PARKING

SUPPLEMENTAL REPORTS



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

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SOUTH BEACH - SUPPLEMENTAL REPORT



WALKER
PARKING CONSULTANTS

SEPTEMBER 4, 2015

PROJECT # 15-1988.00

INTRODUCTION

The purpose of this supplementary report is to provide a summary of the findings for the South Beach parking study considering only the City owned publicly available parking.

All Private Parking is excluded from this report.

The study area generally encompassed the area from Dade Boulevard to South Pointe Drive, sub-divided into five Zones.

Each Zone is uniquely numbered, broken down by block using a three digit number, with the first number corresponding to the Zone for identification purposes. The Zone number and descriptions are:

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



MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

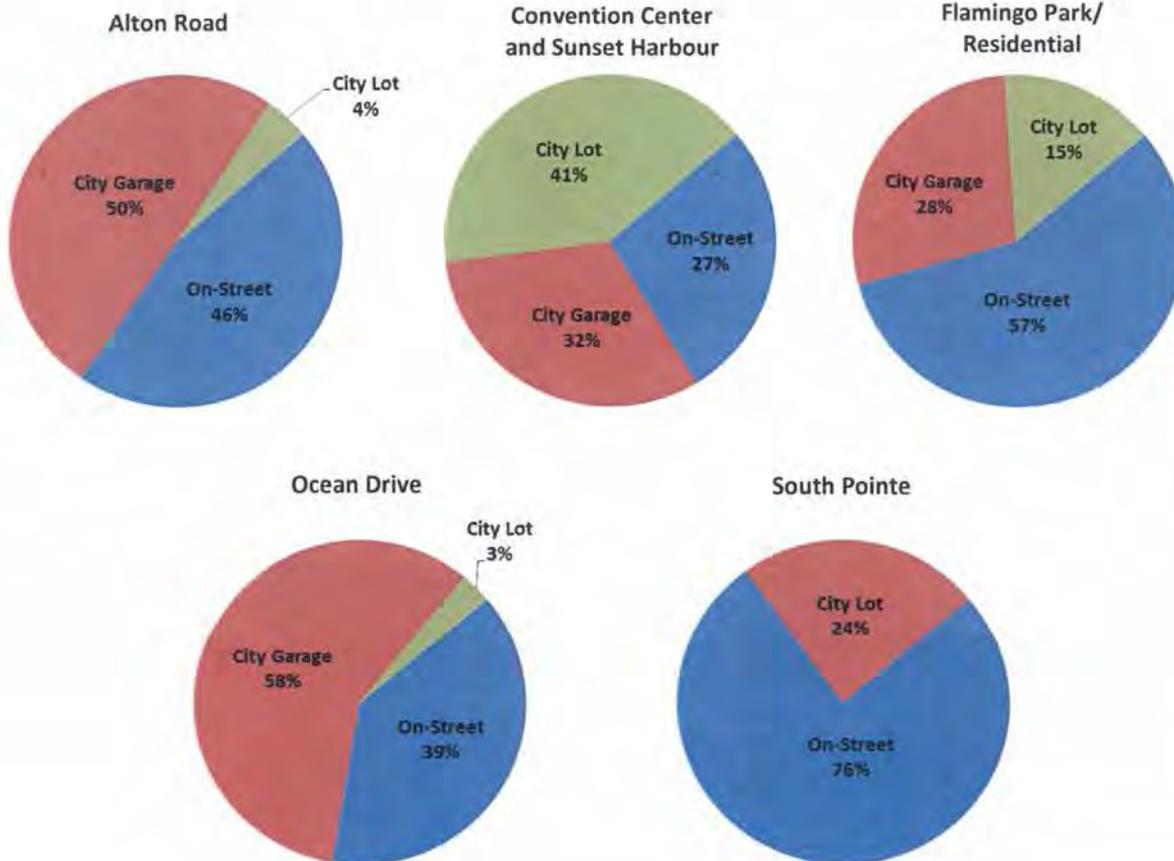
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PARKING INVENTORY

A total of 16,302± City owned parking spaces were inventoried within the five Zones. On-street parking constitutes the majority of City controlled parking. The City has public parking garages located within Zones 1 – 4 and surface lots within all the five Zones. The following table provides a summary of the City owned parking inventory.

Exhibit 1: Summary of Public City Parking Inventory

Zone #	Name	On-Street	City Garage	City Lot	Total:
100	Alton Road	968	1,050	93	2,111
200	Convention Center & Sunset Harbour	930	1,081	1,391	3,402
300	Flamingo Park/ Residential	2,944	1,460	776	5,180
400	Ocean Drive	1,616	2,424	126	4,166
500	South Pointe	1,101	0	342	1,443
Totals:		7,559	6,015	2,728	16,302



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

OBSERVED CONDITIONS

Parking occupancy for weekday and weekend periods is summarized by type for each zone on the following pages. Parking occupancy above 85 – 90 percent is generally perceived as difficult to find or problematic. Even when overall parking occupancy is below this level as a whole, parking can be difficult to find within individual blocks or areas.

To assist in identifying the high occupancy areas, when occupancy reaches or exceeds 85% red is used to bring attention to the area.

MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT

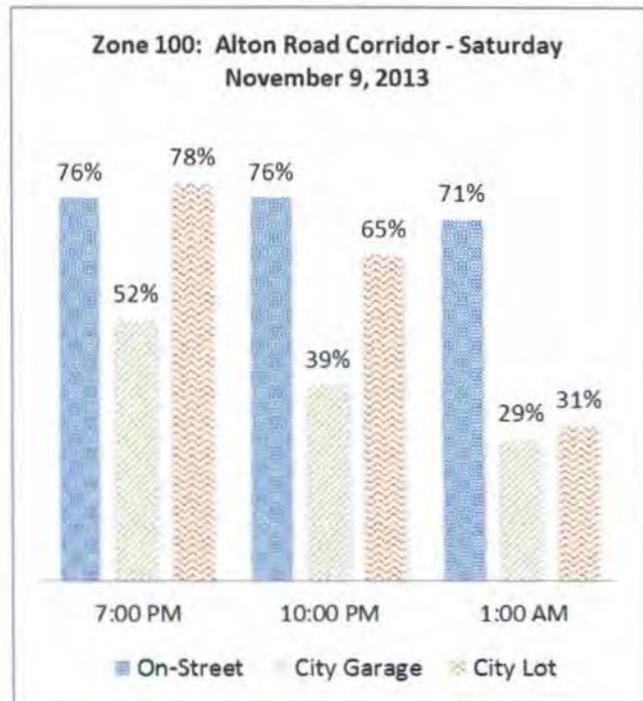
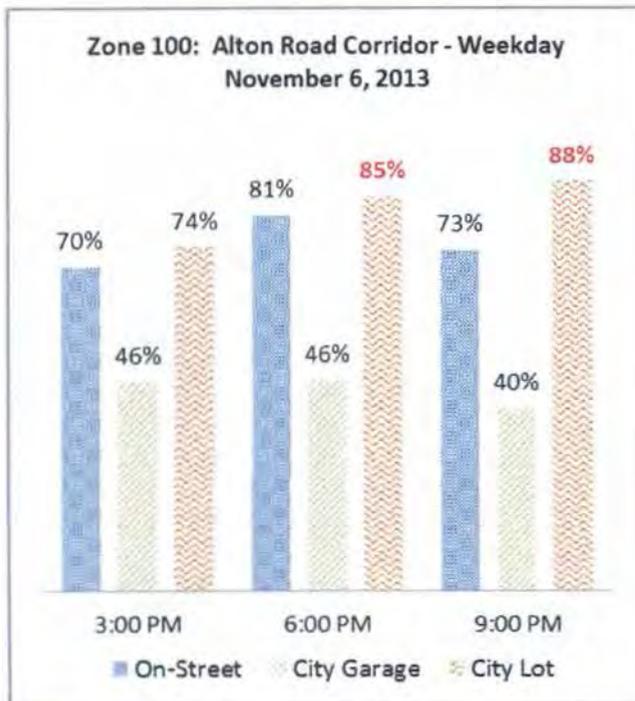


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Exhibit 2: Alton Road Corridor - Weekday and Saturday Parking Occupancy Nov 2013

November 2013					November 2013				
					PEAK HOUR				
WEEKDAY	Inventory	3:00 PM	6:00 PM	9:00 PM	SATURDAY	Inventory	7:00 PM	10:00 PM	1:00 AM
On-Street	968	679	784	711	On-Street	968	732	732	692
Occupancy Rate		70%	81%	73%	Occupancy Rate		76%	76%	71%
Unoccupied Spaces		289	184	257	Unoccupied Spaces		236	236	276
Garage	1,050	478	481	417	Garage	1,050	544	410	300
Occupancy Rate		46%	46%	40%	Occupancy Rate		52%	39%	29%
Unoccupied Spaces		572	569	633	Unoccupied Spaces		506	640	750
Public City Lot	93	69	79	82	Public City Lot	93	73	60	29
Occupancy Rate		74%	85%	88%	Occupancy Rate		78%	65%	31%
Unoccupied Spaces		24	14	11	Unoccupied Spaces		20	33	64
Total	2,111	1,226	1,344	1,210	Total	2,111	1,349	1,202	1,021
Occupancy Rate		58%	64%	57%	Occupancy Rate		64%	57%	48%
Unoccupied Spaces		885	767	901	Unoccupied Spaces		762	909	1,090



MIAMI BEACH PARKING

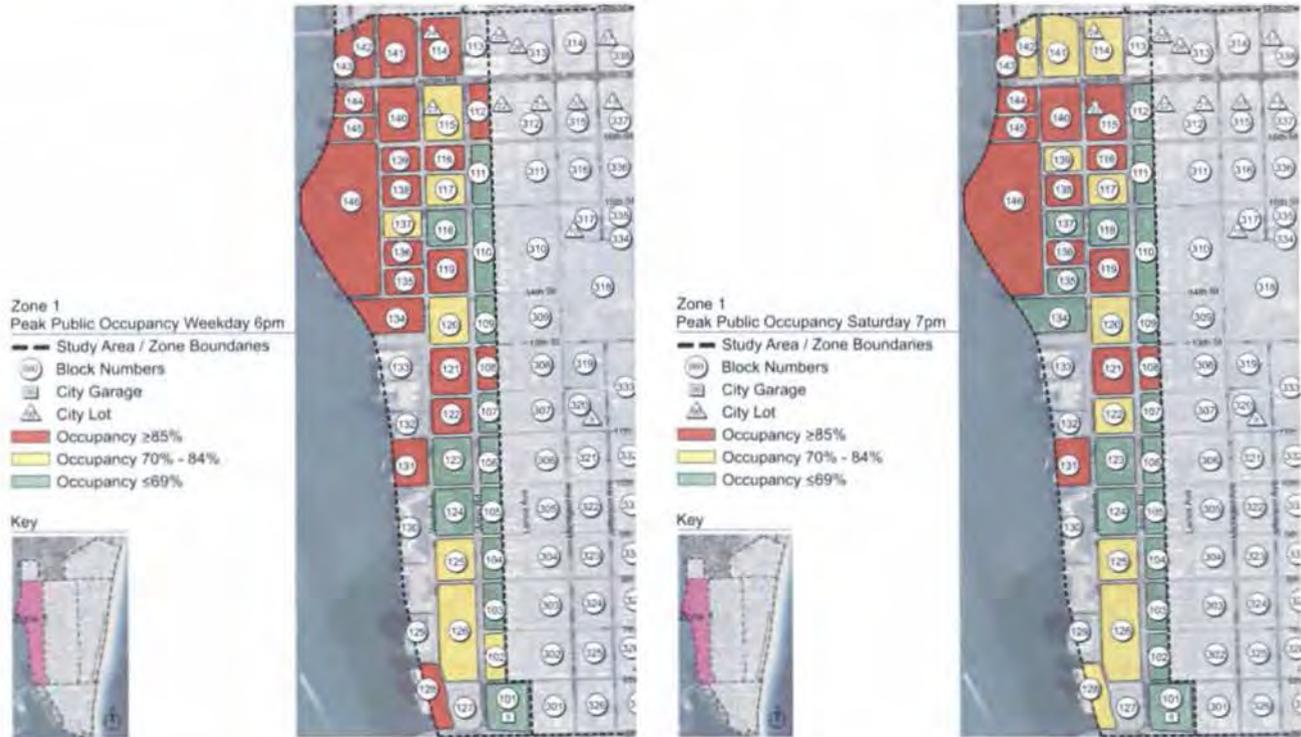
SOUTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 3: Alton Road Corridor - Weekday and Saturday Peak Occupancy Maps Nov 2013



MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 4: Convention Center & Sunset Harbour - Weekday and Saturday Parking Occupancy Nov 2013

November 2013					November 2013				
					PEAK HOUR				
WEEKDAY	Inventory	3:00 PM	6:00 PM	9:00 PM	SATURDAY	Inventory	7:00 PM	10:00 PM	1:00 AM
On-Street	930	770	711	580	On-Street	930	637	629	638
Occupancy Rate		83%	76%	62%	Occupancy Rate		68%	68%	69%
Unoccupied Spaces		160	219	350	Unoccupied Spaces		293	301	292
Garage	1,081	685	505	301	Garage	1,081	344	367	255
Occupancy Rate		63%	47%	28%	Occupancy Rate		32%	34%	24%
Unoccupied Spaces		396	576	780	Unoccupied Spaces		737	714	826
Public City Lot	1,391	1,284	1,245	1,128	Public City Lot	1,391	1,263	1,293	1,387
Occupancy Rate		92%	90%	81%	Occupancy Rate		91%	93%	100%
Unoccupied Spaces		107	146	263	Unoccupied Spaces		128	98	4
Total	3,402	2,739	2,461	2,009	Total	3,402	2,244	2,289	2,280
Occupancy Rate		81%	72%	59%	Occupancy Rate		66%	67%	67%
Unoccupied Spaces		663	941	1,393	Unoccupied Spaces		1,158	1,113	1,122

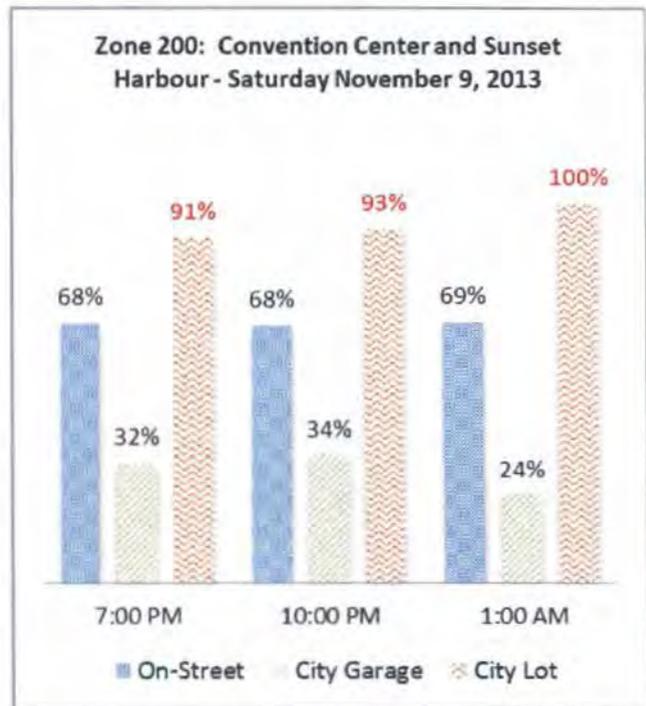
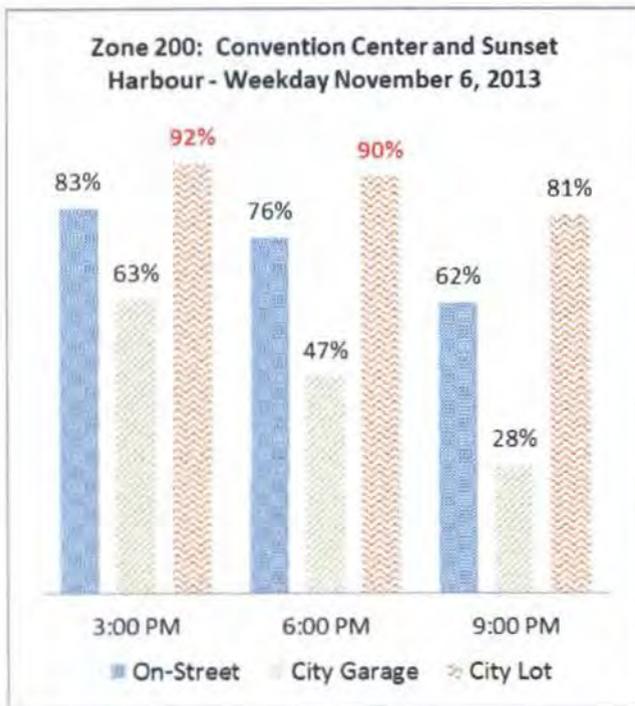


Exhibit 5: Convention Center & Sunset Harbour - Weekday and Saturday Peak Occupancy Maps



Zone 2 - Peak Public Occupancy Weekday 3pm

- | | |
|--------------------------------|-------------|
| — Study Area / Zone Boundaries | City Garage |
| Block Numbers | City Lot |
| Occupancy ≥85% | |
| Occupancy 70% - 84% | |
| Occupancy ≤69% | |



Zone 2 - Peak Public Occupancy Saturday 10pm

- | | |
|--------------------------------|-------------|
| — Study Area / Zone Boundaries | City Garage |
| Block Numbers | City Lot |
| Occupancy ≥85% | |
| Occupancy 70% - 84% | |
| Occupancy ≤69% | |



MIAMI BEACH PARKING
SOUTH BEACH - SUPPLEMENTAL REPORT

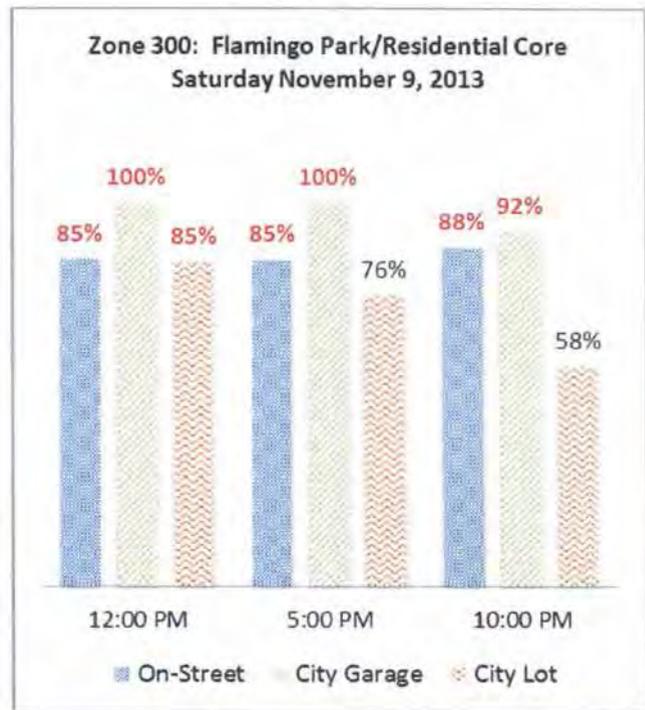


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 6: Flamingo Park/Residential Core - Weekday and Saturday Parking Occupancy Nov 2013

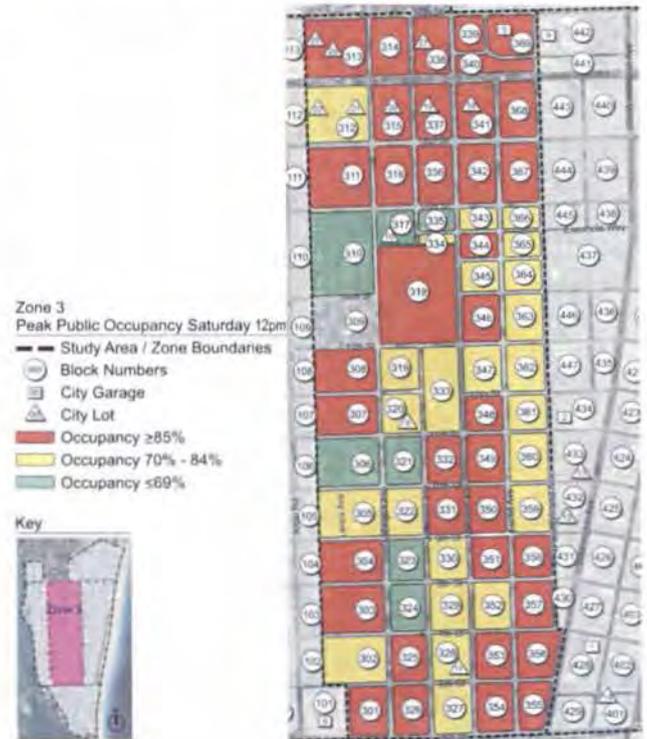
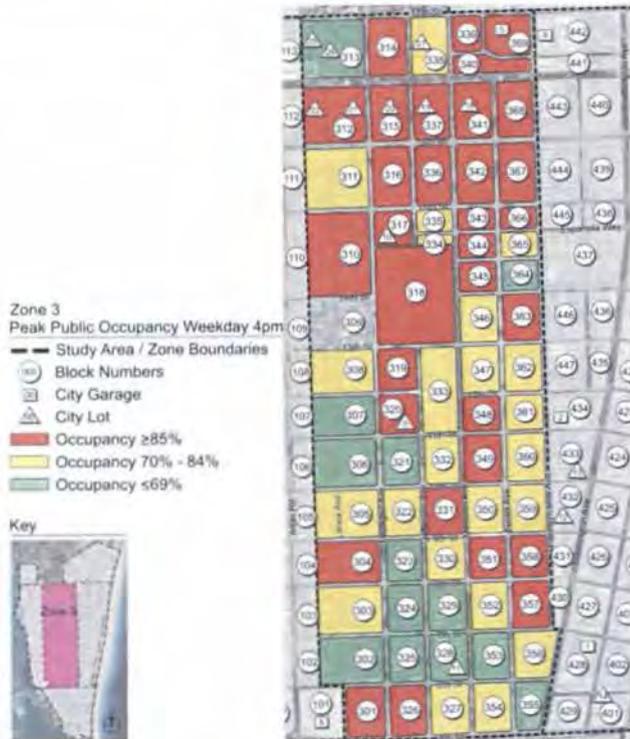
November 2013		PEAK HOUR			November 2013		PEAK HOUR		
WEEKDAY	Inventory	4:00 PM	7:00 PM	10:00 PM	SATURDAY	Inventory	12:00 PM	5:00 PM	10:00 PM
On-Street	2,944	2,406	2,533	2,682	On-Street	2,944	2,512	2,504	2,599
Occupancy Rate		82%	86%	91%	Occupancy Rate		85%	85%	88%
Unoccupied Spaces		538	411	262	Unoccupied Spaces		432	440	345
Garage	1,460	1,336	957	894	Garage	1,460	1,460	1,460	1,349
Occupancy Rate		92%	66%	61%	Occupancy Rate		100%	100%	92%
Unoccupied Spaces		124	503	566	Unoccupied Spaces		0	0	111
Public City Lot	776	649	705	240	Public City Lot	776	657	590	448
Occupancy Rate		84%	91%	31%	Occupancy Rate		85%	76%	58%
Unoccupied Spaces		127	71	536	Unoccupied Spaces		119	186	328
Total	5,180	4,391	4,195	3,816	Total	5,180	4,629	4,554	4,396
Occupancy Rate		85%	81%	74%	Occupancy Rate		89%	88%	85%
Unoccupied Spaces		789	985	1,364	Unoccupied Spaces		551	626	784



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 7: Flamingo Park/Residential Core - Weekday and Saturday Peak Occupancy Maps Nov 2013



MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT

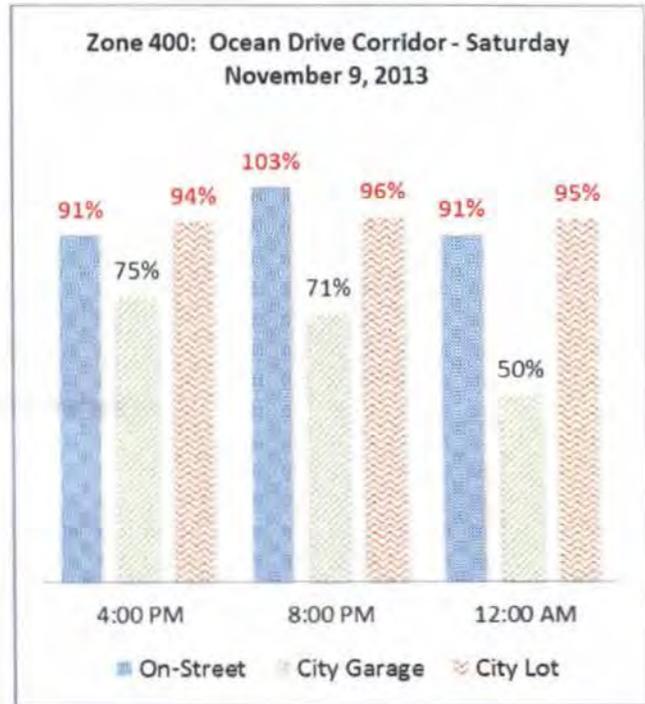
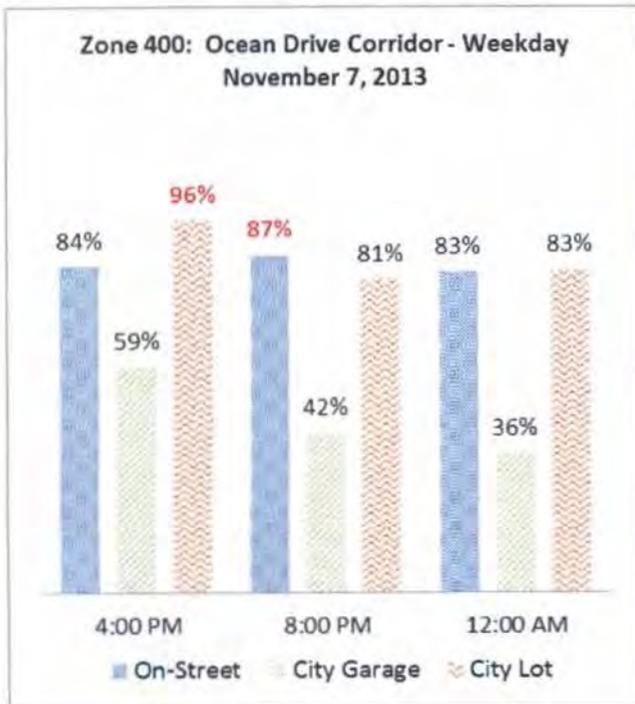


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 8: Ocean Drive - Weekday and Saturday Parking Occupancy Nov 2013

November 2013					November 2013				
					PEAK HOUR				
					PEAK HOUR				
WEEKDAY	Inventory	4:00 PM	8:00 PM	12:00 AM	SATURDAY	Inventory	4:00 PM	8:00 PM	12:00 AM
On-Street	1,616	1,365	1,406	1,339	On-Street	1,616	1,469	1,671	1,473
Occupancy Rate		84%	87%	83%	Occupancy Rate		91%	103%	91%
Unoccupied Spaces		251	210	277	Unoccupied Spaces		147	-55	143
Garage	2,424	1,426	1,015	884	Garage	2,424	1,820	1,711	1,202
Occupancy Rate		59%	42%	36%	Occupancy Rate		75%	71%	50%
Unoccupied Spaces		998	1,409	1,540	Unoccupied Spaces		604	713	1,222
Public City Lot	126	121	102	105	Public City Lot	126	119	120	120
Occupancy Rate		96%	81%	83%	Occupancy Rate		94%	96%	95%
Unoccupied Spaces		5	24	21	Unoccupied Spaces		7	6	6
Total	4,166	2,912	2,523	2,328	Total	4,166	3,408	3,502	2,795
Occupancy Rate		70%	61%	56%	Occupancy Rate		82%	84%	67%
Unoccupied Spaces		1,254	1,643	1,838	Unoccupied Spaces		758	664	1,371

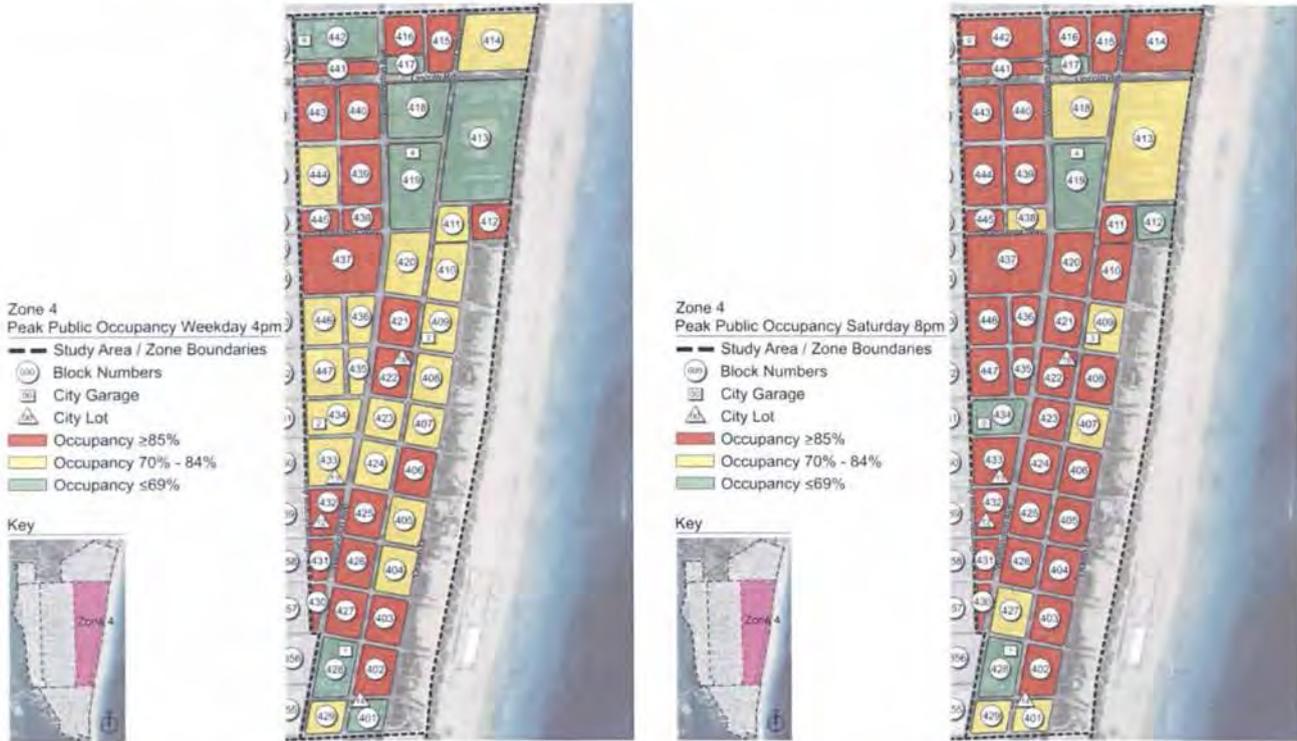


*Note: Saturday observation adjusted to account for rain event.

SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 9: Ocean Drive - Weekday and Saturday Peak Occupancy Maps Nov 2013



MIAMI BEACH PARKING

SOUTH BEACH - SUPPLEMENTAL REPORT

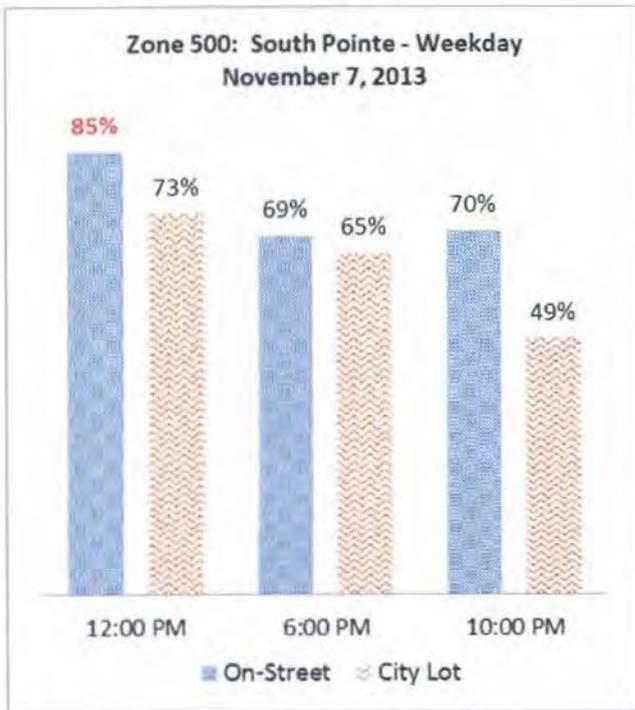


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 10: South Pointe - Weekday and Saturday Parking Occupancy Nov 2013

November 2013					November 2013				
					PEAK HOUR				
					PEAK HOUR				
WEEKDAY	Inventory	12:00 PM	6:00 PM	10:00 PM	SATURDAY	Inventory	12:00 PM	6:00 PM	10:00 PM
On-Street	1,101	936	758	768	On-Street	1,101	816	642	834
Occupancy Rate		85%	69%	70%	Occupancy Rate		74%	58%	76%
Unoccupied Spaces		165	343	333	Unoccupied Spaces		285	459	267
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Public City Lot	342	250	224	169	Public City Lot	342	165	201	140
Occupancy Rate		73%	65%	49%	Occupancy Rate		48%	59%	41%
Unoccupied Spaces		92	118	173	Unoccupied Spaces		177	141	202
Total	1,443	1,186	982	937	Total	1,443	981	843	974
Occupancy Rate		82%	68%	65%	Occupancy Rate		68%	58%	67%
Unoccupied Spaces		257	461	506	Unoccupied Spaces		462	600	469



MIAMI BEACH PARKING

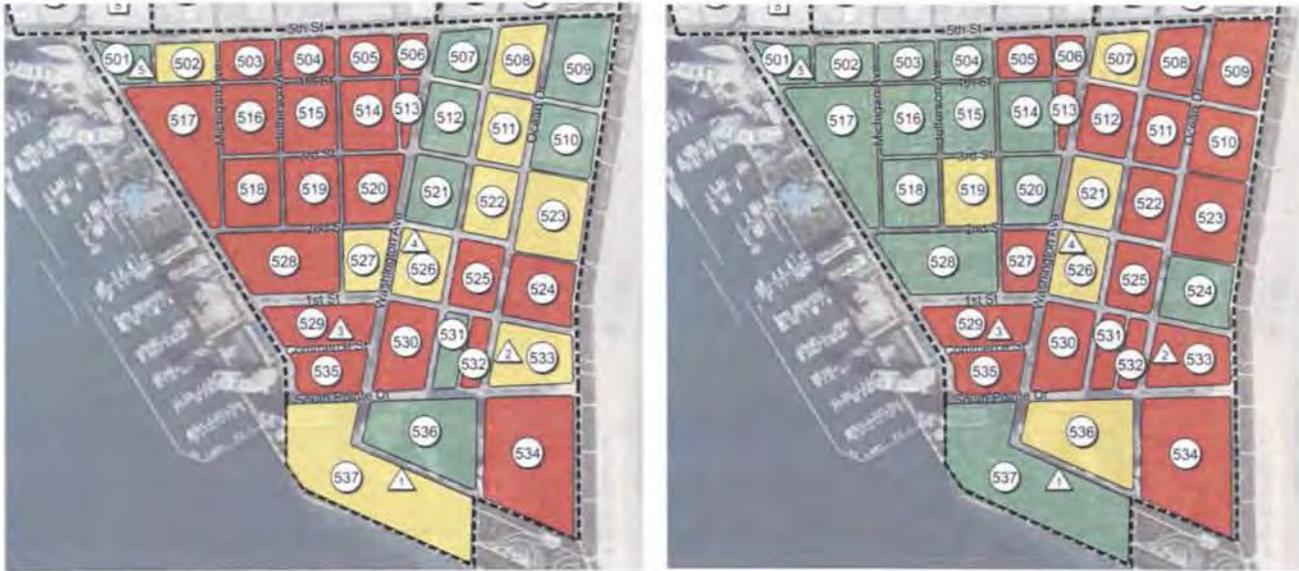
SOUTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 11: South Pointe - Weekday and Saturday Peak Occupancy Maps Nov 2013



Zone 5
Peak Public Occupancy Weekday 12pm Key

- Study Area / Zone Boundaries
- ⊙ Block Numbers
- ⊞ City Garage
- ⊠ City Lot
- Red: Occupancy ≥85%
- Yellow: Occupancy 70% - 84%
- Green: Occupancy ≤69%



Zone 5
Peak Public Occupancy Saturday 12pm Key

- Study Area / Zone Boundaries
- ⊙ Block Numbers
- ⊞ City Garage
- ⊠ City Lot
- Red: Occupancy ≥85%
- Yellow: Occupancy 70% - 84%
- Green: Occupancy ≤69%



OPPORTUNITIES FOR ADDING PARKING

All Zones experienced parking demand above the level that users would experience difficulty in finding parking. General areas with the highest and most consistent demand were Zone 3, the Flamingo Park/Residential Core just south of 17th Street and Zone 4, Ocean Drive Corridor. Of these, two sites in the Ocean Drive Corridor were evaluated for adding parking, Miami Beach Parking Lot P13 at 10th and Washington and Miami Beach Lot P16 at 13th and Collins.

Exhibit 12: MB Lot P13



Existing Lot:

30 Spaces
Two-Bay Angled Parking

Evaluation:

The conceptual drawing shows a one bay parking area accessed by two one-way non-parking ramps. The ramp slope is estimated at 10%.

24± spaces could potentially be located on a typical level.

Assuming a three level structure, 90± spaces could potentially be accommodated with parking at grade and three elevated levels.

Source: Walker Parking Consultants

Exhibit 13: MB Lot P16



Existing Lot:

55 Spaces

Three-Bay Angled Parking, with one bay for the parking ramp.

Evaluation:

Conceptually, this site could accommodate a structure with 38± spaces per typical level.

Assuming the ground level plus three elevated levels, roughly 150± spaces could potentially be located on this site with a parking structure.

Source: Walker Parking Consultants

PARKING MANAGEMENT STRATEGIES

Adding parking capacity in high demand areas can assist the City by giving more options to the public and to improve revenue opportunities. Beyond adding capacity, the following management strategies are recommended for consideration for South Beach.

REVIEW AND ADJUST RESIDENTIAL PARKING PERMIT PROGRAM

There are several residential permit areas in South Beach with several variations on the restrictions. Consider each area and adjust based on the area and need. The following options could be implemented if not already in effect:

- Expanding residential parking permit hours to 24 hours per day, seven days a week.
- Adding time limit restrictions to residential parking permit zones during periods when the residential parking restrictions are not in effect, but allowing residential permit holders exception to posted time limits.
- Adding paid parking in residential areas for use when parking is not restricted to residents.

SEPTEMBER 4, 2015

PROJECT # 15-1988.00

INCORPORATE DYNAMIC WAYFINDING FOR PARKING

Provide enhanced wayfinding with dynamic real-time parking availability signage to direct patrons to the available off-street parking. Several cities provide this information along the roadways and more are considering implementing. A few cities with this type of dynamic wayfinding signage include:

- Seattle, WA
- Charlotte, NC
- San Jose, CA
- Milwaukee, WI
- St Paul, MN



Availability information is already provided on the Cities parking app. This data should be sent out to dynamic signage at key locations to assist all drivers as they look for available parking. Dynamic signage can be augmented with static signage to provide directions to the off-street parking. All signage should incorporate branding to further assist patrons in identifying parking opportunities.

ADDING CAR SHARING FOR RESIDENTS

Car sharing can reduce parking demand by providing a network of privately owned vehicles that are rented by the hour or day to registered users. Costs for using a vehicle include all typical ownership costs, including gas and insurance. By having a car share service available, participants can have use of a vehicle when needed without having to actually own a vehicle. Studies and surveys indicate each car share vehicle in service can be used by 6 to 10 households, thus reducing parking and traffic congestion where successfully implemented.



- *2005 Transportation Research Board reported 21 percent of car share members gave up a vehicle after joining.*
- *2006 survey by Flexcar and Zipcar in Washington DC indicated 30 percent of car share members gave up a vehicle after joining and 61 percent postponed purchasing another vehicle.*

The City of Miami offers car sharing through Car2Go. For more information on their program see the following website. <http://miami.car2go.com/>

Given the high density of residents, cost of vehicle ownership, Miami Beach should consider adding this or similar service.

PRICING ADJUSTMENTS

The established parking rates for City public parking varies based on type and location. The following provides a summary of the rates at the time of this report:

- On-street parking in South Beach is \$1.75 per hour;
- Off-street parking at City facilities is generally \$1.00 per hour during non-events;
- Off-street event parking is set at \$15.00 (flat fee); and
- Enrolled residents using parking app park at a discount of \$1.00 per hour.

We recommend parking fees for City assets be monitored and adjusted to encourage turnover and move patrons from on-street to off-street parking options. Our observations found several on-street areas where occupancy levels reached and exceeded 90 - 95 percent. Based on our observations, we recommend the City consider the following pricing strategies:

- Increase on-street parking rates currently set at \$1.75 per hour to up to \$3.00 per hour in increments of \$0.50 to \$1.00 per hour or if results are wanted sooner, go the full increase at one time, with the goal of reaching occupancy levels of 85 to 90 percent for on-street parking;
- Increase off-street parking rates for off-street parking areas to a level that is slightly lower than the on-street rate, up to \$2.00 per hour;
- Continue to survey parking occupancy and rates with the goal of balancing parking use and encouraging the use of off-street parking areas;
- Utilize additional revenues to increase parking capacity in those areas that would benefit the most; and
- City may elect to continue to provide the same parking discount for registered residents when payment is made using the parking app to limit the impact to non-residents.

Our recommendations are based on our observations and industry best practices. Pricing should be used as a management tool and continually monitored for its effectiveness. We recommend gradual adjustments to achieve the desired results, although implementing one large rate adjustment can result in a more immediate impact. If the increase does not provide satisfactory results, they may need to be tweaked further in the future.

MIDDLE BEACH - SUPPLIMENTAL REPORT



WALKER
PARKING CONSULTANTS

SEPTEMBER 4, 2015

PROJECT # 15-1988.00

INTRODUCTION

The purpose of this supplementary report is to provide a summary of the findings for the Middle Beach parking study, including the 41st Street Corridor considering only the City owned publicly available parking assets.

All Private Parking is excluded from this report.

STUDY AREA

The Middle Beach study area generally follows Collins Avenue starting at 23rd Street to the south to 63rd Street to the north. The 41st Street Corridor runs east to west, one block to the north and south of 41st Street from Indian Creek Road to Alton Road.

The map on the right provides an overview of the full study area. Each block is assigned a unique three digit number to allow detailed analysis of the area.



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

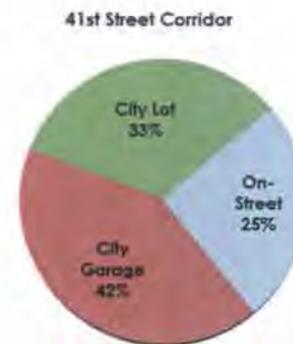
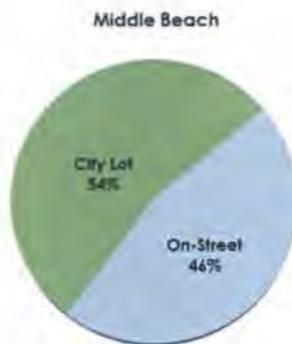
PARKING INVENTORY

A total of 2,928± City owned parking spaces were inventoried within the study area. Total parking is roughly split in half between the north-south Middle Beach area and the 41st Street Corridor. The Middle Beach area has several surface lots but no City owned garages while the 41st Street Corridor has one large City owned parking garage.

The following Exhibit provides a summary of the City owned parking inventory.

Exhibit 14: Summary of Public City Parking Inventory

Area	On-Street	City Garage	City Lot	Total:
Middle Beach	668	-	771	1,439
41 st Street Corridor	377	620	492	1,489
Totals:	1,045	620	1,263	2,928
by %	35.7%	21.2%	43.1%	



Source: Walker Parking Consultants

OBSERVED CONDITIONS

Parking occupancy for weekday and weekend periods is summarized by type for each area on the following pages. Parking occupancy above 85 – 90 percent is generally perceived as difficult to find or problematic. Even when overall parking occupancy is below this level as a whole, parking can be difficult to find within individual blocks or areas.

To assist in identifying the high occupancy areas, when occupancy reaches or exceeds 85% red is used to bring attention to the area.

MIAMI BEACH PARKING

MIDDLE BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 15: Middle Beach Weekday and Saturday Parking Occupancy Nov 2013

November 2014		PEAK HOUR					PEAK HOUR		
WEEKDAY	Inventory	12:00 PM	5:00 PM	10:00 PM	SATURDAY	Inventory	10:00 AM	4:00 PM	10:00 PM
On-Street	668	741	630	643	On-Street	668	709	661	730
Occupancy Rate		111%	94%	96%	Occupancy Rate		106%	99%	109%
Unoccupied Spaces		-73	38	25	Unoccupied Spaces		-41	7	-62
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		-	-	-	Unoccupied Spaces		-	-	-
Public City Lot	771	677	650	539	Public City Lot	771	472	410	464
Occupancy Rate		88%	84%	70%	Occupancy Rate		61%	53%	60%
Unoccupied Spaces		94	121	232	Unoccupied Spaces		299	361	307
Total	1,439	1,418	1,280	1,182	Total	1,439	1,181	1,071	1,194
Occupancy Rate		99%	89%	82%	Occupancy Rate		82%	74%	83%
Unoccupied Spaces		21	159	257	Unoccupied Spaces		258	368	245

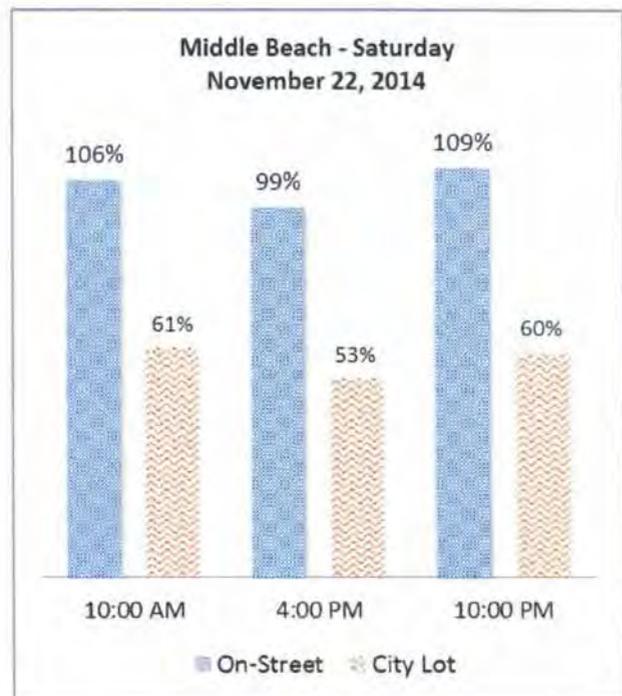
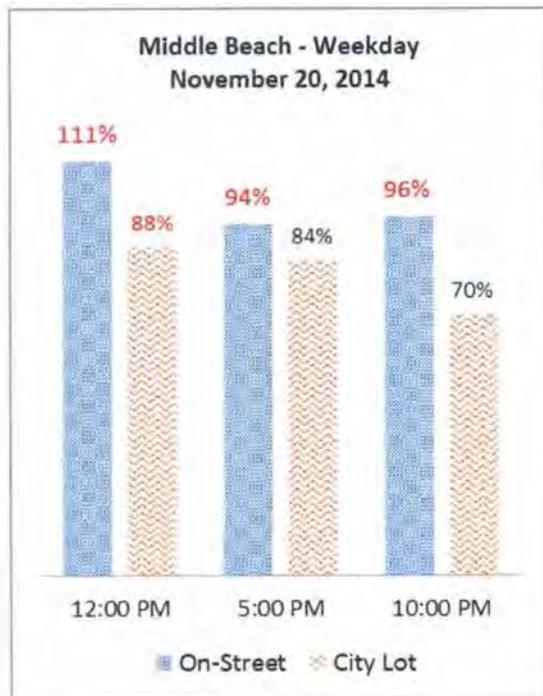
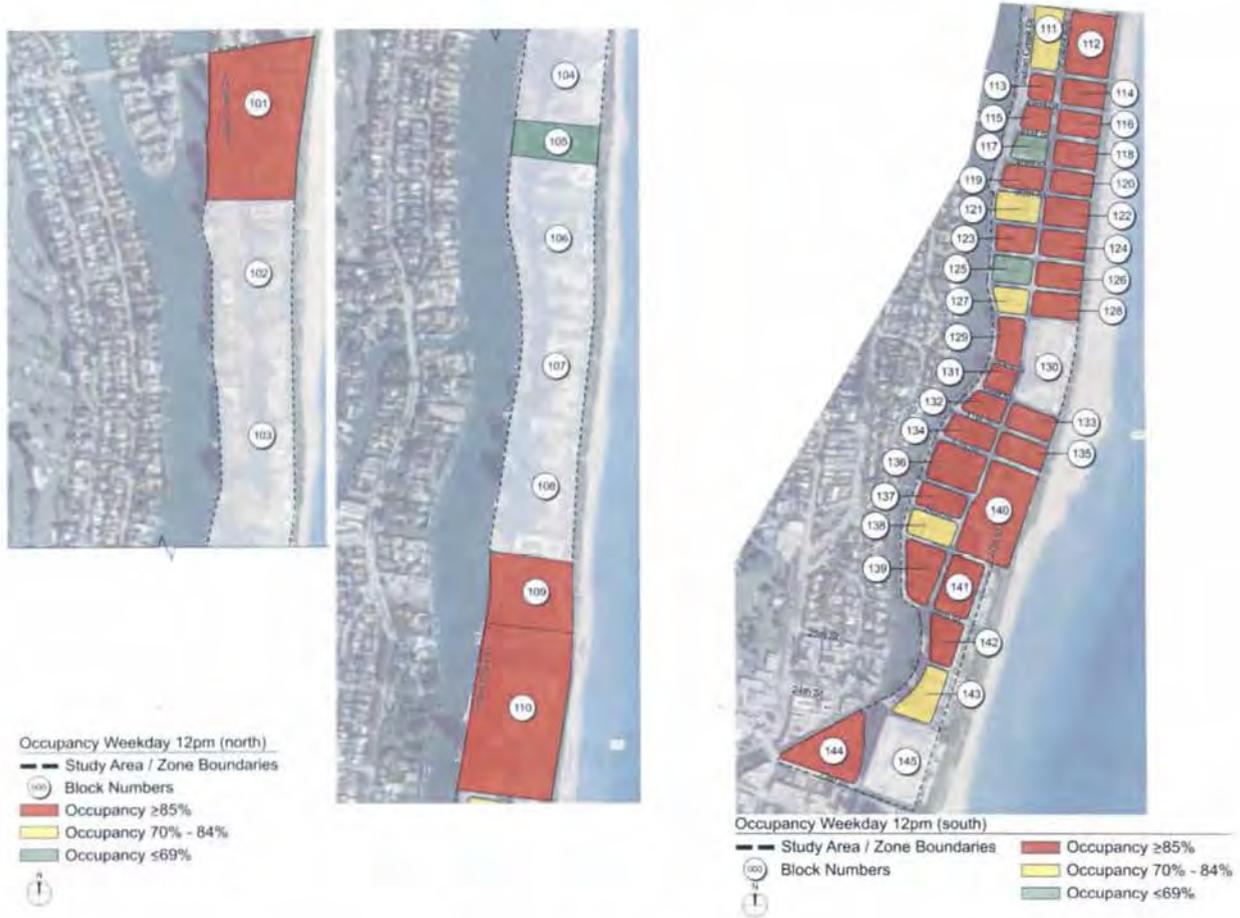


Exhibit 16: Middle Beach Weekday Peak Occupancy Maps Nov 2013



Note: Maps flow from north to south, starting at the far left.

Exhibit 17: Middle Beach Saturday Peak Occupancy Maps Nov 2013



Note: Maps flow from north to south, starting at the far left.

MIAMI BEACH PARKING

MIDDLE BEACH - SUPPLEMENTAL REPORT

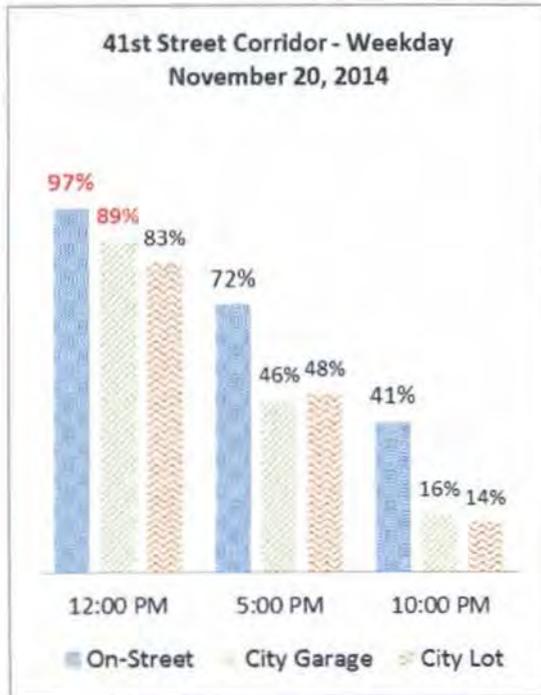


SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 18: 41st Street Corridor Weekday and Saturday Parking Occupancy Nov 2013

November 2014		PEAK HOUR					PEAK HOUR		
WEEKDAY	Inventory	12:00 PM	5:00 PM	10:00 PM	SATURDAY	Inventory	9:00 AM	3:00 PM	7:00 PM
On-Street	377	367	270	153	On-Street	377	224	245	236
Occupancy Rate		97%	72%	41%	Occupancy Rate		59%	65%	63%
Unoccupied Spaces		10	107	224	Unoccupied Spaces		153	132	141
Garage	620	550	288	100	Garage	620	230	250	240
Occupancy Rate		89%	46%	16%	Occupancy Rate		37%	40%	39%
Unoccupied Spaces		70	332	520	Unoccupied Spaces		390	370	380
Public City Lot	492	408	236	68	Public City Lot	492	138	167	161
Occupancy Rate		83%	48%	14%	Occupancy Rate		28%	34%	33%
Unoccupied Spaces		84	256	424	Unoccupied Spaces		354	325	331
Total	1,489	1,325	794	321	Total	1,489	592	662	637
Occupancy Rate		89%	53%	22%	Occupancy Rate		40%	44%	43%
Unoccupied Spaces		164	695	1,168	Unoccupied Spaces		897	827	852



MIAMI BEACH PARKING

MIDDLE BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 19: 41st Street Corridor Weekday and Saturday Peak Occupancy Map Nov 2013



Occupancy Weekday 12pm (41st St Corridor)

- Study Area / Zone Boundaries
- ⊙ Block Numbers
- █ Occupancy ≥85%
- █ Occupancy 70% - 84%
- █ Occupancy ≤69%



Occupancy Saturday 3pm (41st St Corridor)

- Study Area / Zone Boundaries
- ⊙ Block Numbers
- █ Occupancy ≥85%
- █ Occupancy 70% - 84%
- █ Occupancy ≤69%



OPPORTUNITIES TO EXPAND PARKING

The City should consider its options to increase parking supply by adding structured parking on existing surface parking lots. On a conceptual basis our report outlines three potential sites for transforming existing City surface lots into parking structures. Key points considered in our evaluation are existing demand, location, and size of the parcel for an efficient layout.

The sites include the following Miami Beach Surface Lots:

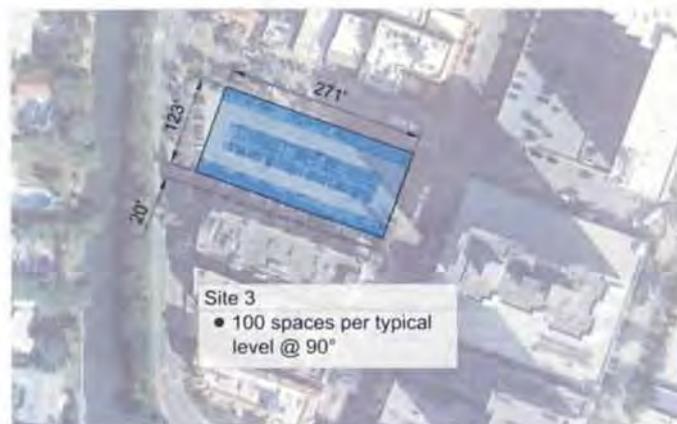
1. Miami Beach Lot 71 (46th and Collins)
2. Miami Beach Lot 63 (42nd and Royal Palm)
3. Miami Beach Lot 55 (27th and Collins)

The following page provides three conceptual layouts for sizing feasibility purposes only. The typical number of spaces per floor shown will vary for the ground and roof level based on the final design. Other factors impacting the final capacity numbers include:

- Commercial space at grade
- Set-back requirements
- Ingress/egress points
- Height restrictions
- Addition of below grade parking
- Displacement of existing parking

Other layout options may be feasible and further developed to determine the overall best solution for the City. We recommend the next steps for evaluation be an in-depth site analysis for any preferred sites, including more detailed design options, sizing, market and preliminary financial analysis.

Exhibit 20: Conceptual Parking Structure Layouts – Middle Beach



Site 1 is located on the MB 71 surface lot located at 46th and Collins Avenue (Indian Beach Park). This is a very large lot with multiple options to consider beyond what is shown when configured as a parking structure.

Site 2 is located on the MB 63 surface lot located at 42nd Street and Royal Palm Avenue along the 41st Street Corridor. This site is considered a potential replacement for the existing 42nd Street garage which is aging and features a somewhat confusing functional design to users unfamiliar with the design. This site may also benefit potential redevelopment of the Roosevelt Theater which is located about a block to the southwest.

Site 3 is located on the MB 55 surface lot located at 27th Street and Collins Avenue. The site can accommodate a two-bay structure and could allow commercial space along Collins Avenue. The total added capacity will depend on the overall height of the structure and if there is commercial space on the ground level.

Miami Middle Beach Parking Options 

PARKING MANAGEMENT STRATEGIES

Adding parking capacity in high demand areas can assist the City by giving more options to the public and to improve revenue opportunities. Beyond adding capacity, the following management strategies are recommended for consideration for Middle Beach.

EXPAND RESIDENTIAL PARKING PERMIT PROGRAM

The City of Miami Beach currently provides residential parking zones in several areas of South Beach. Residential parking zones allow the on-street parking located in residential area to be used by legitimate residents located within the zone. Establishing a residential parking zone requires a majority of the local residents within the specific zone to vote and approve the parking zone. Once established, only residents within the area qualify to obtain a residential parking permit. This allows normally unrestricted parking to be reserved for residents and a limited number of guests to ensure non-residents do not park within the residential parking zone during the posted restricted time periods.

INCORPORATE DYNAMIC WAYFINDING FOR PARKING

Provide enhanced wayfinding with dynamic real-time parking availability signage to direct patrons to the available off-street parking. Several cities provide this information along the roadways and more are considering implementing. A few cities with this type of dynamic wayfinding signage include:

- Seattle, WA
- Charlotte, NC
- San Jose, CA
- Milwaukee, WI
- St Paul, MN



Availability information is already provided on the Cities parking app. This data should be sent out to dynamic signage at key locations to assist all drivers as they look for available parking. Dynamic signage can be augmented with static signage to provide directions to the off-street parking. All signage should incorporate branding to further assist patrons in identifying parking opportunities.

PRICING ADJUSTMENTS

The established parking rates for City public parking varies based on type and location. The following provides a summary of the rates in Middle Beach at the time of this report:

- On-street parking north of 23rd Street is \$1.00 per hour;
- Off-street parking at City facilities is generally \$1.00 per hour during non-events;
- Off-street event parking is set at \$15.00 (flat fee); and

We recommend parking fees for City assets be monitored and adjusted to encourage turnover and move patrons from on-street to off-street parking options. Our observations found several on-street areas where occupancy levels reached and exceeded 90 - 95 percent. Based on our observations, we recommend the City consider the following pricing strategies:

- Extend the current on-street parking rate boundary from 23rd Street northward to the 4700 Block between Collins Avenue and Indian Creek Drive extending to the beach recognizing the high demand of parking extends beyond 23rd Street. This would tie the rate to what is currently charged in South Beach and adjust accordingly if the South Beach rate is increases as recommended, up to \$3.00 per hour;
- Increase off-street parking rates for off-street parking areas to a level that is slightly lower than the on-street rate, up to \$2.00 per hour;
- Continue to survey parking occupancy and rates with the goal of balancing parking use and encouraging the use of off-street parking areas;
- Utilize additional revenues to increase parking capacity in those areas that would benefit the most;
- Adjust hours that meters are enforced in Middle Beach from current 8:00 am to 6:00 pm to 9:00 am to 3:00 am to better align with activity levels in this area; and
- City may elect to continue to provide the same parking discount for registered residents when payment is made using the parking app to limit the impact to non-residents.

Our recommendations are based on our observations and industry best practices. Pricing should be used as a management tool and continually monitored for its effectiveness. We recommend gradual adjustments to achieve the desired results. If the increase does not provide satisfactory results, may need to be tweaked further in the future.

ADDING CAR SHARING FOR RESIDENTS

Car sharing can reduce parking demand by providing a network of privately owned vehicles that are rented by the hour or day to registered users. Costs for using a vehicle include all typical ownership costs, including gas and insurance. By having a car share service available, participants can have use of a vehicle when needed without having to actually own a vehicle. Studies and surveys indicate each car share vehicle in service can be used by 6 to 10 households, thus reducing parking and traffic congestion where successfully implemented.



- *2005 Transportation Research Board reported 21 percent of car share members gave up a vehicle after joining.*
- *2006 survey by Flexcar and Zipcar in Washington DC indicated 30 percent of car share members gave up a vehicle after joining and 61 percent postponed purchasing another vehicle.*

The City of Miami offers car sharing through Car2Go. For more information on their program see the following website. <http://miami.car2go.com/>

Given the high density of residents, cost of vehicle ownership, Miami Beach should consider adding this or similar service.

NORTH BEACH – SUPPLEMENTAL REPORT



WALKER
PARKING CONSULTANTS

SEPTEMBER 4, 2015

PROJECT # 15-1988.00

INTRODUCTION

The purpose of this supplementary report is to provide a summary of the findings for the North Beach parking study considering only the City owned publicly available parking.

All Private Parking is excluded from this report.

The study area generally encompassed the area from 63rd Street to the south to 87th Terrace to the north including Biscayne Beach, Normandy Isle, and Normandy Shores.

The entire study area is broken down by uniquely numbered blocks within each sub-area or sections of roadway for single family residential areas.

Town Center

The southern portion of the overall North Beach study area, general south of 73rd Street. (see map lower right)

North Shore

Northern area, generally extending from 73rd Street along the beach and canal.

Biscayne Beach

Residential area directly to the west of the North Shore area.

Normandy Isle

Commercial and residential area to the south of waterway on Normandy Isle.

Normandy Shores

Residential area located on the northern portion of Normandy Isle.



Base Study Area Map
— Study Areas
○ Block Numbers

Town Center Area Map



MIAMI BEACH PARKING
 NORTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

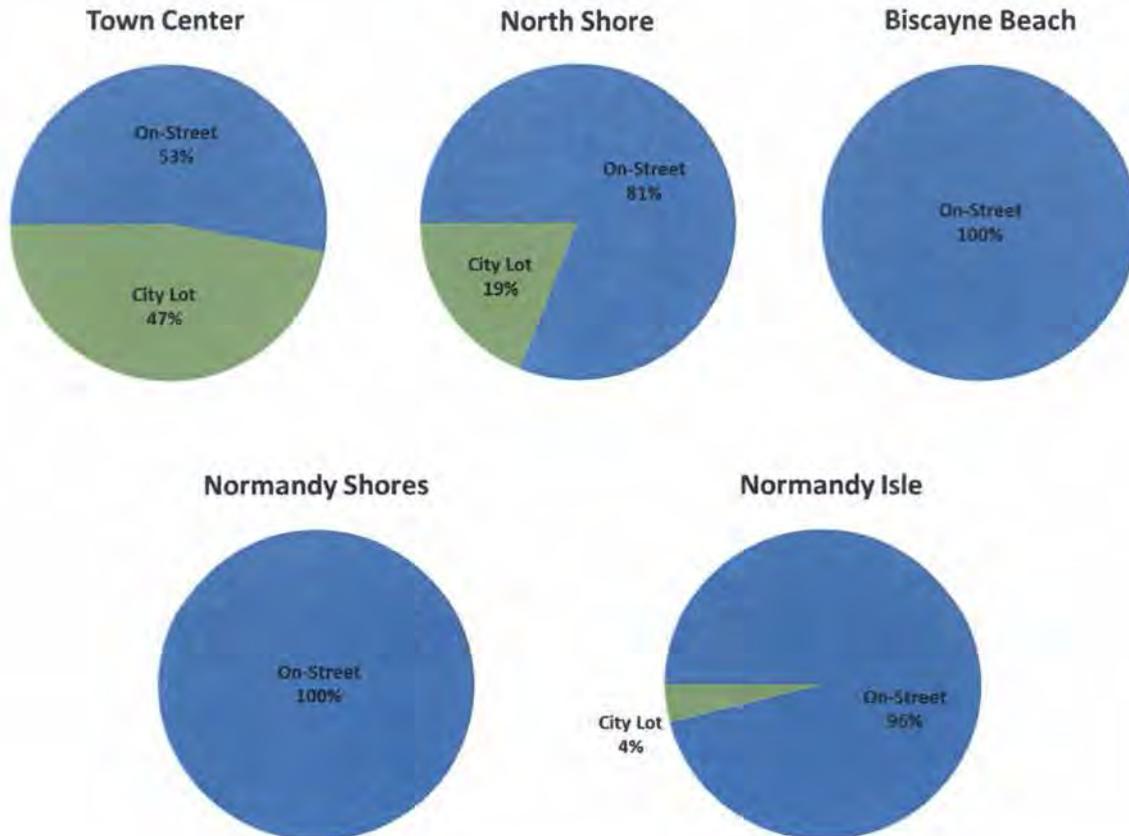
PROJECT # 15-1988.00

PARKING INVENTORY

A total of 6,945± City owned parking spaces were inventoried within North Beach. On-street parking constitutes the majority of City controlled parking. The only off-street City parking assets are surface parking lots located within three of the distinct areas. The following table provides a summary of the City owned parking inventory.

Exhibit 21: Summary of Public City Parking Inventory

	On-Street	City Lot	City Garage	Total:
Town Center	758	676	-	1,434
North Shore	2,210	518	-	2,728
Biscayne Beach	779	-	-	779
Normandy Shores	167	-	-	167
Normandy Isle	1,764	73	-	1,837
Totals:	5,678	1,267	0	6,945
Percentages	81.8%	18.2%	0.0%	



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

OBSERVED CONDITIONS

Parking occupancy for a Weekday and Saturday are summarized by type for each area within North Beach on the following pages. Parking occupancy rates above 85 percent are generally perceived as difficult to find or problematic. To assist in identifying the high occupancy areas, when occupancy reaches or exceeds 85% red is used to bring attention to the area.

Even when overall parking occupancy is below this level as a whole, parking can be and was found to be difficult to find within individual blocks or areas.

MIAMI BEACH PARKING

NORTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 22: Town Center Weekday and Saturday Parking Observations April 2014

April 2014					April 2014				
					PEAK HOUR				
WEEKDAY	Inventory	11:00 AM	2:00 PM	7:00 PM	SATURDAY	Inventory	12:00 PM	4:00 PM	9:00 PM
On-Street	758	615	605	658	On-Street	758	714	702	696
Occupancy Rate		81%	80%	87%	Occupancy Rate		94%	93%	92%
Unoccupied Spaces		143	153	100	Unoccupied Spaces		44	56	62
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Public City Lot	676	247	258	280	Public City Lot	676	395	567	371
Occupancy Rate		37%	38%	41%	Occupancy Rate		58%	84%	55%
Unoccupied Spaces		429	418	396	Unoccupied Spaces		281	109	305
Total	1,434	862	863	938	Total	1,434	1,109	1,269	1,067
Occupancy Rate		60%	60%	65%	Occupancy Rate		77%	88%	74%
Unoccupied Spaces		572	571	496	Unoccupied Spaces		325	165	367

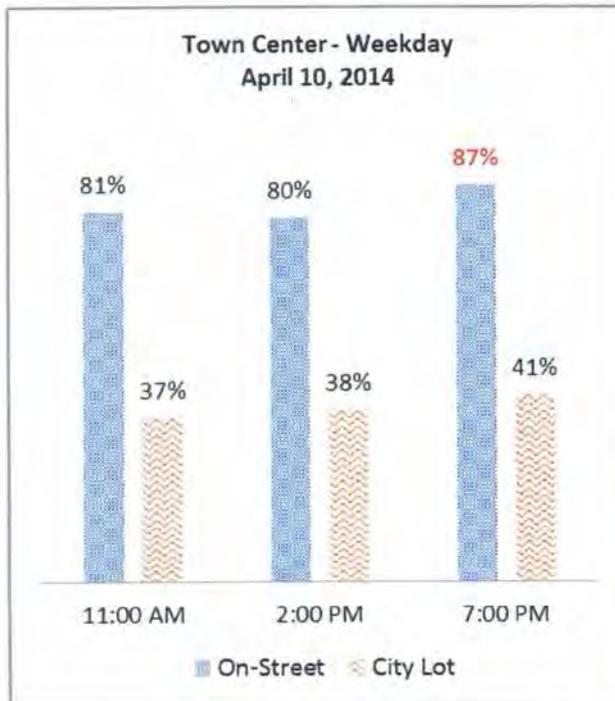
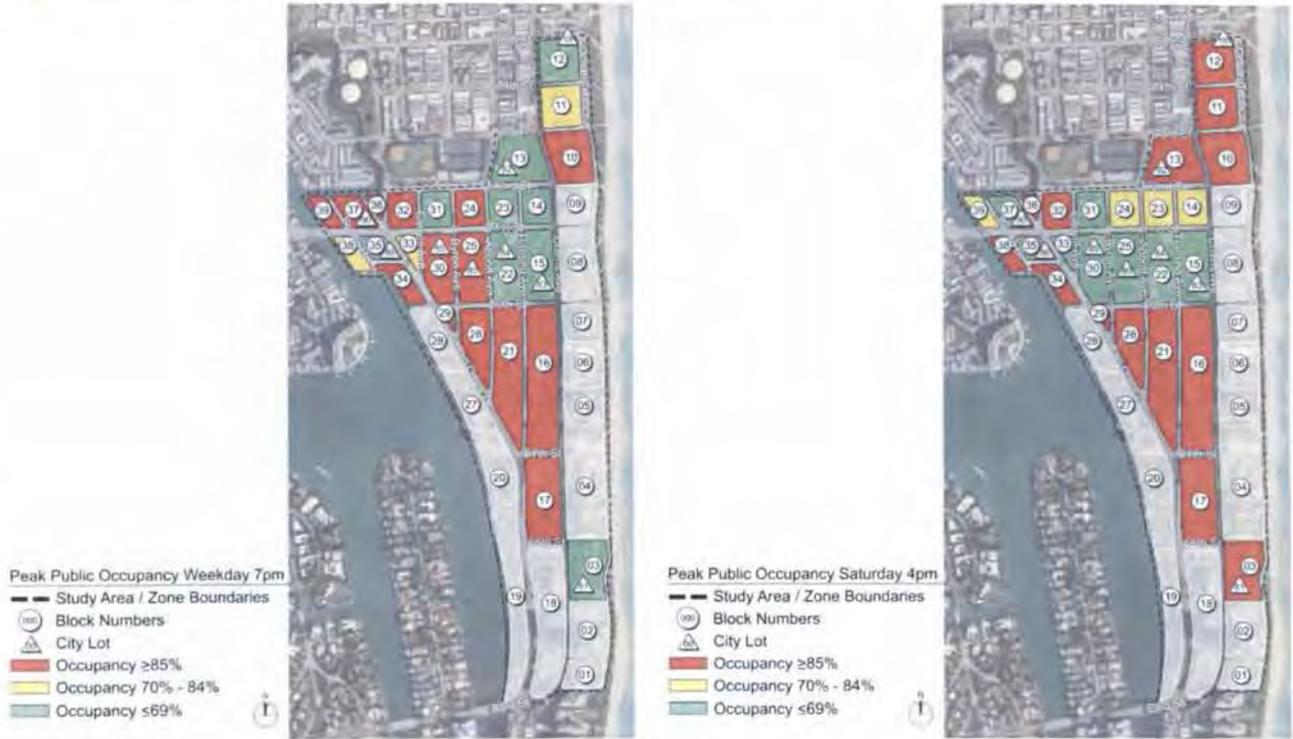


Exhibit 23: Town Center Weekday and Saturday Peak Occupancy Maps April 2014



Source: Walker Parking Consultants

Several areas within the Town Center area have no City provided parking. Saturday was the overall peak for this area, with much of the demand focused in residential areas and areas closer to the beach.

MIAMI BEACH PARKING

NORTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 24: North Shore Weekday and Saturday Parking Observations July 2014

July 2014					July 2014				
					PEAK HOUR				
WEEKDAY	Inventory	11:00 AM	2:00 PM	7:00 PM	SATURDAY	Inventory	12:00 PM	4:00 PM	9:00 PM
On-Street	2,210	1,422	1,505	1,856	On-Street	2,210	1,886	2,025	2,044
Occupancy Rate		64%	68%	84%	Occupancy Rate		85%	92%	92%
Unoccupied Spaces		788	705	354	Unoccupied Spaces		324	185	166
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
City Lot	518	108	139	145	City Lot	518	239	333	188
Occupancy Rate		21%	27%	28%	Occupancy Rate		46%	64%	36%
Unoccupied Spaces		410	379	373	Unoccupied Spaces		279	185	330
Total	2,728	1,530	1,644	2,001	Total	2,728	2,125	2,358	2,232
Occupancy Rate		56%	60%	73%	Occupancy Rate		78%	86%	82%
Unoccupied Spaces		1,198	1,084	727	Unoccupied Spaces		603	370	496

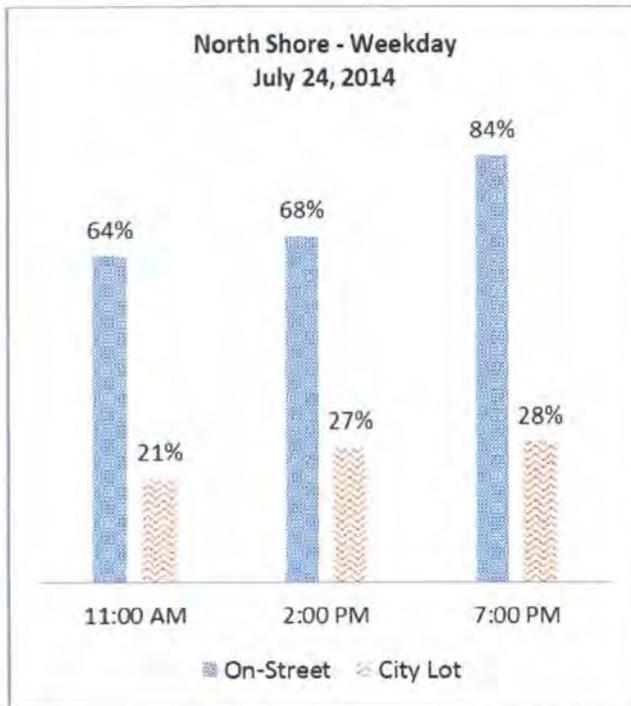


Exhibit 25: North Shore Weekday and Saturday Peak Occupancy Maps July 2014



Source: Walker Parking Consultants

On-Street parking experienced high demand through-out the area as evident in the heat maps above. City surface lots had available spaces throughout the observation periods.

MIAMI BEACH PARKING

NORTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 26: Biscayne Beach Weekday and Saturday Parking Observations July 2014

July 2014					July 2014				
					PEAK HOUR				
WEEKDAY	Inventory	11:00 AM	2:00 PM	7:00 PM	SATURDAY	Inventory	12:00 PM	4:00 PM	9:00 PM
On-Street	779	475	442	599	On-Street	779	548	589	614
Occupancy Rate		61%	57%	77%	Occupancy Rate		70%	76%	79%
Unoccupied Spaces		304	337	180	Unoccupied Spaces		231	190	165
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Public City Lot	0	0	0	0	Public City Lot	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Total	779	475	442	599	Total	779	548	589	614
Occupancy Rate		61%	57%	77%	Occupancy Rate		70%	76%	79%
Unoccupied Spaces		304	337	180	Unoccupied Spaces		231	190	165

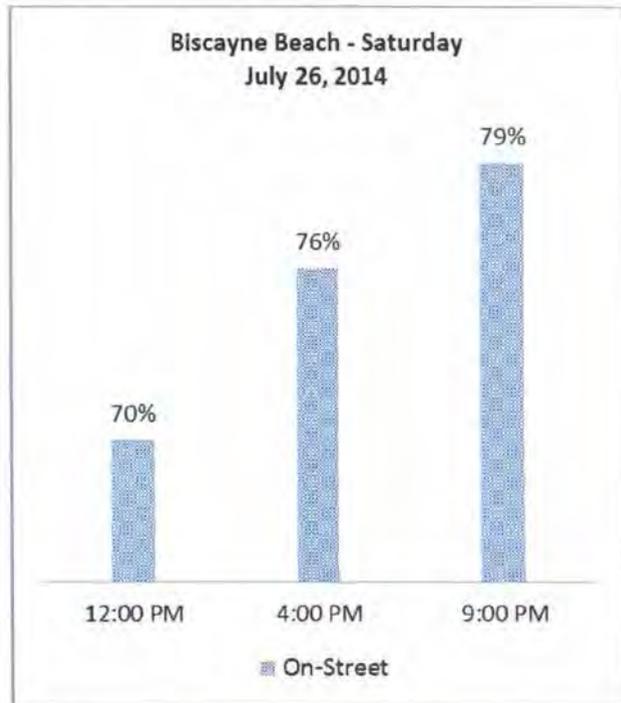
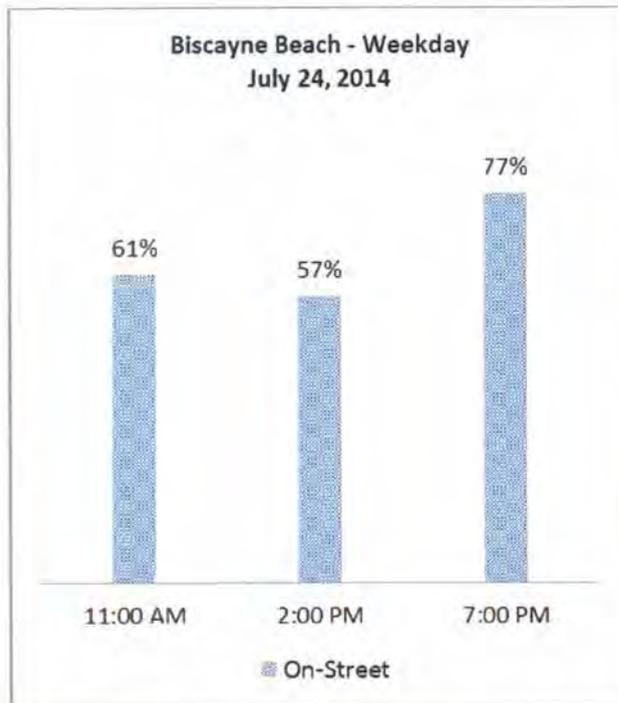
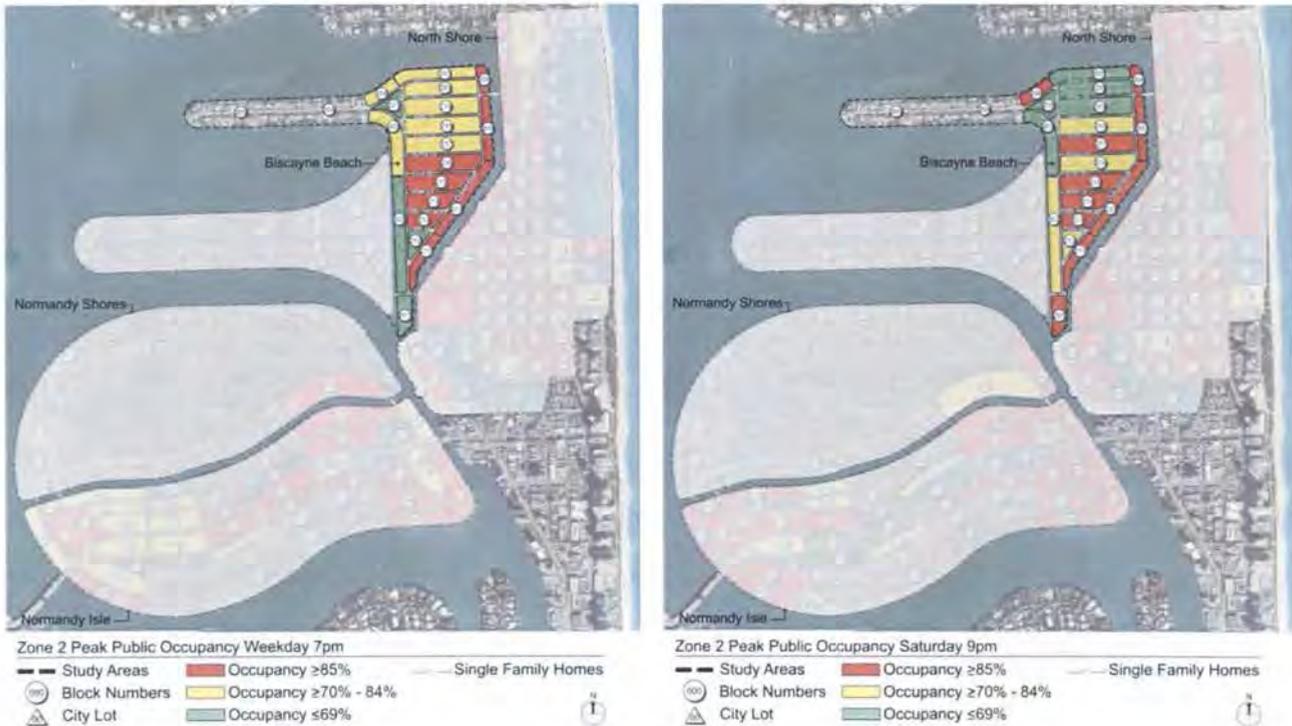


Exhibit 27: Biscayne Beach Weekday and Saturday Peak Occupancy Maps July 2014



Source: Walker Parking Consultants

The only City parking asset within the Biscayne Beach area is on-street parking. While overall peak observed conditions did not indicate shortage of parking, several blocks experienced high occupancy as notable in the heat maps above. Peak conditions were observed during the later counts on both a weekday and Saturday. Given that the area is dense residential, occupancy would likely be higher later in the evening.

The closest City lots are located between Harding and Collins, which had evening availability during out observations. This may be an option for residents, but it does require payment for parking if the vehicle overstays the next morning.

MIAMI BEACH PARKING

NORTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 28: Normandy Shores Weekday and Saturday Parking Observations July 2014

July 2014	Inventory	PEAK HOUR			SATURDAY	Inventory	PEAK HOUR		
		11:00 AM	2:00 PM	7:00 PM			12:00 PM	4:00 PM	9:00 PM
On-Street	167	131	127	131	On-Street	167	127	135	140
<i>Occupancy Rate</i>		78%	76%	78%	<i>Occupancy Rate</i>		76%	81%	84%
<i>Unoccupied Spaces</i>		36	40	36	<i>Unoccupied Spaces</i>		40	32	27
Garage	0	0	0	0	Garage	0	0	0	0
<i>Occupancy Rate</i>		-	-	-	<i>Occupancy Rate</i>		-	-	-
<i>Unoccupied Spaces</i>		0	0	0	<i>Unoccupied Spaces</i>		0	0	0
Public City Lot	0	0	0	0	Public City Lot	0	0	0	0
<i>Occupancy Rate</i>		-	-	-	<i>Occupancy Rate</i>		-	-	-
<i>Unoccupied Spaces</i>		0	0	0	<i>Unoccupied Spaces</i>		0	0	0
Total	167	131	127	131	Total	167	127	135	140
<i>Occupancy Rate</i>		78%	76%	78%	<i>Occupancy Rate</i>		76%	81%	84%
<i>Unoccupied Spaces</i>		36	40	36	<i>Unoccupied Spaces</i>		40	32	27

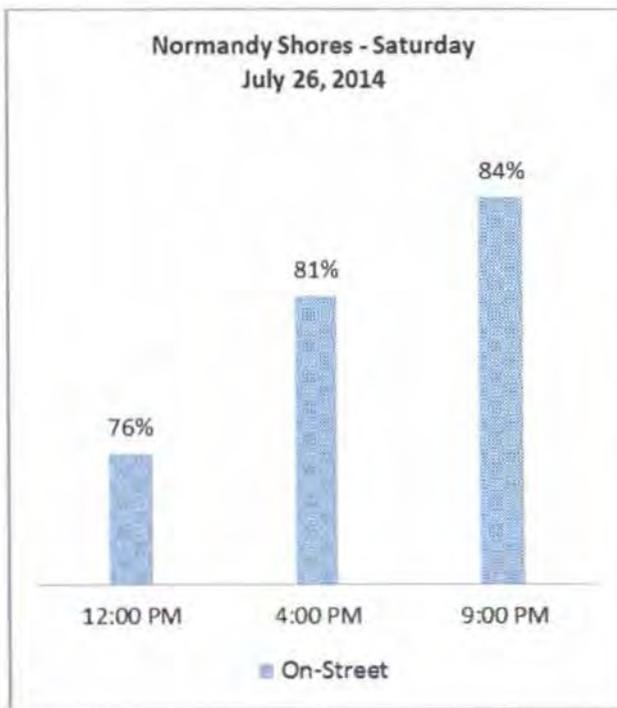
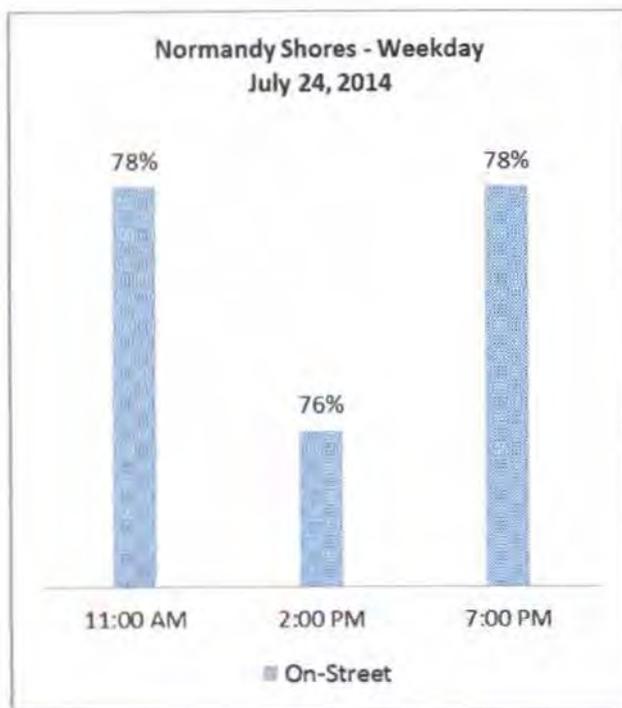
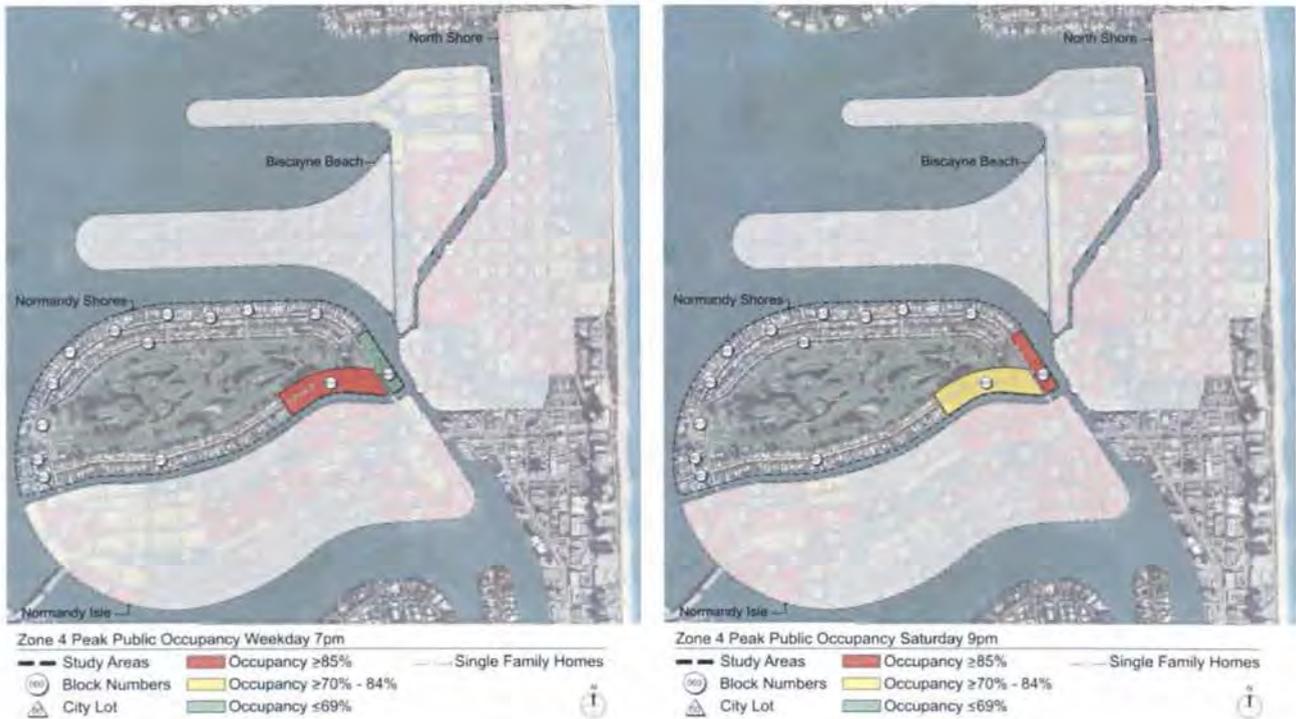


Exhibit 29: Normandy Shores Weekday and Saturday Peak Occupancy Maps July 2014



Source: Walker Parking Consultants

The areas covered in this portion of the study are limited to two residential areas. High demand was consistently observed, although as a whole it was just below the 85% occupancy level. Total cars parked during the weekday 11:00 a.m. and 7:00 p.m. observation was the same, with 78% occupancy. The remaining portion of this area is gated single family homes.

MIAMI BEACH PARKING

NORTH BEACH - SUPPLEMENTAL REPORT



SEPTEMBER 4, 2015

PROJECT # 15-1988.00

Exhibit 30: Normandy Isle Weekday and Saturday Parking Observations July 2014

July 2014					PEAK HOUR				
WEEKDAY	Inventory	11:00 AM	2:00 PM	7:00 PM	SATURDAY	Inventory	12:00 PM	4:00 PM	9:00 PM
On-Street	1,764	1,183	1,323	1,493	On-Street	1,764	1,453	1,438	1,567
Occupancy Rate		67%	75%	85%	Occupancy Rate		82%	82%	89%
Unoccupied Spaces		581	441	271	Unoccupied Spaces		311	326	197
Garage	0	0	0	0	Garage	0	0	0	0
Occupancy Rate		-	-	-	Occupancy Rate		-	-	-
Unoccupied Spaces		0	0	0	Unoccupied Spaces		0	0	0
Public City Lot	73	13	6	29	Public City Lot	73	20	27	45
Occupancy Rate		18%	8%	40%	Occupancy Rate		27%	37%	62%
Unoccupied Spaces		60	67	44	Unoccupied Spaces		53	46	28
Total	1,837	1,196	1,329	1,522	Total	1,837	1,473	1,465	1,612
Occupancy Rate		65%	72%	83%	Occupancy Rate		80%	80%	88%
Unoccupied Spaces		641	508	315	Unoccupied Spaces		364	372	225

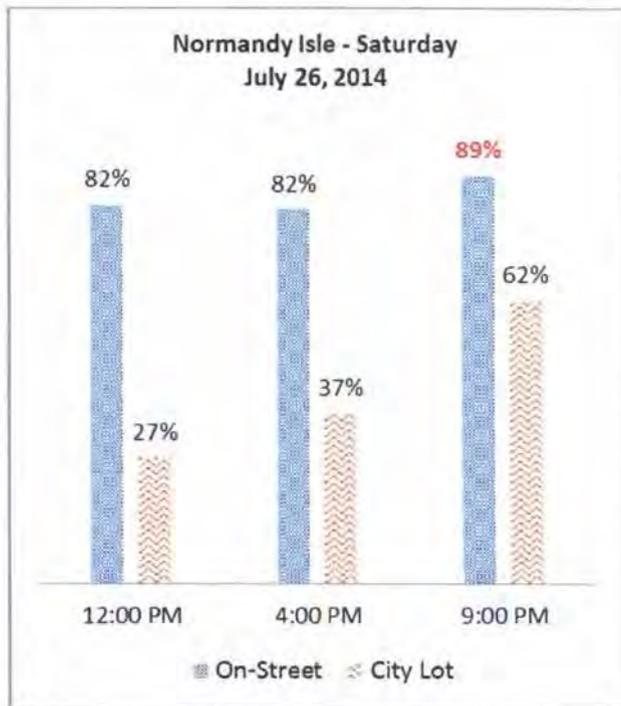
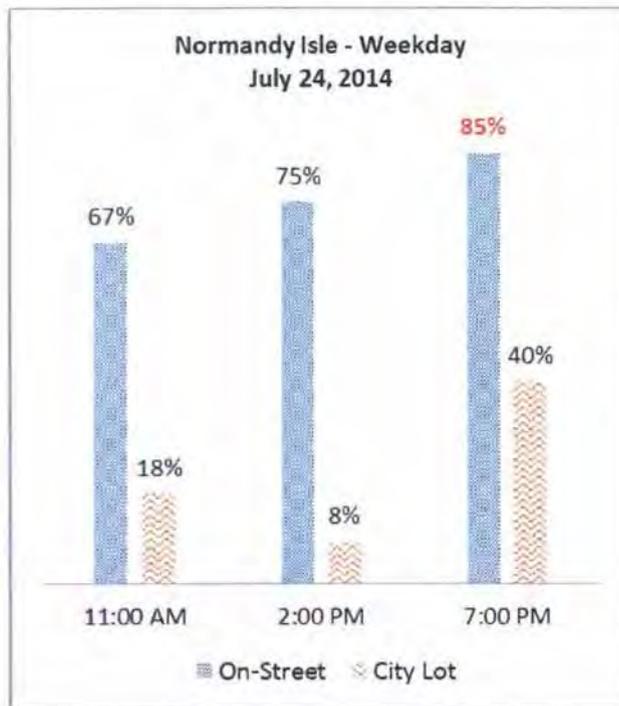
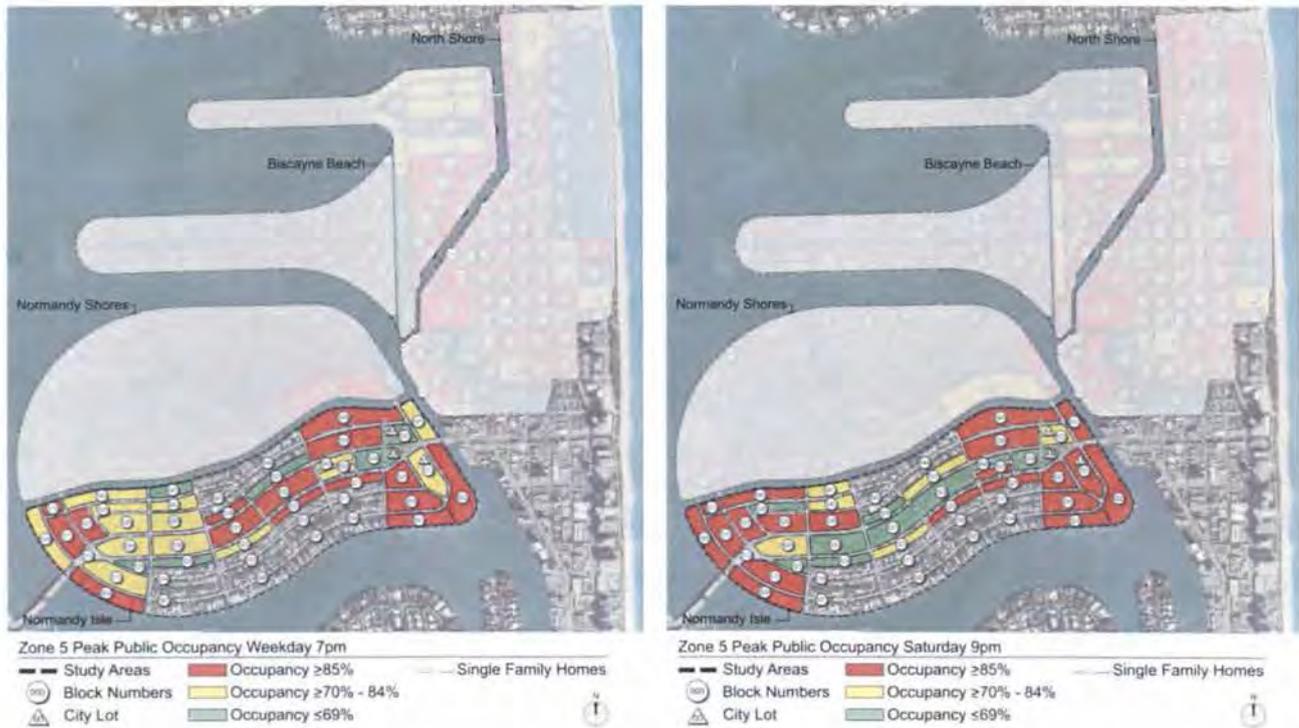


Exhibit 31: Normandy Isle Weekday and Saturday Peak Occupancy Maps July 2014



Source: Walker Parking Consultants

The heat maps show specific areas that experienced high demand levels. These are primarily high density residential areas. Most of the residential buildings provide only a portion of the actual parking demand based on our observations. This leads to residents having to hunt for parking on-street.

SEPTEMBER 4, 2015

PROJECT # 15-1988.00

ADDING CITY PARKING

In areas with high residential demand off-street public parking is limited. This is likely due to the limited availability of suitable sites and the high value of land compared to the highest and best use of a limited resource. That being said, the City should monitor the area and if parcels become available small lots may be built to assist with the parking shortages that exist in several areas. During our observations not specific sites were noted. There are other parking management strategies to assist with the overall parking demand, which are discussed in the next section.

PARKING MANAGEMENT STRATEGIES

Adding parking capacity in high demand areas can assist the City by giving more options to the public and to improve revenue opportunities. Beyond adding capacity, the following management strategies are recommended for consideration for North Beach.

ADDING CAR SHARING FOR RESIDENTS

Car sharing can reduce parking demand by providing a network of privately owned vehicles that are rented by the hour or day to registered users. Costs for using a vehicle include all typical ownership costs, including gas and insurance. By having a car share service available, participants can have use of a vehicle when needed without having to actually own a vehicle. Studies and surveys indicate each car share vehicle in service can be used by 6 to 10 households, thus reducing parking and traffic congestion where successfully implemented.



- *2005 Transportation Research Board reported 21 percent of car share members gave up a vehicle after joining.*
- *2006 survey by Flexcar and Zipcar in Washington DC indicated 30 percent of car share members gave up a vehicle after joining and 61 percent postponed purchasing another vehicle.*

The City of Miami offers car sharing through Car2Go. For more information on their program see the following website. <http://miami.car2go.com/>

Given the high density of residents, cost of vehicle ownership, Miami Beach should consider adding this or similar service.

EXPAND RESIDENTIAL PARKING PERMIT PROGRAM

The City of Miami Beach currently provides residential parking zones in several areas of South Beach. Residential parking zones allow the on-street parking located in residential area to be used by legitimate residents located within the zone. Establishing a residential parking zone requires a majority of the local residents within the specific zone to vote and approve the parking zone. Once established, only residents within the area qualify to obtain a residential parking permit. This allows normally unrestricted parking to be reserved for residents and a limited number of guests to ensure non-residents do not park within the residential parking zone during the posted restricted time periods.

North Beach has a huge residential population. These programs may be useful in certain areas that abut commercial areas where spillover demand may be occurring. In areas that are only residential in nature, a residential permit program would not be very beneficial, as spillover demand is limited.

UNBUNDLING PARKING FEES FOR RESIDENTS

While the City may not have direct control of how the parking is provided to residents, it should encourage landlords to unbundle parking from the monthly rental fee if that is not already being done. This strategy offers residents leasing an apartment the opportunity to lease a parking space for an additional fee, but does not automatically include a parking space with the lease. By providing a separate fee for parking, the true cost and value of parking may be determined by residents. This extra cost or savings, depending on if the space is actually leased, can reduce parking demand in high residential areas and encourage alternative transportation or reducing the number of vehicles per household.

PRICING ADJUSTMENTS

The established parking rates for City public parking varies based on type and location. The following provides a summary of the rates at the time of this report:

- On-street parking within North Beach is \$1.00 per hour;
- Off-street parking at City facilities is generally \$1.00 per hour during non-events; and
- Off-street event parking is set at \$15.00 (flat fee).

We recommend parking fees for City assets be monitored and adjusted to encourage turnover and move patrons from on-street to off-street parking options. Our observations found several on-street areas where occupancy levels reached and exceeded 90 - 95 percent. Based on our observations, we recommend the City consider the following pricing strategies:

- Increase metered on-street parking rates that are currently \$1.00 per hour to up to \$2.00 per hour in increments of \$0.50 to \$1.00 per hour or if results are wanted sooner, go the full increase at one time, with the goal of reaching occupancy levels of 85 to 90 percent for on-street parking;
- Continue to survey parking occupancy and rates with the goal of balancing parking use and encouraging the use of off-street parking areas;
- Utilize additional revenues to increase parking capacity in those areas that would benefit the most; and

Our recommendations are based on our observations and industry best practices. Pricing should be used as a management tool and continually monitored for its effectiveness. We recommend gradual adjustments to achieve the desired results, although implementing one large rate adjustment can result in a more immediate impact. If the increase does not provide satisfactory results, they may need to be tweaked further in the future.

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MIAMIBEACH

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

COMMITTEE MEMORANDUM

TO: Members of the Finance and Citywide Projects Committee

FROM: Jimmy L. Morales, City Manager 

DATE: March 18, 2016

SUBJECT: Discussion Regarding Proposed Site Options for New Fire Station No. 1

City staff requests a continuance of this item until April in order to continue the community outreach effort.


JLM/ETC/VF/DM

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MIAMI BEACH

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

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee

FROM: Jimmy Morales, City Manager 

DATE: March 18, 2016

SUBJECT: **A DISCUSSION REGARDING NONPAYMENT OF STORMWATER FEES BY MIAMI DADE COUNTY PUBLIC SCHOOLS.**

BACKGROUND

The City of Miami Beach is in the process of addressing sea level rise with enhancing the City's stormwater systems. Funding of these improvements is through stormwater utility bonds which get repaid through fees assessed against each property within the City of Miami Beach.

In September of 2012, the Miami Dade County Public Schools stopped paying the stormwater portion of its utility bill for Biscayne Elementary, Fienberg Fisher, Miami Beach High School, North Beach Elementary and South Pointe Elementary, based on the decision rendered in City of Key West Florida Keys Community College, 81 S0 2d. 494 (Fla. 3 DCA 2012), rev., denied 105 S0 2d. 518 (Fla. 2012). Staff and the City Attorney's Office have met with representatives of the School Board and its Counsel and have reached an impasse.

The current balance owed by Miami Dade County Public Schools is \$1,117,702.81, of which \$260,188.51 is penalties.

CONCLUSION

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

JM/ETC/

Miami Dade County Public Schools

UTB Account Balance

As of 3/7/16

ACCOUNT #	PRIMARY CUSTOMER NAME	ACCOUNT BALANCE DUE	STORMWATER WATER DUE	WASTE IMPACT DUE	PENALTIES	LAST PMT DATE FOR STORM
117168-00	Miami Beach High School	\$ 342,948.14	\$ 242,673.69	\$ 2,300.00	\$ 97,974.45	01/23/2012
068551-00	North Beach Elementary	\$ 253,798.88	\$ 193,835.54	\$ 456.00	\$ 59,507.34	12/19/2011
511712-00	Nautilus Middle School	\$ 128,531.68	\$ 102,245.55	\$ 850.00	\$ 25,436.13	01/23/2012
507626-00	South Pointe Elementary	\$ 122,954.01	\$ 96,837.89	\$ 1,000.00	\$ 25,116.12	01/09/2012
117127-00	Biscayne Elementary	\$ 85,662.54	\$ 71,441.99	\$ 640.00	\$ 13,580.55	01/09/2012
500621-00	Fienberg Fisher	\$ 58,709.71	\$ 46,758.83	\$ 1,600.00	\$ 10,350.88	01/09/2012
500622-00	Fienberg Fisher	\$ 40,242.72	\$ 30,669.56	\$ 528.00	\$ 9,045.16	01/09/2012
500623-00	Fienberg Fisher	\$ 39,941.53	\$ 30,061.77	\$ 528.00	\$ 9,351.76	01/09/2012
277772-00	Fienberg Fisher - Gym	\$ 29,077.92	\$ 21,406.38	\$ 648.00	\$ 7,023.54	01/17/2012
020594-00	Fienberg Fisher	\$ 8,244.95	\$ 7,068.99	\$ 144.00	\$ 1,031.96	01/17/2012
500506-00	Fienberg Fisher	\$ 5,623.34	\$ 3,960.65	\$ 272.00	\$ 1,390.69	01/09/2012
352849-00	Fienberg Fisher	\$ 1,967.39	\$ 1,139.46	\$ 448.00	\$ 379.93	10/18/2013
TOTAL		\$ 1,117,702.81	\$ 848,100.30	\$ 9,414.00	\$ 260,188.51	
ACCOUNT BALANCE		\$ 1,117,702.81				
UTB BALANCE ON ACCT		\$ (116,230.84)				
TOTAL DUE		\$ 1,001,471.97				

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Discussion Item

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Office of the Mayor and Commission, 1700 Convention Center Drive, Miami Beach, FL 33139

COMMITTEE MEMORANDUM

TO: Finance & Citywide Projects Committee Members

FROM: Office of the Mayor and Commission

DATE: March 18, 2016

SUBJECT: **FINANCING AND PRODUCTION OF THE 2066 MIAMI BEACH TIME CAPSULE & RISING ABOVE PROJECT**

BACKGROUND

Climate change is real and it's happening right now. We have the responsibility to carry on with the commitment to make a difference for generations to come. The Office of the Mayor and Commission have designed a '2066 Miami Beach Rising Above and Time Capsule' project that would focus on bringing world-wide awareness and highlight Miami Beach's efforts in dealing with climate change and sea level rise. The project will be broken down into various segments:

- An iconic above ground Time Capsule which will be opened in 2066
- A 'Miami Beach Jump' social media campaign
- A 2016 Art Basel kickoff event where contents of the Time Capsule will be presented at the New World Symphony (NWS) Park

The proposed project was presented at the December 23, 2015 City Commission, for discussion and further direction. The City Commission made a recommendation to create a budget, identify the resources and bring it back as a budget amendment.

PROJECT SCOPE

The proposed 2066 Miami Beach Rising Above and Time Capsule project will take place during an 8 month time period (thru December 2016). This is a re-branding effort to send a world-wide message that Miami Beach is not only a vacation destination, but a community that cares deeply about preserving our environment for future generations. An iconic above ground Time Capsule dedicated to climate change and sea level rise will be produced with messages from the City officials and prominent personalities.

Social media campaign will result in thousands of posts on a variety of social media outlets.

Additionally project will also include:

TIME CAPSULE VIDEO CONTENT

- Video messages from city officials and experts about climate change & sea level rise.

'MIAMI BEACH JUMP'

- 300 photos & videos of Miami Beach residents & visitors 'jumping' in the air as a part of the social media campaign. Photos and videos will include elected officials, city manager and employees, police officers, life guards, firefighters, city officials, celebrities, etc.

TIME CAPSULE (PHYSICAL PRODUCTION)

- Time Capsule contained in a waterproof cylinder
- Optical hard drive solution for digital files
- One copy of digital book.

WEBSITE

- Website: programing, design and multiple pages dedicated to the project.
- The monitoring of thousands of photos and videos posted in a world-wide social media portal with 2066 hash tags.
- Motion graphics / animated gifs / social media teasers
- Social media campaign (Facebook, Instagram, Snapchat, Twitter, Periscope etc): posting, reposting, comments, monitoring during a 6 month period. Engaging thousands of social media posts with 2066 project hashtags.
- Organic growth of social media outlets

ART BASEL 2016

- A climate change interactive multimedia digital event at Soundscape Park with projections on the NWS wall and around the park.

CONCLUSION

This information is provided to the members of the Finance and City wide Projects Committee for discussion and further direction.

Attachments: Budget proposal for the '2066 Miami Beach Rising Above and Time Capsule'.



Office of the Mayor and Commission, 1700 Convention Center Drive, Miami Beach, FL 33139

2066 RISING ABOVE BUDGET PROPOSAL

PHOTOGRAPHY & VIDEO:

TIME CAPSULE VIDEO CONTENT

- Video messages of the City officials and experts about climate change & sea level rise that will be included in the Time Capsule

'MIAMI BEACH JUMP'

- 300 photos & videos of Miami Beach residents & visitors 'jumping' in the air as a part of the social media campaign.
- Beside residents & visitors photos and videos will include police officers, life guards, firefighters, city officials, celebrities, etc.

TIME CAPSULE (PHYSICAL PRODUCTION)

- TC waterproof cylinder
- Optical hard drive solution for digital files
- Digital book one copy

CREATIVE

- Website: programing, design, multiple pages dedicated to project.
- Monitoring thousands of photos & videos posted on world wide social media with 2066 hash tags during 5 months period.
- Motion graphics/ animated gifs / social media teasers
- Social media (FB, instagram, snapchat, twitter, etc): posting, reposting, commenting, monitoring during 6 months period.
- Organic growth of social media outlets

ART BASEL 2016

- Climate change interactive multimedia digital event in Soundscape park with projections on the NWS wall and around the park.

PR / SOCIAL MEDIA PROMOTION

- Word wide media promotion
- Payed social media promotion

TOTAL: \$190.000

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Supplemental Item

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TO: Jimmy Morales, City Manager
FROM: Ricky Arriola, Commissioner
DATE: March 1, 2016
SUBJECT: **REFERRAL TO THE FINANCE & CITYWIDE PROJECTS COMMITTEE
TO DISCUSS IMPLEMENTING AN OPEN DATA POLICY**

Executive Summary

Open data is a cornerstone of modern American democracy. On his first day in office, President Obama signed an executive order to make open and machine readable data the new federal standard.¹ Open data appeals not only to residents who demand a transparent government, but also policy makers who need accurate and timely information to make data-driven decisions. Miami Beach should recognize the value of data as a strategic asset and adopt a comprehensive open data policy.

Background

The idea of open government in the United States can be traced back to the passage of the Freedom of Information Act (FOIA).² The FOIA sought to foster a stronger relationship between government and its citizens. The digital revolution now serves as the propelling force behind the open data movement of the 21st century. Open data is based on the principle of collaboration. We recognize that government should treat residents not only as clients, but also as partners in building a better society. Technology is an invaluable tool to build a better society. It is also a resource whose capabilities continue to expand, while its costs are reduced. Data is now capable of systematic collection, cheap storage, and advanced analysis. A 2013 McKinsey study reported that open data can yield over \$3 trillion a year in added value to the economy. Governments that adopt open data policies will be able to siphon from this new emerging market. Major US cities like New York, San Francisco, DC, Austin, and many more already embrace open data.

Motivating Factors for Implementing An Open Data Policy

What constitutes open data? Several factors distinguish data as truly "open." An open government ensures public information is: (a) free for the general public to access, (b) free to redistribute without licenses, (c) machine readable to allow for processing, and (d) subject to privacy and security limitations. Data provides both tangible and intangible benefits to societies that effectively utilize it as an instrument to orchestrate strategy. Open data policies are crafted to promote: (1) service efficiency, (2) accountability, (3) transparency, (4) civic engagement, and (5) economic development.

1. *Service Efficiency* – Cities of the past allowed their departments to compartmentalize data. Cities of the future demand that data silos be knocked down. When data flows freely between departments, there is a greater degree of collaboration. Collaboration drives efficiency and eliminates duplication of effort. Los Angeles, for example, developed an online application called *Street Wize*, which allows users to visualize current and future construction projects on the city right of way.³ By using *Street Wize*, a street excavation project can be planned for *alongside* a utility undergrounding project rather than both projects bookending each other. Still, these types of applications would be rendered useless by inaccurate data.

2. *Accountability* – “*You can’t manage what you don’t measure.*” In one line, Peter Drucker underlined why data matters. The City of Boston recently deployed *City Score*, a succinct dashboard that displays how efficiently the city is operating.⁴ *City Score* holds city departments accountable and pushes them to provide accurate and up-to-date data. A method to ensure reliable data is to automate its collection and calculation whenever possible. The Internet of Things (IoT) leverages sensor technologies to provide precise data in real-time. By utilizing objective machines, the public can always trust the information they are provided is not manipulated.

3. *Transparency* – Making data readily accessible is a major step in rebuilding trust between residents and local government. Gallup released a nationwide poll in 2014, which found that only 24% of respondents had a great deal of trust in local government.⁵ The *US City Open Data Census* tracks the degree in which municipalities provide open access to its datasets. Currently, Miami Beach is not scored. However, Miami-Dade County ranks #30 in the country. Striving to top that list will boost resident pride and promote civic engagement.

4. *Civic Engagement* – The greater purpose of open data is to involve citizens in the political process. Washington, DC published a thorough on-line open data catalogue in 2008. Immediately after the release, DC hosted a “*civic hackathon*” which challenged local programmers to design government applications. The hackathon resulted in the creation of 47 apps with an estimated value of over \$2.3 million.⁶ Open data creates a new format for residents to intimately engage with government.

5. *Economic Development* – Today’s businesses depend on technology to be competitive in the global market. Many cities across the US are experiencing a surge in business enterprises because they have adopted tech friendly policies. Chattanooga, Tennessee started delivering public gigabit internet service in 2009 and within five years venture capital investments went from virtually nothing to over \$50 million.⁷ Locally, Rokk3r Labs (a Miami Beach based tech incubator), raised \$5 million in 2015 and plans to co-build 100 companies in 5 years.⁸ Creating an environment that continues to attract tech startups is crucial so that Miami Beach can continue to diversify its economy.

Recommendation: Develop a Comprehensive Open Data Policy

Executing a successful open data policy requires a comprehensive approach. It is recommended that Miami Beach pursue an open data strategy that will:

1. Establish an Open Data Task Force
 - (a) Assemble a task force consisting of a chief data officer and open data coordinators.
 - Assign the role of chief data officer to execute an open data policy and ensure data collaboration across departments.
 - Designate an open data coordinator from each department.
 - (b) Produce an annual open data progress report.
2. Produce Comprehensive Datasets
 - (a) Release all available datasets through a city data portal.
 - Adhere to the US City Open Data Census standard.
 - (b) Ensure all datasets are reliable, accurate, and as up to date as possible.
 - (c) Guarantee all datasets are as machine readable as possible.
 - Include tabular and spatial data.
 - (d) Develop real-time data capture methodologies that leverage the IoT.
 - (e) Prioritize privacy and security when considering which datasets to release.
3. Create an Open Data Portal
 - (a) Establish and maintain a web portal by or on behalf of the City of Miami Beach to be administered it by the Information Technology Department.
 - Locate the data portal at data.miamibeach.gov.
4. Build a City Dashboard Application
 - (a) Display key performance metrics from each department.
 - Include real-time measures as well as historical trends.
 - (b) Calculate a city index by aggregating department level metrics.
5. Foster Community Partnerships
 - (a) Hold tutorials for residents to familiarize themselves with the open data portal.
 - (b) Fund civic hackathons to promote application development.
 - (c) Seek to engage non-profits like Code for America and the Knight Foundation.
 - (d) Leverage local technology businesses like Rokk3r Labs.

Conclusion

A 21st century city promotes open government because its leaders and residents know that the possibilities are endless when they work together. Miami Beach faces 21st century problems, which is why leveraging tools like technology and open data is *the* 21st century solution. Opening city data will serve to elevate resident confidence and improve services throughout Miami Beach.

¹ McKinsey and Company. *Open data: Unlocking Innovation and Performance with Liquid Information*. 2013

² Smart Cities Council. *Smart Cities Open Data Guide*. 2015.

³ Miller, Ben. *Los Angeles Turns to Mapping to Break Data Silos, Improve Efficiency*. GovTech. 2016.

⁴ Bidgood, Jess. *Tracking Boston's Progress With Just One Number*. The New York Times. 2015.

⁵ McCarthy, Justin. *Americans Still Trust Local Government More Than State*. Gallup. 2014.

⁶ ISL. *Apps For Democracy: An Innovation Contest*. <https://isl.co/work/apps-for-democracy-contest/>

⁷ Executive Office of the President. *Community Based Broadband Solutions*. 2015

⁸ Dahlberg, Nancy. *Rokk3r Labs Attracts \$5 Million in Venture Funding*. The Miami Herald. 2015

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Supplemental Item

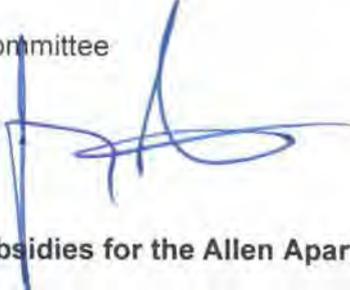
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MIAMI BEACH

COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee

FROM: Jimmy L. Morales, City Manager 

DATE: March 18, 2016

SUBJECT: **Discussion Regarding Rent Subsidies for the Allen Apartments**

Introduction

At the March 9, 2016 City Commission meeting, Commissioner Kristen Rosen Gonzalez referred a discussion on workforce housing to the Finance and Citywide Projects Committee.

Background

The Allen Apartments, a 39-unit affordable housing building located at 2001 Washington Avenue, was acquired by Miami Beach Community Development Corporation (MBCDC) in 2007 with City Redevelopment Agency (RDA) funds. MBCDC subsequently received funds from a variety of sources to rehabilitate the building including additional City funds and a traditional bank loan:

Funds Utilized to Rehabilitate the Allen Apartments	
City of Miami Beach	\$ 1,024,708
Miami-Dade County Surtax Loan	\$ 500,000
Florida Housing Finance Corporation	\$ 750,000
Great Florida Bank	\$ 500,000

The conversation at February's Commission meeting was driven by a rent increase that was instituted at the building by MBCDC to ensure that the building can meet its debt service obligations to the Miami-Dade County Surtax Loan which began its repayment schedule in August 2015. MBCDC, which has been under new management since September 2014, reviewed the loan documents for the building and noted that the rent schedules in place did not meet the fiscal viability thresholds proposed in the loan documents. As a result, MBCDC adjusted the rent levels to those that would maintain the building as financially viable:

Rent Schedules in Place	Rent Schedules in Loan Documents
30 efficiency units @ 33% AMI ¹	10 efficiency units @ 33% AMI
5 efficiency units @ 45% AMI	26 efficiency units @ 50% AMI
1 efficiency/ 3 one-bedroom units @ 50% AMI	3 one-bedroom units @ 50% AMI

AMI = Area Median Income

As a result of these rent adjustments, there are 23 tenants experiencing rent increases ranging from \$57 to \$200 per month. In order to provide rent relief to these tenants who are on fixed incomes, Commissioner Rosen Gonzalez inquired as to the use of Community Development Block Grant (CDBG) funds for the provision of rent subsidies to the impacted tenants of the Allen Apartments. As previously mentioned, the regulations administering CDBG funds are managed by the United States Department of Housing and Urban

Development (HUD). There are several regulations that prohibit their use as a rent subsidy for any targeted group:

- **HUD limits the amount of CDBG funds obligated for public service activities to an amount no greater than 15 percent, of the entitlement grant made for that program year and uses of the funds are limited to programs listed in the adopted Action Plan.** The City's FY15/16 CDBG allocation was \$905,563 with a maximum of \$135,834.45 eligible for allocation to public services. Public services allocations must be expended by September 30th of each fiscal year with any unspent balance subject to recapture and reallocation. In the Administration's proposal for recapture, the City was replacing the homeless services originally presented in the *Action Plan* for implementation by Jewish Community Services for homeless services overseen by HOPE of Miami-Dade, Inc., a non-profit organization that has been providing homeless outreach and support services in our City for more than 10 years. Jewish Community Services declined its award after the *Action Plan* was submitted to HUD for approval but before executing its funding agreement. Changing the use of funds from homeless services to any other purpose would require an amendment in the Action Plan. Such changes would require approval by HUD as part of the process.
- **CDBG funds may not be used for rent payments other than emergency grant payments.** HUD rules, found in 24 CFR Section 570.207(b)(4), establish that income payments (which are a series of subsistence-type grant payments made to an individual or family for items such as food, clothing, housing (rent or mortgage), or utilities) are ineligible for CDBG funds. Such assistance excludes emergency grant payments made over a period of up to three consecutive months. Pursuant to the City's Consolidated Plan and City Guidelines, emergency is defined as a one month period. In the instance of the Allen, such subsidies would not constitute emergency grant payments as the only criterion that will allow us to determine the "emergency" factor is that the beneficiaries would have the ability to resume the rent payment once initial rent assistance is provided.
- **Use of Emergency Food and Shelter Program (EFSP) funds for rent assistance are limited to one month and must demonstrate that they are at risk.** The City receives EFSP funds through the United Way to provide rent assistance to any individual or household that is at risk of losing their home. The amount of funding the City receives is between \$12,000 and \$18,000 each year. The City has not yet received its allocation for the current fiscal year.

It should be noted that the City's emergency rent procedures, that are in place for both CDBG and Emergency Food and Shelter Program (EFSP) funds, require that applicants for rent assistance provide a copy of a *Three-Day Notice of Eviction* (which documents the need for emergency assistance) and demonstrate their ability to resume independent rent payments the following month. In this case, the residents of the Allen Apartments would not be able to demonstrate compliance with this rule as their financial status will remain unchanged despite the City's short-term fiscal intervention. It should be noted that the City provides only one month's rent assistance to any individual or household within one calendar year (so as to be equitable in serving as many households as possible and meet the service projections provided to our funders). Furthermore, federal funds must be equitably accessed by eligible applicants. That is to say that, even if the City were able to provide such rent subsidies with CDBG funds, it could not target tenants of the Allen Apartments as its primary beneficiaries.

- **There are no remaining eligible HOME funds this fiscal year.** HUD rules, found in 24 CFR Section 570.207(b)(4), establish that income payments (which are a series of subsistence-type grant payments made to an individual or family for items such as food, clothing, housing [rent or mortgage], or utilities, but excludes emergency grant payments made over a period of up to three consecutive months to the provider of such items or services on behalf of an individual or family) are not an eligible use of CDBG funds.

As a reminder, please note that the City must submit to HUD its *Consolidated Annual Performance and Evaluation Report (CAPER)* demonstrating its use of CDBG and HOME Investment Partnership funds in support of its *Action Plan* and *Consolidated Plan*. Neither the *Action Plan* nor the *Consolidated Plan* currently includes Tenant Based Rental Assistance (TBRA). While HOME funds can be used for rental assistance, the City would be required to amend its *Consolidated Plan* and ensure public participation in this change prior to using such funds for this purpose. This change would not become effective until next fiscal year, and the funds would not become available typically until the end of the calendar year. Furthermore, because the Allen Apartments were provided HOME funds for its rehabilitation and remains under the affordability period, its tenants would not be eligible to receive HOME assistance.

Finally, as a point of clarification, EFSP funds may potentially be used to provide one month's assistance to tenants of the Allen Apartments. However, only those tenants who have not received rent assistance in the past year and can provide a *Three-Day Notice of Eviction* can be considered eligible for rent assistance. If provided assistance, program applicants can only receive one month of support as per EFSP program guidelines. Unfortunately, the City has yet to receive its FY 15/16 EFSP allocation and the United Way of Miami-Dade County, the program's local administrator, is unable to advise us as to when funds would be released. Historically, these funds have come late in the calendar year.

Conclusion

If the City were to establish an assistance strategy, it should be delineated in a comprehensive housing subsidy plan that ensures compliances to federal non-discrimination and equal access laws including *Affirmatively Furthering Fair Housing* and the *Fair Housing Act* while ensuring the compliant use of funds.

JML/KGB/MLR

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F&CWP Pending Items - Commission Referrals

Item #	Title	Referred By	Date Referred	Handled By	Date Expiring per Reso # 2013-28147	Note
194	Discussion Regarding whether or not to pursue food and beverage concessions for Soundscape Park, Collins Park, and the Miami Beach Botanical Garden	Tourism, Culture and Economic Development	May 21, 2014 Commission Item C4C	Max Sklar	6/22/2016	6/20/14 The Committee recommended pursuing food and beverage concessions through the pop up concept or food trucks for Soundscape Park, Collins Park and the Miami Beach Botanical Garden to begin in October. 1/7/15 The Committee recommended moving forward with the Soundscape Park term sheet presented. The Committee also determined that Collins Park will go out as a Request for Letter of Interest for a pop up or a temporary food concession concept and the results are to be brought back to the Finance Committee. In reference to the Botanical Gardens the Committee is waiting for staff to bring back additional concepts. 7/1/15 The Committee recommended staff continue to work on the negotiations and bring this item back to the Finance and Citywide Projects Committee when ready. 1/22/15 Max Sklar stated via email to Allison Williams that he is still negotiating with a company to activate a concession in soundscape but those negotiations fell apart because of the high start up costs and plans to bring the item back to Finance Committee in February to get direction.
208	Discussion Regarding Parking Demand Analysis/Walker Parking Consultants	Parking	July 23, 2014 Commission Item C4I	Saul Frances	6/22/2016	12/12/14 The Committee took no action, but encouraged the Administration to return when potential solutions are identified. 7/1/15 The Committee recommended staff continue to work on completion of the Walker Parking Supplemental Report addressing the parking demand analysis for South Beach, North Beach and Middle Beach. Staff will issue the report via Letter to Commission (LTC) and discuss it at the next Finance and Citywide Projects Committee meeting. 1/22/15 Saul Frances stated via email to Allison Williams that he is awaiting the submittal of responses to the current RFP for Development of Parking Garages.
238	Discussion Regarding A Public Private Partnership For A Two-Story Parking Structure To Be Erected Over Both City Parking Lot P62 And A Private Parking Lot, On 42nd Street, Between Jefferson Street And Meridian Avenue.	Deede Weithorn	November 19, 2014 Commission Item C4K	Saul Frances	6/22/2016	12/12/14 Item deferred to January. 1/7/15 Item deferred to February 2/2/15 Item deferred. 4/8/15 The Committee recommended staff meet with LSM Partners to put together an analysis that would demonstrate if a parking structure should be erected at the Parking Lot P62 and the Private Parking Lot on 42nd Street between Jefferson Street and Meridian. 1/22/15 Saul Frances stated via email to Allison Williams that he is awaiting the submittal of responses to the current RFP for Development of Parking Garages.
263	Discussion Regarding The Construction Of A Parking Garage At The 27th Street And Collins Avenue Parking Lot	Parking	February 11, 2015 Commission Item C4C	Saul Frances	6/22/2016	3/2/15 The Committee recommended staff involve the Walker Parking Consultants that conducted the study to provide the numbers again, check for accuracy of the study and to bring those results back to the Finance Committee. Mr. Max Sklar was asked to further investigate the valet parking in Municipal Parking Lot No. P55. 7/1/15 The Committee recommended staff continue to work on completion of the Walker Parking Supplemental Report addressing the parking demand analysis for South Beach, North Beach and Middle Beach. Staff will issue the report via Letter to Commission (LTC) and discuss it at the next Finance and Citywide Projects Committee meeting. 1/22/15 Saul Frances stated via email to Allison Williams that he is awaiting the submittal of responses to the current RFP for Development of Parking Garages.
277	Discussion Regarding A Potential Public-Private Partnership With 1234 Partners, LTD. For A Parking Garage On The 1200 Block Of Washington Avenue	Parking	June 10, 2015 Commission Item C4B	Saul Frances	6/22/2016	7/1/15 The Committee took no action as staff provided an update. Staff is scheduled to meet with the developer 1234 Partners, LTD and will report back to the Finance and Citywide Projects Committee the results of the meeting. 1/22/15 Saul Frances stated via email to Allison Williams that he is awaiting the submittal of responses to the current RFP for Development of Parking Garages.
288	Referral To The Neighborhood/Community Affairs Committee To Discuss Proposed Site Options For New Fire Station No 1	Capital Improvement Projects	January 13, 2016 Commission Item C4A	David Martinez Virgilio Fernandez	7/13/2016	
289	Discussion Regarding Nonpayment Of Stormwater Fees By Miami Dade County Public Schools	Public Works	January 13, 2016 Commission Item C4B	Eric Carpenter City Attorney	7/13/2016	
290	Discussion Seeking Citywide WiFi Solutions And CMB Becoming Its Own Internet Service Provider	Michael Gneco	January 13, 2016 Commission Item C4C	Ariel Sosa	7/13/2016	

Item #	Title	Referred By	Date Referred	Handled By	Date Expiring per Reso # 2013-28147	Note
291	Discussion Regarding Time Capsule 2066	Mayor Philip Levine	December 16, 2015 Commission Item R9C	Djordje Milekic	6/16/2016	1/22/15 Item Deferred
292	Discussion Regarding The Vacation Of A Portion Of The Alley Between Alton Road And West Avenue, Just South Of 17th Street – As Part Of A Proposed Mixed Use Project That Will Include Residential, Retail And Structured Parking, Including Public Parking	Joy Malakoff	September 2, 2015 Commission Item C4I	Thomas Mooney	3/2/2016	3/2/16 Thomas Mooney stated via email to Allison Williams that the proposer has not been in touch with the CAO regarding the appraisal
293	Discussion Regarding Implementing An Open Data Policy	Ricky Arnola	March 9, 2016 Commission Item C4E	Ariel Sosa	9/9/2016	
294	Discussion Regarding The Use Of Community Development Block Grant (CDBG) Funds As Rent Subsidy For Tenants Of The Allen Apartments	Kristen Rosen Gonzalez	March 9, 2016 Commission Item R9P	Maria Ruiz	9/9/2016	
295	Discussion Regarding Financing/Production, 2066 Time Capsule & Rising Above Project	Mayor Philip Levine	March 9, 2016 Commission Item C4L	Djordje Milekic	9/9/2016	
296	Discussion Regarding The Creation Of The Ocean Court Green Alley - Española Way (East) Green Alley	Joy Malakoff	February 24, 2016 Commission Item R9B	Eric Carpenter	8/24/2016	